

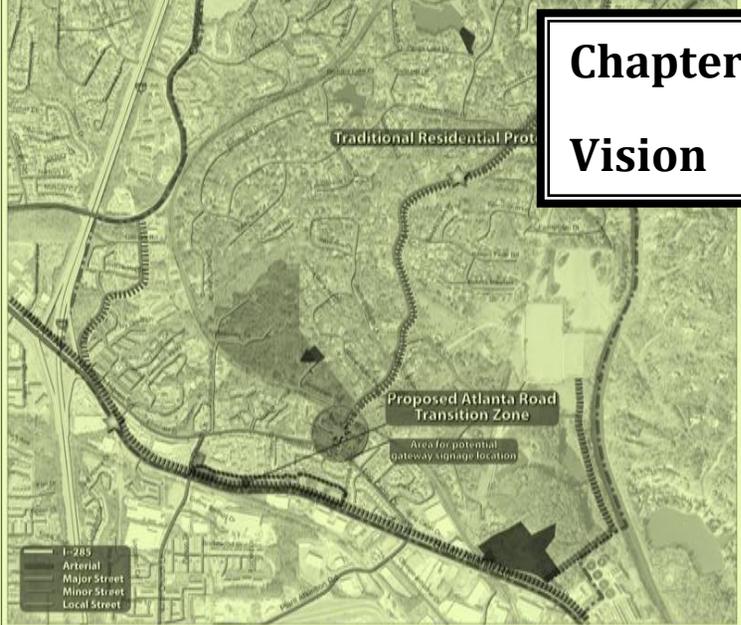


**Chapter 3
Vision**

Vinings Vision Plan

Vinings Vision Plan

Vinings Vision Plan



CHARACTER

NATURAL AND CULTURE

- Park
- Green Space
- Green Buffer
- Historical Feature
- Historical Site
- Natural Scenic Corridor

MASTER PLAN

- Transition Zone
- Proposed Land Use Change
- Focal Area
- Proposed Park/Plaza
- Study Boundary
- Transportation Improvement
- Historical Signage
- Gateway
- Proposed Trail
- Proposed/Expanded Sidewalk

Scale: 0 100 200 300 400 500 feet



Chapter 3 – Vision

Vinings Vision Plan Themes, Goals & Objectives



Vest-Hodge House

In conducting the first two public meetings, it became apparent that there were some overarching problems and issues that needed to be addressed as part of the Vinings Vision Plan. In order to fully address these issues and provide comprehensive solutions and guidance for the future of Vinings, eight “themes” were created. These themes were utilized in generating ideas from the public and Cobb County staff. These themes then helped set goals and objectives which provided the framework for the final master plan. The themes, goals and objectives of the Vinings Vision Plan are as follows:

I. Theme - Traffic – Traffic was the problem most often discussed by the community. Traffic problems included speeding, large volume, lack of flow and noise. Most of the traffic problems are created by cut-through traffic from commuters who are trying to

get to Cobb Parkway, I-75 or I-285. Two specific intersections were mentioned: Paces Ferry Road and Paces Mill Road and Paces Ferry Road and Woodland Brook Drive. These intersections have the most traffic and pedestrian issues. Lastly, the railroad provides a unique problem to Vinings. It adds character to the community, but also hinders traffic flow and causes severe delays.

- A. *Goal* – Work to reduce or mitigate cut-through traffic
 - 1. *Objective* – Determine impact of development on local traffic
 - 2. *Objective* – Find alternative routes around Vinings to reduce cut-through traffic
- B. *Goal* – Improve traffic flow
 - 1. *Objective* – Increase intersection capacity
 - 2. *Objective* – Reduce turning traffic
- C. *Goal* – Reduce speed
 - 1. *Objective* – Add traffic calming features
- D. *Goal* – Improve traffic safety



*Cobb County
Fire Station #5*



1. *Objective* – Replace/add transportation infrastructure

II. *Theme - Bicycle/Pedestrian Infrastructure* – The community appreciated and used existing sidewalks, but felt the need for better connectivity. Sidewalks needed to be added in certain areas. Some sidewalks needed to be expanded. Some intersections needed crosswalks or improved pedestrian crossings.

A. *Goal* – Improve bicycle and pedestrian safety

1. *Objective* – Add and improve pedestrian safety features
2. *Objective* – Reduce conflict with other modes of travel

B. *Goal* – Increase bicycle and pedestrian connectivity

1. *Objective* – Fill sidewalk gaps
2. *Objective* – Add and improve pedestrian features

III. *Theme - Preservation of Current Land Uses* – Next to traffic, maintaining the current single-family residential character of Vinings appeared to be the highest priority. The community felt the need to provide better transitions from the surrounded areas, especially the Cumberland Community Improvement District and wished to ensure higher densities do not spread from the existing locations. Also, it was clear that any future development or redevelopment in and around Vinings needed to study the impact that development would have on the traffic.

A. *Goal* – Preserve stable neighborhoods

1. *Objective* – Reduce negative external impacts
2. *Objective* – Ensure appropriate transitions in scale into Vinings
3. *Objective* – Ensure compatible infill development and redevelopment
4. *Objective* – Clean-up the future land use map

IV. *Theme - Natural Environment* – The community felt the Chattahoochee River a great asset. It is also a problem due to flooding and floodplain issues. The community also expressed that the trees in the Vinings community was an asset.

A. *Goal* – Reduce flooding potential

1. *Objective* – Develop methods to detain water during rain events
2. *Objective* – Develop measures to reduce development in floodplain

V. *Theme - Community Facilities* – The community saw the need for additional parks and green space. They also expressed an interest in a community center or central gathering space that could be used for meetings and events.



- A. *Goal* – Improve quality-of-life
 - 1. *Objective* – Expand parks and green space access
 - 2. *Objective* – Provide public gathering space

VI. *Theme - Historic Preservation* – The preservation of the existing historic structures in Vinings appeared to be important to the community. The community also expressed interest in ways of highlighting the history of the area.

- A. *Goal* – Preserve the history of Vinings and educate the public about it
 - 1. *Objective* – Interpret Vinings history
 - 2. *Objective* – Preserve historic sites and buildings

VII. *Theme - Building and Street Aesthetics* – A community focus appeared to be on improving the aesthetic appeal of the buildings and streets in Vinings. Burying the power lines, streetscape improvements and design guidelines for the commercial core were all suggested by the community.

- A. *Goal* – Improve and maintain the look of Vinings
 - 1. *Objective* – Add beautification elements
 - 2. *Objective* – Ensure compatible infill development and redevelopment
- B. *Goal* – Ensure long-term prosperity of the Central Village
 - 1. *Objective* – Add, improve and maintain beautification elements
- C. *Goal* – Improve quality-of-life
 - 1. *Objective* – Add, improve and maintain beautification elements

VIII. *Theme - Sense of Place* – The Vinings residents have a strong sense of community and wanted to maintain and improve upon that sense of place. It was important to them that Vinings remain a cohesive and vital community.

- A. *Goal* – Improve quality-of-life
 - 1. *Objective* – Build community cooperation and spirit
 - 2. *Objective* – Strengthen the identity of Vinings



Woodland Brook Drive



Vision Maps

Map 15

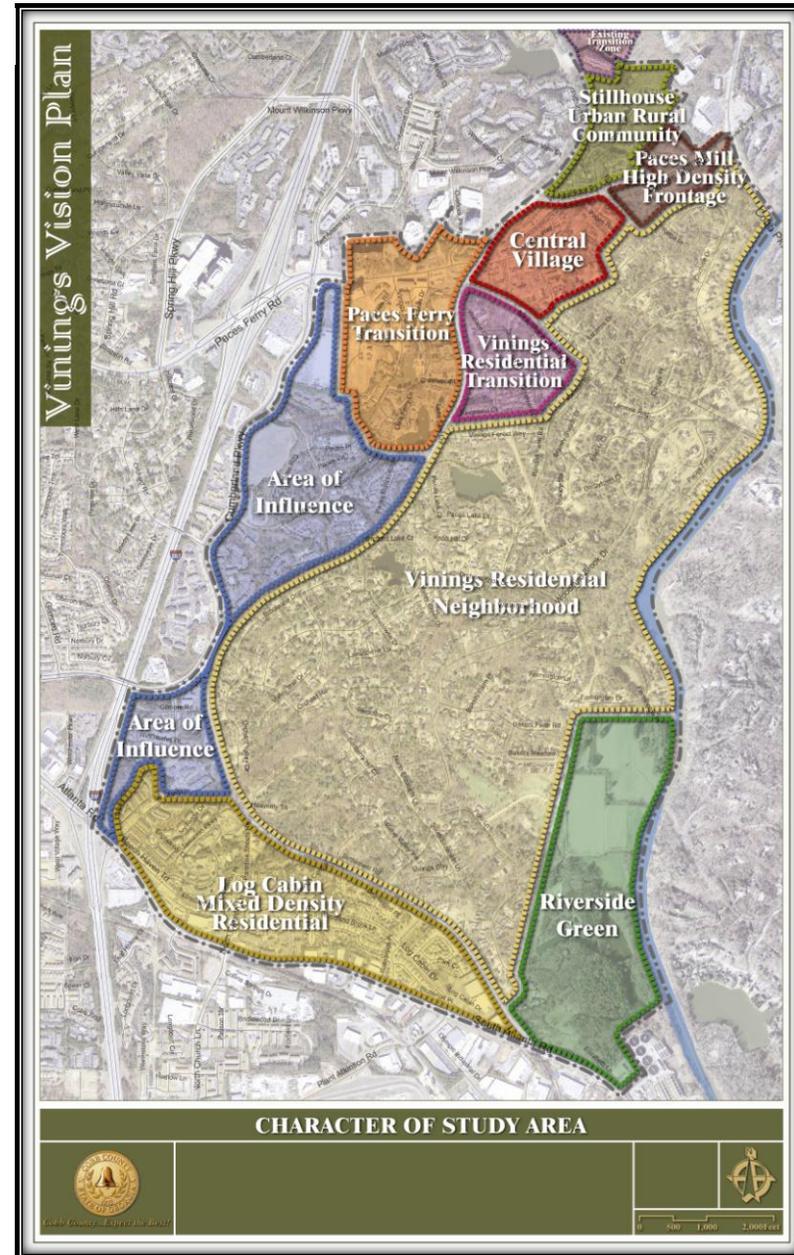
The following Vinings Vision Plan maps show concepts covering multiple themes. The maps include Character, Natural & Cultural Resources, Master Plan and Transportation. Not all the master plan recommendation and implementation items could be illustrated on the following maps. Additional concepts can be found following the overview of the maps and are sorted by theme.

Character of Study Area

As part of the public participation process, it became apparent that, to the community, Vinings has different sub-sections with different characteristics. From this community input, a character map was created in order to identify these different sub-sections for future planning use. The following are the description for each different area.

Stillhouse Urban Rural Community - While Stillhouse Road borders the existing transition zone between Vinings and the Cumberland Community Improvement District (CID), Stillhouse remains a stretch of road with a very rural feeling and appearance. The road contains mostly single-family residential homes tucked into a mature tree canopy. The rolling topography and narrow road adds to the rural appearance. Stillhouse remains unique in Cobb County in that it is adjacent to the urban Cumberland area, but it maintains rural characteristics.

Vinings Residential Neighborhood - The largest character area consists of stable single-family residential communities with high-end homes and estates. The area is primarily R-30 with some R-30 non-conforming lots and some R-20 lots. The area is also under the Very Low Density Residential (VLDR) future land use category, which creates lower density suburban characteristics.





Paces Mill High Density Frontage – Paces Mill Road stretches from the heart of the Central Village to an intersection with Cobb Parkway (U. S. 41). The existing development fronting Paces Mill Road consists of townhomes and condominium communities with higher densities. These high densities act as a transition between the single-family homes of the Vinings Residential Neighborhood and the busy Paces Mill Road/Cobb Parkway thoroughfare.

Central Village – The Central Village is the heart and hub of Vinings. It is the commercial core, with the Vinings Jubilee acting as the major anchor for retail and office space in Vinings. The Village also remains the historic core of Vinings, with the largest concentration of historic buildings in the study area. The Central Village contains a variety of restaurants, retail and offices that meet the needs of the community. Some denser residential communities are part of the Central Village, which contribute to the core feel of this sub-section. The scale and architecture of the Vinings Jubilee, and some surrounding establishments, blend with the residential and historic character of Vinings.

Vinings Residential Transition – This sub-section is located between the Central Village and the Vinings Residential Neighborhood. This residential area currently has a mixture of R-30 zoning and higher density communities and therefore serves as an appropriate transition between the commercial of the Central Village and the main residential section of Vinings.

Riverside Green – The Riverside Green is made up of public and private land in the southeast corner of the study area along the Chattahoochee River. This land is largely undeveloped and acts as greenspace and an informal park for Vinings. Some of the public land is in the floodplain along the Chattahoochee River while a portion of the private land is used for sporting events and is open to nearby residents for their use and enjoyment. With so little undeveloped land left in the study area, it is crucial that some land is retained for greenspace, parks and access to the Chattahoochee River. This would not preclude appropriate-scaled new single-family residential development in areas where it is currently zoned and privately held.

Paces Ferry Transition – This sub-section is located on the west side of the railroad tracks along both the north and south sides of Paces Ferry Road and it contains varied characteristics. It has a new mixed-use development, as well as a new townhome development. There are also some aging apartments and condominiums on the south side of Paces Ferry Road and single-family residential on the north side of Paces Ferry Road. There are commercial strip centers and high-rise office buildings. This area acts as a transition from the more intense Cumberland CID to the more residential areas on the east side of the railroad tracks.

Log Cabin Mixed Density Residential – The Log Cabin Mixed Density Residential section is located along Log Cabin Road between the railroad tracks and Atlanta Road. It is mostly residential with single-family homes, townhomes, condominiums and some apartments. The densities in this section are higher than what is found in the Vinings Residential Neighborhood. There is also a small amount of commercial and light industrial uses along Atlanta Road.



Area of Influence – The Area of Influence is located entirely on the west side of the railroad tracks and east of Cumberland Parkway. It is almost entirely within the Cumberland CID. This area contains much higher residential densities than the rest of the study area, with many apartment units and condominiums. It also contains one large commercial center with a big box store and hotel and one smaller center with a grocery store and retail shops. This area, while not traditionally part of Vinings, has considerable impact on the study area, adding significantly to the population and traffic issues.



Natural and Cultural Resources

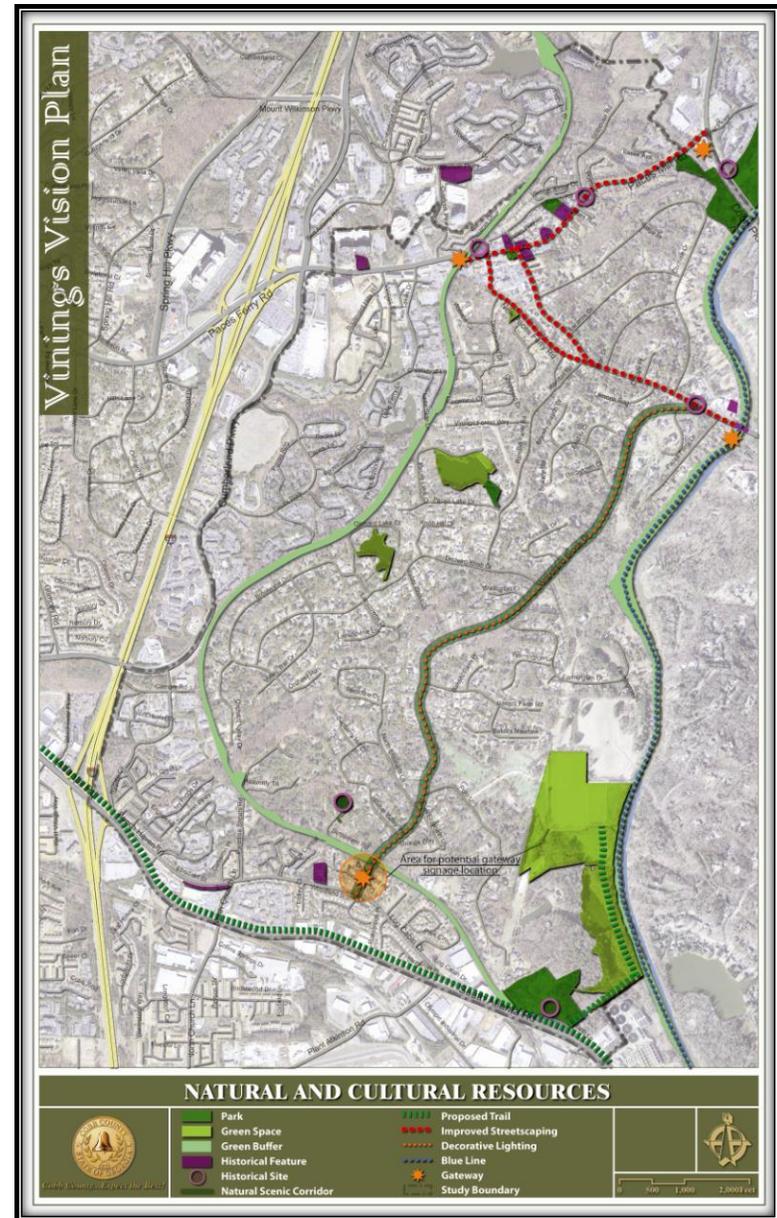
Map 16

Vinings has numerous natural and cultural resources. These resources should be highlighted and maintained for the Vinings community. The purpose of the Natural and Cultural Resources map is to show how these assets are and can be connected by the area’s vehicular and pedestrian infrastructure.

Vinings Common – Vinings Jubilee and other businesses bring residents and local workers to the Central Village. However, Vinings lacks a central gathering space for community events and activities. The Vinings Common would replace the existing strip shopping center at the southwest corner of the Paces Ferry Road and Paces Mill Road intersection. The Common would add to the aesthetic appeal of that intersection with the historic buildings on the other three corners. Eliminating the strip center would also relieve some of the traffic concerns at the intersection. The Common should be designed to accommodate community activities, but also act as a pocket park with benches, landscaping, water feature and possibly public art. It would also provide a location for signage for the Vinings Heritage Trail.

A rendering of the Paces Mill Road and Paces Ferry Road intersection was completed to show how it looks currently. An alternative rendering was done to illustrate how the Vinings Common on the southwest corner could bring a positive impact to the intersection and enhance the Central Village. Both renderings can be seen on the following page.

Parks – Residents and visitors to Vinings have easy access to the Chattahoochee River National Recreation Area via Cobb Parkway. The Chattahoochee River National Recreation Area provides access to the river and connections to walking and cycling trails. However, the study area does have a lack of small walkable parks to accommodate passive community use. A good location for additional park space is on county-owned property in the southern part of the study area, with access from Atlanta Road on Elizabeth Lane. (continued on page 52)

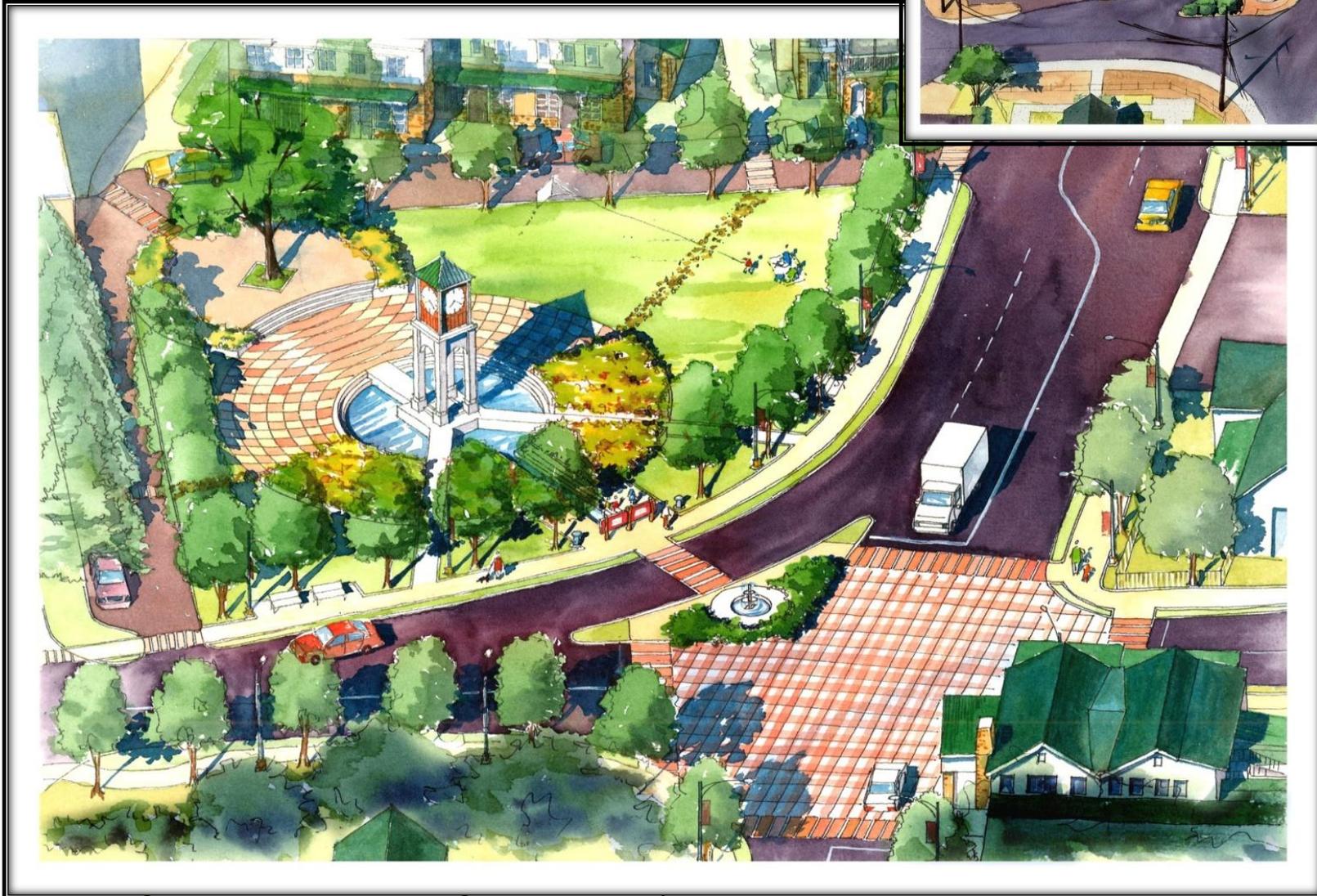




Vinings Common at Paces Ferry and Paces Mill

Right: Existing Paces Ferry and Paces Mill Intersection

Below: Rendering Showing Possible Vinings Common Design.





An opportunity for a park is on Settlement Road, also in the southern end of the study area. Property along Settlement Road is largely undeveloped and contains the site of the former St. John’s First Baptist Church, the church cemetery and a Civil War earthwork. Even if the property surrounding the cemetery and earthwork is eventually developed, the site is an ideal opportunity for a pocket park.

Green Space – The Vinings Vision Plan study area is almost entirely developed and so it remains very important to retain and maintain any existing available green space in the area. Several existing lakes in the Paces Lake and Orchard Knob areas also add to the green space. A small county-owned parcel on the south side of New Paces Ferry Road, behind the Vinings Library, is used for storm water drainage, but also increases the green space inventory. The county owns property along the Chattahoochee River at the southern end of the study area that is located in the floodplain. Near this property are several parcels of privately owned land currently used for sporting events, while also providing much needed green space for the area. It would be ideal to connect these privately owned parcels via a walking trail to adjacent county-owned property, where a small park (as referenced in previous section) and parking lot could be constructed. While it might be possible to accomplish this without additional land, it might become necessary to buy additional acreage or obtain an easement to allow for better access to adjacent county-owned parcels.

Streetscape – The aesthetic appeal of the Central Village and surrounding residential neighborhoods can be dramatically improved by the addition of a streetscape along Paces Mill Road, New Paces Ferry Road and Paces Ferry Road (from the Chattahoochee River to the railroad tracks). The actual design of the streetscape is left to the community, but it should include street trees, landscaping, decorative street and pedestrian lighting, enhanced sidewalks and consistent signage. Burying the power lines on these roads can enhance the streetscape design.



Sample Sign for Historic Signage

Gateways – The installation of signage at the gateways to Vinings is a way of identifying the community, welcoming visitors and residents and providing opportunities for landscaping and beautification. The community identified four gateways to Vinings. These locations are Paces Ferry Road and the railroad tracks, the Paces Mill Road and Cobb Parkway intersection, Paces Ferry Road and the Chattahoochee River, and somewhere at the southern end of Woodland Brook Drive. The design and maintenance of the gateways is an opportunity for residents and property owners in Vinings to work together to add to the identity and sense of place of their community.

Woodland Brook Drive Scenic Corridor – Woodland Brook Drive is the main north-south road in Vinings. The road is one of the most scenic in Cobb County, with its mature tree canopy and winding ways. The steep and sloping topography also adds to the character. With these characteristics and uses entirely devoted to single-family residences, Woodland Brook Drive remains one of the most unique roads in Cobb County. Designation of Woodland Brook

Drive as a scenic corridor at the county level could provide the needed recognition to help protect



distinctiveness of the road. The first step to accomplish this is for the county to adopt a county-wide program for designating scenic corridors. Also, by burying the power lines and adding decorative street lighting, it could enhance the beauty of Woodland Brook Drive. Sidewalk improvements on Woodland Brook Drive should not include the addition of a new sidewalk on the west side of the road, but be limited to the eastern side only.

Vinings Heritage Trail – Vinings has a varied and interesting history tied to the railroad and the Chattahoochee River. Many historic buildings and sites remain to help tell the story of Vinings and therefore, broaden the understanding of the history of Cobb County. Creating a trail that is tied to these historic buildings and sites would highlight this history to the community. Heritage trails like this can help draw heritage tourism to the area, and therefore assist in the economic development of Vinings and Cobb County. In many cases, multiple buildings and sites can go on the same sign, diminishing the costs of the project (proposed locations of the signs is displayed on the Master Plan map). The new interpretive signs would add to the existing six Georgia state historic markers already in place. Wayfinding signage, with the Vinings logo, can be added to the streetscape to direct travelers to the next site. An accompanying driving/cycling brochure and guide could be created to promote the trail and guide users. The following buildings and sites could be part of the Vinings Heritage Trial:

1. Pace Family Cemetery
2. African-American Cemetery at Vinings Mountain
3. Site of Vinings Depot
4. Vest-Hodge House
5. 5 Mountain Street
6. Old Vinings Inn
7. Yarbrough House
8. Pace House & Pavilion
9. Vinings United Methodist Church
10. Four Roses Distillery (signage at Stillhouse & Paces Mill intersection)
11. Robinson’s Tropical Garden Supper Club
12. Hermi’s Bridge
13. Pace’s Ferry and Mill
14. Settlement Road Community, site of former St. John’s First Baptist Church & Cemetery and Civil War trench
15. Log Cabin Community Sunday School
16. Trolley Line Park
17. Frank Robinson Property (signage along Log Cabin)



Sample Directional Sign for Streetscape

Atlanta Road Multi-use Trail – A multi-use trail is proposed that will connect pedestrians and bicyclists in the study area to the Silver Comet Trail and the City of Atlanta. The trail will connect with the Silver Comet Trail at the Cumberland Parkway and Atlanta Road



intersection and run south on Atlanta Road, connecting with the Vinings Heritage Trail at that point. The trail provides additional needed connectivity to the Silver Comet Trail for the community and provides additional easy access for the Vinings Heritage Trail.

Chattahoochee River Water Trail (Blueway) – The Chattahoochee River Water Trail was recently designated by the National Park Service. The water trail is part of the Chattahoochee River National Recreation Area and is intended for boats, canoe and kayak users. It currently runs from Buford Dam to the CRNRA land off Cobb Parkway, where there is boat access to the river. There could be an effort to extend the water trail down the Chattahoochee River. There would need to be additional study to see if further boat access points would be necessary in the study area, which would be difficult due the large amount of privately owned land along the river.

Green Buffers – The Chattahoochee River and the ridge the railroad tracts sit on act as a natural buffers for Vinings.



Chattahoochee River Water Trail



Master Plan

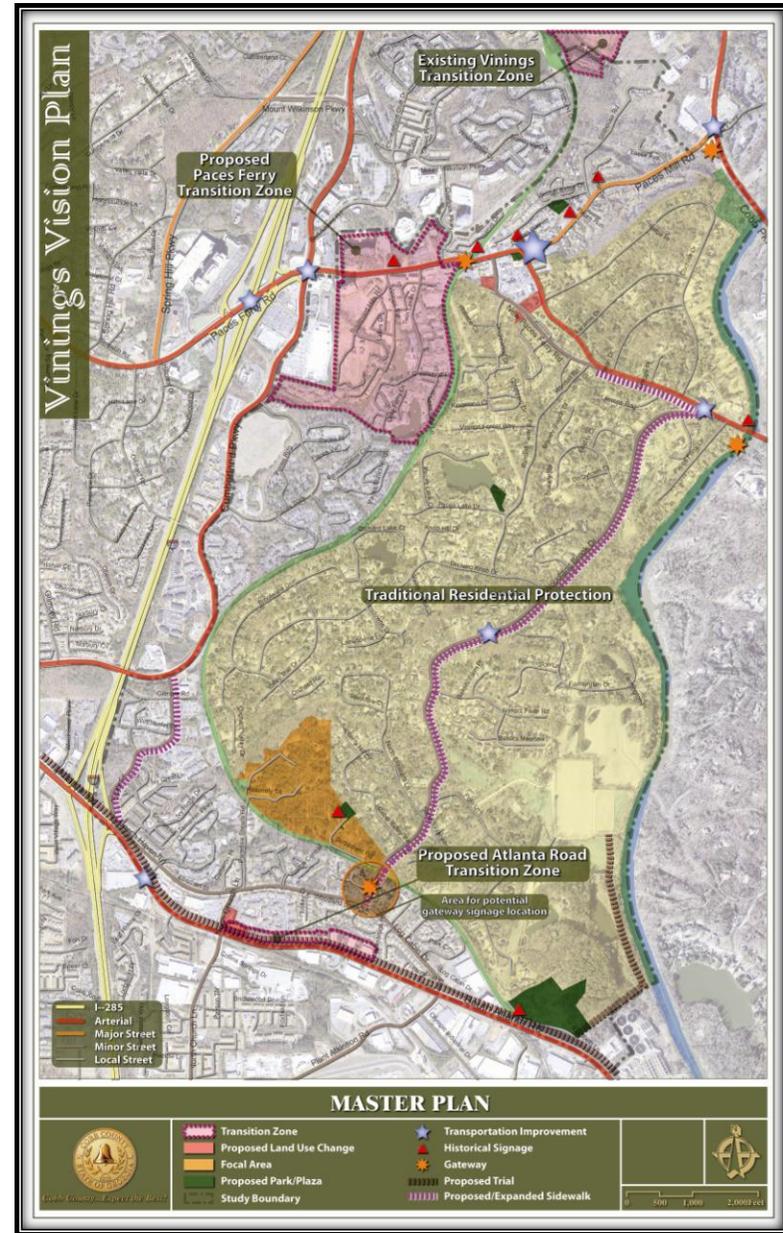
The master plan takes all the elements of the plan and places them on the same map so that they can be viewed together to see how they interact and connect. After traffic, maintaining the existing residential land uses was the top priority of the community. The master plan works to place protection areas to address these land use issues, while also showing transportation and community improvements.

Traditional Residential Protection – The map highlights the stable residential neighborhoods that encompass the majority of the study area. The following proposals can provide protection for this residential community (additional items are on page 63):

Transition Zones – The population in the study area is projected to grow slowly over the next twenty years, so it is possible to provide some transition measures for the stable residential neighborhoods. Transition zones are ways to designate areas to act as a buffer in order to protect adjacent areas. Vinings consists of mostly stable single-family residential neighborhoods. These neighborhoods are surrounded by the Cumberland CID which contains high rises and higher densities.

1. There is one existing transition zone on Stillhouse Road. This acts as a buffer to Cumberland Boulevard and the CID. The master plan calls for maintaining this transition zone.
2. The master plan calls for two new transition zones. The first is located west of the railroad tracks, on both the north and south sides Paces Ferry Road. The property on the north side of Paces Ferry Road has already been rezoned for a multi-use high rise development. Some of the land on the south side of Paces Ferry Road contains aging apartments and condominiums, which offers opportunities for redevelopment. The remaining land on the south

Map 17





side of Paces Ferry contains a new multi-use development with condominiums and townhomes. Creating a transition zone offers a way to manage density and height when future zonings, development or redevelopment occurs and ensures appropriate transitions to single family residential areas. Transition zones will not impact, nor impede any existing zonings or proposals that are of a similar scale to the previously approved zonings. Nor will the transition zones impact the Regional Activity Center category on the current land use map.

3. The second proposed transition zone is along Atlanta Road at the southern end of the study area. This transition zone will act as a buffer between the industrial uses on the south side of Atlanta Road and the residential uses along Log Cabin Drive. Office and light industrial uses would be appropriate for this transition zone.

Future Land Use Changes – There are a number of future land use changes that can be made that will help protect the stable single-family residential neighborhoods within the study area, as well as the anchor of the Central Village, Vinings Jubilee. The future land use map and associated definitions are part of the Cobb County Comprehensive Plan. While Cobb County cannot mandate the retention of certain zoning categories, the county can designate future land uses that can guide the Planning Commission and Board of Commissioners in any future rezoning and associated development. The following future land use changes should be implemented during the annual Comprehensive Plan amendment process.

1. *Very Low Density Residential Text Amendment* – The goal of this alteration is not to change the Very Low Density Residential future land use category that encompasses most of the study area, but to add some text to the Comprehensive Plan that would encourage the protection and retention of the VLDR. The VLDR category is to provide for areas that are suitable for very low density housing where the existing or desired residential development pattern is zero to two (2) dwelling units per acre.
2. *Neighborhood Activity Center Text Amendment* – In order to provide additional protection to the stable single-family neighborhoods, some text can be added to the Comprehensive Plan that would discourage expanding any commercial uses in the Central Village. The purpose of the Neighborhood Activity Center (NAC) future land use designation is to provide for areas that serve neighborhood residents and businesses.
3. *Medium Density Residential to Neighborhood Activity Center* – This future land use change only involves the existing gas station and car wash at the northeast corner of the Atlanta Road and North Church Lane intersection. The existing future land use is Medium Density Residential (MDR), which provides for areas that are suitable for moderate density housing between two and one-half (2½) and five (5) dwelling units per acre. In order to ensure a viable future use of this property and surrounding areas, the future land use should be altered to Neighborhood Activity Center (NAC) (see #2 above for definition).



4. *Public/Institutional to Neighborhood Activity Center* – This future land use change involves the one parcel on the west side of New Paces Ferry Road that contains a structure that once was used as church. The building is now utilized as a restaurant. The future land use should be changed from the Public Institutional category (PI) to the Neighborhood Activity Center (NAC) due to its current and surrounding uses and future viability. The purpose of the PI category is to provide for government uses and institutional land uses, such as government facilities, churches, schools, churches, hospitals, etc. See #2 above for NAC definition.
5. *Very Low Density Residential to Public Institutional* – This future land use change involves the one parcel where the Vinings Library is located. The library is currently in the VLDR category and should be in the Public/Institutional (PI) category. See #1 for VLDR definition and #4 for PI definition.
- *Very Low Density Residential to Medium Density Residential* – There is a residential area adjacent to the Vinings Jubilee, to the south, that is currently in the Very Low Density Residential category. It is surrounded by the Neighborhood Activity Center (NAC) to the north and High Density Residential (HDR) and Medium Density Residential (MDR) to the south and east. The HDR category allows for five (5) to twelve (12) units per acre and the MDR category allows for two and one-half (2.5) to five (5) units per acre (see points 1-4 above for additional definitions). The current market does not constitute a change in the future land use at this time. However, the area should be monitored for the foreseeable future in order to determine if a change in the market dictates an upgrade to the MDR future land use category.

Sidewalks – The study area currently has sidewalks along the most appropriate roadways. However, there are some gaps that, if filled, would provide a complete sidewalk network for the study area. There is also an opportunity to make improvements and/or expand an existing sidewalk.

1. *Paces Ferry Road* – Paces Ferry Road, from the Chattahoochee River to the New Paces Ferry Road intersection, currently just has sidewalks on the north side of the road. In order to provide better pedestrian connectivity and improve pedestrian safety, sidewalks should be placed on the south side of Paces Ferry Road from New Paces Ferry Road to the Woodland Brook Drive intersection.
2. *Beech Haven Trail* – The only major road not to have sidewalks is Beech Haven Trail in the southern portion of the study area. Log Cabin Drive, which changes names to Beech Haven Trail, has sidewalks. The sidewalks disappear completely at the point the road changes names. Continuing the sidewalks along Beech Haven Trail would complete the network of sidewalks and provide better pedestrian connectivity.



Paces Mill Road



3. *Woodland Brook Drive* – There is an existing sidewalk on the east side of Woodland Brook Drive that is heavily used. There is an opportunity to make needed safety improvements to this sidewalk, as well as expand it to accommodate additional pedestrian traffic. The expansion could possibly extend to the width of a multi-use trail. Depending on further investigation, the possibility could be cost prohibitive because of the high cost of right-of-way acquisition and/or it could be too intrusive into the existing landscape. Any sidewalk plans on Woodland Brook Drive does not include building another sidewalk on the west side of the road.

Focal Area – The master plan map highlights a focal area just north of the railroad tracks off Woodland Brook Drive. These parcels consist of around 60 acres of undeveloped land, much of which is owned by a developer. This is also the location of the St. John’s Church site, cemetery and Civil War earthwork. This is highlighted as a focal area to ensure the preservation of the cemetery and earthwork and that future development is compatible with the surrounding homes. Any development in the focal area should emphasize the preservation of open space.



Transportation

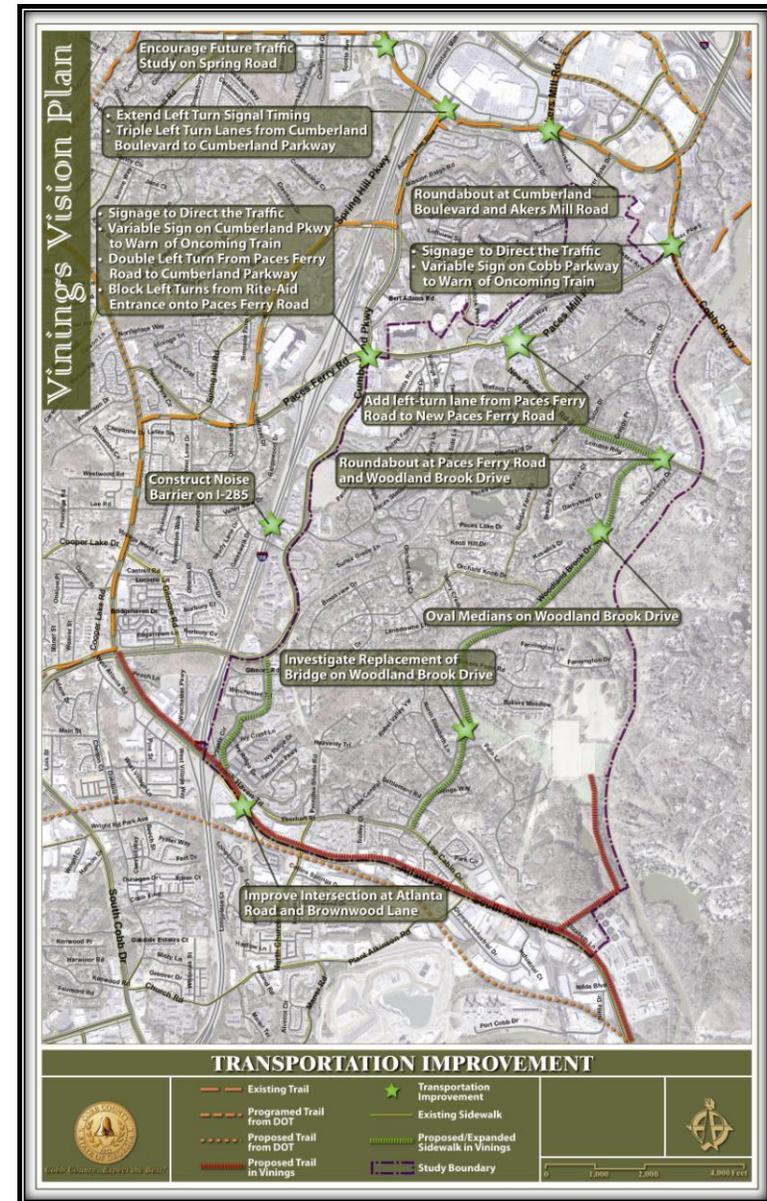
The large traffic volume in the study area was the most crucial problem identified through data analysis and confirmed by the community during the public meetings. The volume is largely due to drivers cutting through the area to access I-285, I-75 and Cobb Parkway. The volume problems are the most noticeable at and around the Paces Ferry Road and Paces Mill intersection. The flow and speed of traffic were additional problems that needed to be addressed. The railroad tracks present an additional impediment to improving volume, traffic and flow. The goal of the transportation improvements was to not only address the Paces Ferry-Paces Mill intersection, but to find ways to encourage vehicular traffic around Vinings using Cobb Parkway, Cumberland Boulevard and Cumberland Parkway.

The first step was to look at how to direct traffic around Vinings. The installation of signs (on Cobb Parkway and Cumberland Parkway) notifying drivers of delays caused by trains and traffic congestion is a simple way to encourage traffic to utilize alternative routes. Looking into installing variable digital signs (on Cobb Parkway and Cumberland Parkway) warning drivers of an oncoming train is also a means to reducing the cut-through traffic. This should be analyzed for effectiveness once the Cumberland Parkway and Cumberland Boulevard improvements are completed.

Also, if traffic flowed better along Cobb Parkway, Cumberland Boulevard and Cumberland Parkway, drivers would more likely use those roads rather use the Paces Mill-Paces Ferry corridor. Several of the proposed projects look to accomplish this goal.

Roundabout at Cumberland Boulevard and Akers Mill Road – A roundabout at this location would improve traffic flow and assist with the left turns from Cumberland Boulevard onto Akers Mill Road.

Intersection Improvements at Cumberland Parkway and Cumberland Boulevard – These improvements would include adding an additional



Map 18



turn lane to the existing dual left turn lane from Cumberland Boulevard to Cumberland Parkway. This would also require time the traffic signals to give priority to those left turns. These improvements would decrease impediments to traffic flow.

Traffic Study on Cumberland Boulevard between Spring Road and Cobb Parkway – In order to continue to improve the traffic flow and congestion on Cumberland Boulevard, looking at the possibility of a traffic study along Cumberland Boulevard, especially at Spring Road, would be helpful. The Cumberland Boulevard and Spring Road intersection needs improvements, and once those are identified, can only assist improving traffic flow and safety along that corridor.

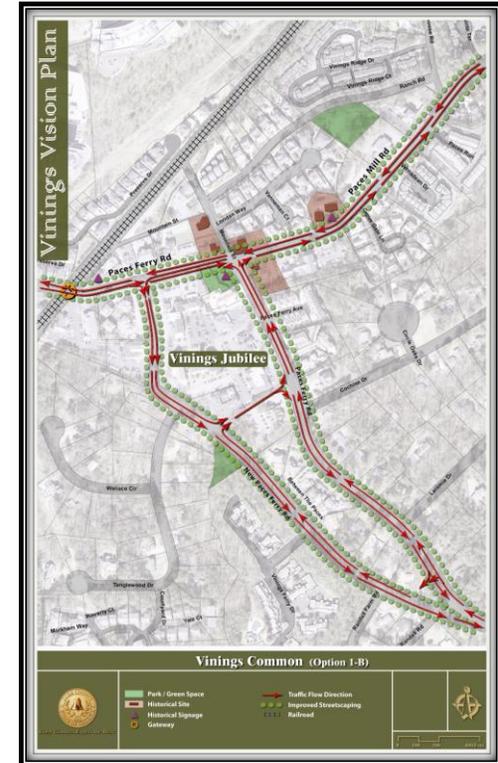
Paces Ferry Road and Paces Mill Road Intersection – Traffic was the most common complaint about Vinings, with the Paces Ferry Road and Paces Mill Road intersection being the most often cited example. Finding a solution to the problem is difficult because there are historic buildings, each very close to the road, on three corners. If those buildings were to be demolished for a road widening project, it would have very devastating effects on the character of Vinings. The railroad tracks also create delays and are an additional impediment to finding a realistic solution.

In finding an appropriate solution that the Vinings community felt comfortable with and could support, several scenarios were considered, presented to the public for feedback and ultimately eliminated from consideration. A one-way pairs concept was considered, which would have utilized Paces Ferry Road, from New Paces Ferry Road to Paces Mill Road,



Map 20

as one-way going northbound. New Paces Ferry Road would have been one-way going southbound. Paces Mill Road and the east-west section of Paces Ferry Road would have continued to have two-way traffic. This concept was presented at the public meeting on November 17, 2011 and was not favorably received because it would have limited access to those who lived on Paces Ferry Road and New Paces Ferry Road, as well as those that lived in neighborhoods off them. Staff considered an alternative to this concept, with a cut-through between the Vinings Jubilee and the Vinings Library that would have shortened the length of the one-way portions of Paces Ferry Road and New Paces Ferry Road. After further discussions on this alternative and how



Map 19



to provide better access for those that live on Paces Ferry Road and off New Paces Ferry Road, the idea was discarded.

Another option (see page 59 for illustration) that was considered was constructing a new left turn lane from Paces Mill Road going west onto Paces Ferry Road going south. After looking carefully at the impacts, this idea was no longer considered. The new turn lane would greatly impact the Yarbrough House, headquarters of the Vinings Historic Preservation Society, which sits at the southeast corner of the intersection. The project would not demolish the house, but would eliminate a lot of the landscaping and cause the road to come dangerously close to the building. This in turn would destroy part of the historic character of Vinings. Lastly, it would not solve the larger flow issues and would decrease pedestrian safety.

The last concept considered was to construct a new left turn lane going west on Paces Ferry Road onto New Paces Ferry Road going south. There currently are three lanes on Paces Ferry Road between the two intersections with Paces Mill Road and New Paces Road. The third lane is a right turn lane. The project would involve converting this right turn lane to the east bound traveling lane, changing the existing east bound lane into the left turn lane and maintaining the existing west bound lane. The new left turn lane would run almost the length of Paces Ferry Road between the two intersections, allowing for stacking capacity for those making the left turn towards the residential neighborhoods of Vinings. This concept would restrict the left turns from Paces Mill Road onto Paces Ferry Road during peak traffic times. This new left turn would have the least impact on the physical environment and is the least expensive of the options. Most importantly, it would address the intersection problems while not increasing capacity for additional cut-through traffic. Because of these positive benefits of the concept, it was the solution included in the final recommendations list.



Map 21



Sample Design of Three-way Roundabouts

Roundabout at Paces Ferry Road and Woodland Brook Drive – Woodland Brook Drive comes into Paces Ferry Road at a skewed angle. This has caused turning issues as well as concerns over pedestrian safety. Building a roundabout at the intersection would cause Woodland Brook Drive to come into Paces Ferry Road at 90° angle. Changing the angle of Woodland Brook and the new roundabout would help solve some of the turning issues, keep traffic moving and provide safer pedestrian crossings. As this intersection is located near the Chattahoochee River, which is the boundary between Fulton County and Cobb County, it serves as a type of a gateway into Vinings and Cobb County. A roundabout would not only address traffic and pedestrian issues, it could also increase the aesthetic appeal of the community. The circle provides opportunities for landscaping and a location for gateway signage.

Traffic Calming on Woodland Brook Drive – Woodland Brook Drive is a curvy, hilly road. Even with these conditions, speeding is a major problem. Residents along Woodland Brook Drive are looking for ways to slow down vehicles in a manner that has no additional negative impacts. Two concepts were presented to the public. Oval medians are oval shaped raised areas between lanes of traffic that narrow the road and force drivers to slow down. They also provide for refuge for pedestrians trying to cross the road. These traffic calming devices can also be landscaped, adding to the scenic nature of Woodland Brook Drive. The second concept is the installation of permanent speed control devices. The devices would notify drivers at what speed they are driving, in the hopes that they will slow down if they are speeding.



Sample Design for Traffic Calming Measures

Additional Transportation Improvements:

Double Left Turn from Paces Ferry Road onto Cumberland Parkway – Adding capacity to the existing left turn from Paces Ferry to Cumberland Parkway can help relieve some of the traffic congestion that can build up on Paces Ferry Road. This project is already underway.



Entrance to Rite-Aid off Paces Ferry Road – Cobb County should work with property owner(s) where the Rite-Aid is currently located at the corner of Paces Ferry Road and Cumberland Parkway to eliminate left turns from the entrance to the development onto Paces Ferry Road. This would help decrease delays on Paces Ferry Road.

Woodland Brook Drive Bridge Replacement – Replacement of the existing bridge on Woodland Brook Drive needs to be investigated. If and when the bridge is replaced, the new bridge should be context sensitive and compatible to the surrounding neighborhood and environment.

Construct Noise Barriers on I-285 – One of the major complaints heard from the public is the noise from nearby I-285. Constructing noise barriers on the interstate can assist in decreasing some of the traffic noise. The barriers are part of the planned interchange improvements at I-285 and Atlanta Road. The improvements are scheduled to be completed in 2015.

Intersection Improvements at Atlanta Road and Brownwood Lane – The intersection at Atlanta Road and Brownwood Lane, near the Pilot truck stop, has become a problem due to the tractor trailer traffic turning into the truck stop. Improvements to the intersection are part of the planned interchange improvements at I-285 and Atlanta Road. The improvements are scheduled to be completed in 2015.

Paces Ferry Road and New Paces Ferry Road Intersection – There are several development opportunities near the intersection of Paces Ferry Road and New Paces Ferry Road. During any development process, it could be a good opportunity to look at a redesign of that intersection to improve safety, especially if additional traffic will be utilizing New Paces Ferry Road.



Additional Vision Concepts

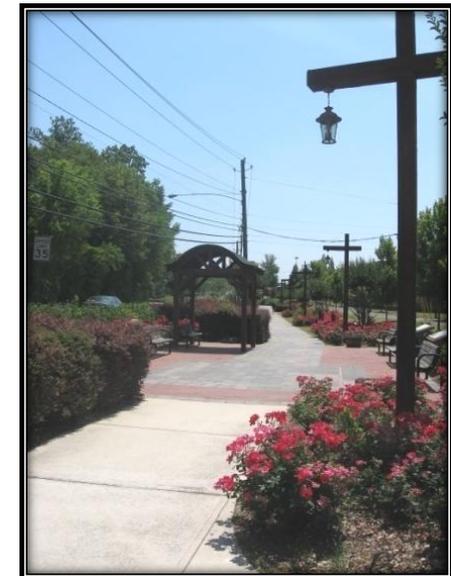
The maps give an overall vision for the master plan. Additional specific action steps not depicted on the maps can be taken to achieve the goals and objectives and move the Vinings Vision forward.

Bicycle/Pedestrian Infrastructure – Bicycle and pedestrian safety and connectivity throughout the study area will help expand non-vehicular travel opportunities and help maintain the village feel of the Central Village. There are some needed safety improvements with crosswalks at several intersections, including Paces Ferry Road and Paces Mill Road, Log Cabin Drive and North Church Lane and Paces Mill Road and Stillhouse Road. Erecting signage about proper cycling etiquette on Woodland Brook Drive can help to reduce conflicts between vehicles and bicycles

Preserve Existing Land Uses – Establishing a zoning overlay can help protect and maintain the small village feel and single-family residential neighborhoods that currently make up Vinings. The boundaries, scope and specifics of the overlay would need to be addressed with the community at a later date, but the overlay could provide for regulation of those elements which the Vinings community seeks to preserve. These elements could include transition zones, uses, setbacks, design guidelines, the tree canopy, as well as other items. The zoning overlay becomes a regulatory tool for the residents, property owners and businesses to establish what kind community they want Vinings to become in the future.

Natural Environment – The Chattahoochee River is a great asset to the Vinings community, but it has also become a liability due to potential flooding hazards. There are several opportunities to mitigate some of the flooding risks. These include not allowing additional development in the floodplain, as well as revising the floodplain. The Atlanta Regional Commission is responsible for monitoring development along the river and their Chattahoochee River Corridor Plan needs to be updated with input and coordination with multiple jurisdictions, including Cobb County. The update could help address some of the flooding and storm water problems that have become more prevalent over the last several years. Additional detention of storm water can also assist in addressing the flooding problems. Investigating the utilization of existing lakes and ponds to accommodate storage of storm water could be an ideal solution to the situation.

Community Facilities – Vinings is a tight-knit community and yet does not have a community center. There are several private clubs in Vinings that can host community meetings, but there is not a community facility to which everyone can have access. During the planning process, it became obvious that finding vacant land that was large enough to accommodate the type of facility Vinings wants and needs, was going to be difficult. Cobb County and the community should



Trolley Line Park



continue to monitor the availability of land in the study area in order to find a suitable site for the Vinings Community Center. The center should be designed to handle large group meetings, as well as smaller club meetings. It could also become an arts center with programmed events and classes.

Historic Preservation – Vinings is full of interesting history and historic buildings and sites. There are several measures that can be taken to help preserve and highlight these historic resources. The National Register of Historic Places and the Cobb County Register of Historic Places are two tools that could be used. The National Register is a federal program that recognizes significant historic buildings and sites as well as provides limited protection from federally funded and permitted projects. The Cobb County Register of Historic Places was created by the Cobb County Historic Preservation Ordinance. The Cobb Register provides protection by requiring owners of listed buildings to seek approval from the Cobb County Historic Preservation Commission for any “material” changes to the exterior of the building. This ensures that the historic character of the building remains intact. The Pace House is listed in both the National Register and Cobb Register. It is vital to continue efforts to identify and preserve significant Civil War earthworks and trenches in Vinings and to continue to be proactive in encouraging archaeology surveys and requiring preservation of these resources during development and redevelopment. Lastly, the creation of a walking/cycling brochure for the Vinings Heritage Trail will add to efforts to educate the public about the history of the area.

Aesthetics – The Central Village of Vinings, with its cluster of historic buildings and the Vinings Jubilee, has a unique residential look. Any further new construction, whether redevelopment or infill, should be compatible with the existing architecture. Design guidelines should be created to establish appropriate size, scale, materials and architectural features that would be appropriate for the commercial establishments of Vinings. The design guidelines should greatly emphasize the importance of compatibility with and the need to respect the historic buildings that remain as part of the Central Village. The architecture of Vinings Jubilee has established the model in how this can be done, with its residential architecture and use of materials that are similar to the historic buildings. The design guidelines should be incorporated into the zoning overlay in order to provide better enforcement provisions.

Sense of Place – Improving and maintaining the Vinings Village’s sense of place and identity can only aid in retaining residents and attracting visitors to the area’s shops and restaurants. Vinings has numerous civic clubs and groups that work towards various community interests. If Vinings were to create a community committee with representatives from each of the civic groups, they could coordinate community-wide activities, such as a farmer’s market, seasonal festivals and creation of public art. In addition to installing signage and the four identified gateways, Vinings can work towards creating a logo and a marketing/branding plan that will increase awareness of the community and maintain a healthy economic environment. The community committee can also work towards addressing the issue of obtaining a trademark for the Vinings name. This would help contain the utilization of the Vinings name outside set boundaries.



Sample Vinings Logo