



**Vinings Vision:
A Master Plan for a Georgia
Historic Community**

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Adopted July 24, 2012

Vinings Vision Plan Final Report

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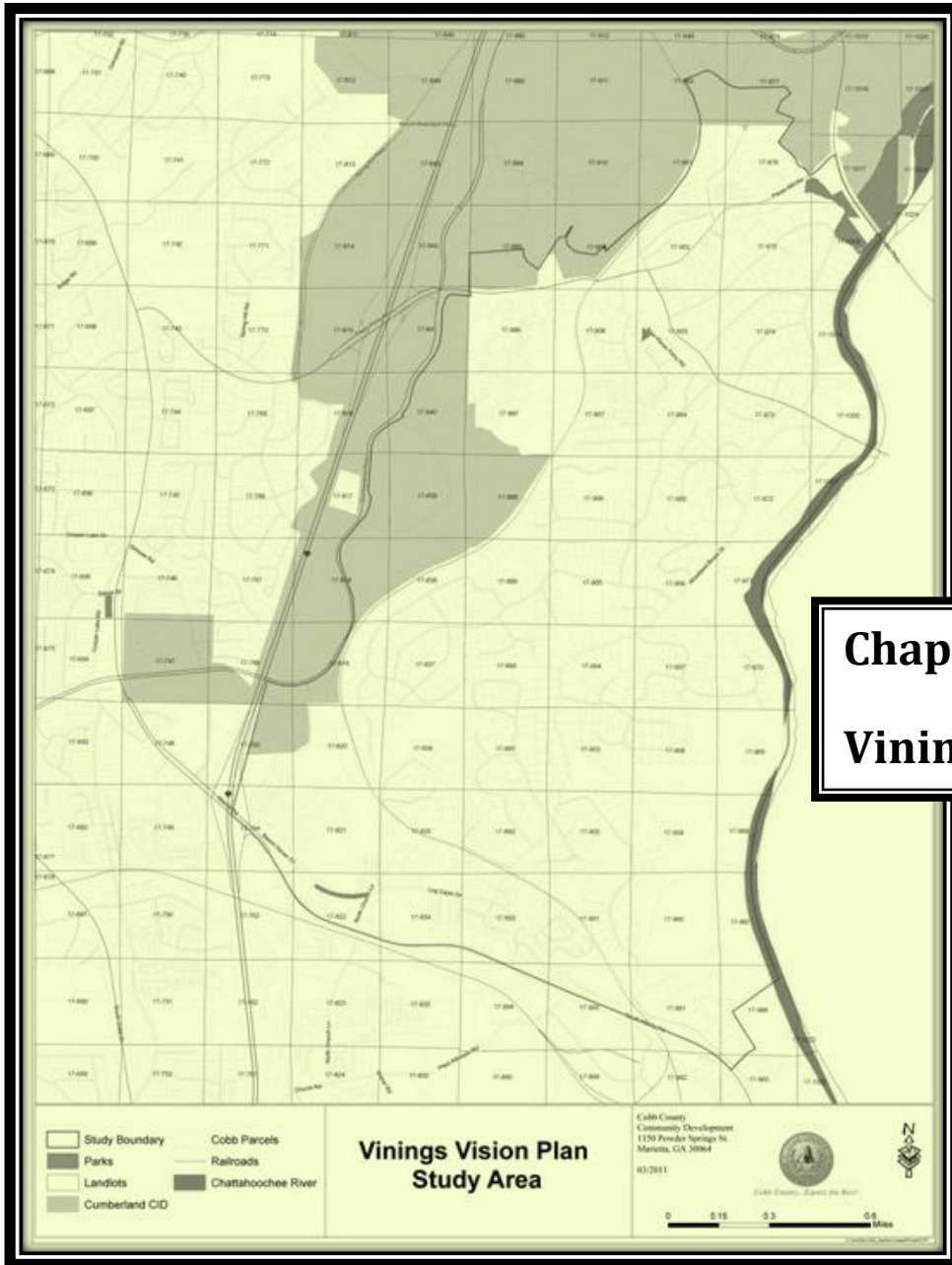
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Chapter 1

Vinings Context

- Study Boundary
- Parks
- Landlots
- Cumberland CID
- Cobb Parcels
- Railroads
- Chattahoochee River

Vinings Vision Plan Study Area

Cobb County
Community Development
1120 Powder Springs Rd
Marietta, GA 30064
03/2011

Cobb County, "Above the Rest"

0 0.15 0.3 0.6 Miles



Chapter 1 – Vinings Context

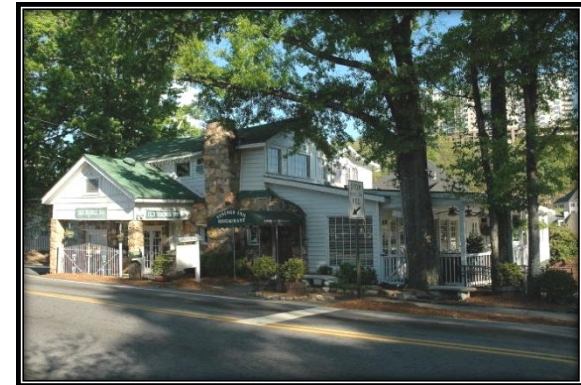
Introduction

In March 2011, the Board of Commissioners requested the Cobb County Community Development Agency, Planning Division to undertake a master planning process for Vinings. This planning project began with efforts of the Vinings community which had expressed interest in creating long range strategies for Vinings. While many studies have been done on areas surrounding and adjoining Vinings (particularly in and for the Cumberland Community Improvement District), none of have focused solely on the issues related to the core of Vinings and the residents and businesses that reside there. These issues are wide-ranging that include land use, transportation, historic preservation, natural resources and maintaining a sense of place. Vinings is unique in that it has a historic core that has developed into a high-end, low density residential community that is now surrounded by more intense and higher density uses. These land use issues, along with Vinings’ prime location, has led to other challenges with traffic being the most dominant. The goal of the Vinings Vision Plan is to ascertain the most prevalent issues through public input, data analysis, field visits and existing conditions analysis, determine an overall vision through a concept plan and provide recommendations how to accomplish the vision, both in the short-term and the long-term.

Community Character

Vinings is where history, charm, and tradition meet modern metropolitan living. Although the “village” has never been incorporated, there has always been a strong sense of identity associated with the area by its residents and businesses.

The intersection of Paces Ferry Road and Paces Mill Road act as the village center, in history, culture, and entertainment. To the southwest of this corner is the Vinings Jubilee, a shopping center that opened in the mid-1980s. It features small boutiques and restaurants built in the style of a fairly walkable village. Instead of a strip style shopping center, “Downtown Vinings”, as the shopping center has affectionately been called, is broken into approximately 10 different buildings each fronted with parking. A diverse collection of businesses are located along the Paces Ferry corridor, from Paces Mill Road towards I-285.



Old Vinings Inn

The other three corners of the Paces Ferry/Pace Mill intersection contain three of Vinings’ historic buildings: the Old Vinings Inn, the Yarborough House, and the Vest-Hodge House. Located nearby is the Pace House, the home of Solomon Pace, son of Hardy Pace who



was the founder of Vinings. Vinings Crossing, now serving a heavily used CSX rail line, historically served travelers coming into Vinings or points north via train.

Although Vinings is a well established community, growth over time has provided a varied collection of housing styles through natural evolution. Over time, some residential structures have been torn down and replaced. This infill development has continued the trend of creating a diversified market-based housing stock. Streets are typically narrower than is seen in many new developments and the tree growth provides a distinct character to the community design. While the infrastructure is not entirely suburban in form, there are many cul-de-sacs and dead ends throughout the neighborhoods of Vinings.

In some areas, traffic threatens this quaint environment. Growth pressure from the north and west from Cumberland and Smyrna have led to many more vehicles using roads in and around Vinings to get to areas beyond. Without action, more development could increase congestion and lower the quality of life Vinings residents have come to appreciate.

This plan is a strategic approach to preserve the history, culture, and charm of Vinings, taking opportunities to improve on those things, while also preparing for growth and its potential effects on the community.

Community Building

As Vinings is unincorporated, there is no formal governmental body specific to the village. However, there are several community organizations serving the residents of Vinings. These organizations promote the culture, history, and social aspects of its members and the community.

The Vinings Homeowner’s Association, the Civic Club, the Women’s Club, and the Vinings Historic Preservation Society are the principal groups. Each of these organizations meets periodically to enhance cooperation between their members. Still there is no one group, or single place that residents can causally stay informed about the community. Neither is there a way to adequately grasp, organize, or manage community stakeholders other than at the county level. Included in the Appendix are details on each of the existing Vinings Community Organizations.



Pace House

Vinings History

Vinings has a unique history that ranges from Native American settlements to the arrival of pioneers to the rise of railroads to the Civil War to the development and growth in Cobb County during and after World War II.



The history of Vinings traces back to the presence of Native Americans in the area, particularly both Creeks and Cherokees. Cobb County was created in 1832 with the Land Lottery that distributed land in northwest Georgia to white settlers. In 1838, considered the origin of Vinings, Hardy Pace arrived in the area and quickly established himself near the Chattahoochee River. Pace eventually had a ferry, grist mill, inn and post office.

The Western & Atlantic Railroad began construction of tracks between Atlanta and Marietta in the 1830s. The area around “Pace’s Crossroads” became a construction camp for the railroad. William H. Vining, a civil engineer, arrived to design a trestle for the railroad. A railroad stop remained at the construction camp and the area became known as Vining’s Station.

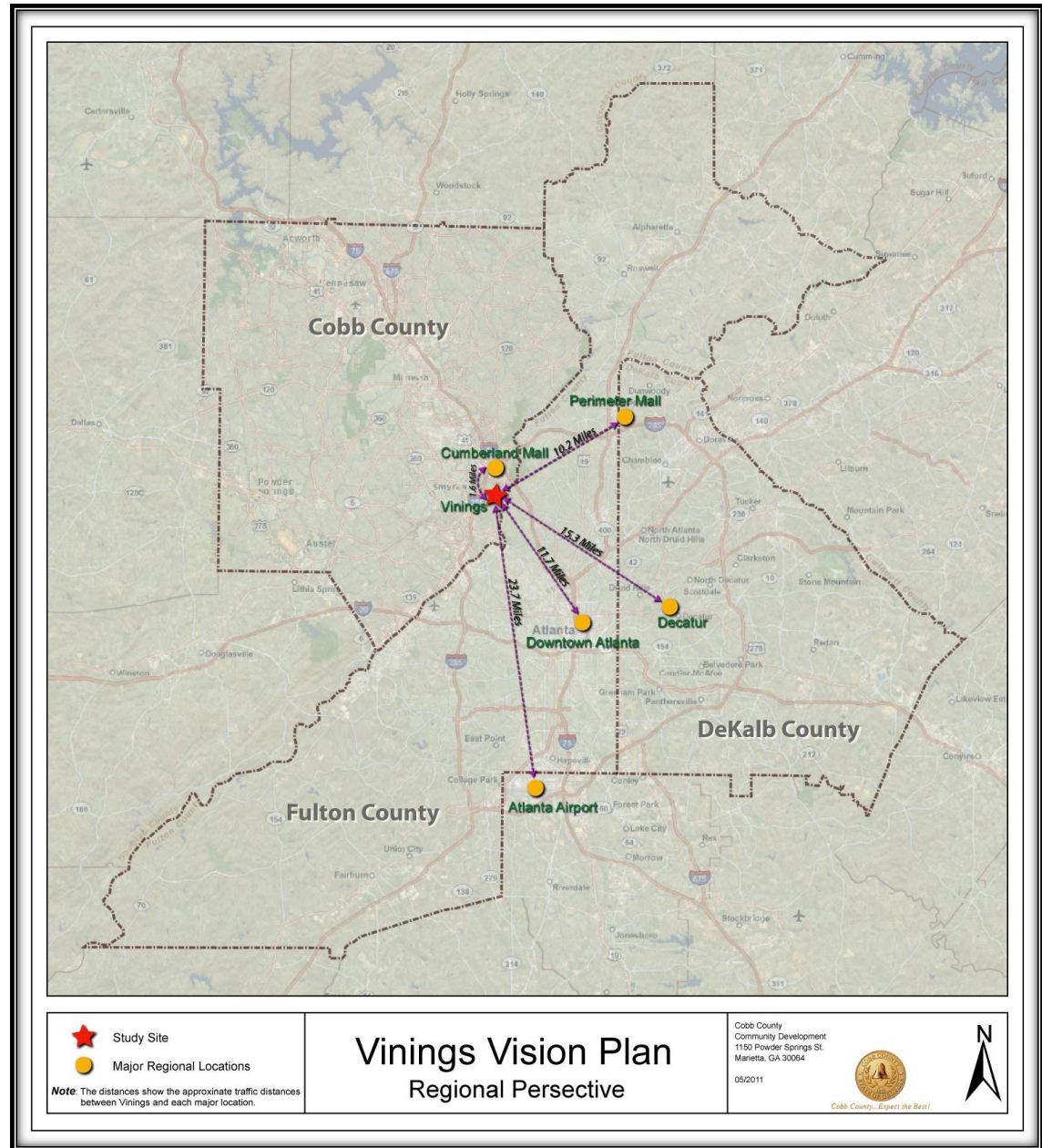
During the Civil War, Vining’s Station was occupied by Union forces in July 1864 as they prepared to cross the Chattahoochee River. Hardy Pace fled to Milledgeville, Georgia, where he died. His house was destroyed by a fire.

The word “Station” was eventually dropped from the name. Vinings survived the Civil War and began to expand around the railroad stop. Along with the growth Cobb County during and after World War II, Vinings began to grow into the affluent residential community that is known today.



Regional Context

Vinings is ideally located in the Atlanta region, with easy access to I-75, I-285 and Cobb Parkway (U.S. 41). It is close to major employment centers such as Perimeter Mall, Cumberland Mall, Buckhead, Midtown and Downtown Atlanta. Vinings has easy access to Hartsfield-Jackson Atlanta International Airport. It is also close to other communities in the region like Decatur, Marietta, and North Fulton.

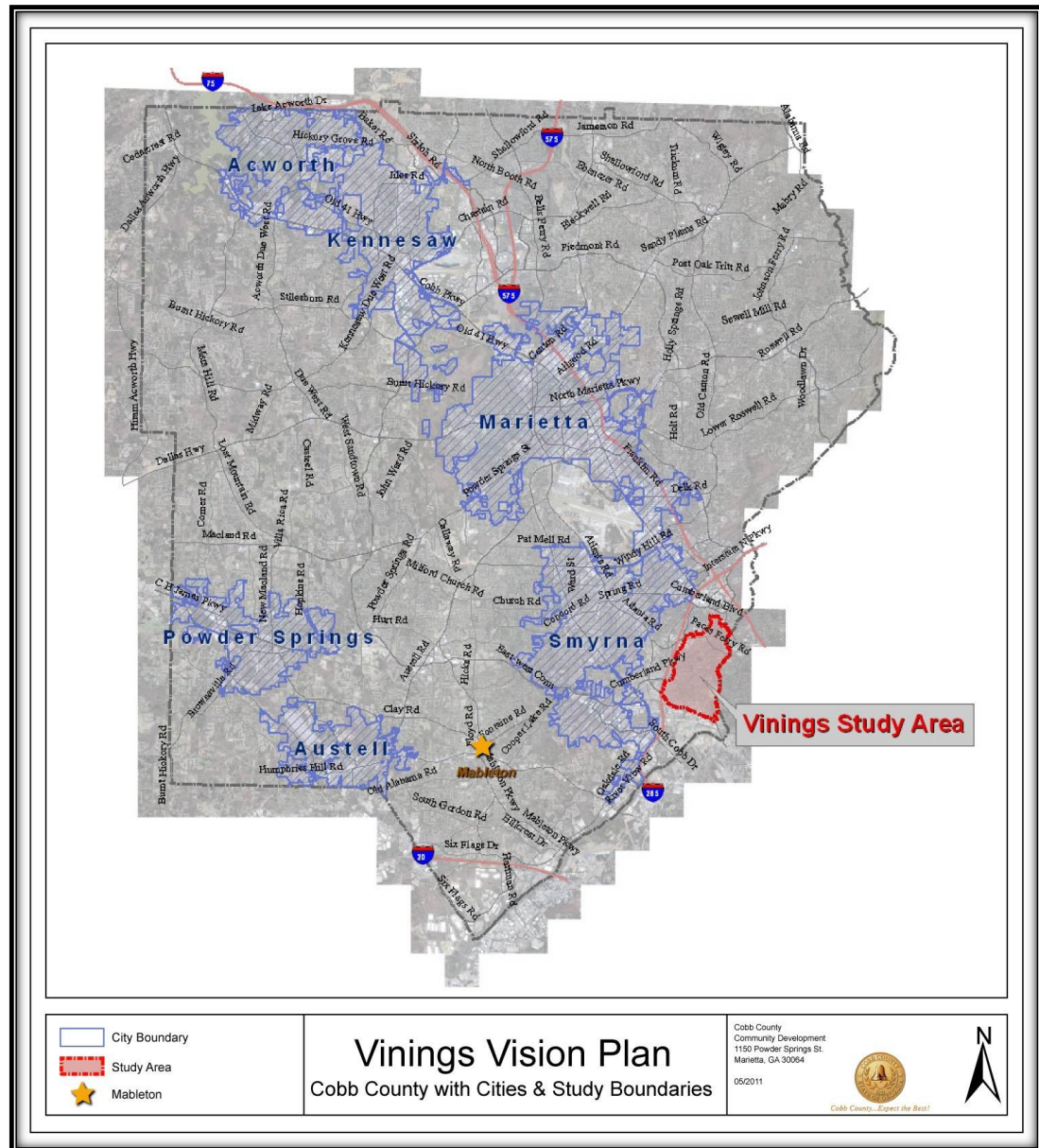


Map 1



Local Context

Vinings is located in the southeast part of Cobb County inside of I-285. It is south of the Cumberland Community Improvement District (CID), east of Smyrna, northeast of Mableton and adjacent to the City of Atlanta Buckhead neighborhood. Due to its location, Vinings acts as a gateway to the county from the southeast. People entering Cobb County from the southeast via I-285, I-75 or Cobb Parkway are encountering Vinings or areas adjacent to it.

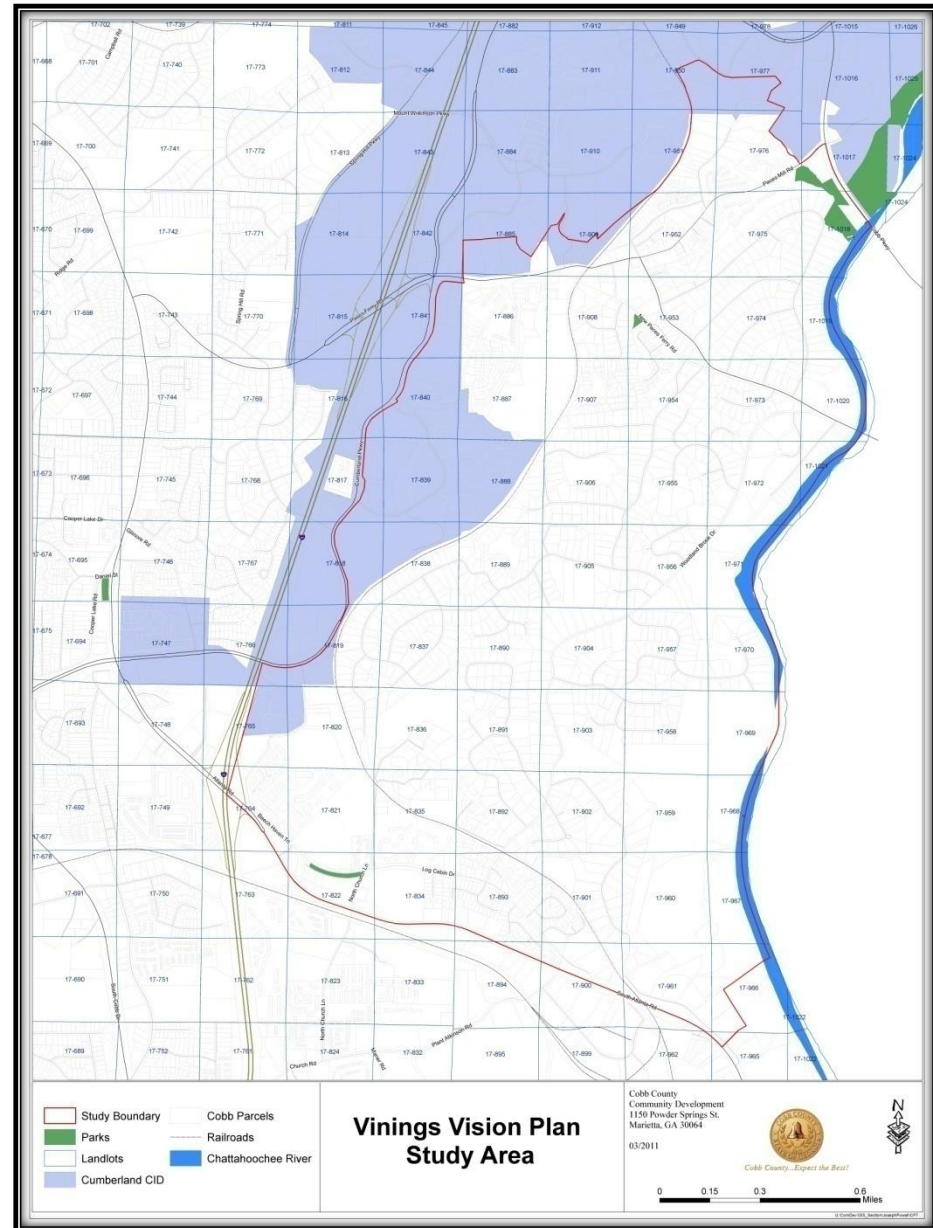


Map 2



Study Boundaries

The boundaries for the study area incorporate all of what is considered Vinings but also includes surrounding influencing areas. It would be difficult to study Vinings and its various issues without looking at the areas around it. These areas affect Vinings in numerous ways and studying them helps in understanding the problems Vinings faces and aids in seeking solutions.



Map 3



Planning Process and Public Participation

Once the Board of Commissioners authorized the development of the Vinings Vision Plan, Community Development staff moved forward with creating an Advisory Committee made of residents and business owners in the area. The purpose of the Advisory Committee was to help guide the project and act as a sounding board for ideas and concepts. The first Advisory Committee meeting was held on May 16, 2011 and the first public meeting was held on May 23, 2011 at the Vinings United Methodist Church. Approximately 120 people were present. The purpose of both meetings was to review existing conditions with attendees and to gather information on positives, negatives and opportunities for Vinings.

Location and accessibility was the most mentioned positive for Vinings. Walkability, the Chattahoochee River and sense of community were also stated frequently. The biggest negative was traffic. Lack of parks and more dense development were other negatives. Opportunities include greenspace, dealing with the traffic and improving aesthetics.



Public Meeting at Vinings United Methodist Church

Through reviewing responses from the Advisory Committee and the public in the first set of meetings, staff developed themes for the Vinings Vision Plan. These themes are as follows: natural environment, traffic, bicycle/pedestrian infrastructure, community facilities, preserving existing land uses, building and street aesthetics, historic preservation and preserving a sense of place. The themes were intended to guide the planning process to ensure that the concerns and issues of the community were addressed.

The second Advisory Committee meeting was held on September 14, 2011 and the second public meeting was held on September 20, 2011, also at the Vinings United Methodist Church. There were about 90 in attendance. At the each of these meetings, a brief overview of the first public meeting was given. The themes were also introduced to the community. The public was then invited to visit four tables that each addressed different issues. Each table had staff to facilitate discussion. The four tables were: traffic and bicycle/pedestrian infrastructure, land use, historic preservation and community facilities and community identity. The community was encouraged to provide their input on solutions and ideas for Vinings by drawing on provided maps or through written comments.

The third Advisory Committee Meeting was held on November 9, 2011 and the third public meeting was held on November 17, 2011 at the Vinings United Methodist Church. Approximately 80 people were present. In the time since the second set of meetings, staff had used that time to review all the feedback from the community. These ideas and possible solutions were discussed among Community Development staff, Cobb Department of Transportation, Cobb Parks and Recreation and Cobb Water System. Four draft maps were created that covered transportation, natural and cultural resources and character. An overall master plan map was also created. A list of recommendation and implementation items was also drafted. The purpose of the third round of meetings was for



staff to present the first draft of the vision maps and implementation items. Staff made a brief presentation giving an overview of the second public meeting and relating some highlights from the draft plan.

Staff provided surveys to the attendees listing all the proposed implementation items in order to gather how they felt about each item. Attendees were also given two green dots and one red dot in order to identify their favorite and least favorite implementation item on the provided charts.

The Advisory Committee met three more times after the third public meeting on December 7, 2011, January 18, 2012 and February 8, 2012. The purpose of these meetings were to review the results from the third public meeting, discuss what items needed further attention and determine if another public meeting was necessary. After much discussion, it was determined that a fourth public meeting was necessary in order to finalize the transportation solutions, especially for the Paces Mill and Paces Ferry intersection and the Woodland Brook and Paces Ferry intersection.

The fourth and final public meeting for the Vinings Vision Plan was scheduled for March 13, 2012 at the Cochise Club. There were about 150 people in attendance. Staff reviewed the planning process that had taken place over the last year, summarizing what had happened at each of the previous three meetings. The summary results from the survey that was conducted at the third public meeting were presented. The Vinings Vision Plan concept maps were also reviewed. A staff member from the Cobb County Department of Transportation then took the audience through all the potential solutions that were considered for the Paces Ferry Road and Paces Mill Road intersection (see Transportation section for more details), as well as the proposed roundabout at the Paces Ferry Road and Woodland Brook Drive intersection. Staff and Commissioner Bob Ott took questions from the audience about various transportation topics associated with the Vinings Vision Plan. Attendees were then able to review all the draft maps and plan recommendations, which were on display.



Break-out Group during a Public Meeting

Staff and Commissioner Bob Ott took questions from the audience about various transportation topics associated with the Vinings Vision Plan. Attendees were then able to review all the draft maps and plan recommendations, which were on display.

The public involvement process for the Vinings Vision Plan was crucial to ensure that the final plan was something the community viewed encompassed their vision of the community's future. It also had to be something that they could support and something they could get excited about as implementation moves forward. Over the course of four public meetings, the Vinings Vision Plan attracted approximately 440 people. Community involvement is paramount to any master planning process and, for Vinings, it was even more essential to the success of the Vinings Vision Plan.



Previous Planning for Vinings

The following are description of several previous plans referring to Vinings. Many of these plans have a wider focus, but provide a foundation to the Vinings Vision Plan. No previous plans have focused on the Vinings core.

Cobb County 2030 Comprehensive Plan

The 2030 Comprehensive Plan, adopted in 2007, and most recently revised in February 2012, gives a brief history of Vinings and discusses the prescribed direction of the area. The 2030 Comprehensive Plan denotes a focus on preserving and maintaining the character of the neighborhoods and business district. It suggests that infill development be sensitive to the character of Vinings, but also meet market demands. Pedestrian and bicycle facilities are also encouraged for the area.

The Georgia Department of Community Affairs has developed fourteen (14) Quality Community Objectives to be applied to planning across the state. Cobb County has chosen eleven (11) that should be applied specifically to planning in Vinings: Appropriate Business, Educational Opportunities, Employment Options, Growth Preparedness, Housing Opportunities, Infill Development, Regional Cooperation, Regional Identity, and Regional Solutions.



Vinings Jubilee

The Vinings Transition Zone, is defined by the properties along both sides of Upper Stillhouse Road and River Oaks Drive, south of Cumberland Boulevard. The transition zone is meant to provide an appropriate buffer between the area of higher intensity use (Cumberland) from those of lower intensity use (Vinings). Two areas have been defined as Neighborhood Activity Centers in the Future Land Use Map. These are the area around Vinings Jubilee and the shopping center north of Paces Ferry Road at the Chattahoochee River. This land use category is meant to provide for areas that serve neighborhood residents and business, typically in the form of small offices, limited retail and grocery stores. The 2030 Comprehensive Plan specifies that the Neighborhood Activity Center at the river “shall not extend to the north or south beyond the boundaries of the existing commercial activity” so as to protect the residential character of the surrounding area.

Supplemental Plans include the Atlanta Regional commission (ARC) Regional Development Plan (RDP) and the Blueprint Cumberland II (2007).



Other Plans and Studies

There are several additional plans that provide important planning context to the Vinings Vision Plan.

South Quadrant Transportation Study (2008)

Cumberland CID

The *South Quadrant Transportation Study* completed for the Cumberland Community Improvement District (CID) in 2008, studies growth issues in and around Vinings, specifically concerning land use and transportation needs. The primary focus of the document is on the future needs and possible opportunities in and around the Cumberland CID. Project identification guidelines were to improve vehicular level of service (LOS), increase multimodal accessibility, and to preserve and accentuate the community character. Candidate projects include complete streets and intersections modification mainly along Paces Ferry Road, Cumberland Parkway and Cumberland Boulevard. Other recommendations include variable message signs for the railroad crossing and the implementation of a shuttle/trolley system.

Bicycle and Pedestrian Improvement Plan (2011)

Cobb County

The intent of the Bicycle and Pedestrian Improvement Plan was to ascertain community needs with respect to bicycling and walking at a more “micro” level by gathering and analyzing data to describe bicycling and walking conditions on all of the County’s major thoroughfares. Additionally, it is to make recommendations for improvements where needed, and to provide further guidance on a variety of topics including policy, facility design and specific trail alignments.

A major section of the plan calls for an extension of the Silver Comet Trail across the Chattahoochee and connect it to the City of Atlanta Bicycle Network. There are four alternatives. Three call for crossing the river at Atlanta Road and the other calls for a crossing at Paces Ferry Road. The alternative that calls for a trail alignment along Log Cabin Drive received the highest priority ranking (7A - 50) and was also the cheapest option (p. 7A-54), while the Paces Ferry Road alternative was deemed undesirable and removed from consideration (p 7A-41). However, the proposed multi-use trail located on the south side of the study area should by-pass the historic Log Cabin church and be relocated to Atlanta Road at that point.

Comprehensive Transportation Plan (2008)

Cobb County

The 2030 Comprehensive Transportation Plan is the product of a partnership between Cobb County and the cities of Acworth, Austell, Kennesaw, Marietta, Powder Spring and Smyrna to study, assess, and make recommendations for the county’s transportation needs



and challenges. The plan, completed in 2008, incorporates mandates from the Georgia Department of Community Affairs and consults analyses from the Regional Transportation Plan (RTP) from the Atlanta Regional Commission (ARC).

Major elements from the plan include roadways and bridges, freight movement, pedestrian, bicycle, and multi use trail facilities, transit facilities, and the airport. Projects from the CTP are broken down in the CIP, Community Improvement Projects. This document delineates various transportation projects going on in the county complete with updates of their status. Widening, access management, and intersection improvements were major elements as were improving transit, pedestrian, and bicycle facilities throughout the county.

The widening of Cobb Parkway and Cumberland Boulevard were recommended projects in close proximity to the study area. Programmed projects in the CTP include the widening of Cobb Parkway from a new bridge across the Chattahoochee River to Akers Mills Road, intersection improvements at Cumberland Parkway and Cumberland Boulevard, improving capacity along Cumberland Parkway, reconstruction of the I-285 Interchange with Atlanta Road, as well as operational improvements to Woodland Brook Drive.

For a regional context, the Atlanta Regional Commission provides plans, resources, and data for use across the Atlanta Metro area.



Chapter 2 - Existing Conditions

Demographics

Using block level data from the 2010 Census, the Community Development Staff was able to obtain the most accurate population count for the study area. It is important to note that Vinings is a Census Defined Place, or CDP. However, the population for the CDP is much greater than that of Vinings because the boundaries of the CDP do not accurately reflect what is often considered Vinings.

The population for the entire study area was gathered at the block level. In 2000, there were 9,219 people living within the study area, and by 2010 the population had dropped to 9,000 residents, a 2.4% decrease. The drop in population was due to a tear down and rebuilt of an older apartment community into a mixed-use development with condominiums, townhomes and retail/office space.

The Atlanta Regional Commission conducts population projections for each Traffic Analysis Zone (TAZ) throughout the region. The boundaries for these zones do not coincide with the boundaries of the Vinings Vision Study, and as a result will have a higher population than the more accurate population count from the 2010 Census. The projections for future growth in Vinings can be found in the Table 1 below.

Table 1

	2010	2015	2020	2025	2030
Study Area	9,800	9,942	10,218	10,247	10,419

Source: Atlanta Regional Commission

Racial data in the study area was collected from the 2010 Census at the block level. Racial data for the study area and Cobb County can be found in Table 2 below.

Table 2

	White	Black/African-American	Asian	Hispanic*	Other**
Study Area	64.4%	26.1%	2.5%	4.7%	2.3%
Cobb County	56.3%	24.4%	4.4%	12.3%	2.5%

Source: United States Census Bureau

* Hispanic/Latino

** Other: Indian, Islander, Two races, and Other



The study area is not as racially diverse as the county as a whole. While African-American populations are of similar percentages to Cobb County, the Hispanic/Latino population, at 4.7%, is far below that of the county’s where Hispanics/Latinos make up 12.3% of residents.

While specific age groups were not broken down to the block level, the 2000 Census does provide block level data about children and the elderly around the core of Vinings and the study area. In the core of Vinings, people younger than 18 years old accounted for 21.2% of the population and those older than 64 years old accounted for 15.1%. Within the study area, those under 18 made up only 12.3% of the population with the elderly making up 6.7%. This compares to Cobb County as a whole where children make up 26.1% of the population and the elderly account for 6.9%. This indicates that within Vinings, there are more families with children, while within the study area there are fewer families. The higher percentage of people older than 64, indicates that Vinings is a desirable place to live for people who are entering potential retirement.

Income data is not available at the block level so data from the 2005-2009 American Community Survey estimates for the Vinings CDP and Cobb County is used. Chart 1 below depicts income distribution for households for the CDP and Cobb County. The median household income for the CDP is estimated to be \$59,211, while the county has a median income of \$66,515. However, the Vinings CDP has a mean household income of \$103,383 which suggests that income is not evenly distributed within the CDP population. A better proxy for the Vinings median household income may be found using block group 2 in census tract 312.04. This block group encompasses the heart of Vinings, and has a median household income of \$66,293.

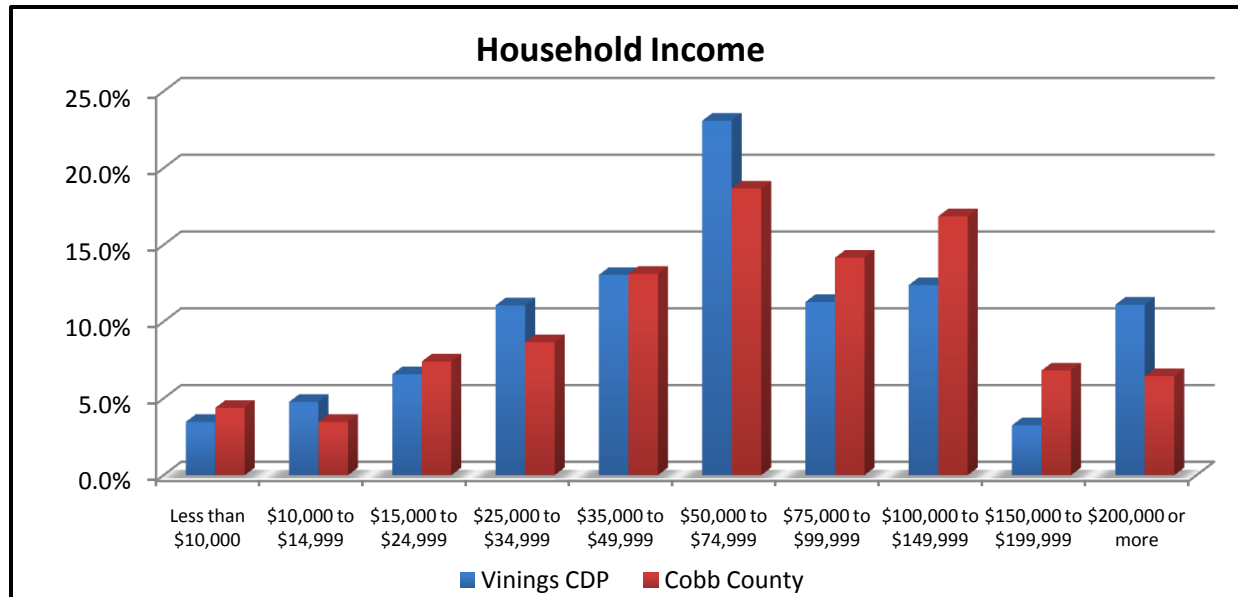


Chart 1

Source: United States Census Bureau



Housing

Housing covers a vast majority of the study area. Vinings has become a desirable neighborhood in the Atlanta metro area. The community is optimally located to allow its residents to get to employment centers, schools, cultural attractions, recreation, and the airport in just a short drive. As a result, the area has been almost completely developed.

The Vinings CDP boundaries covered too large an area to produce an accurate representation of the types of housing in Vinings. As a result, Community Development staff used GIS, Cobb County parcel data, and zoning districts to survey and analyze housing types. The survey broke the units down into four types: Single-family detached homes, Townhomes, Condominiums, and Apartments. The results of the survey are summarized in Table 3.

Table 3

Type	Vinings Residential Area		Study Area	
	Units	Percent	Units	Percent
Single-Family	1,072	74.1%	1,258	24.1%
Townhomes	143	9.9%	326	6.2%
Condominium	232	16.0%	1,043	20.0%
Apartments	0	0.0%	2,590	49.6%
Total	1,447		5,217	

Source: Cobb County Community Development Agency

The largely residential area around the core of Vinings is dominated by single-family detached homes, with 1,072 units, accounting for 74% of the housing units within its boundaries. This is slightly higher than the percentage of single family detached homes within all of Cobb County. According to the 2005-2009 American Community Survey, this type accounted for 67.1% of all housing units within the county. Townhomes and condominiums account for the remaining housing making up 10% and 16% respectively. Single family homes can be found throughout Vinings, while the townhomes and condominiums are limited to areas off of Paces Mill Road and Paces Ferry Road.

Apartments are mostly found adjacent to the core of Vinings, along Cumberland Parkway. When they are added to the housing count, apartments become a dominant housing type for the study area. Apartments account for 2,590 of the 5,117 total housing units for the study area, or about 50%. Single family homes account for only 24% of units within the study area, a decrease from the largely residential area percentage.



The age of housing units within Vinings is distributed fairly evenly over the past four decades. This is a good trend for the area and indicates that the housing stock will remain balanced in age in the future. The most notable figure is the amount of housing structures built before 1970, only 9% of the housing is older than forty years old. This is more than 7% lower than the amount of older buildings in Cobb County.

Table 4

Decade Structure Built	Vinings CDP	Cobb
2000's	16.3%	17.7%
1990's	27.3%	22.7%
1980's	19.9%	26.8%
1970's	27.5%	16.5%
Before 1970	9.0%	16.2%

Source: United States Census Bureau

Housing in Vinings is considerably more expensive than the rest of Cobb County. Most of Cobb County's owner occupied housing is valued under \$300,000, while in Vinings a majority of homes are valued over \$300,000. The chart below was created using the 2005-2009 American Community Survey estimates for the Vinings CDP and Cobb County.

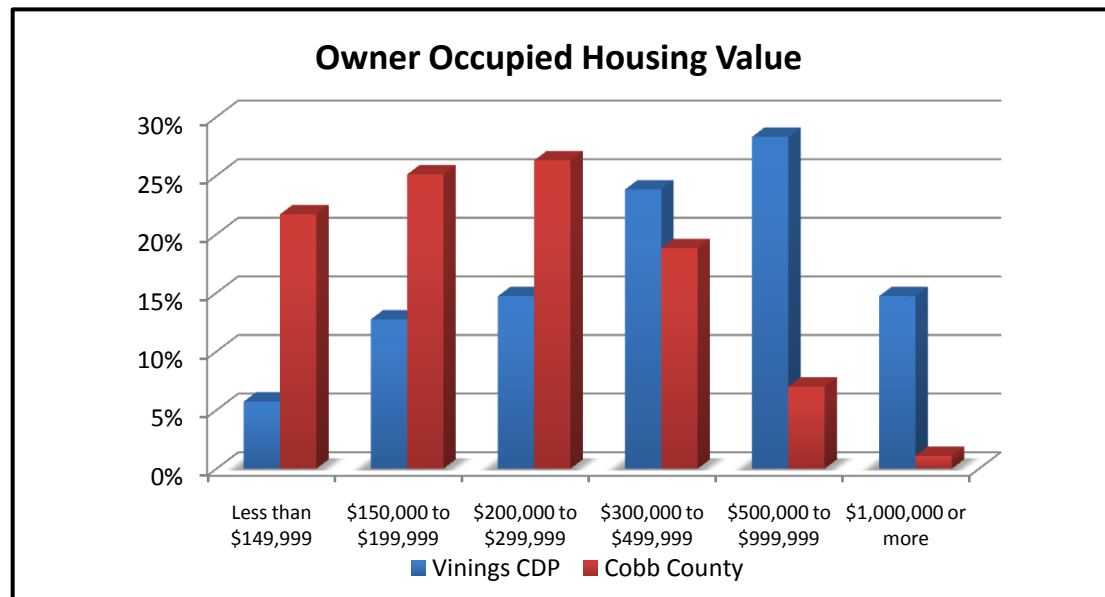


Chart 2

Source: United States Census Bureau



Within the core of Vinings, very little new development has occurred recently. A couple of new townhomes and some new single family homes are scattered throughout, but there has not been a large housing development in the community for some time. New construction typically occurs when an older house is torn down and replaced with a new one. However, in the more commercial parts of the study area, several new housing developments have been recently completed, are currently under construction or have been proposed.

Much of this development is completed or ongoing just west of the railroad tracks along Paces Ferry Road. There are four different developments in between Cumberland Parkway and the railroad tracks that are located along Paces Ferry Road: Vinings Main, The Battery, Paces View and The Aberdeen.



Market Analysis

Market Background

Vinings is located in southern Cobb County and is primarily a residential real estate market. Around the Vinings Jubilee, there are several commercial properties, but they pale in comparison to the quantity of residential development. Away from the Vinings Jubilee, apartments dominate the residential market; in recent years condominiums have increased their share of housing surrounding Vinings. In the area surrounding Vinings, townhomes and single-family homes are rare and there are a number of mid-rise office buildings as Vinings transitions into the Cumberland CID. Finally, there are numerous large scale commercial “big box” properties, including two Kroger shopping centers, a strip center anchored by a Publix Supermarket, and a Home Depot retail store.

Demographic

The Vinings Study area contains approximately 9,000 residents. The growth of the area has been fairly consistent over the last few decades, but the area did see the largest increase in population during the 1990s. This market has stabilized and is expected to experience slower growth over the next 20 years. Most residents are white, while African-Americans make up 26% of the study area population. The African American population is about equal to the percentages for Cobb County as a whole. The number of Hispanic residents in the study area is far below that of the County’s at just below 5%. Vinings residents are well educated, with 66.5% of the population holding a bachelors degree or higher. The Vinings CDP consisted of 4,991 households with most earning between \$50,000 and \$100,000 a year. About 27% of households in the study area earn more than \$100,000. Apartments make up 50% of the study area housing types, with single family homes accounting for 24%, condos making up 20%, with 6% townhomes. There is a definitive split between the core of Vinings and the overall study area with most of the single-family residential structures being in the stable residential neighborhoods versus a majority of the apartments being along Cumberland Parkway. The age of these housing units are varied, a majority of units were built in the 1970s, 1980s, and 1990s, with only 9% being built before 1970, and 16% being built during the 2000s.

Owner Occupied Housing Market Analysis

The effects of the 2007 subprime mortgage crisis and the ensuing economic recession are still being felt throughout the metro Atlanta region. According to the *Atlanta Journal Constitution’s* annual Home Sales Report, the fall of home values continues on its four year dive and the pace of sales remains stagnant. The report states that, “Five thousand fewer homes sold in nine metro counties last year than in 2009, accounting for a 9 percent drop. Those that did sell went for less than in 2009: Home prices fell 4.5 percent last year.” <http://www.ajchomefinder.com/mortgage-center/ajc-home-sales-report-967215.html>. It continues, saying “the median sale price for existing single-family homes in Atlanta dipped \$22,700 to \$98,100 in April [2011], a stunning 18.8 percent drop compared to April of



last year.” Real estate professionals are not sure if the market has bottomed out yet, and say that we will only know until homes values and the pace of sales start to rise again.

Despite the dismal news for the region’s housing market, Vinings is showing signs that it is beginning to recover. In the 30339 zip code of Cobb County that includes the study area, the median resale price of existing homes rose 19% to \$260,000 from 2009 to 2010. In addition, the median sales price for new homes rose 10.5% to \$249,000 over the same period. It is important to note that the 30339 zip extends beyond the study area, but it does provide strategic insights into the Vinings housing market. More information about home sales can be found in the table below.

Table 5

Home Sales for 30339 in Cobb County								
	2004	2005	2006	2007	2008	2009	2010	2009-2010 change
Total Units Sold	530	297	465	574	248	318	280	-11.95%
Resale Units Sold	110	138	133	163	108	140	143	2.14%
New Units Sold	420	159	332	411	140	178	137	-23.03%
Median Total Price	\$222,250	\$340,000	\$240,246	\$376,290	\$281,270	\$219,950	\$250,000	13.66%
Median Resale Price	\$290,600	\$284,552	\$233,000	\$245,000	\$255,000	\$218,550	\$260,000	18.97%
Median New Price	\$216,950	\$375,300	\$242,770	\$408,924	\$292,646	\$226,000	\$249,900	10.58%

Source: AJC Atlanta Home Sales Report – 2010 (<http://projects.ajchomefinder.com/atlanta-home-sales-report/detail/Cobb/30339/>)

According to the *AJC Homefinder*, as of May 26, 2011 there are 48 single family homes for sale within the Teasley Elementary attendance zone and within the 30339 zip code. This area makes up all of Vinings and much of the study area, although it does include some areas outside the study boundaries. Prices for these homes range from \$485,000 to \$3,200,000.

Within this same search criteria there are 78 condominiums or townhomes for sale, and they range in price from \$205,000 to \$1,700,000. These units may be outside the Vinings study area due to their connection to the Teasley attendance zone and 30339 ZIP code rather than within the study area boundaries. Therefore, there is a possibility that the data presented in the last two paragraphs may be skewed in comparison to the study area, but are a good indication of market realities in the overall Vinings area market.

Rental Housing Market Analysis

While there are not apartments within the core of Vinings, there are several complexes in the rest of the study area. All eight of the developments are garden style apartment complexes. Three of the apartments are Class A while the remaining five are Class B.



Apartments within the study area have high occupancy rates. The newer complexes, built in the late 1990s, appear to garner higher monthly rents. Apartment market data for the study area can be found in the table below.

Table 6

Vinings Study Area Apartments						
Name	Low Rent	High Rent	Avg. Rent	Occupancy	Year Built	Class
Oak Park of Vinings	\$675	\$980	\$828	92%	1972	B
Broadstone at Vinings	\$853	\$1,400	\$1,127	95%	1996	A
Ivywood Park at Vinings	\$760	\$800	\$780	92%	1992	B
Tamarron of Vinings	\$685	\$880	\$783	95%	1985	B
Gables Vinings	\$840	\$1,460	\$1,150	96%	1998	A
Forest Hills of Vinings	\$694	\$927	\$811	97%	1979	B
The District at Vinings	\$649	\$999	\$824	92%	1972	B
Paces Station	\$615	\$970	\$793	96%	1984-1991	A
Median	\$690	\$975	\$817	95%	1985	

Source: Cobb County Community Development Agency – July 2011

The study area apartment market is very strong. There are only Class A and B complexes within the study area. These complexes pull higher rents than the rest of the Metro Atlanta area market as a whole and the Cobb County market, which is one of the better markets in the region in terms of pricing. Vinings falls within the Cumberland apartment market, which is considered among the top markets in Atlanta. Average rents for apartment units by market can be found in the table below.

Table 7

Average Rents for Apartments by Market				
	Vinings	Cumberland	Cobb County	Metro Atlanta
Class A	\$1,023	\$1,003	\$989	\$878
Class B	\$805	\$829	\$795	\$781
Class C	-	\$689	\$691	\$636
Class D	-	\$610	\$577	\$566
All	\$887	\$761	\$726	\$724

Source: Brown Realty Advisors, July 2011

The apartment market is expected to grow substantially over the next several years. The recent mortgage crisis and housing bubble has made it harder for people to secure financing for the purchase of a home in addition to reducing the desire to become a home owner. This creates a market that is ripe for multifamily development. Within the Atlanta market, very few apartment projects have been built over the last four years, which has resulted in a shortage in apartment supply. According to Brown Realty Advisors,



“occupancy and rental rates have stabilized and are beginning to rise in many submarkets.” An increase in rents will result in an increase in multifamily property values, and as a result developers will want to build new apartment complexes. However, within the study area there is little to no undeveloped land suitable for a new apartment development. The area may see most of the older apartment complexes bought and either substantially renovated or razed and rebuilt as new Class A developments that can garner even higher rental rates. The older complexes that may be redeveloped include: The District, Forest Hills of Vinings, Oak Park of Vinings, and Tamarron of Vinings.

Senior Housing

Looking at an approximate five mile radius from the Paces Ferry Road and Paces Mill intersection, fourteen senior living facilities and housing developments were noted. These places offer a wide range of senior living from memory care to independent living. While there are none within the core of Vinings, one is located within the study area and another is located just outside the study boundaries on Cumberland Parkway.

Table 8

Name	Address	City, State	Zip	Type
Emeritus Senior Living	2401 Cumberland Parkway	Atlanta, GA	30339	Assisted living; memory care; short stay/respice
Emeritus Vinings Place	4375 Beech Haven Trail	Smyrna, GA	30080	Retirement living; assisted living; memory care, short stay/respice
Gardens of Magnolia Trail	1418 Spring Street	Smyrna, GA	30080	Assisted living
Delmar Gardens of Smyrna	404 King Springs Village Parkway	Smyrna, GA	30082	Retirement community; assisted living
Smyrna Towers	4000 South Cobb Drive	Smyrna, GA	30082	Senior housing-independent living
Woodland Ridge	4005 South Cobb Drive	Smyrna, GA	30080	Assisted living; memory care
Marietta Road High Rise	2295 Marietta Road	Atlanta, GA	30318	Senior housing-independent living
Saint Anne’s Terrace	3100 Northside Parkway	Atlanta, GA	30327	Senior housing-independent living
William Bremen Jewish Home	3150 Howell Mill Road	Atlanta, GA	30327	Independent living; assisted living; short term rehab
Nursecare of Buckhead	2920 Pharr Court	Atlanta, GA	30305	Assisted living; rehab
Campbell-Stone of Buckhead	2911 Pharr Court	Atlanta, GA	30305	Senior housing-independent living
Cathedral Towers	2820 Peachtree Road	Atlanta, GA	30305	Senior housing-independent living
Dogwood Forest of Buckhead	4804 Roswell Road	Atlanta, GA	30342	Assisted living; memory care, short term; adult day care
Homestead Village	2100 Riveredge Parkway	Atlanta, GA	30328	Assisted living

Source: Cobb County Community Development Agency – August 2011



There have been two re-zonings in the past three years that are senior housing or include a senior housing component. The proposed development on the north side of Paces Ferry Road at Overlook Parkway includes a 12-story senior living tower. The property on the south side of Cumberland Boulevard, just west of the Cobb Parkway intersection, is zoned Residential Senior Living (RSL). The proposed 33 story tower includes 200 independent living units and 54 assisted living units. If these two proposals are built as zoned and with the addition of nearby facilities, the demand for senior housing could be satisfied. However, if the two potential developments are not built, there could be the need for additional senior housing development within the study area. Even if the two towers are constructed, there could be the possibility of redevelopment with low-rise independent and assisted living.

Housing Supply

Within the largely residential area of Vinings, very little new development has occurred recently. A couple of new townhomes and some new single family homes are scattered throughout, but there has not been a large housing development in the community for some time. New construction typically occurs when an older house is torn down and replaced with a new one. This type of infill development is expected to continue for the foreseeable future, due to the lack of undeveloped land within Vinings. In the more commercial areas, several new housing developments have been recently completed, are currently under construction, or have been proposed.

Much of the development that is ongoing or completed is just west of the railroad tracks along Paces Ferry Road. There are four different developments in between Cumberland Parkway and the railroad tracks that are located along Paces Ferry Road: Vinings Main, The Battery, Paces View and The Aberdeen.



New Housing on Paces Ferry Road

Vinings Main is a mixed use development, consisting of office, retail, and condominiums, that was completed in 2008. The new community replaced a 1970s era garden apartment complex. Unfortunately, the community came on-line during the height of the housing downturn and as such the development filed for bankruptcy on December 12, 2009. The condominium units are currently for sale at a lower price compared to the original asking sales price. Vinings Main is offering one bedroom condos from \$150,000, and two bedroom condos from \$190,000. According to Metrostudy, as of the first quarter of 2011, 64 out of 150 units had been occupied. Sales have increased since the second quarter of 2010. Metrostudy calculates the 'Housing Inventory Months of Supply' that estimates the length of time that the current supply of housing inventory will last based on the annual closings rate for a particular development. As of the first quarter of 2011 the months of supply for all of North Atlanta was at 11.1, a decrease from 11.5 the previous year. During this first quarter of 2011, Vinings Main had 16.5 months of



supply, indicating that the development is oversupplied. However condo sales have been increasing over the previous four quarters, which will allow the months of supply to decrease to a healthier level.

The Aberdeen is a 14-story, high rise condominium building completed in 2009. It was built on a hill overlooking Vinings and offers views of downtown Atlanta. The luxury condos are currently selling from \$600,000 and offers penthouses from \$1.65 million. Like a majority of the condominium market in Metropolitan Atlanta, sales for these condominiums have been sluggish. According to Metrostudy, only 7 of the Aberdeen's 55 units were occupied as of the first quarter of 2011. The development only sold three units in 2009 and four in 2010. Housing inventory for The Aberdeen is at 294 months of supply, indicating a development that is vastly oversupplied. Despite slow sales, the Aberdeen is currently not in danger of foreclosure as the investor remains patient and confident in the project.



Abandoned Development

Paces View, formerly known as Avignon at Vinings, is a single-family and townhome development. There are 18 townhome units completed or nearly completed, 9 of which are occupied. There are also 5 single family homes, but only 1 is occupied as of the first quarter of 2011. The site plan calls for a total of 25 single family homes and 85 townhomes once the current phase of development is complete. There are areas on the site that will develop in future phases, contingent on the market. Most of the site is currently a pipe farm, as there is no active construction occurring and a majority of the lots sit cleared and vacant. Construction last began on the townhomes in the third quarter of 2009. The townhomes had 54 months of supply as of the fourth quarter of 2010, while the single family homes had 48 months of supply. John Wieland is offering the townhomes from \$400,000 and the detached homes are available starting at \$700,000.



Abandoned Development

The Battery on Paces Ferry is a townhome development consisting of completed and occupied units as well as ongoing construction and vacant lots. There are 20 completed townhome units, and plans call for a total of 80 units at full build-out. As of the first quarter of 2011, 12 of the completed units are occupied, 6 are vacant, and two are being used as model homes. There is active construction occurring on the site, with eleven units beginning construction in the first quarter of 2011. The Battery had 13.7 months of supply, as of the fourth quarter of 2010. The townhomes are being marketed by Ashton Woods Homes from \$300,000 and by Harry Norman Realtors from \$400,000. The homes are up to 4,100 square feet. There are two other developments in the study area that have no construction

occurring and are made up primarily of vacant lots. Vinings Gateway, formerly known as Stonehall is a



townhome development on the corner of Log Cabin Drive and Atlanta Road. There are currently 3 completed townhomes, 2 of which are occupied, and plans call for 8 more units. The site is being marketed by Benchmark Homes, with units available from \$400,000.

The second development is located 300 yards up Log Cabin, and is called Vinings at Log Cabin, formerly Vinings Orchard. This is a single family home development, however there is only one completed house in the subdivision. The plan calls for a total of 16 homes to be built there, which will be sold starting at \$750,000. The 15 vacant lots are minimally cleared, many with large trees remaining, with pipes and for sale signs marking each one.

There are two approved developments within the study area that have not yet begun construction. The first development is located directly across from Vinings Main on Paces Ferry Road on a site made up of 10.5 acres. The mixed use development was approved in October 2008 (Z-40) and was planned to consist of a considerable amount of retail along Paces Ferry Road, two residential buildings and a high rise office tower. One of the residential buildings will be for independent and assisted senior living and is not to exceed 12 stories or 150 leased units. The second residential building will consist of “for sale” condominium units with a maximum allowance of 10% of the units that can be leased. This building is not to exceed 16 stories or 168 units. This development will inevitably add more traffic to an already congested segment of Paces Ferry Road. The zoning decision called for the developments’ site plan to come back to the Board of Commissioners as an “Other Business” agenda item to be approved before construction can begin. With the economy lagging and a sluggish housing market, it is anticipated that this project may be a long way from initial land disturbance.

The second development is proposed on the 18 acre site of the current Riverview Village Shopping Center at the northwest corner of Paces Mill Road and Highway 41/Cobb Parkway. The new mixed use development, approved in February 2009 (Z-49), will replace an aging strip retail shopping center developed in 1979, with new retail below residential units and a stand alone office tower. The residential will include a maximum of 180 owner occupied condominium units, however if Highway 41 is widened then a maximum of 216 units will be allowed. If redevelopment does not occur on this site by February 2012 the site will revert back to a General Commercial zoning.

Conclusion

Vinings has one of the strongest housing markets in the Metro Atlanta area. People are attracted to the suburban style community that exists within the perimeter. The name carries a powerful weight in the real estate world. As a result this market will remain strong for several decades to come. However, in the near future, developments will struggle to fill units that were built in the last couple years. However, it appears that the pace of sales are picking up despite a difficult economic recovery. Single family housing will remain very strong, and older homes will be torn down and replaced by new ones, thereby raising property values.

For the short-term, the housing supply in Vinings will likely continue to decline, but the speed of the decline will depend on the improvement of the economy. While most of the current housing supply is in condominiums, there will be some continued single-



family residential construction in subdivisions that were abandoned during development because of the economy. The rental market will likely continue to be positive, because of the excellent location of Vinings and the booming rental market due to the foreclosure crisis.

Over the next ten to twenty years, new development of housing in Vinings is likely to decline due to the fact that majority of the land in Vinings has been already developed. The mixed-use development on Paces Ferry Road that has been rezoned, but has not been built, could have a long-term impact on Vinings. The rental market could start to decline in the long-term as the apartment complexes continue to age. However, the advantage of the Vinings location might temper any decline. With the aging of apartment complexes, and some condominium complexes, redevelopment opportunities could arise in and around Vinings. This could offer opportunities for better transitions between high density and high rise uses and the single-family residential character of Vinings.



Business Survey

Community Development staff conducted a business survey in the study area to determine the types of businesses and services that were offered. The survey was conducted on April 14 and 26, 2011 and May 10, 2011. A wide assortment of businesses was discovered in the study area. The most predominant category was “other” (34%) which incorporated gas stations, hotels, tailor/alterations, fitness centers and a variety of small businesses such as bakeries and marketing/advertising firms. The next highest category was general retail with 14% of the business. The next two highest categories were full services restaurant and bars (13%) and beauty shop/hair salons (8%). See page 82 in the appendix for more detailed information.

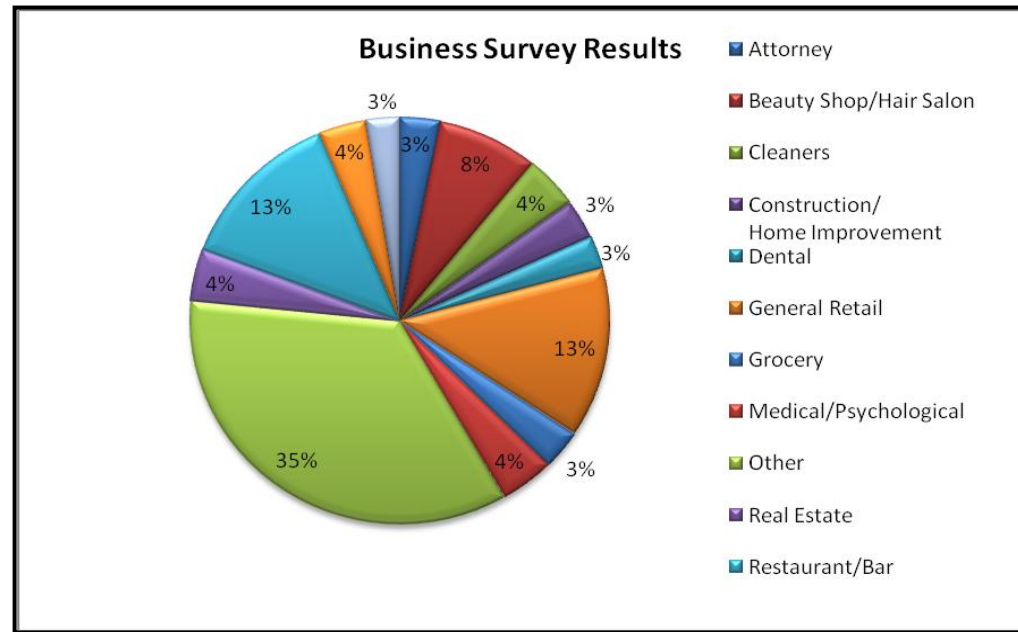


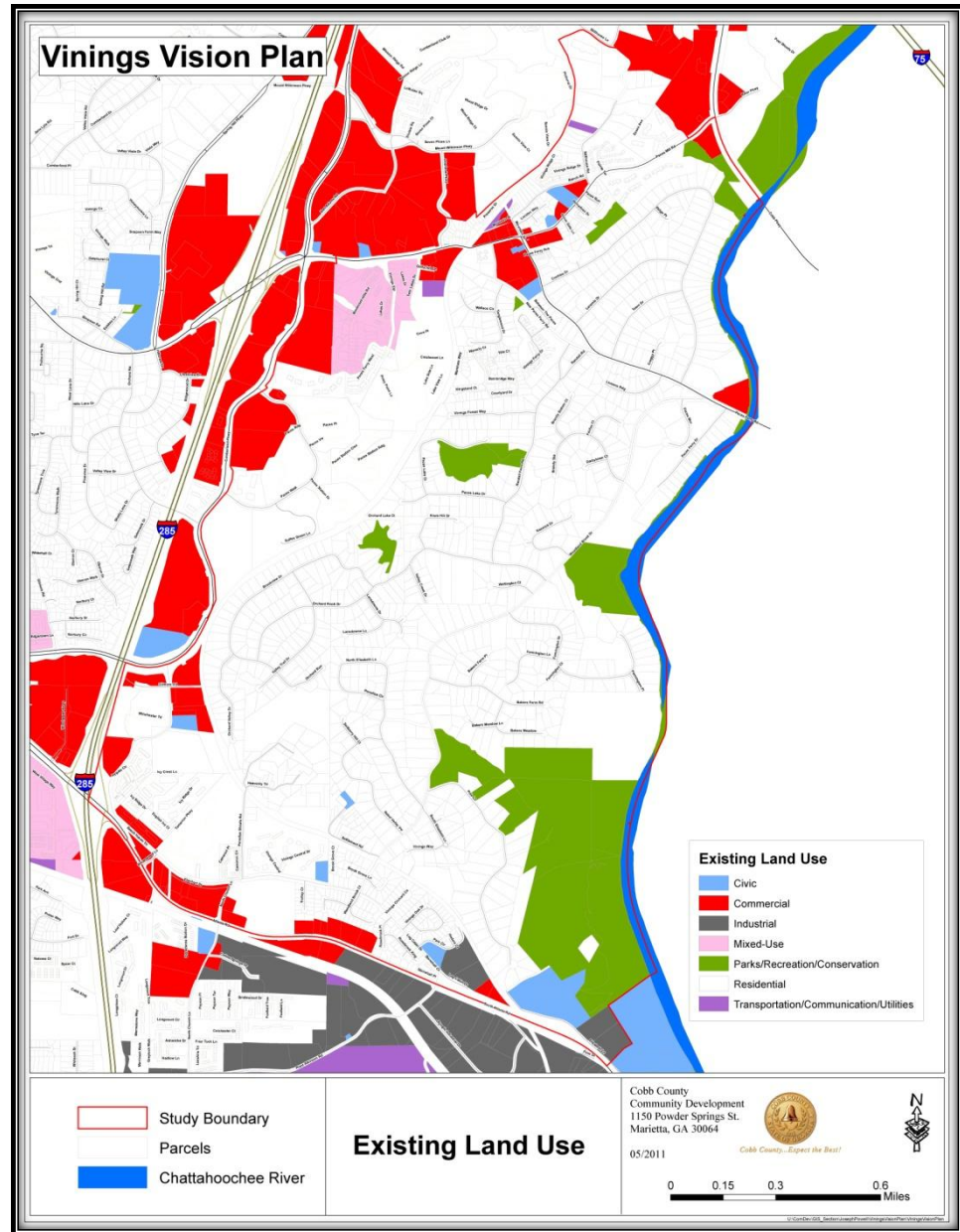
Chart 3



Existing Land Use

The majority of the existing land use for the study area is residential. Commercial uses remain at the outer edges of the area along Atlanta Road, Cumberland Parkway and Paces Ferry Road. There are some industrial uses just outside of the study area on the south side of Atlanta Road. With close proximity to the Paces Mill Unit of the Chattahoochee River National Recreation Area and Cobb County Water System land, there is a considerable amount of Parks/Recreation/Conservation uses.

Residential uses cover about 75.86% of the study area. Commercial uses cover about 5.25% of the area. Parks and Conservation is about 14.9% of the area. The remaining categories (civic, industrial, mixed-use and transportation) cover only 3.99% of the area.

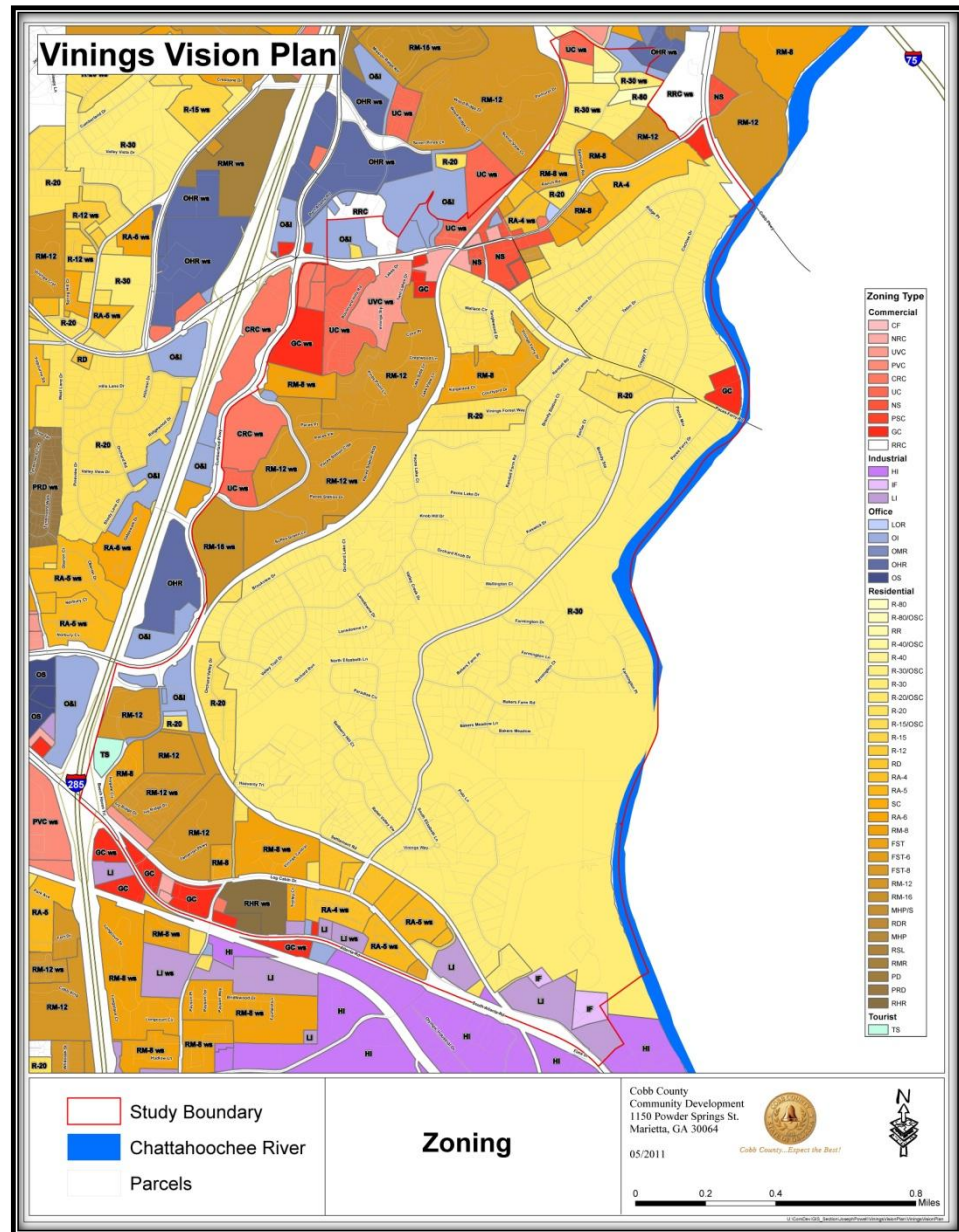


Map 4



Zoning

Zoning describes the specific land use regulations for individual parcels, including setbacks, density, height and use. Zoning categories are shown on Map 5. The current zoning in the study area is largely residential, with R-30 being the most predominant category. Some of the R-30 zoned land is legally non-conforming due to a smaller lot size than the required land use rules. There are some pockets of R-20 and even R-80. Denser residential zoning categories can be found along Log Cabin Drive, Cumberland Parkway, Paces Ferry Road and Paces Mill Road. Office and commercial zoning categories are concentrated along Atlanta Road near I-285 and the Paces Ferry Road and Cumberland Parkway intersection. There are some Light Industrial zonings along Atlanta Road.



Map 5

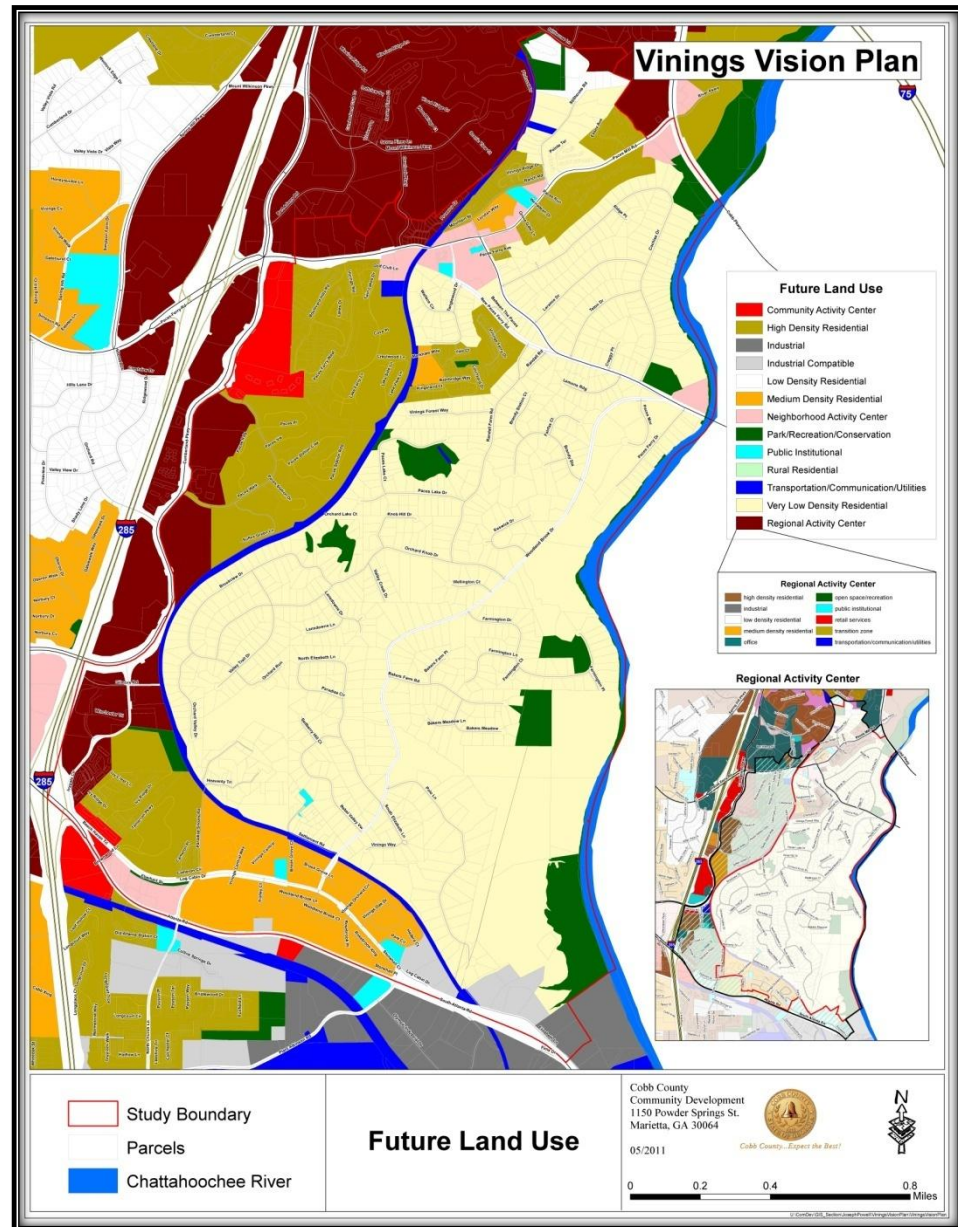


Future Land Use

On the future land use map, Map 6, Vinings is covered mostly by the Very Low Density Residential designation. Areas along Paces Mill Road, and across the tracks along Paces Ferry Road and Cumberland Pkwy, are High Density Residential areas. Log Cabin Drive is primarily Medium Density Residential.

Parcels along Cumberland Parkway are part of a Regional Activity Center that stretches south into the study area. Community Activity Centers are located at the southeast corner of Paces Ferry Road and Cumberland Parkway and near the Atlanta Road interchange with I-285. Within the Vinings core, there are Neighborhood Activity Centers, which is the category used to provide low intensity office and retail that serves neighborhood residents and businesses. These are located near the Village Center and adjacent to the river at Paces Ferry Road.

To the south, along Atlanta Road, industrial development dominates. Throughout the study area, are designations for recreation space, institutions, and transportation/utility corridors. This can be seen in more detail on Map 4 and Map 6. In comparing the existing land use and future land use, there is not much change. According to this plan the area will remain primarily residential. Allowances are made for uses of higher intensity to be located in logical places with the infrastructure to handle it.



Map 6



Undeveloped Land

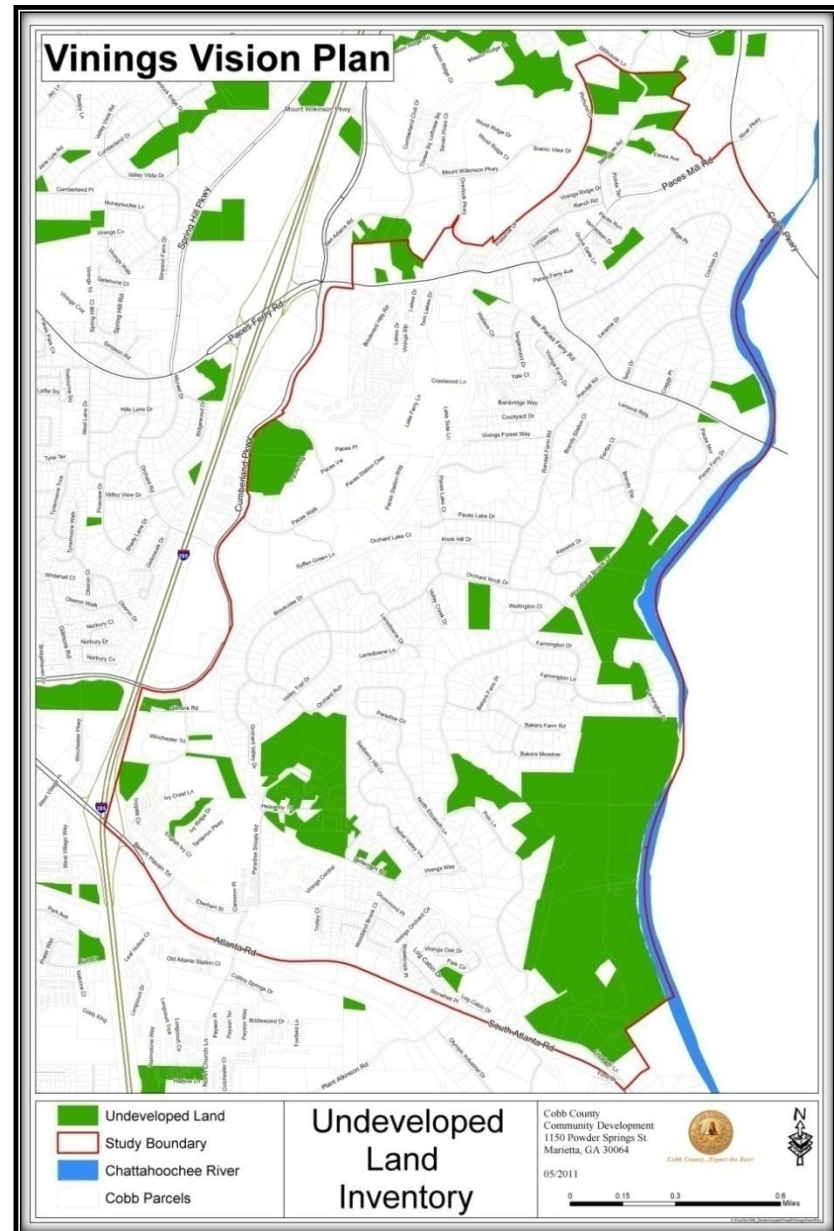
While most of the study area has been developed in some way, there are still large tracts of land that remain undeveloped or underdeveloped. Map 7 displays the Undeveloped Land Inventory. Some of this land sits undeveloped as a result of being located within the floodplain along the Chattahoochee River.

Land along Settlement Road and Paradise Shoals Road is the largest undeveloped tract not within the flood plain. In 2007, a developer, John Wieland Homes and Neighborhoods, petitioned for a zoning change from R-30 to R-15 OSC for the 46 acre Settlement Road site (Z-108). Wieland proposed building a development of 96 homes, which would result in an overall density of 2.24 units per acre. This density is higher than what is recommended in the Cobb County Comprehensive Plan which calls for very low density (0 to 2 units per acre). Wieland withdrew the petition, and still owns a majority of the properties, most of which now sit vacant. The site is in the immediate vicinity of documented Civil War earthworks and the St. John’s Baptist Church cemetery. The area around the cemetery and Civil War earthwork would be ideal for use as a park. The property provides additional challenges with two streams running through it, steep topography and it is heavily wooded.

Another large piece of undeveloped land lies along Cumberland Parkway at the intersection with Paces Walk. The 18.8 acre, graded and vacant lot is currently zoned community retail commercial. A mixed use development was proposed for the site in 2007, but the subsequent zoning petition (Z-69) was withdrawn.

Land along the river could also be used for parks and recreation or conservation, however most of these tracts are privately owned.

Map 7





Community Facilities

In the heart of Vinings, there are two important civic buildings: the Vinings Branch Library and Cobb County Fire Station Number 5. Both of these facilities are located next to the Vinings Jubilee on Paces Ferry Road. The Southern end of the Palisades Units of the Chattahoochee River National Recreation Area is located in off of Cobb Parkway, south of Paces Mill Road.

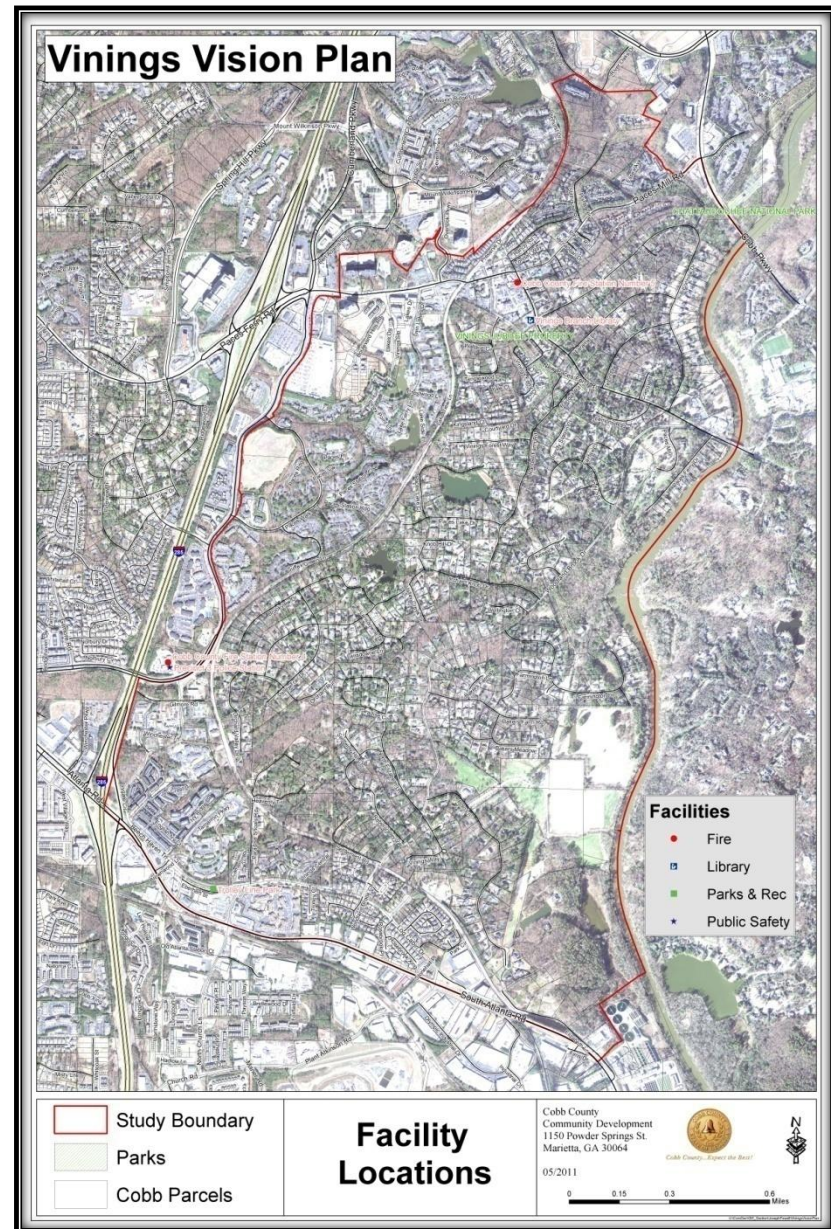
In the southern end of the study area, Trolley Line Park is the only public facility. It is a small strip park that covers about 1 acre and was created to preserve and remember the historic interurban trolley line that once ran there, and to allow for walking and running. Cobb County Fire Station Number 4 and the Cobb County Police Station for Precinct 3 are located just outside the study area on Cumberland Parkway.

There are no public schools within the study area. Children who reside in the community and attend public schools will go to Teasley or Nickajack Elementary, then Campbell Middle School, and finally Campbell High School.

Many children who live within Vinings attend one of the several private schools located outside the study area: the Lovett School, the Westminster Schools, Trinity School, Pace Academy, and Whitefield Academy. The proximity to these schools is one of many reasons that Vinings is an attractive place to live.

Vinings lacks a place for the community to come together and meet in a public space. There is no large public park or adequate community center in the area to hold public meetings and events.

Map 8





Historic Preservation

Vinings has a unique history that helps create a unique sense of place. Its history ranges from Native American settlements to arrival of pioneers to the rise of railroads to the Civil War to the development and growth in Cobb County during and after World War II.

Vinings has eleven historic resources listed in the county’s 2007 Historic Resources Survey. The survey provides information on location, building type, approximate year of construction, whether a resource could be eligible for listing in the National Register of Historic Places, and whether a resource is listed on the Cobb County Register of Historic Places.

Table 9

Survey Field #	Georgia Historic Resources Survey ID	Resource Name	Address	Current Use	Architectural Style	Building Type	Date of Construction	National Register Eligible	Listed on Cobb County Register
825	206634	Solomon & Penelopy Pace House	3057 Paces Mill Road	Event Facility	Folk Victorian	Gable Wing Cottage	c 1870	Listed	Yes
826	206635	Western & Atlantic Railroad Pavilion / Vinings Pavilion	3057 Paces Mill Road	Event Facility	Folk Victorian	N/A	c 1874	Yes	Yes
827	206633	Yarbrough House	3010 Paces Mill Road	Vinings Center, VHPS Office	Folk Victorian	Hall-Parlor	1875-1879	Yes	Yes
828	206624	Hill General Store / 4040 Building	3011 Paces Mill Road	Old Vinings Inn Restaurant	N/A	N/A	c 1890	Yes	No
829	206646	Vest-Hodge House	2949 Paces Ferry Road	Harry Norman Realtors	Folk Victorian	Gable Wing Cottage	c 1890	Yes	No
830	206625	5 Mountain Street –Gable Wing Cottage	5 Mountain Street	Commercial – Business/Office	N/A	Gable Wing Cottage	c 1900	Yes	No
831	206647	Vinings First Baptist Church	2950 New Paces Ferry Road	La Paz Restaurant	N/A	Front Gable Church	c 1949	No	No
832	206644	Robinson’s Tropical Garden Supper Club	4199 Paces Ferry Road	Canoe Restaurant	N/A	N/A	c 1948	Yes	No
833	206645	Paces Ferry Bridge / Hermi’s Bridge		Pedestrian Bridge	N/A	N/A	c 1904	Yes	No
869	207307	Boy Scouts Hut, Troop 1	2845 Log Cabin Road	Boy Scout Hut	N/A	N/A	1950-1959	May be	No
870	207308	Log Cabin Community Sunday School	2699 Log Cabin Road	Church	Gothic Revival	Front Gable Church	1912-1949	Yes	No

Source: Architecture, Archaeology, and Landscapes: Resources for Historic Preservation in Unincorporated Cobb County, Georgia. Darlene R. Roth, Ph.D.



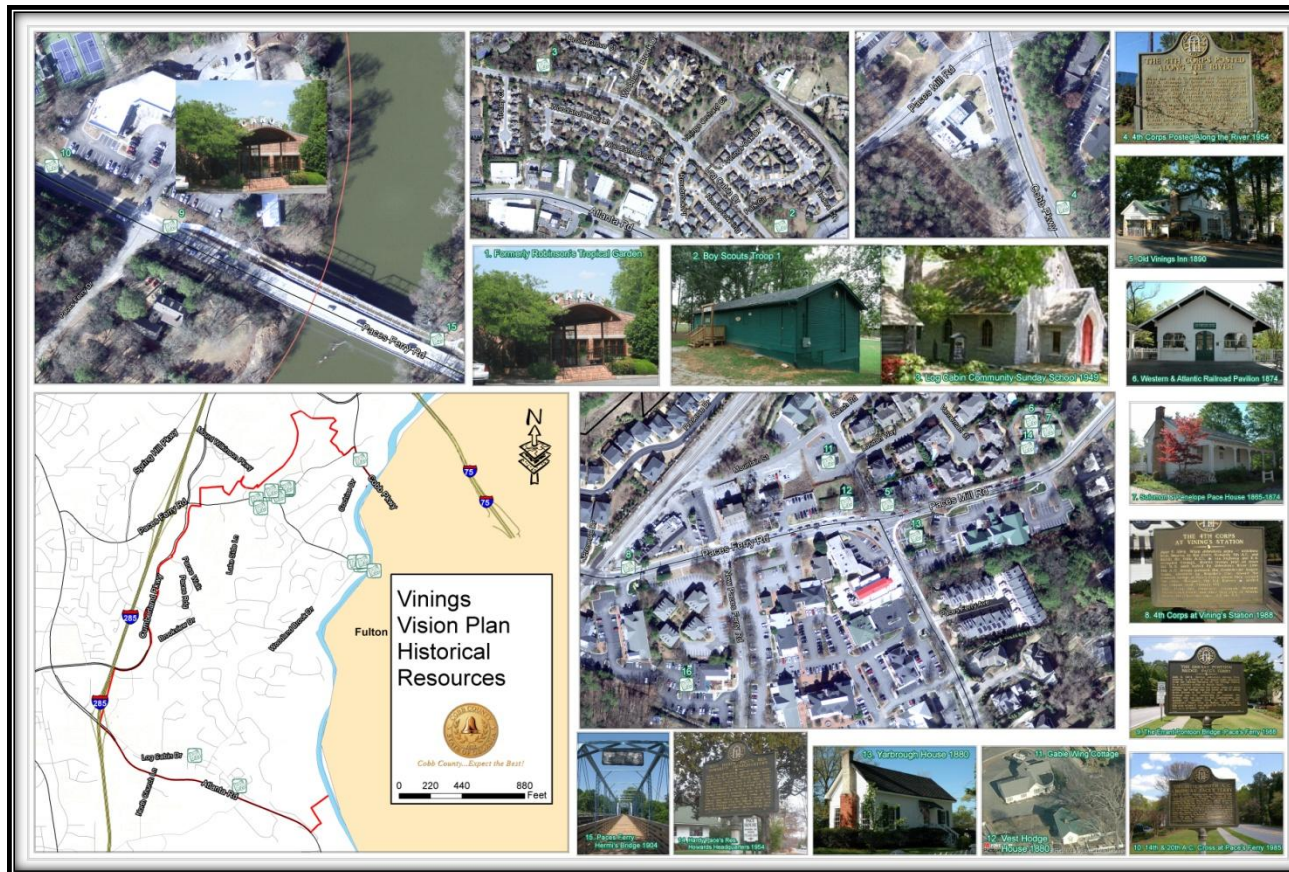
The survey sought to identify properties that “appear” to be eligible for listing on the National Register of Historic Places. Of the eleven properties surveyed in Vinings, eight appear to be eligible for listing. Most of these resources were found to possess a qualifying degree of individual significance as well as noteworthy architectural characteristics and a good level of integrity.

On May 20, 2009 the National Park Service announced that the Solomon & Penelopy Pace House was to be listed on the National Register. This was the first property in Vinings to be included in the Register and further demonstrates the historic importance of Vinings Village, and the potential for more properties to be listed.

These initial determinations of eligibility were made by the consultant conducting the survey. Final determinations of eligibility are

made by the Historic Preservation Division of the Georgia Department of Natural Resources.

There are also five historic markers within the study area: The Errant Pontoon Bridge: Pace's Ferry, The 14th & 20th A.C. Cross at Pace's Ferry, Site: Hardy Pace's Res. Howard's Headquarters, The 4th Corps at Vinings Station and the Johnston's River Line. There is one just outside the study boundaries: The 4th Corps Posted Along The River. These markers were installed by the State of Georgia and highlight some of the history of Vinings and mainly reference Civil War activity in the area.



Map 9

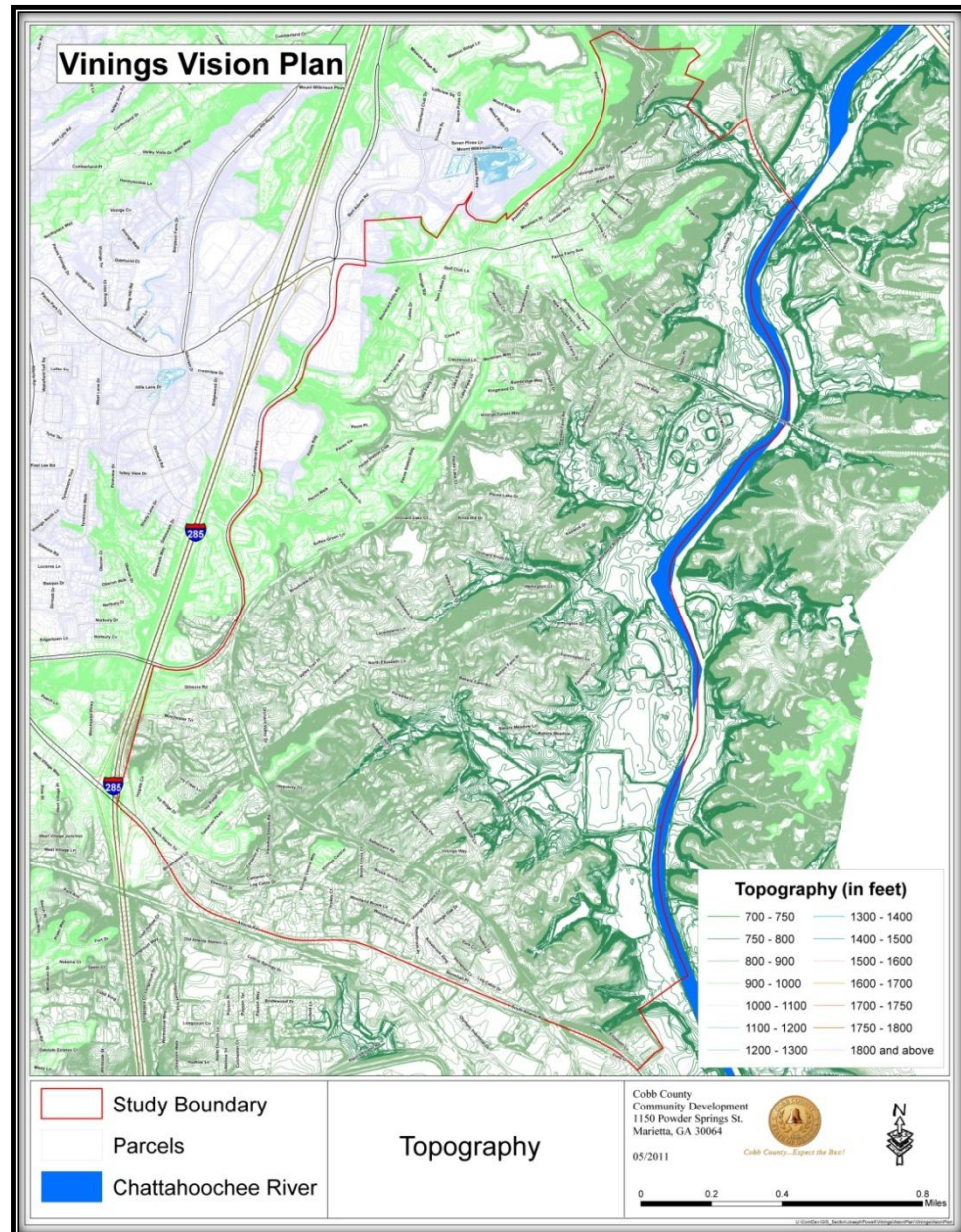


Environmental and Natural Resources

Topography

Vinings has a relatively varied topography. The commercial core of Vinings is located in the Chattahoochee River Valley and is overlooked by Mount Wilkinson, which is more commonly referred to as Vinings Mountain. A CSX rail line connecting Atlanta to Marietta and Chattanooga runs on a ridge to the west of the village. Some of the best views of the Atlanta skyline can be seen within the study boundaries.

Despite the many hills in Vinings, the village overall has a very low elevation relative to other parts of the county. Distinguishable in Map 10, is Mount Wilkinson, the Polo Fields, the relative height of the Village Center and upper Cochise Drive, and the elevation increase of the terrain moving from east to west of the study area.



Map 10

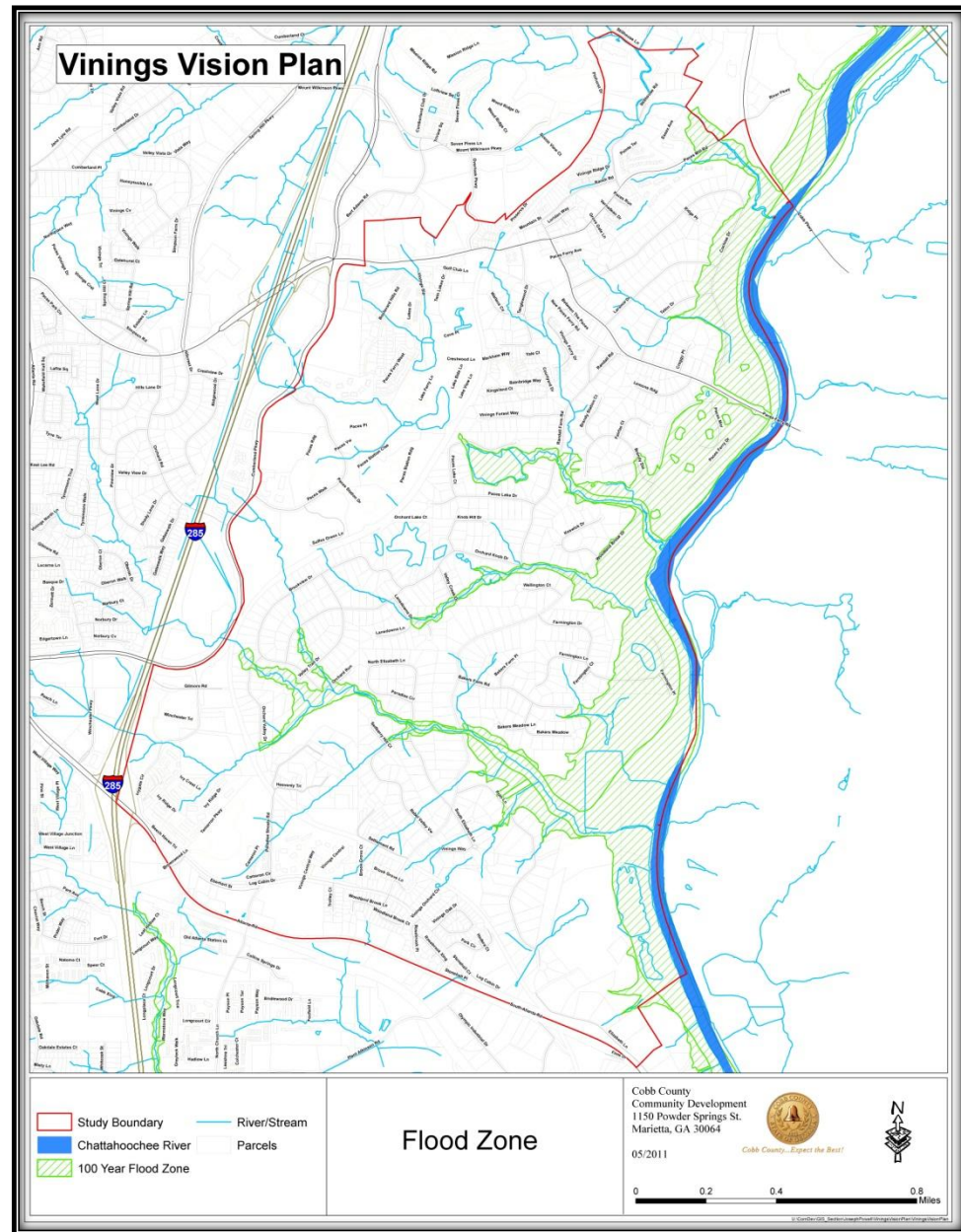


Floodplain

Located in the eastern portion of the study area, the Chattahoochee River is the dividing line between Fulton and Cobb Counties. Flowing from the Blue Ridge Mountains to the Gulf of Mexico through the Atlanta Metro area, the use of the river as a drinking source, protecting its water quality, and mitigating impacts of flooding are of primary concern.

Although the Chattahoochee River has been underutilized as a recreational amenity to Vinings, there are opportunities here not seen elsewhere in the county. Paces Lake, North Paces Lake, Orchard Lake, and a few smaller ponds feed into creeks and streams that flow through Vinings to the river.

Flooding is an issue that has affected Vinings and Cobb County in the past. In late September of 2009, a flood of historic proportions affected the entire metro Atlanta region. Vinings was one of many communities hit hard by the flood. In all, 68 properties in Vinings sustained flood damage.



Map 11



Transportation

Access to transportation routes has always been an integral part of what makes Vinings an attractive place to live. From ferries, to trains, and now to automobiles; Vinings thrives but also feels pressure due to traffic flow throughout the surrounding area. The following section will assess some of the current issues as well as look at future developments that might have an impact on the transportation network.

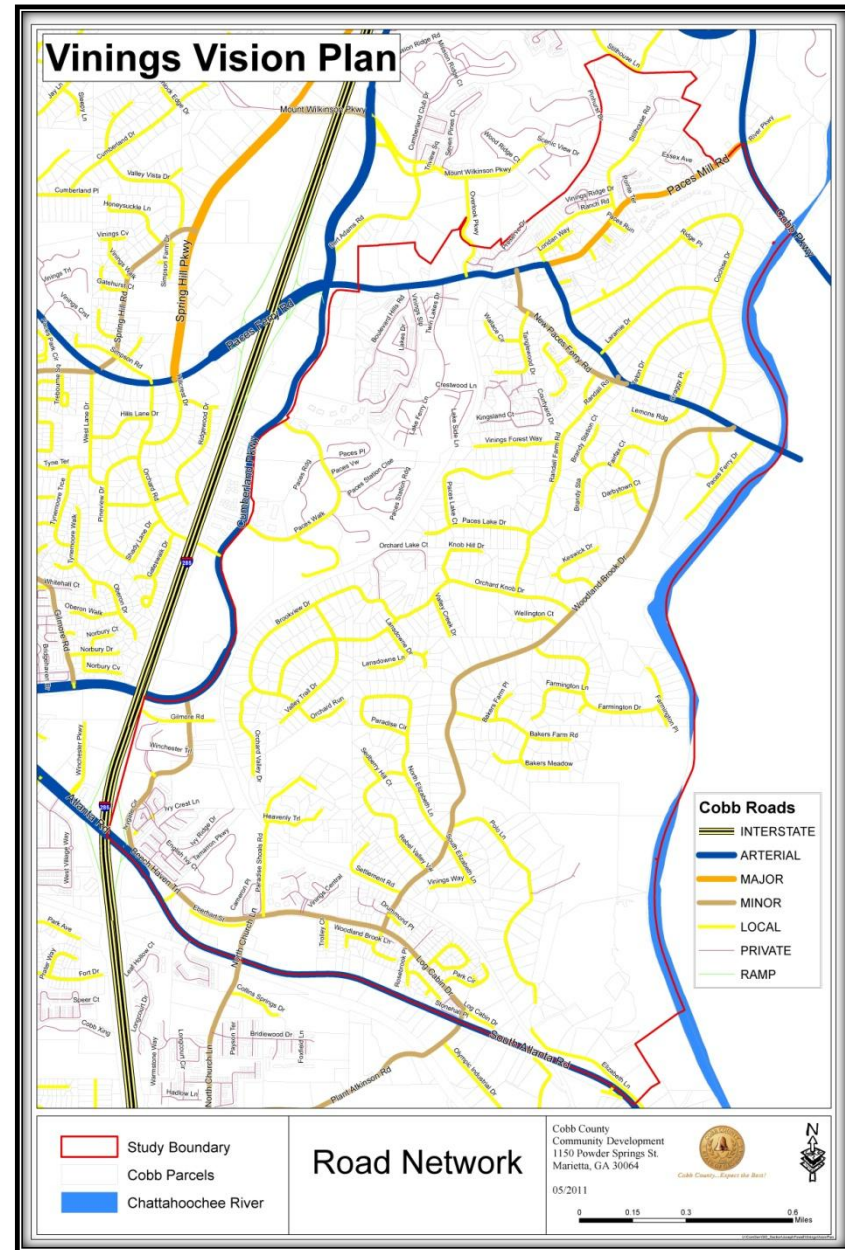
Access and Connectivity:

External

Vinings is located near the intersections of several important highway routes within the Atlanta Metro Area. Interstates 75, traveling south from Chattanooga to Atlanta, and 285, also known as the Perimeter (around Atlanta) intersect just to the north of Vinings. These are the primary commuter routes through Cobb County and provide direct access to some of the major employment centers of the region, Cumberland, Perimeter Center, Midtown, Downtown Atlanta and Atlanta Hartsfield-Jackson International Airport.

The Cumberland Activity Center is located to the north and West of Vinings, surrounding the I-75/285 Interchange. Cobb Parkway, or US 41, was the primary north-south route through Cobb County before the construction of Interstate 75. It connects Acworth, Kennesaw, Marietta, Dobbins Air Reserve Base, Smyrna, the Cumberland Activity Center and Vinings. US 41 continues on to Atlanta as Northside Parkway. Atlanta Road, another major arterial, connects Marietta to Smyrna and to then to Atlanta.

Paces Ferry Road and Paces Mill Road, through Vinings, are other major routes through the area. Cobb Parkway, *Map 12*





Paces Ferry Road, and Atlanta Road each have an interchange with I-285. Access to I-75 is provided by Northside Parkway and Mt. Paran Road in Fulton County or by Cumberland Boulevard. Cumberland Parkway begins at Cumberland Mall and connects the aforementioned routes to the southwestern part of the county via the East-West Connector. All of these primary routes, provide great access to anywhere in the region, but are subject to congestion during peak travel periods. This is likely to increase as growth continues around the Cumberland Activity Center throughout Cobb County.

Internal

Like many of the streets outside of Central Atlanta, the streets in Vinings follow an organic, suburban design. Many cul-de-sacs and dead ends leave little or no alternatives to traveling between residential areas or to commercial areas. For those that use the streets for walking, running or bicycling, options are also limited for connecting to places of interest.

Walk Score is an online tool that measures pedestrian connectivity or walkability for a given address or street. A high score indicates nearby access to many services without having to drive. Table 10 shows some of the walk scores for areas around Vinings Village.

A *Connectivity Index* is another method of measuring the accessibility of a neighborhood. This is calculated by dividing the number of street segments in a specific area by the number of intersections or nodes.¹ Vinings has a connectivity score of 1.2. The State of Virginia recently imposed a new requirement of a score of 1.6 in population-heavy areas and 1.4 in less dense areas. Based on this standard, Vinings has a very low internal connectivity.

While the absence of much developable land presents little demand for development except in the village center and the Settlement Road/Paradise Shoals Area (see Map 7 - Undeveloped Land Inventory), the Connectivity Index can be improved by building pedestrian connections in the form of greenways. In some instances strategic road connections could be made to the benefit of the entire network.

Volume

Chart 4 (see following page) shows the change in the Average Annual Daily Traffic (AADT) on a few of the primary routes through Vinings, from 2005 to 2009². The data shows a steady decrease in traffic along Paces Ferry Road from the Chattahoochee River to Paces Mill Road and an increase in traffic on Paces Ferry Road from Paces Mill Road to I-285. There is an overall increase in traffic along Atlanta Road and a decrease in traffic on Cobb Parkway from the river to Cumberland Boulevard.

Table 10

Location	Walk Score	
Atlanta Average	58	Somewhat Walkable
Marietta Square	89	Very Walkable
Vinings Branch Library	74	Very Walkable
Cochise Drive	65	Somewhat Walkable
Cochise Riverview Club	32	Car-Dependent
Paces Ferry Drive	31	Car-Dependent
Orchard Knob Road	26	Car-Dependent
Brandy Station	29	Car-Dependent
Polo Lane	26	Car-Dependent
N Church Lane	62	Somewhat Walkable

¹ <http://greatergreaterwashington.org/post/1847/virginias-new-street-connectivity-regulations-the-specifics/>

² GDOT – Georgia State Traffic & Report Statistics (STARS)

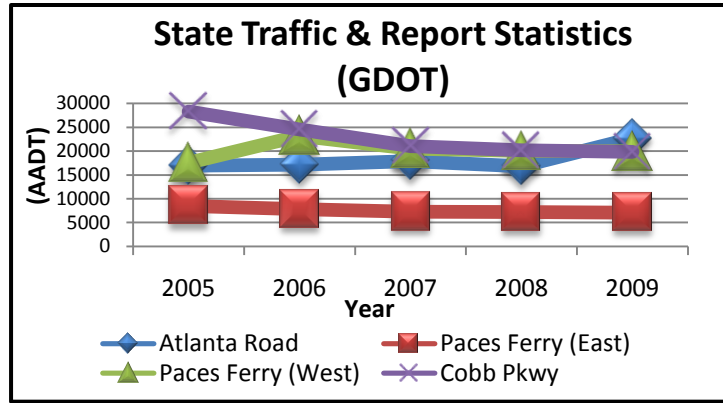


Chart 4 afternoon rush occurs between 5 and 6 pm, primarily in the westbound direction. Westbound traffic also peaks between 11 am and noon. The data confirms general observation of traffic in Vinings. According to Cobb DOT, the AADT for Paces Ferry Road has leveled off at between 19,000 to 22,000 cars. Woodland Brook Drive carries considerably less traffic than the arterials in and around Vinings, but shows the same peak trends.

Traffic counts (see Chart 5) were completed at the Paces Ferry Road and Paces Mill Road intersection in August 2011 at morning and evening peak times. The highest counts in the morning (7:00-8:00 a.m.) and evening (5:00-6:00 p.m.) were through traffic eastbound on Paces Ferry Road to Paces Mill Road. The second highest counts in the morning and evening were through traffic westbound on Paces Mill Road to Paces Ferry Road. There was also a high volume of right turns from eastbound on Paces Ferry Road to Paces Ferry Road. The Cobb County Department of Transportation conducted analysis on the counts and determined that the left turns from Paces Mill Road to Paces Ferry Road have the most difficulty considering the lack of gaps in traffic coming from the opposite direction.

Flow

Level of Service (LOS) is a ratio given to road segments and intersection, grading its ability to handle traffic. The 2008 Cobb County Comprehensive Transportation Plan (CTP) determined a LOS for Paces Mill Road from Cobb Parkway to Paces Ferry Road. Paces Ferry Road from Overlook Parkway to Cumberland Parkway was graded a LOS of D. The segment of Paces Ferry Road from Paces Mill Road to Overlook Parkway was graded a LOS F. All other roads were graded a LOS A to C. One of the general goals of the CTP is to improve

It is suspected that these trends will continue, even without much new development. Chart 4 also illustrates that most of the traffic along Paces Ferry Road through Vinings is originating on Paces Mill from Cobb Parkway and continuing to points past Cumberland Parkway. The corridor provides a desirable connection from I-75 to Smyrna, which avoids the Cumberland CID. Congestion will increase should more development be added to either end of this roadway.

There are three peaks in traffic along Paces Ferry Road, coinciding with the morning, afternoon, and noontime rushes, with the afternoon rush hours being only slightly higher than the other peaks. The morning peak occurs between 8 and 9 am, with most of the cars moving eastbound. The

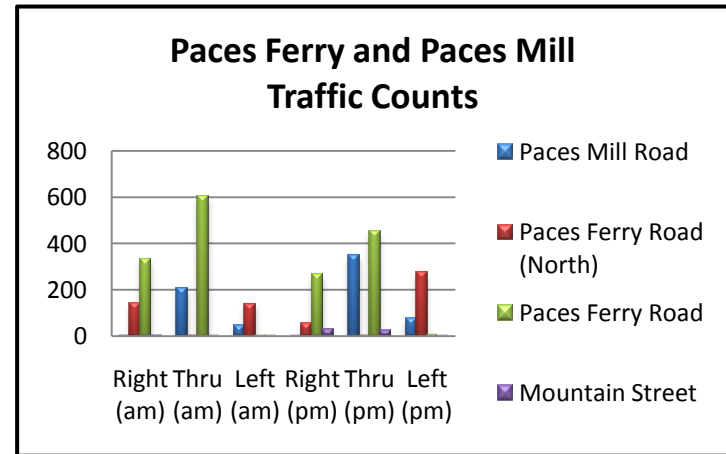


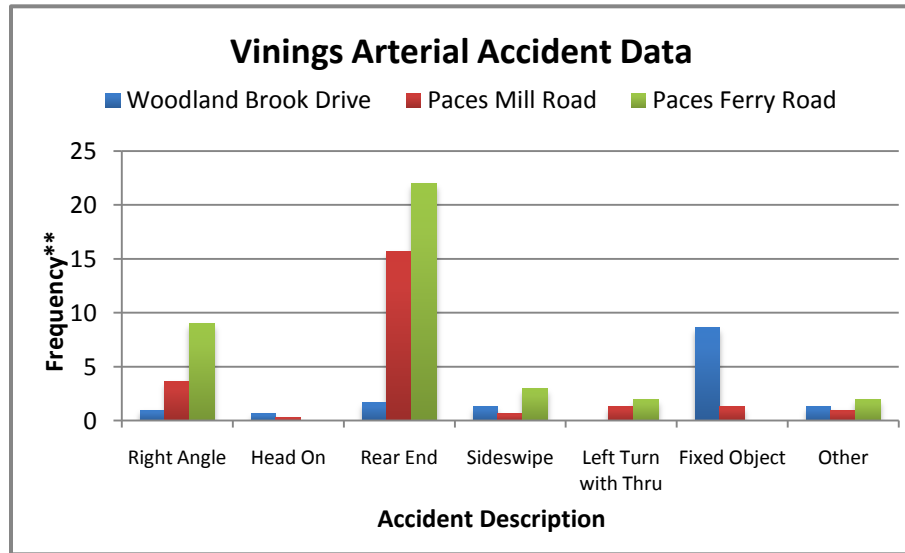
Chart 5



all roads and intersection to LOS A to C. Due to current land uses, topography, and other factors, improving the Paces Mill Road/Paces Ferry Road Corridor will not be an easy or quick fix. More information on traffic patterns in and around Vinings, can be found in the Cumberland Community Improvement District South Quad Study, created September 2008.

Speed

The speed of traffic is important to the flow and congestion of vehicles on roadways, but excessive speeds can lead to unsafe conditions for drivers, pedestrians and bicyclists. The current speed along Woodland Brook is 35 miles per hour. Residents of Vinings have expressed concerns over speed along the corridor. According to the Cobb DOT, 79% of the cars along the route moved at speeds greater than 35 m.p.h. However, more cars going northbound exceeded the speed limit (82.5%) than vehicles going southbound (76.6%). At this time no other corridors within the study boundary presented a speeding problem.



Accidents

The frequency of accidents along specific corridors can point to issues with safe and efficient driving conditions. Using accident data provided by Cobb DOT, Paces Ferry Road, Paces Mill Road, and Woodland Brook Drive were accessed by type, frequency, location, and cause. Chart 6, displays the amount of accidents by type for each roadway.

Rear end accidents were a major problem at the intersection of Paces Mill and Paces Ferry Road and at Paces Mill Road’s intersection with Cobb Parkway. Over 60% of recorded accidents along these two routes were rear end accidents. Many of these accidents involved a vehicle hitting a stopped vehicle at a traffic signal or other intersection, in dry and daylight conditions. This suggests perhaps an issue with traffic flow, tailgating, panic stops, or general attention of drivers. Along Woodland Brook Drive,

Chart 6 one-car accidents with fixed objects were most frequent. These occurred often while negotiating curves near Polo Lane and Bakers Farm Road in wet conditions. Overall there were not many injuries and no fatalities for the recorded time period. A chart with a summary of this data can be found in the Appendix.

Transit

There are no direct connections to bus or rail service within the core of Vinings . However, there are nearby bus routes operated by Cobb County Transit (CCT), and the Metropolitan Atlanta Rapid Transit Authority (MARTA). Two of these routes connect Cobb County to MARTA Rail Service via Cobb Parkway. CCT operates a bus transfer center north of Vinings along Cumberland Boulevard serving



seven routes. High capacity transit in the form of light rail, bus rapid transit or express bus service, is currently being studied by the Cobb County Department of Transportation through an Alternatives Analysis. The modes being evaluated would likely use Cobb Parkway or I-75 as the main routes.

Vinings Crossing (Rail)

A primary concern for the residents of Vinings is the intersection of Paces Ferry Road with the CSX Rail Corridor just west of Downtown Vinings. This corridor is owned by the State of Georgia. The lease with CSX will expire in 2019. Due to the high frequency of freight traffic in the corridor, and present land uses surrounding the crossing, vehicle congestion is a problem during peak hours.

The high volume of train traffic has also caused issues with noise problems for the adjacent residents and businesses. The Vinings community raised money to complete a “quiet zone” at the railroad crossing to help reduce these noise disturbances caused by train horns.

Traffic issues could only increase with the possibility of increasing freight traffic in the region, and any possible introduction of passenger rail in the form of commuter, intercity or high speed train lines from points northwest of Atlanta. Extending the double tracked portion of the railway from Smyrna west of I-285 to Tilford Yard in Atlanta has also been discussed. Amtrak is being asked to conduct a study for the addition of passenger rail in this corridor. Again, because of the crossing’s proximity to business at the village center, the construction of a bridge or underpass is unlikely.



Vinings Railroad Crossing



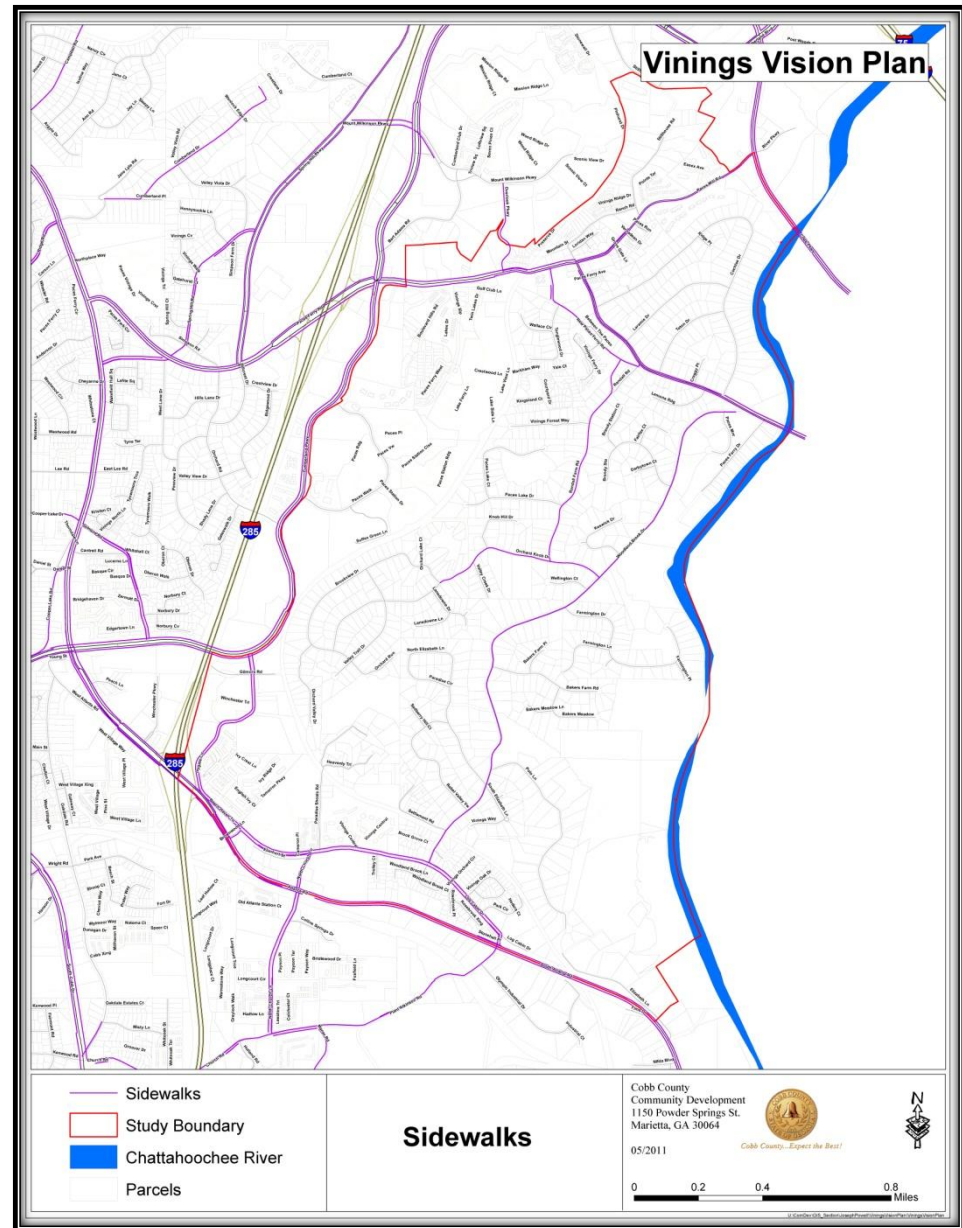
Bicycle and Pedestrian Infrastructure

Map 13 shows the location of sidewalks throughout Vinings. There are sidewalks along most of the principle corridors and main neighborhood streets, but key segments and links are missing.

There are no multi-use (greenway) paths in Vinings. However, there are several nearby trails that could eventually be connected in the future via Vinings. The Silver Comet Trail is a 'Rails to Trails' project that currently extends from the Alabama state line to Smyrna. The entire trail spans nearly 100 miles from Anniston, Alabama to its current terminus near the East West Connector and South Cobb Drive. A future extension would extend it into Atlanta. A trail already connects the Silver Comet Trail to Cumberland via multi-use paths along several arterials.

The Rottenwood Creek Trail begins in the Chattahoochee River National Recreation Area just north of Cobb Parkway and extends north of Interstate 285. In the future the trail would continue north along the creek running parallel to I-285. The Chattahoochee River National Recreation Area also includes hiking trails. All of these trails are in close proximity to Vinings.

A mixture of linear and traditional open space would not only improve walkability, diversify recreation activities, and increase connections across the community, but would increase property values as well.



Map 13



Improvement Projects

Some of the following projects do not directly impact the Vinings Vision Plan study area, but could be happening in areas immediately adjacent to the study area. The goal is give a broad view of potential improvement projects in and around the study area.

2011 SPLOST

Listed under Safety and Operational Roadway Improvements a project along Woodland Brook Drive between Log Cabin Drive and Paces Ferry Road was designated as a Tier 1 project. The project is described as “Safety and drainage improvements, including Brandy Station” and is estimated to cost \$1,000,000.

Cobb Parkway Bridge Replacement

Design and construction of a new bridge over the Chattahoochee River from Paces Mill Road to Northgate Drive is planned. The project has been estimated to cost \$15 million according to Georgia DOT’s FY10 bridge funds budget. The Cumberland Community Improvement District (CID) will provide an additional \$260,000.

Cobb Parkway Widening

There are plans to widen Cobb Parkway from Akers Mill south to Paces Mill Road from four lanes to six lanes at a cost of \$33 million total with \$1.4 million coming from the Cumberland CID. Construction is scheduled for 2015, and is expected to be complete by 2020.

Cumberland Parkway/Paces Ferry Intersection Improvement

The project includes the construction of dual-left turn lanes from Paces Ferry Road westbound to Cumberland Parkway and includes landscaping enhancements to the intersection. According to the CCID website the project is estimated to cost \$899,000 with \$559,000 coming from the CID. A portion is funded by the State Road & Tollway Authority. The CID will match this grant via the Georgia Transportation Infrastructure Bank loan program. Final plans are underway for the project.

Interstate 285 Interchange with Atlanta Road

Modifications to the interchange will improve flow along Atlanta Road. Currently there are two lanes in each direction with no left turn lanes. The overpass crossing I-285 will be replaced, the I-285 ramps will be reconfigured, and additional lanes will be added. The Orchard Road Bridge over I-285 will also be replaced. Additional lanes will be added to I-285 at the interchange. This project was included in the 2005 SPLOST Program and is a part of the FY2008-2013 Transportation Improvement Plan. Construction is set to begin in 2013.

Trail Improvements

There are several proposed extensions of trail in the area, including the Cumberland Connector and the Silver Comet Trail. No trail improvements have been programmed.



Visions Light Rail Plan

This project is focused on improving regional connectivity to Atlanta, Perimeter Center, and Gwinnett County. Transit would be focused along the US 41/Cobb Parkway and Interstate 75 Corridor. Circulators would be included within the Cumberland and Town Center/KSU areas. The proposed schedule anticipates the design-build process to begin in 2019. The Light Rail is a major item on Cobb County's wish list for the regional transit tax under consideration for July 2012.

Connect Cobb

An Alternative Analysis study is currently being completed by the Cobb County Department of Transportation for high capacity transit from MARTA's Art Center Station to the City of Acworth. The mode of transit and alignment of the transit corridor have not yet been released.

Additional Notes:

Millions of dollars have already been contributed by the Cumberland CID for improvements to the Paces Ferry and I-285 interchange, as well as the construction of Cumberland Boulevard and its interchange with I-75. Collaboration with the Cumberland CID could be an important partnership to create improvements in Vinings.



Crime

The study area spans, in part, four police beats, which are used to record crime data. Each is a part of Cobb County Precinct three. In order of size, they are 315, 310, 316 and 317. Map 14 shows where these beat intersect the study boundaries. Included in these statistics are the Cumberland Activity Center, and areas along South Cobb Drive and Atlanta Road south of Concord/Spring Road. Beat 316 most closely follows what is considered Vinings. It is located east of I-285 and south of the Paces Ferry/Pace Mill corridor.

In all beats, Entering Auto, Residential Burglary, Larceny, Simple Assault, and Business Burglary were the most frequent instances of crime. Beat 316, covering the core of Vinings, had the lowest occurrence of crime, with less than half that of 315 and 317. Chart 7 shows the occurrence of tracked/reported crime for beat 316. Entering Auto and Residential Burglary make up half of the crime incidents. In comparison to other beats, Beat 316 has a greater amount of residential development. This and other land use factors contribute to the type and quantity of crime in the area.

Map 14 shows a dramatic difference in the quantity of crime within the core area of Vinings and the remainder of the study area.

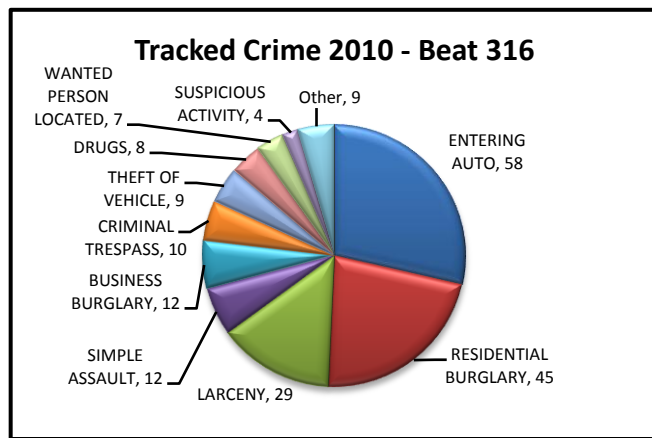
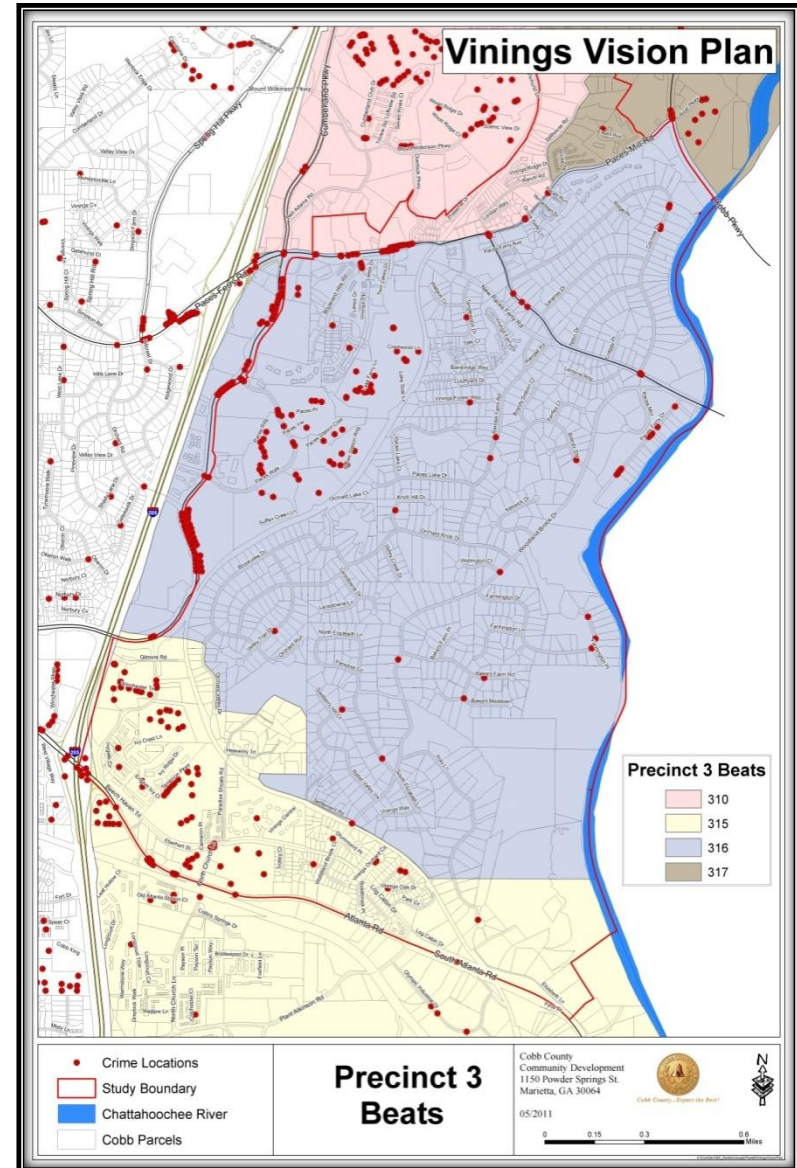
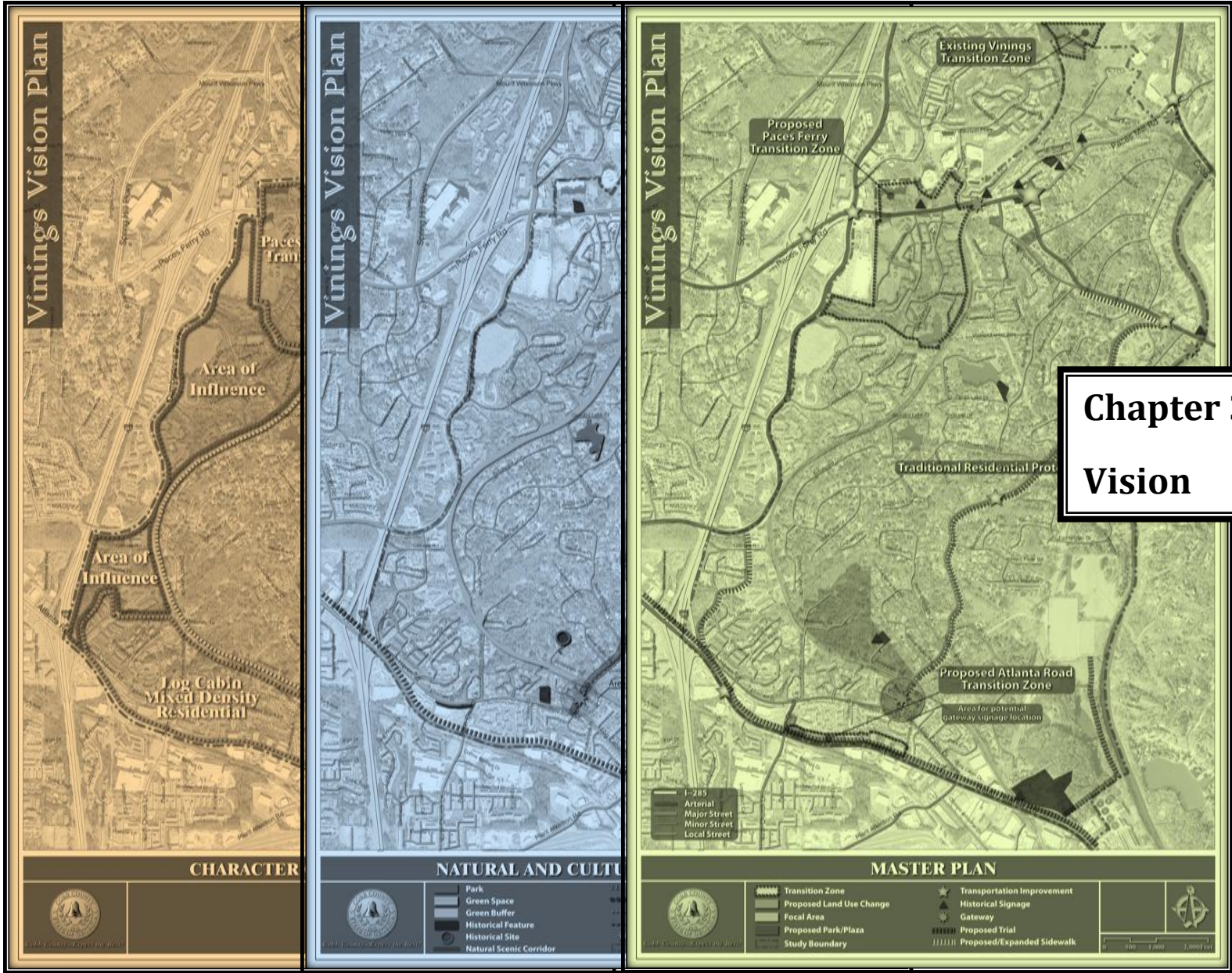


Chart 7



Map 14

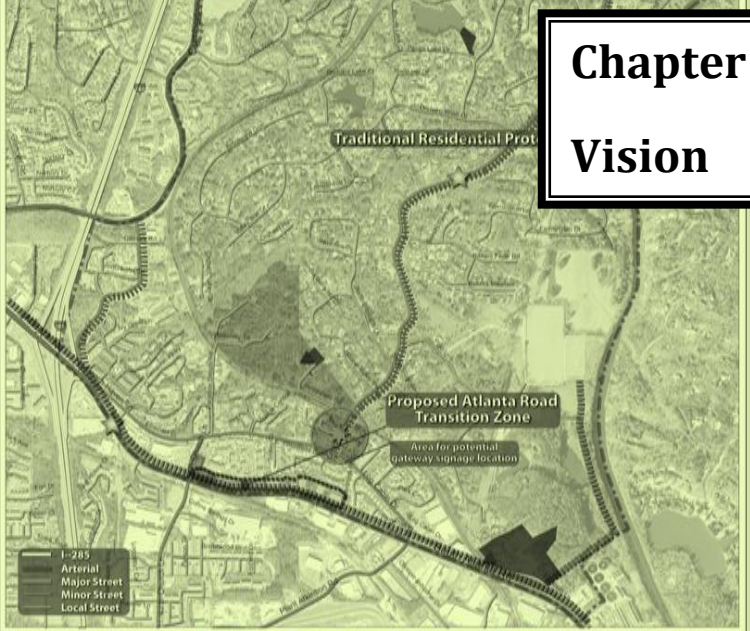
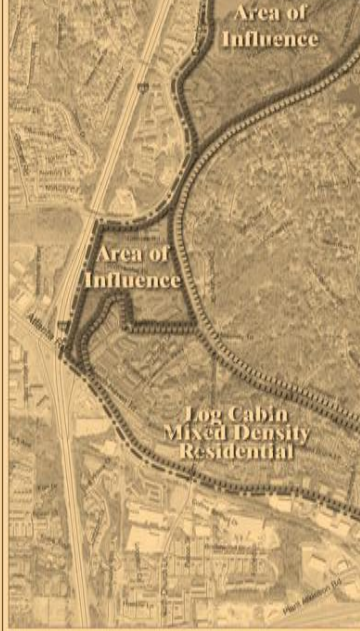


**Chapter 3
Vision**

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

0 100 200 300 400 ft



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.

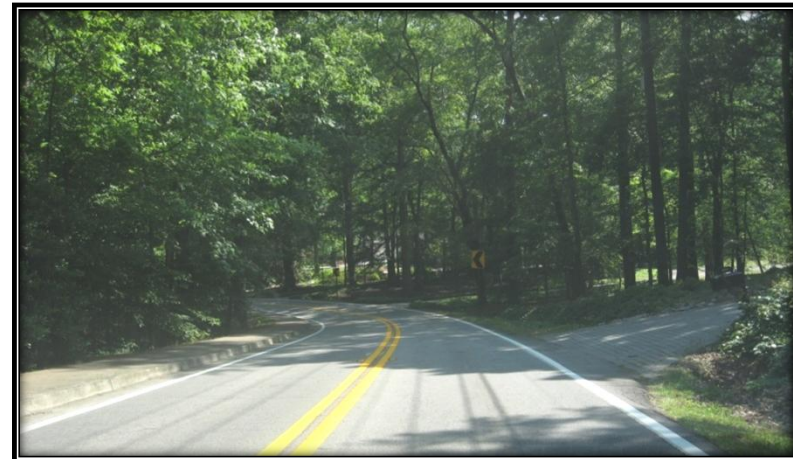
- A. *Goal* – Preserve the history of Vinings and educate the public about it
 - 1. *Objective* – Interpret Vinings history
 - 2. *Objective* – Preserve historic sites and buildings

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

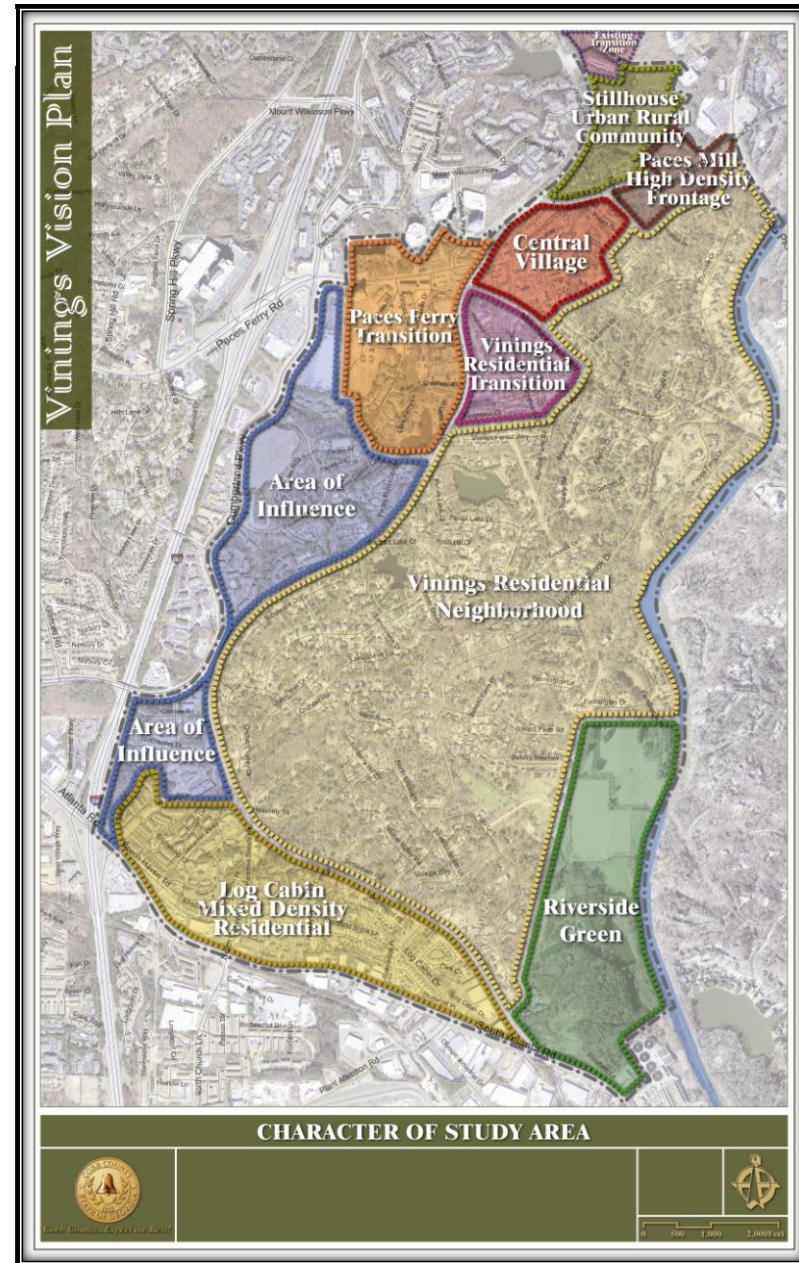
The following Vinings Vision Plan maps show concepts covering multiple themes. The maps include Character, Natural & Cultural Resources, Master Plan and Transportation. Not all the master plan recommendation and implementation items could be illustrated on the following maps. Additional concepts can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

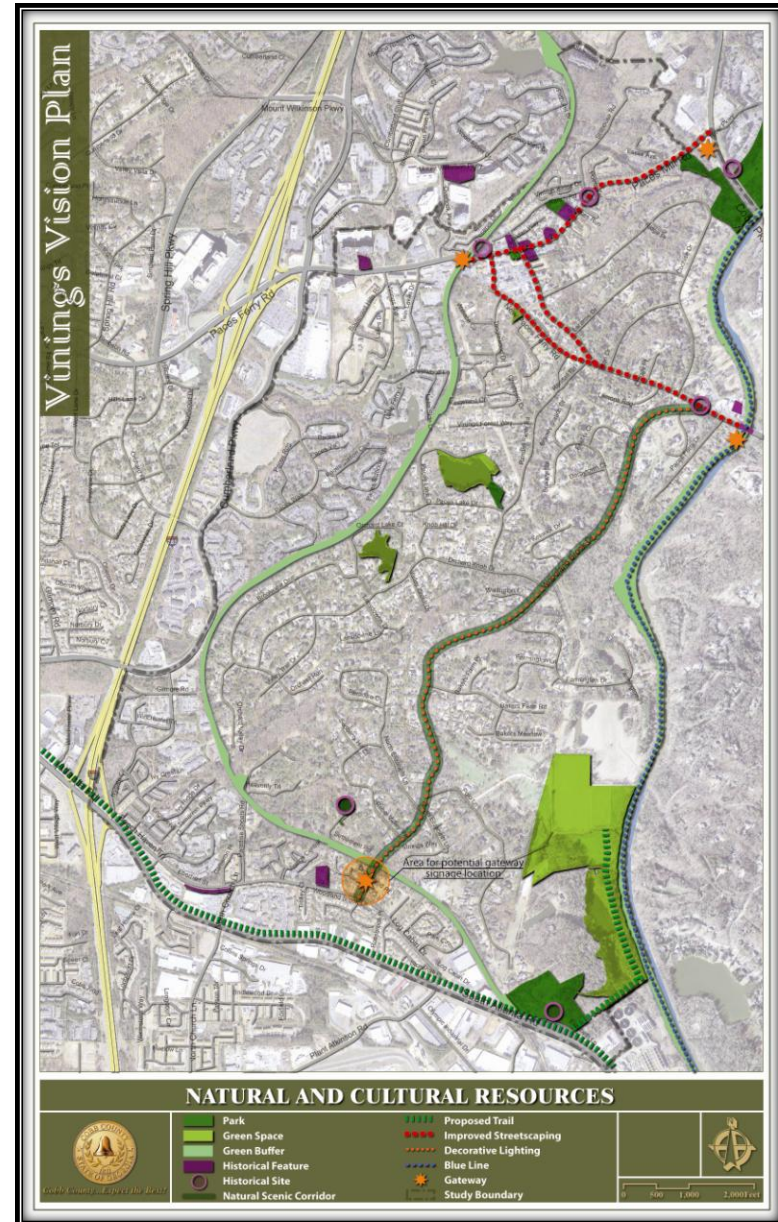
Map 16

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)

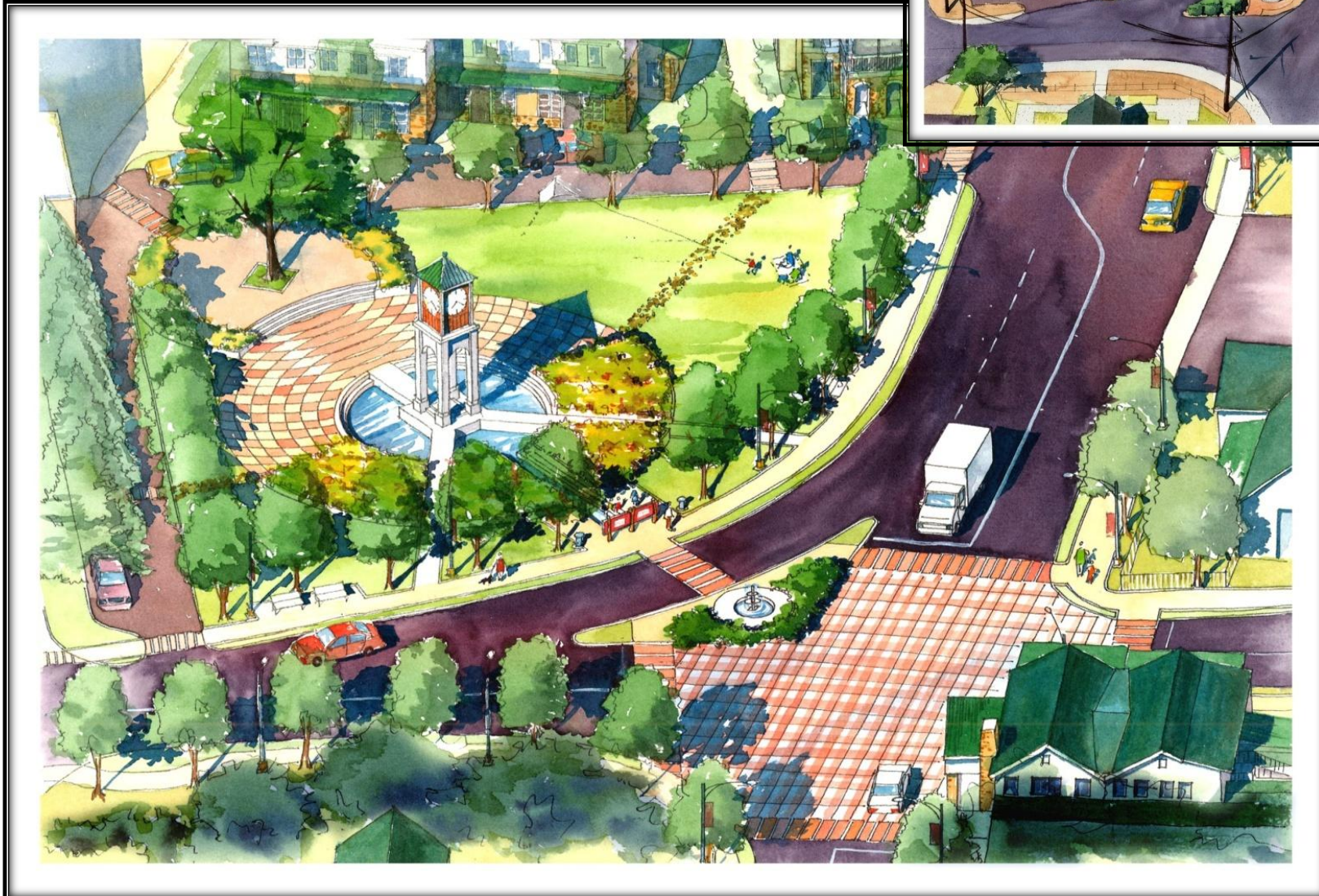




Vinings Common at Paces Ferry and Paces Mill

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

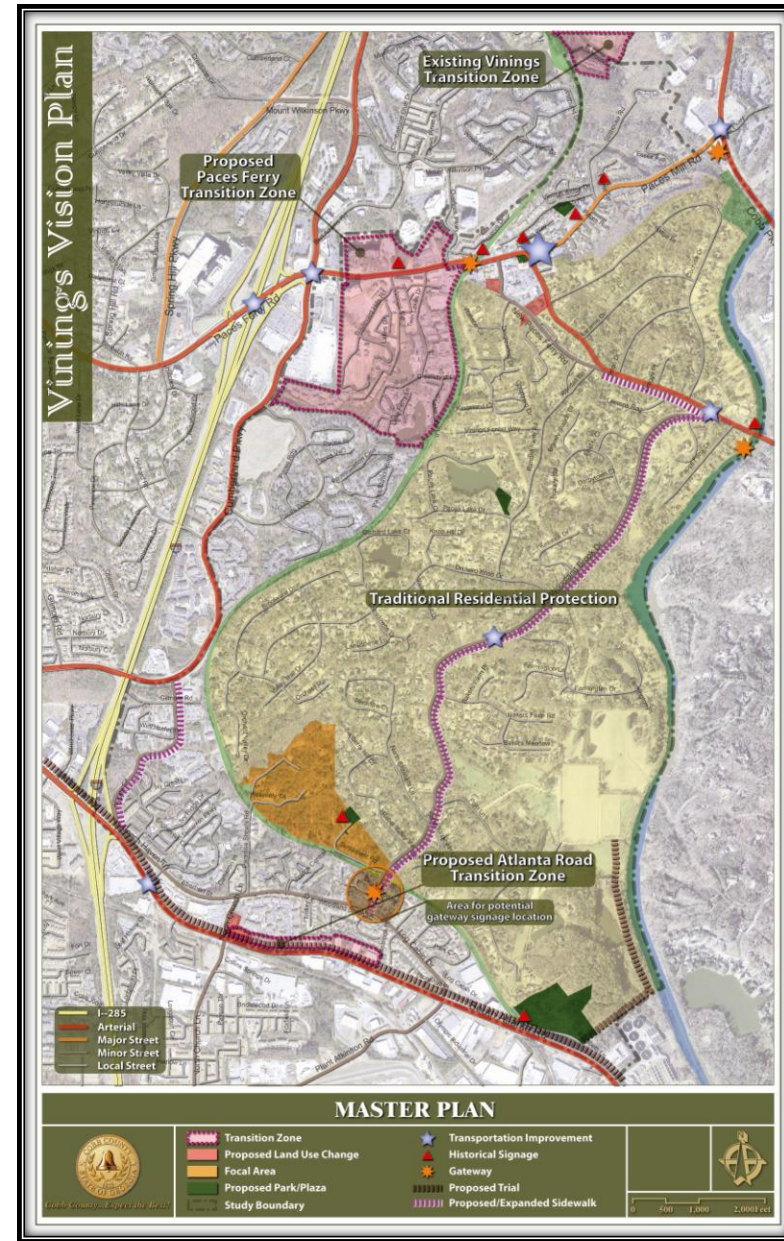
The master plan takes all the elements of the plan and places them on the same map so that they can be viewed together to see how they interact and connect. After traffic, maintaining the existing residential land uses was the top priority of the community. The master plan works to place protection areas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

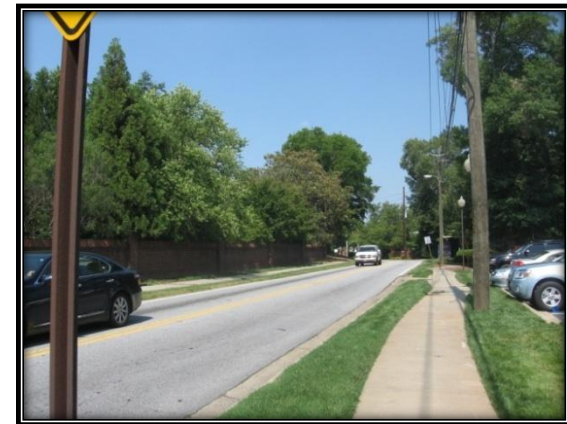
1. *Very Low Density Residential Text Amendment* – The goal of this alteration is not to change the Very Low Density Residential future land use category that encompasses most of the study area, but to add some text to the Comprehensive Plan that would encourage the protection and retention of the VLDR. 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.





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

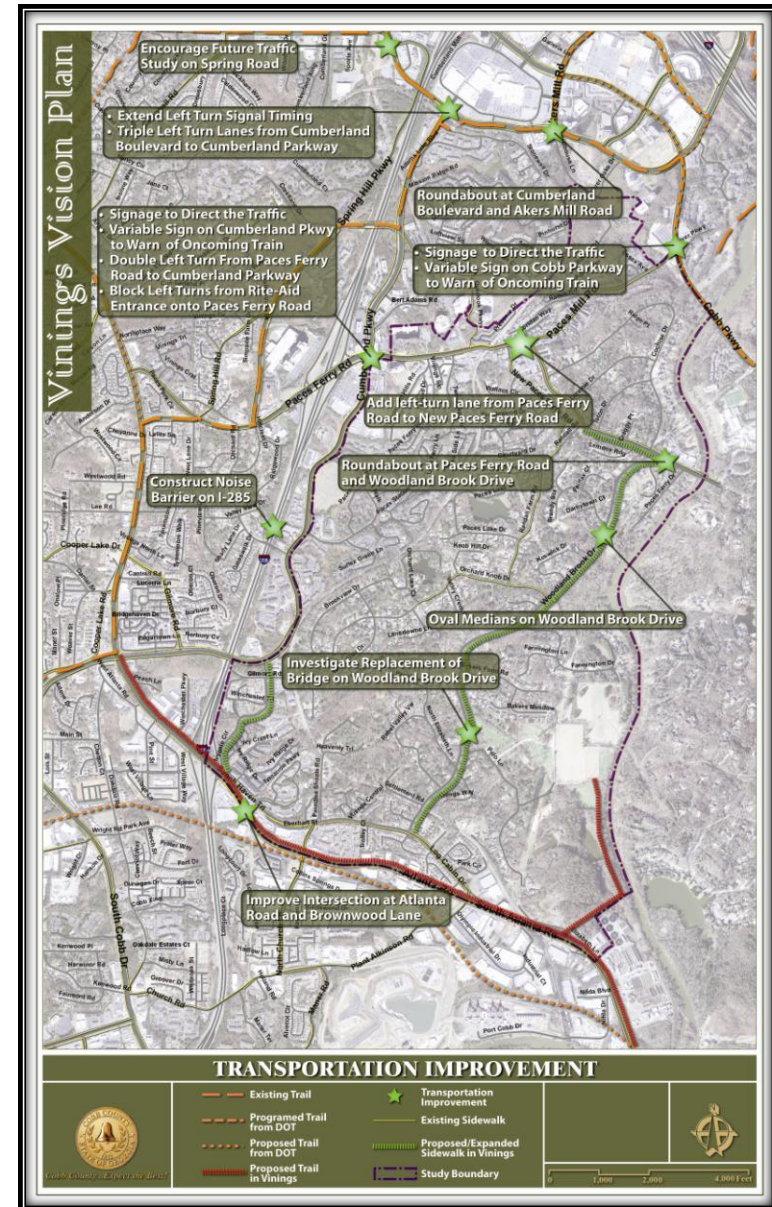
The large traffic volume in the study area was the most crucial problem identified through data analysis and confirmed by the community during the public meetings. The volume is largely due to drivers cutting through the area to access I-285, I-75 and Cobb Parkway. The volume problems are the most noticeable 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

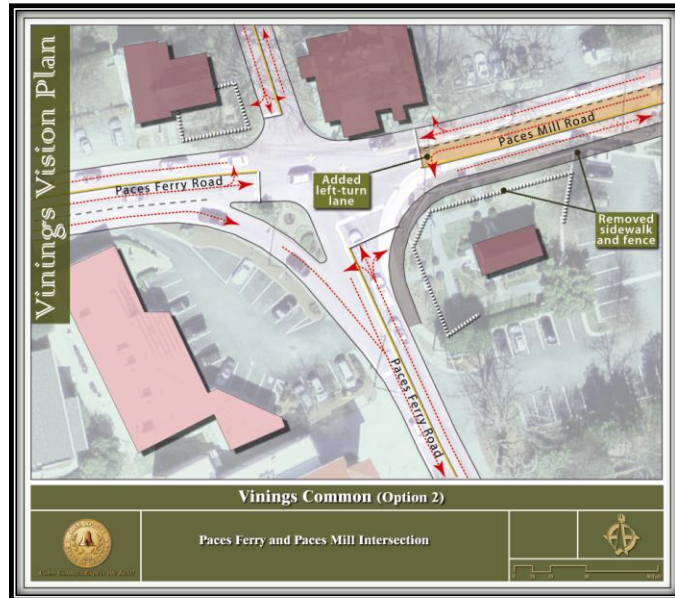


turn lane to the existing dual left turn lane from Cumberland Boulevard to Cumberland Parkway. This would also require time the traffic signals to give priority to those left turns. These improvements would decrease impediments to traffic flow.

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.

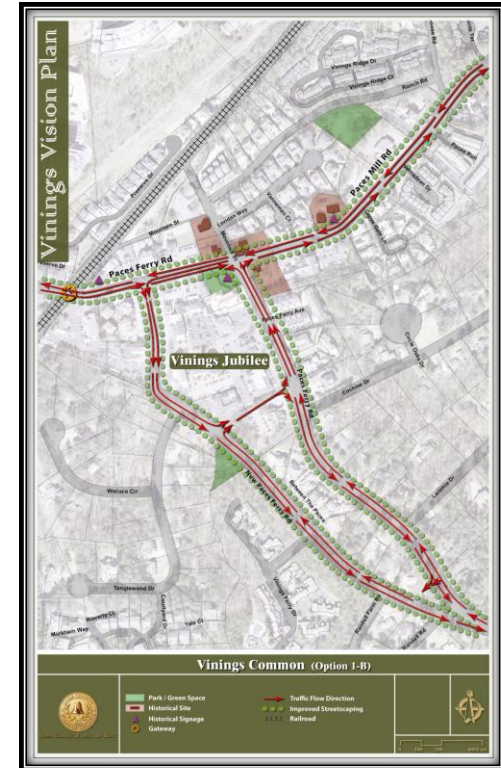
Paces Ferry Road and Paces Mill Road Intersection – Traffic was the most common complaint about Vinings, with the Paces Ferry Road and Paces Mill Road intersection being the most often cited example. Finding a solution to the problem is difficult because there are historic buildings, each very close 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



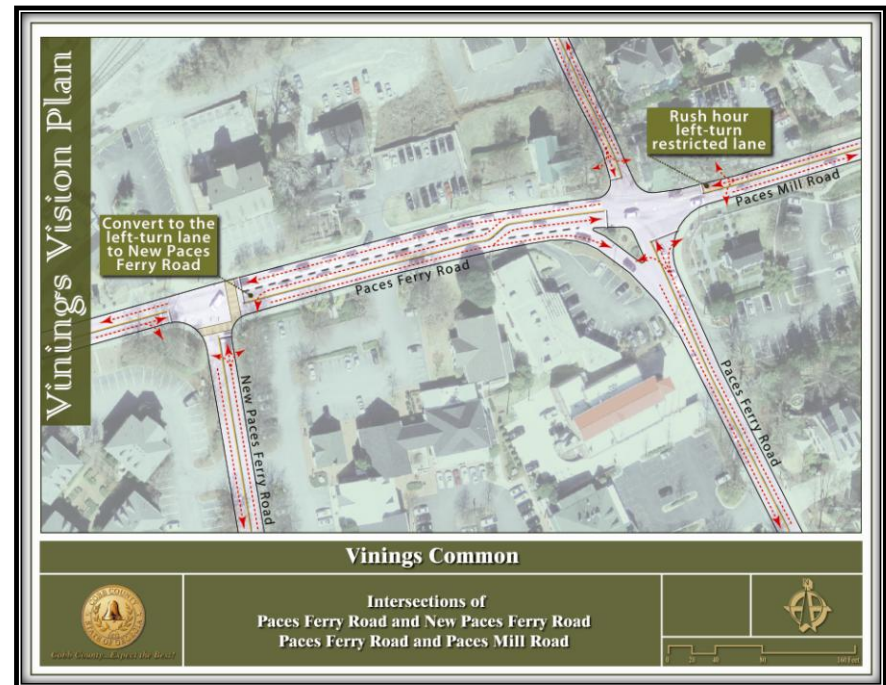
Map 19



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

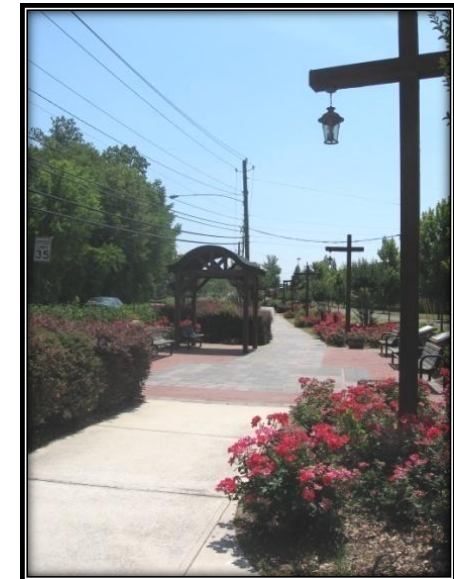
The maps give an overall vision for the master plan. Additional specific action steps not depicted on the maps can be taken to achieve the goals and objectives and move the Vinings Vision forward.

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



Chapter 4
Implementation and
Recommendation Program



Chapter 4 - Vinings Vision Implementation and Recommendation Program

<i>Project</i>	<i>Timeframe</i>	<i>Type of Deliverable</i>	<i>Responsible Parties</i>	<i>Cost Estimate</i>	<i>Possible Funding Source(s)</i>
Traffic					
Encourage traffic studies for any new development or redevelopment in study area to determine impact on Paces Ferry and Paces Mill near the Village	Short-term	Policy	Private Sector	N/A	Private Sector
Signage on Cobb Parkway and Cumberland Parkway to direct traffic around Vinings	Short-term (0-5 years)	Construction	County (DOT)	\$4,000	County; State; Federal
Double left turn from Paces Ferry to Cumberland Parkway	Short-term	Design & Construction	County (DOT)	\$480,000	State
Triple left turn lanes from Cumberland Boulevard to Cumberland Parkway	Short-term	Design & Construction	Cumberland CID; County (DOT)	\$	Cumberland CID
Extend left turn signal timing from Cumberland Boulevard to Cumberland Parkway	Short-term	Design	County (DOT)	N/A	County
Construct noise barriers on I-285 from Atlanta Road to Paces Ferry	Short-term (part of I-285 project)	Design & Construction	County (DOT); State; Federal	Part of larger project	County; State; Federal
Make road improvements at the Paces Ferry Road and New Paces Ferry intersection, including new left turn lane from Paces Ferry to New Paces Ferry	Mid-term (6-10 years)*	Design & Construction	County (DOT)	\$250,000	County
Work with property owner to block left turns from Rite-Aid entrance onto Paces Ferry Road	Mid-term	Coordination	County (DOT)	TBD	County
Encourage future traffic study on Spring Road from Cumberland Boulevard to Cobb Parkway	Mid-term	Design	County (DOT)	N/A	County; State; CID
Roundabout at Woodland Brook Drive and Paces Ferry Road with pedestrian-friendly features	Mid-term *	Design & Construction	County (DOT)	\$927,000	County



Vinings Vision Implementation and Recommendation Program

<i>Project</i>	<i>Timeframe</i>	<i>Type of Deliverable</i>	<i>Responsible Parties</i>	<i>Cost Estimate</i>	<i>Possible Funding Source(s)</i>
Traffic (continued)					
Conduct engineering analysis to determine costs and benefits of oval medians on Woodland Brook as a traffic calming measure	Mid-term	Design	County (DOT)	\$80,000	County
Permanent speed notification devices	Mid-term	Construction	County (DOT)	\$5,000 each	County
Investigate replacement of bridge on Woodland Brook with context sensitive bridge	Long-term (10-15 years)	Design & Construction	County (DOT)	\$400,000	County
Roundabout at Cumberland Boulevard and Akers Mill Road (west of Cobb Parkway)	Mid-term	Design & Construction	Cumberland CID; County (DOT)	\$1,000,000	CID
Improve intersection at Atlanta Road and Brownwood Lane	Short-term (part of I-285 project)	Design & Construction	County (DOT); State; Federal	Part of bigger improvement project	County; State; Federal
Investigate the possibility of a variable sign on Cobb Parkway and Cumberland Parkway to warn of oncoming train	Long-term	Design	County (DOT); State	\$80,000	County; State
Transition the existing temporary barricade on Stillhouse Rd. to a permanent barricade	Short-term	Design & Construction	County (DOT)	TBD	County
Look at a possible redesign of the Paces Ferry Road and New Paces Ferry Road intersection near Randall Road	Short-term	Design & Construction	Private Sector; County (DOT)	TBD	Private Sector; County



Vinings Vision Implementation and Recommendation Program

<i>Project</i>	<i>Timeframe</i>	<i>Type of Deliverable</i>	<i>Responsible Parties</i>	<i>Cost Estimate</i>	<i>Possible Funding Source(s)</i>
Bicycle/Pedestrian Infrastructure					
Sidewalk on the south side of Paces Ferry from Woodland Brook Drive New Paces Ferry Road	Mid-term	Design & Construction	County (DOT)	\$175,000	County
Sidewalk on Beech Haven Trail	Mid-term	Design & Construction	County (DOT)	\$500,000	County
Crosswalk at Log Cabin Drive and North Church Lane	Mid-term	Design & Construction	County (DOT)	\$1,000	County
Signalized crosswalks and pedestrian improvements at Paces Mill Road and Paces Ferry Road	Mid-term	Design & Construction	County (DOT)	\$10,000	County
Crosswalk at Paces Mill Road and Stillhouse Road	Mid-term	Design & Construction	County (DOT)	\$1,000	County
Multi-use trail from Cumberland Parkway along Atlanta Road to Log Cabin to county line	Long-term	Design & Construction	County (DOT)	\$5,000,000	County
Signage on Woodland Brook about proper cycling etiquette.	Short-term	Design	County (DOT)	\$4,000	County
Make improvements to and expand existing sidewalk, possibly to multi-use trail, on Woodland Brook Drive	Long-term	Design & Construction	County (DOT)	\$2,000,000	County
Land Use					
Develop and implement zoning overlay for Vinings for regulation of setbacks, uses, tree canopy, design guidelines	Mid-term	Policy	County (CD)	N/A	N/A
Maintain existing transition zone on Stillhouse Road	Short-term	On-going Actions	County (CD)	N/A	N/A
Create new transitions zones: <ul style="list-style-type: none"> • Paces Ferry Road, west of railroad tracks • Atlanta Road 	Short-term	Policy	County (CD)	N/A	N/A



Vinings Vision Implementation and Recommendation Program

<i>Project</i>	<i>Timeframe</i>	<i>Type of Deliverable</i>	<i>Responsible Parties</i>	<i>Cost Estimate</i>	<i>Possible Funding Source(s)</i>
Land Use					
Pursue land use changes in Comprehensive Plan: <ul style="list-style-type: none"> Add text amendment to VLDR category encouraging preservation of existing future land use 	Short-term	Policy	County (CD)	N/A	N/A
<ul style="list-style-type: none"> Change existing gas station and car wash at the northeast corner of Atlanta Road and North Church Lane from MDR to NAC 	Short-term	Policy	County (CD)	N/A	N/A
<ul style="list-style-type: none"> Change future land use for parcel on the west side of New Paces Ferry from PI to NAC 	Short-term	Policy	County (CD)	N/A	N/A
<ul style="list-style-type: none"> Change future land use for Vinings Library parcel from VLDR to PI 	Short-term	Policy	County (CD)	N/A	N/A
<ul style="list-style-type: none"> Add text amendment to NAC encouraging limiting the expansion of commercial uses in Vinings 	Short-term	Policy	County (CD)	N/A	N/A
Monitor existing VLDR parcels between current MDR and Vinings Jubilee for possible future upgrade to MDR depending on market conditions	Short-term	Policy	County (CD)	N/A	N/A



Vinings Vision Implementation and Recommendation Program

<i>Project</i>	<i>Timeframe</i>	<i>Type of Deliverable</i>	<i>Responsible Parties</i>	<i>Cost Estimate</i>	<i>Possible Funding Source(s)</i>
Natural Environment					
Continue to allow no new development in floodplain not otherwise permitted under special circumstances	Short-term	On-going Action	County (WS)	N/A	N/A
Encourage ARC to conduct multi-jurisdictional revision of the Chattahoochee River Corridor Plan	Mid-term	Coordination	County (WS); ARC; Adjoining jurisdictions	N/A	N/A
Investigate possible water storage program for existing lakes in Vinings	Short-term	Coordination	County (WS)	N/A	.17 per cubic foot of additional storage
Encourage banning of large outboard motors on river	Short-term	Coordination	Federal	N/A	N/A
Community Facilities					
Encourage the use of St. John's Church site and Cemetery as future park	Short-term	Land Purchase	Community; County (PRCA)	N/A	N/A
Acquire Paces Lake property for future park	Mid-term	Land Purchase	Community; County (PRCA)	\$350,000	Community
Acquire land for Vinings Common (plaza) at the southwest corner of Paces Ferry Road and Paces Mill Road	Mid-term	Land Purchase Design & Construction	Community	\$1,300,000	Community
Design Vinings Common	Mid-term	Design	Community; County	\$50,000	Community
Construct Vinings Common	Long-term	Construction	Community; County	\$3,000,000	Community
Continue to investigate site for future community center, which will be similar in design to former Vinings train depot	Short-term	Land Purchase	Community; County (PRCA)	N/A	N/A



Vinings Vision Implementation and Recommendation Program

<i>Project</i>	<i>Timeframe</i>	<i>Type of Deliverable</i>	<i>Responsible Parties</i>	<i>Cost Estimate</i>	<i>Possible Funding Source(s)</i>
Community Facilities (continued)					
Create trail from county-owned property near Chattahoochee River to polo fields to allow for public access	Mid-term	Possible Land Purchase Design & Construction	Community; County (PRCA)	\$350,000 land purchase TBD – construction costs	Community fundraising; CCPRCA
Support the use of the Vinings portion of the Chattahoochee National Recreation Area as an access point for the newly designated Chattahoochee River Water Trail (Blue Line)	On-going	On-going Actions	Community; Federal	N/A	N/A
Built a connector trail between existing sidewalk on Paces Mill Road to the Chattahoochee River National Recreation Area	Mid-term	Design & Construction	Community; CID; Federal	\$1,000,000	Community; CID; Federal
Historic Preservation					
Create historic trail with interpretive signage and way-finding signage incorporated into streetscape	Short-term	Education	Community; County (CD & HPC)	\$100,000	Community; State
Create walking/cycling brochure for historic interpretative trail	Short-term	Education	Community; County(CD/ HPC)	\$10,000	Community; State
Encourage National Register and Cobb Register listings of eligible buildings	Short-term	On-going Actions	County (CD & HPC)	N/A	N/A
Encourage archaeology surveys for new development and redevelopment	Short-term	On-going Actions	County (CD)	N/A	N/A
Require preservation of archaeological resources during new development and/or redevelopment	Short-term	On-going Actions	County (CD)	N/A	N/A



Vinings Vision Implementation and Recommendation Program

<i>Project</i>	<i>Timeframe</i>	<i>Type of Deliverable</i>	<i>Responsible Parties</i>	<i>Cost Estimate</i>	<i>Possible Funding Source(s)</i>
Aesthetics					
Streetscape on Paces Ferry Road (from the Chattahoochee River to railroad tracks) to include landscaping, street trees, decorative lighting, consistent signage, enhanced sidewalks	Mid-term	Design & Construction	Community; County (DOT & CD)	\$8,500,000	Community
Streetscape on Paces Mill Road to include landscaping, street trees, decorative lighting, consistent signage, enhanced sidewalks	Long-term	Design & Construction	Community; County (DOT & CD)	\$5,500,000	Community
Streetscape on New Paces Ferry Road to include landscaping, street trees, decorative lighting, consistent signage, enhanced sidewalks	Long-term	Design & Construction	Community; County (DOT & CD)	\$4,000,000	Community
Create design guidelines for commercial buildings in Vinings as part of zoning overlay	Mid-term	Policy	County (CD); Community	N/A	N/A
Bury power lines on Paces Ferry Road, Paces Mill Road and New Paces Ferry Road	Long-term	Construction	Community; County (DOT & CD)	\$7,000,000	Community
Bury power lines on Woodland Brook Drive	Long-term	Construction	Community; County (DOT & CD)	\$8,000,000	Community
Decorative street lighting on Woodland Brook Drive	Long-term	Design & Construction	Community; County (DOT & CD)	\$500,000	Community
Encourage county-owned buildings to be painted white to complement Vinings	Mid-term	Design & Construction	County (BOC)		County
Create county-wide scenic corridor program	Short-term	Policy	County (CD)	N/A	N/A
Designate Woodland Brook Drive as scenic corridor	Short-term	Policy	County (CD & BOC)	N/A	N/A



Vinings Vision Implementation and Recommendation Program					
<i>Project</i>	<i>Timeframe</i>	<i>Type of Deliverable</i>	<i>Responsible Parties</i>	<i>Cost Estimate</i>	<i>Possible Funding Source(s)</i>
Sense of Place					
Erect signs at the four Vinings gateways	Short-term	Design & Construction	Community; County (DOT & CD)	\$10,000	Community
Create community committee to coordinate Vinings civic group activities	Short-term	Coordination	Community	N/A	N/A
Create logo for Vinings Village	Short-term	Education & Promotion	Coordinating committee	N/A	N/A
Create marketing/branding plan for Vinings Village	Short-term	Education & Promotion	Coordinating committee	N/A	N/A
Encourage community activities such as farmer's market, seasonal festivals, fairs and public art	Short-term	Promotion	Coordinating committee	N/A	N/A
Trademark Vinings name	Mid-term	Promotion	Coordinating committee	N/A	N/A
Encourage change of zip code for all of Vinings Village to 30339	Short-term	Promotion	County; Community	N/A	N/A

*These items could possibly be moved into the Short-term timeframe if funding could be identified and obtained earlier than previously estimated.



Vinings Vision

Appendix

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Demographics

Population

Population counts for Vinings were collected from the 2000 and 2010 Census at the block level. This allowed for the most accurate accounting of Vinings residents without including those living outside typical boundaries. In 2000, there were 3,106 people living in Vinings. By 2010 the population had dropped to 2,956 residents, a 4.8% decrease. The drop in population may be due to children aging, going to college and moving out or an increase in foreclosures and vacancies caused by the economy and recent flood damage.

The population for the entire study area was also gathered at the block level. In 2000 there were 9,219 people living within the study area, and by 2010 the population had dropped to 9,000 residents, a 2.4% decrease. The drop may be due to the demolition of several apartments and homes to make way for new condominium, townhome, and mixed-used development that have not been fully built out and occupied

It is important to note that Vinings is a Census Defined Place, or CDP. The population for the CDP is much greater than that of Vinings Village. The boundaries for the CDP do not accurately reflect what is Vinings, As a result, the population of the CDP is closer to that of the entire study area, with a population of 9,677 in 2000 growing to 9,734 people in 2010. However, the Vinings CDP is useful in indicating the level of growth in the area during the 1990s. In 1990 the population was 7,414. The population of the CDP grew by 2,260 people during the 1990s, a 30.5% increase. This growth rate is comparable to that of Cobb County, which grew by 35.7% during the same period.

Table 1

	2000	2010
Vinings	3,106	2,956
Study Area	9,219	9,000
Vinings CDP	9,677	9,734

Source: United States Census Bureau

The Atlanta Regional Commission conducts population projections for each Traffic Analysis Zone, or TAZ, throughout the region. The boundaries for these zones do not coincide with the boundaries of the study area, and as a result will have a higher population than the more accurate population count from the 2010 Census. The study area is made up by five TAZs, 841, 846, 849, 850, 851. These zones were projected to have a population of 9,800 in 2010 and are projected to have populations of 10,218 in 2020 and 10,419 in 2030.



Vinings is made up mostly by TAZ 846, 850, and 851. These zones are projected to have populations of 3,054 in 2020 and 3134 in 2030. This validates the notion that Vinings is very close to population equilibrium and is unlikely to have significant growth over the next twenty years.

Table 2

	2010	2015	2020	2025	2030
Vinings	2,956	2,979	3,054	3,056	3,134
Study Area	9,800	9,942	10,218	10,247	10,419

Source: Atlanta Regional Commission

Race and Ethnicity

Racial data for Vinings and the study area was collected from the 2010 Census at the block level. Racial data for Vinings, the study area, and Cobb County is shown to the right in Chart 1.

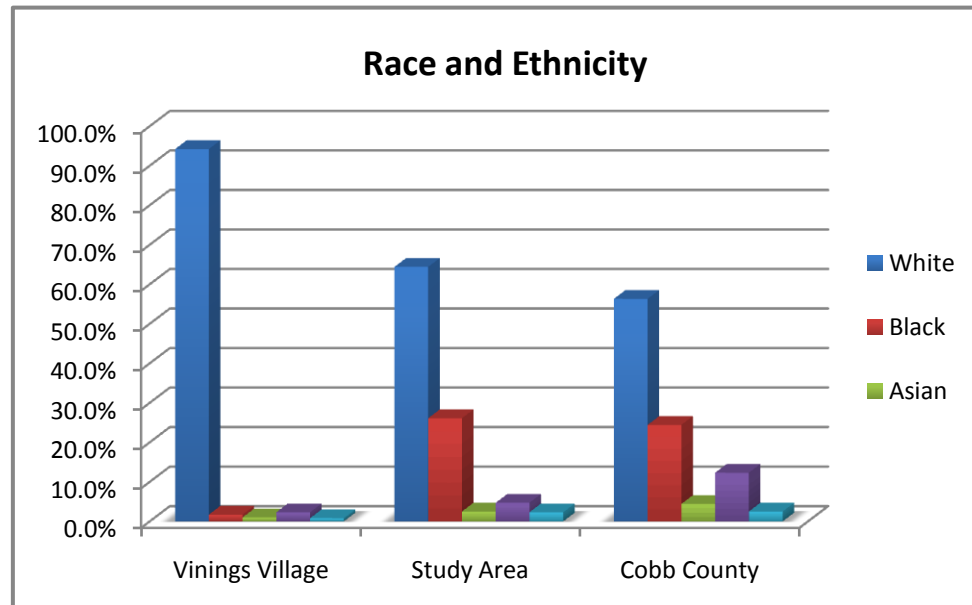


Chart 1

Source: United States Census Bureau
 *Black is defined as Black/African-American



Age

The figure below breaks down the population by age groups for the Vinings CDP and Cobb County according to the 2005-2009 American Community Survey estimates. The CDP has considerably less young people, aged 0 to 24 than the rest of the county, and has overwhelmingly more people aged 25 to 44, who account for 44.3% of the population. The number of baby boomers in the CDP is about on par with the rest of the County.

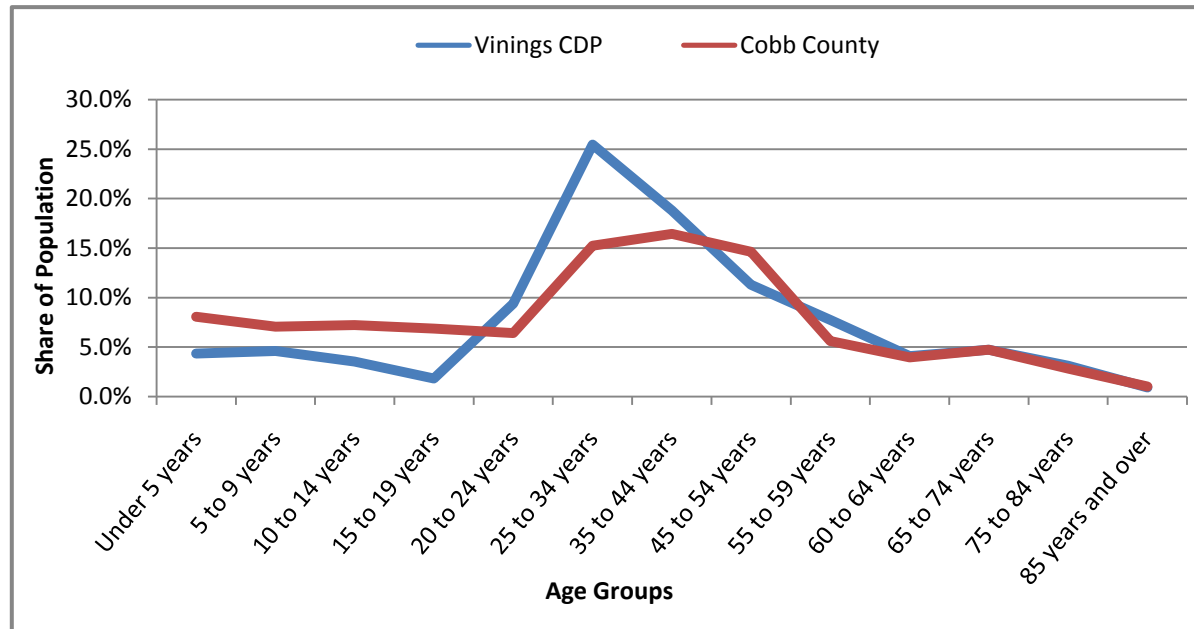


Chart 2

Source: United States Census Bureau

Gender

According to the 2005-2009 American Community Survey estimates, the Vinings CDP was populated by 5,026 females and 4,651 males. Women account for 51.9% of the population while men only make up 48.1%. This differs from Cobb County where the populations are more even with women making up 50.4% and men accounting for 49.6% of the population.



Educational Attainment

The residents of Vinings are well educated people. Below is a table of educational attainment for residents aged 25 and older in the Vinings CDP. According to the 2005-2009 American Community Survey, 97.9% of residents were at least high school graduates and 66.5% of the population had received their bachelor’s degree or higher. While in Cobb County 90.0% of residents had graduated high school and 43.0% had earned a Bachelor’s degree or higher.

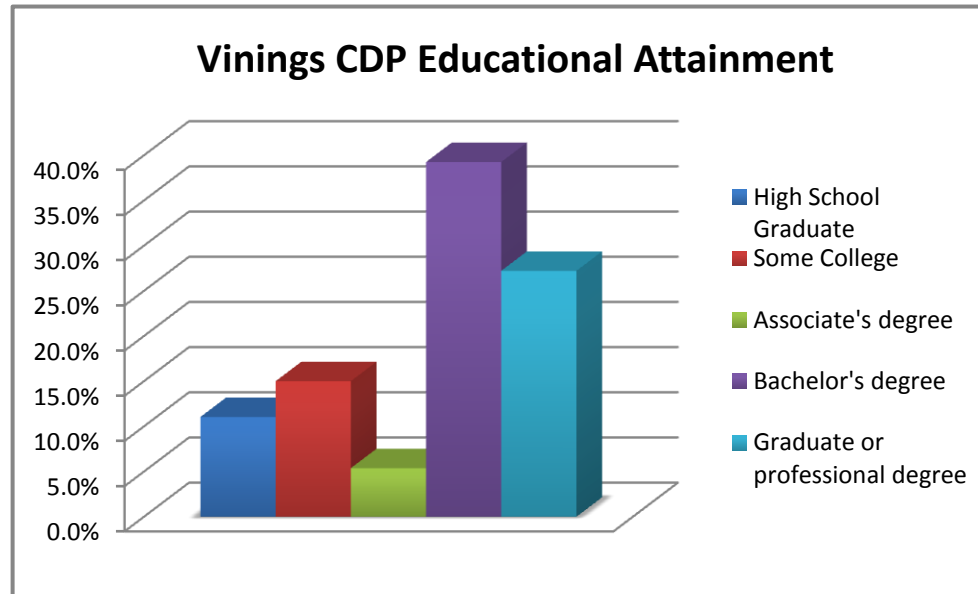


Chart 3

Source: United States Census Bureau

Employment

Employment figures for the Vinings area were gathered from the Atlanta Regional Commission’s Transportation Analysis Zone, or TAZ, data. Zones 841, 849, 850, and 851 form the study area. According to 2010 data, there were 2,213 people employed within these zones. Most worked in the retail or service industries, which made up 31.4% and 34.3% of the workforce respectfully.

It is important to note that there are 16,828 people working in zones 844 and 846 in 2010. These zones include the office buildings on and northwest of Vinings Mountain, and parts of those zones are within the study area.



Housing

Housing covers a vast majority of the study area. Vinings has become one of the most desired neighborhoods in the Atlanta metro area. The community is optimally located to allow its residents easy access to employment centers, schools, cultural attractions, recreation, and the airport. As a result the area has been almost completely developed.

Type

The type of housing units for Vinings was not available at the block level, and the Vinings CDP boundaries covered too large an area to produce an accurate representation of the types of housing in Vinings. As a result Community Development staff used GIS and Cobb County parcel data and zoning districts to survey and analyze housing types.

The 2000 Census did provide the number of housing units at the block level. According to this data there were 1,326 housing units in Vinings in 2000. The housing survey conducted by Community Development staff in May of 2011 resulted in a count of 1,447 housing units. Vinings added 121 units over the past decade, or a 9.1% increase. According to the Census Vinings has a 6.8% vacancy rate.

When the commercial areas of the study area are added to this count the housing stock increases significantly. There are 5,217 total housing units in the study area. There are considerably more vacant units within the study area as a whole, with a 13.2% vacancy rate. Cobb County’s vacancy rate falls in between the two figures, with a 9.2% vacancy rate.

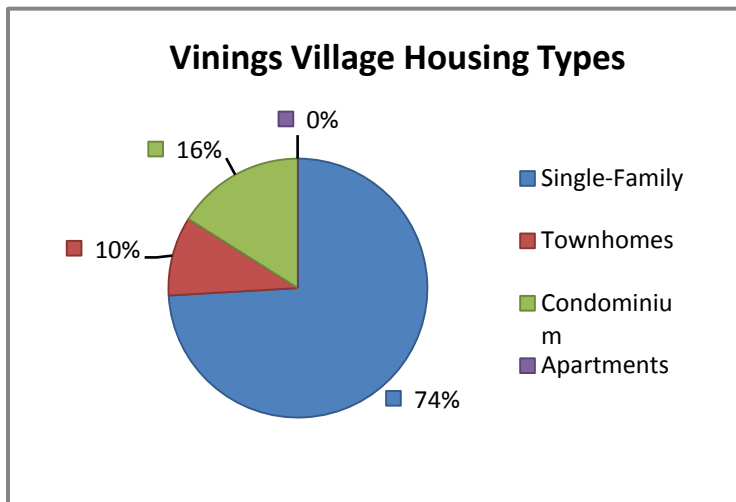


Chart 4

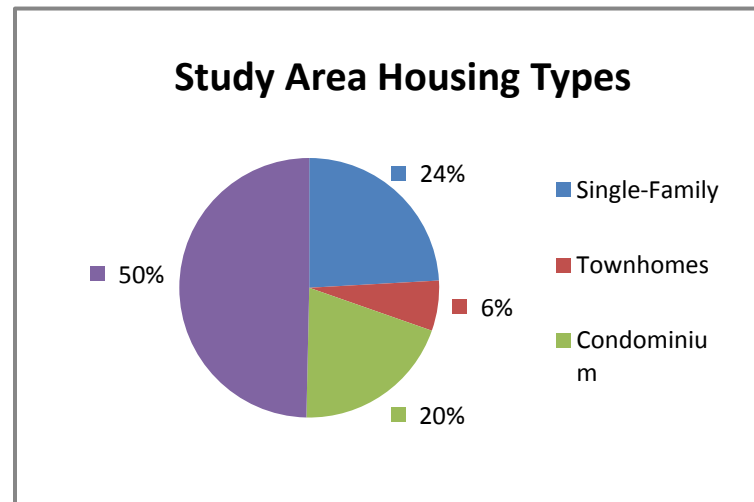


Chart 5

Source: Cobb County Community Development Agency



Tenure

Tenure for all occupied housing within the core of Vinings and the study area, were analyzed and compared to Cobb County. Data was gathered at the block level from the 2000 Census. The data for Vinings and the study area show a dichotomy when it comes to owner versus renter occupied housing. In Vinings, approximately 92 % of housing units are owner occupied, with 8% renter occupied. While in the whole study area, according to data from the 2000 Census, approximately 30% of units are owner occupied with 70% of units occupied by renters.

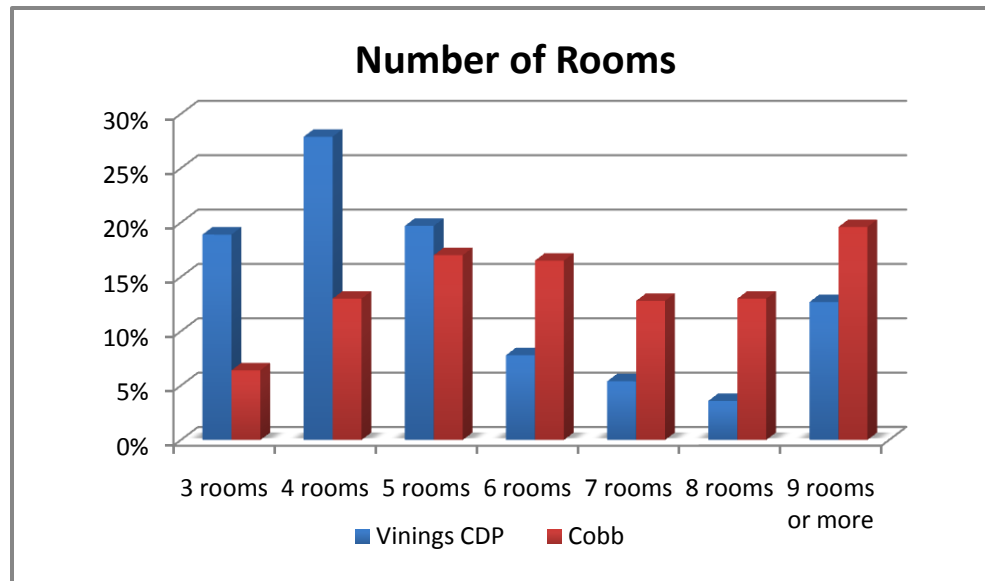
Size

Data for the size of housing was gathered from the 2005-2009 American Community Survey for the Vinings CDP and Cobb County. The data for the number of rooms and the number of bedrooms within housing units are summarized in the tables below.

The data indicates that housing within the Vinings CDP is considerably smaller than the size of housing in all of Cobb County. Within the Vinings CDP, about 50% of units have less than four rooms and around 50% have five or more rooms. While in Cobb County, nearly 80% of units have five or more rooms.

Chart 6

The data for number of bedrooms follows a similar pattern. In the Vinings CDP almost 70% of units have only one or two bedrooms. While, within Cobb County close to 70% of units have three or more bedrooms.



Source: United State Census Bureau

It cannot be assumed that the size of homes within Vinings necessarily follows this data. The Vinings CDP includes several apartment, condominium, and townhome developments northwest and west of the study. These housing types are much smaller than single family homes which dominate Vinings. In addition, the CDP does not include many of the single family homes, condominium, and townhome developments on the south side of the study area. Because a significant number of single family homes were left out of the



CDP data set, a visual survey was performed of homes in Vinings. It revealed that many homes in Vinings are quite large indicating that housing within Vinings is larger than the data above suggests.

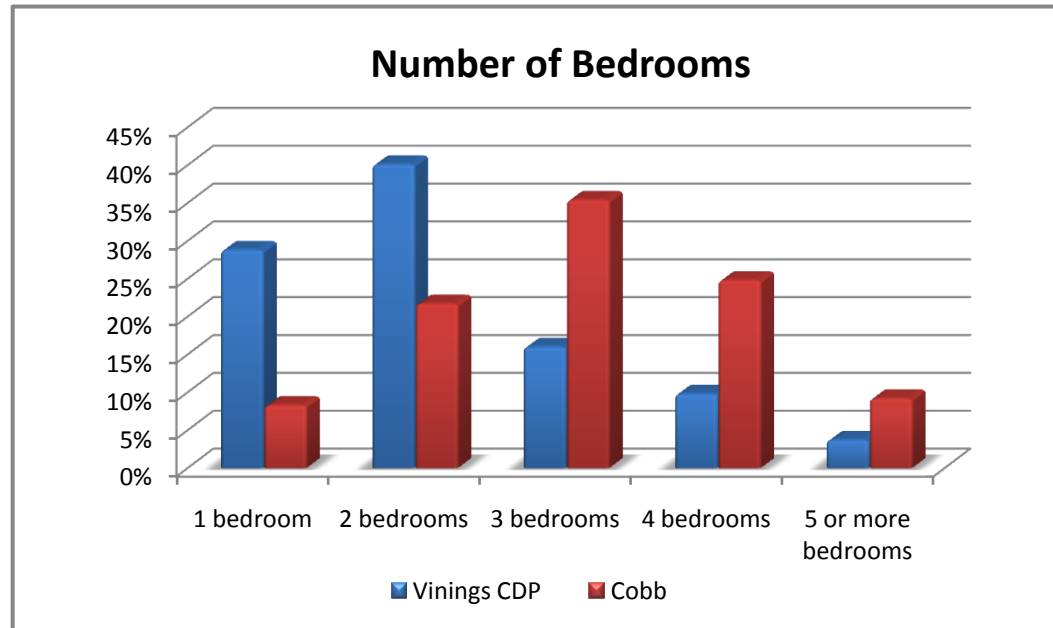


Chart 7

Source: United States Census Bureau



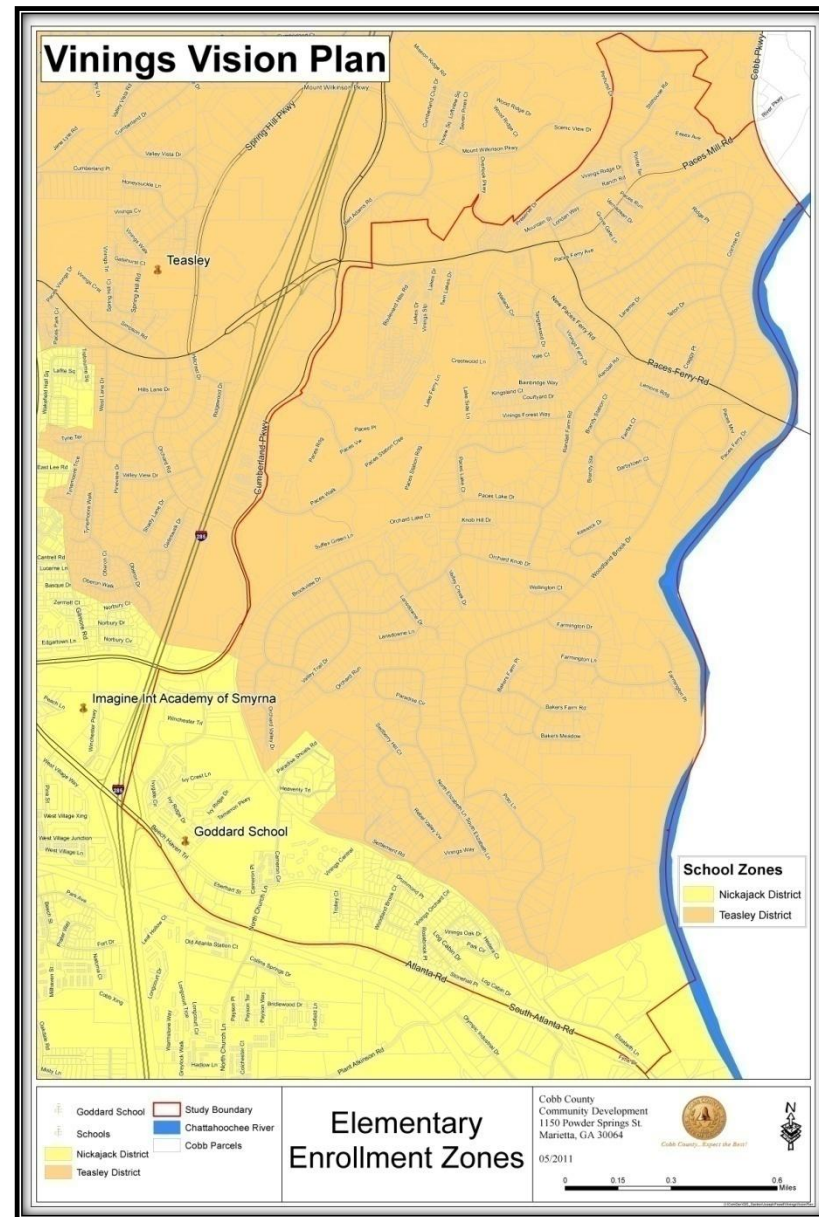
Density

The core of Vinings covers 1,396 acres and within this area there are 1,447 housing units. This equals a housing density of 1.04 housing units per acre. When the 501 acres covered by the rest of the study area are included, the entire area is made up by 1,897 acres. Within the study area there are 5,117 housing units. The study area has a housing density of 2.75 housing units per acre.

This is consistent with the current zoning and housing types within the study area.

Schools

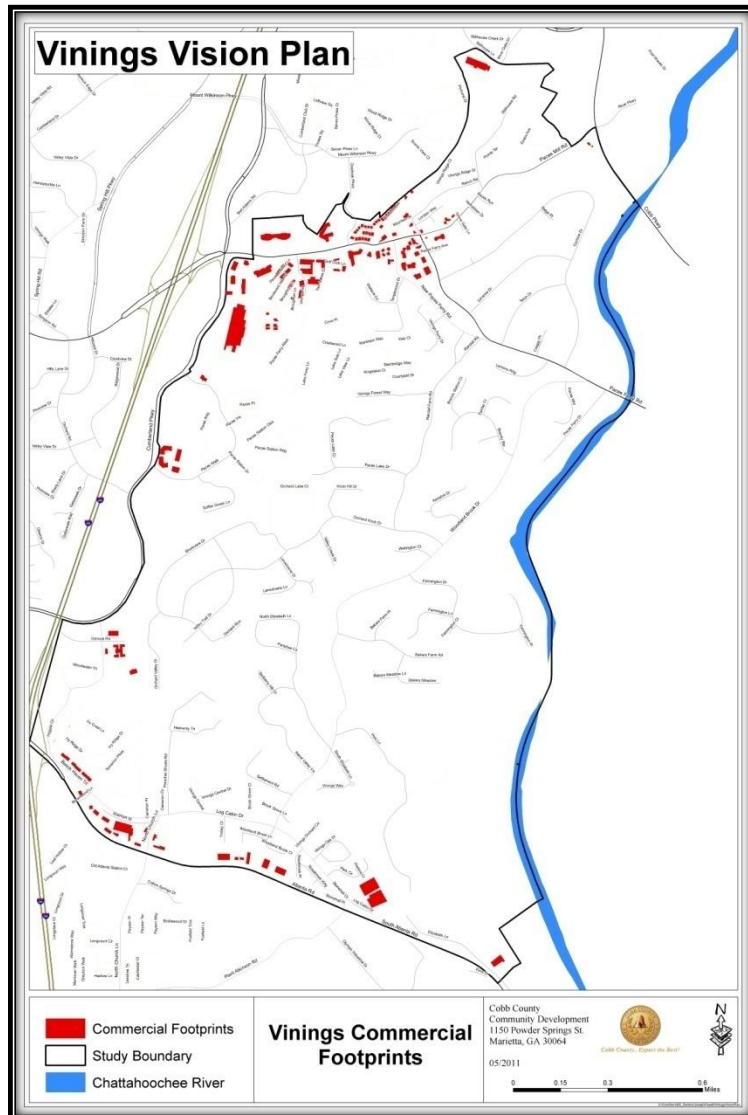
The quality and location of schools has a big impact on type and price of housing, as well as the stability of surrounding neighborhoods. The study area feeds into two elementary schools in the Cobb County School District. Teasley Elementary, on Spring Hill Road, and Nickajack Elementary on Mavell Road are the two elementary schools for the study area. Campbell Middle School and Campbell High School services all the study area. Many residents choose Vinings because of its close proximity to private schools, such as Lovett School, Pace Academy and Whitefield Academy.



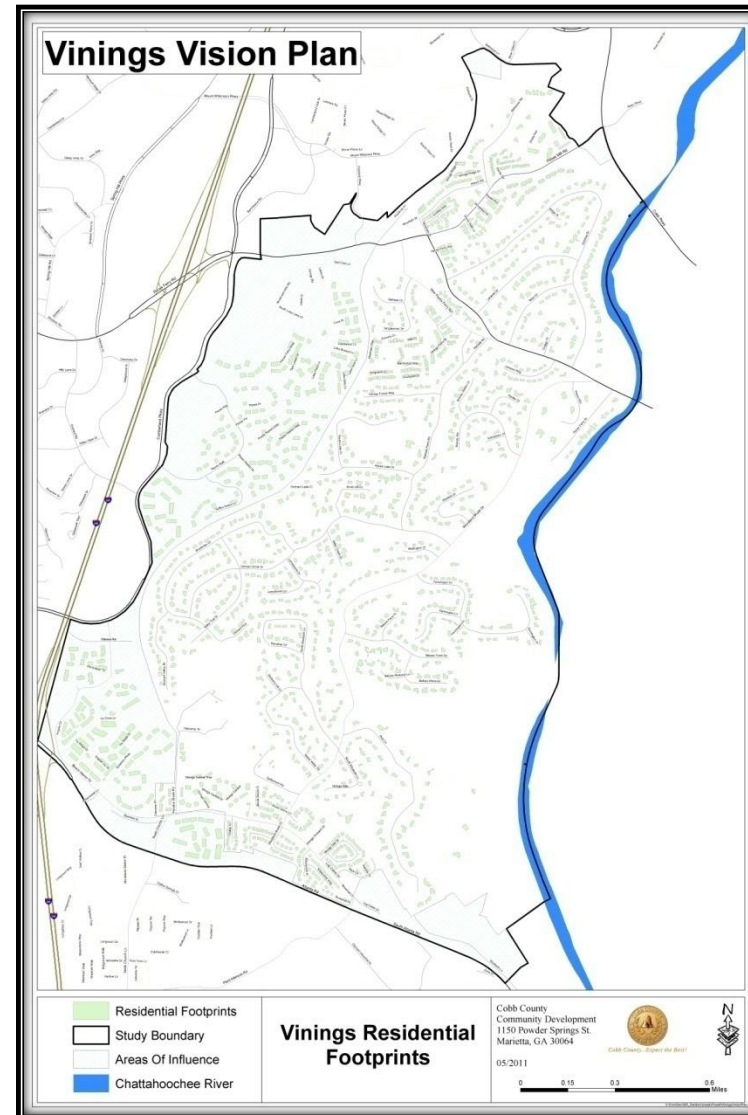


Building Footprints

Maps 2 and 3 show the footprints of the buildings in Vinings area. Map 2 details the footprints for commercial and industrial buildings. Map 3 details the extensive residential construction in the study area.



Map 2



Map 3



Business Survey

Table 3

Conducted April 14, 2011, April 26, 2011, May 10, 2011		
Location/Development	Business Name	Product/Service
Elizabeth Lane	Tip Top Roofers	Construction/ Home Improvement
Log Cabin Drive	Your Extra Attic Self-Storage	Storage
	Gay Construction	Construction/ Home Improvement
	Boy Scouts Troup	Non-profit
Atlanta Road	U-Store-It Self-Storage	Storage
	Pirtek Hoses & Assemblies	Other
	Antech Diagnostics	Veterinarian
	GPC Driving	Other
	Jennifer's Glassworks	Construction/ Home Improvement
	Crowe & Downey, Inc.	Construction/ Home Improvement
	A & A Exterminators, Inc.	Other
	Norwood	Other
	GMAT Holdings	Other
	DD, LLC	Other
	NAPM, Inc.	Other
	Terry Berry	Other
	Car Wash	Car Wash
	Texaco	Gas
	Subway	Restaurant/Fast Food
	Pro Fashion Cleaners	Cleaners



Vinings Village Atlanta Road & North Church Lane	Kroger	Grocery
	Angel Nails	Beauty Shop/Hair Salon
	Smart Hair	Beauty Shop/Hair Salon
	The Pro Cleaners	Cleaners
	H & R Block	Accounting/Tax
	Jersey Mike's Subs	Restaurant/Fast Food
	Peking House	Restaurant/Bar
	Goodwill Donation Center	Non-profit
	Benning Construction	Construction/ Home Improvement
Atlanta Road Vinings Court	Jack's New Yorker Deli	Restaurant/Fast Food
	Scott Richards Salon	Beauty Shop/Hair Salon
	Pro Nails	Beauty Shop/Hair Salon
	Crye-Leike Realtors	Real Estate
	Cat Care of Vinings	Veterinarian
Atlanta Road Vinings West	Blackstone	Restaurant/Bar
	St. Angelo's	Restaurant/Bar
	Vinings Cleaners	Cleaners
	Vinings Gallery Art & Frame	Frame Shop & Art
	Chiropractor	Medical/Psychological
	Meadows Dental Associates	Dental
	Vibrance Hair Studio	Beauty Shop/Hair Salon
	Shell Gas Station	Gas
Log Cabin Road Olde Ivy	The Goddard School	Day Care/Preschool
	Complete Care Solutions, LLC	Other
	One Media Advertising	Advertising/Marketing



	KC Kadow State Farm	Insurance
	Atlanta Center for Integrated Health	Medical/Psychological
	Warren Capital Corporation	Other
	Body Renovations	Fitness
	Carl A. Adcock	Attorney
Beech Haven Trail	Emeritus at Vinings Place Assisted Living	Medical/Psychological
	Kunimoto Architect	Architect
Cumberland Parkway	The Home Depot	General Retail
	Extended Stay Deluxe Hotel	Hotel
	Family Denistry	Dental
	Palm Beach Tan	Beauty Shop/Hair Salon
	Wolf Camera	General Retail
	Einstein Bros. Bagels	Restaurant/Fast Food
	Cowlicks Yogurt & Floats	Ice Cream/Yogurt
	Willy's Mexicana Grill	Restaurant/Fast Food
	Padriac's	Restaurant/Bar
	Rite-Aid	Drug Store
	Fed-Ex Office	Mail/Shipping
Paces Ferry Road Paces Cumberland Building	ELI	Education
	Asset Advisors Group	Financial/Stock
	All County Property Management	Real Estate
	Jim Chapman Communities	Real Estate
Paces Ferry Road One and Two Paces West	Forrer & Associates	Other
	Piedmont Healthcare	Medical/Psychological
	East West Bank	Banking
Paces Ferry Road Vinings Main	Social Vinings	Restaurant/Bar
	Vinings Main Cleaners	Cleaners



	Eyeshop	Eye and Glasses
	Mega Granite	Construction/ Home Improvement
	Posh Spot Skin & Nails	Beauty Shop/Hair Salon
	Subway	Restaurant/Fast Food
	Snap Fitness	Fitness
	QuikTrip	Gas
	Courtyard by Marriott	Hotel
	The Morgan Companies	Other
Paces Ferry Road The Station at Vinings	Vinings Lighting	General Retail
	Meehan's Public House	Restaurant/Bar
	Paces Alterations	Tailor/Alterations/Repair
	Nails & Facial	Beauty Shop/Hair Salon
	Salon Deco	Beauty Shop/Hair Salon
	Solar Dimension Tanning	Beauty Shop/Hair Salon
	ReMax Champions	Real Estate
	Radiance Medspa	Spa
	Oni Fitness Studio	Fitness
	Curves	Fitness
	Uncle Wong's	Restaurant/Bar
	Tobacco & Rum Package	Grocery
	The Great Frame Up	Frame Shop & Art
	Milano Cleaners	Cleaners
	Vinings Butcher & Deli	Grocery
	Funny Rabbit Smoothie & Nutrition	Ice Cream/Yogurt
	New York Pizza Exchange	Restaurant/Bar
Paces Ferry Road	Orient Express	Restaurant/Bar
Paces Ferry Road Vinings Square	The Halter Companies	Other



	N. A. Williams, Inc.	Other
	Sunbelt Marketing	Advertising/Marketing
	Kirk W. Keene, PC	Attorney
	Alan G. Paulk, Jr.	Attorney
	Geiger & Associates, LLC	Attorney
	Joseph W. Taylor, LLC	Attorney
2931 Paces Ferry Road	Taz Anderson Realty	Real Estate
	Vinings Family Dentistry	Dental
	Meyring Law Firm	Attorney
	Paces Center Psychological Services	Medical/Psychological
	Privacy & Information Management Servcies	Other
	Bulk Aggregate Supply	Other
	Bulk Aggregate Goft	Other
Paces Ferry Road	Figo	Restaurant/Bar
	Jimmy John's	Restaurant/Fast Food
	Harry Norman Realty	Real Estate
Vinings Jubilee Paces Ferry and Paces Mill	CVS	Drug Store
	Banana Republic	General Retail
	Vinings Fish Company	Restaurant/Bar
	Mori Luggage & Gifts	General Retail
	Ann Taylor	General Retail
	Sweet Samba Boutique	General Retail
	Loft	General Retail
	Due Materinity	General Retail
	Pediatric Denistry of Atlanta	Dental
	SoHo	Restaurant/Bar
	Webb Limited	General Retail
	All the Best	General Retail
	Tea Fuse Tea House	Grocery
	Talbots	General Retail
	The Joint	Medical/Psychological



	La Paz	Restaurant/Bar
	Noche	Restaurant/Bar
	Axiom Staffing	Other
	Cold Stone Creamery	Ice Cream/Yogurt
	Paces Properties	Real Estate
	Mellow Mushroom	Restaurant/Bar
	Explorations Travel Agency	Travel
	Garrison's	Restaurant/Bar
	The Grape	Restaurant/Bar
	Prime Lending	Mortgage/Loans
	Vinings Alterations	Tailor/Alterations/Repair
	Sandpiper	General Retail
	Etc. East	General Retail
	Emily Benham	General Retail
	Francesca's Collection	General Retail
	American Mountain	General Retail
	Antiques of Vinings	General Retail
	Blowout Salon	Beauty Shop/Hair Salon
	Lil Squeeze	General Retail
	Limetree	General Retail
	Paces Holdings	Real Estate
Corner of Paces Ferry and Paces Mill	The Pro Cleaners	Cleaners
	Shoe Repair	Tailor/Alterations/Repair
	Yoforia	Ice Cream/Yogurt
	Sweet Pockets	Bakery
	Sun Trust	Banking
Paces Mill Road	Old Vinings Inn	Restaurant/Bar
	Vinings Historic Preservation Society	Non-profit
	Piedmont Physicians	Medical/Psychological
	Fidelity Bank	Banking
Paces Mill Road/Vinings Pointe	Burke, Inc.	Other



	Raymond James Financial Services	Finance/Stock
	River Forest, Inc.	Other
	The Hallmark Company, Inc.	Other
Mountain Street and Ranch Road	Paces Ferry Veterinary Clinic	Veterinarian
Cobb Parkway and Paces Mill	BP	Gas
Riverview Village	Classic Cleaners	Cleaners
	Taverna Florentina	Restaurant/Bar
	Shoe Repair	Tailor/Alterations/Repair
	Vinings Bottle Shop	Grocery
	Kroger	Grocery
	Riverview Veterinarian	Veterinarian
	Pet Nirvana	General Retail
	Thai Diner	Restaurant/Bar
	Grant Gibbs Salon	Beauty Shop/Hair Salon
	Nail Talk	Beauty Shop/Hair Salon
	Spa Tan	Beauty Shop/Hair Salon
	Tomo Japanese Restaurant	Restaurant/Bar
	Herb Shop	General Retail
	Shoppe of Vinings	General Retail
	C&S Seafood and Oyster Bar	Restaurant/Bar
	Cartridge World	General Retail
	Olive Bistro	Restaurant/Bar
Paces Ferry at Chattahoochee Vinings on the River	Chopsticks	Restaurant/Bar
	Hair Design	Beauty Shop/Hair Salon
	Riverfront Dental	Dental
	Vinings Important Pets	General Retail
	Labels Resale Boutique	General Retail
	Sentry Cleaners	Cleaners
	Weight Loss MD	Medical/Psychological
	Canoe	Restaurant/Bar



Product/Service	Number	Percentage
Accounting/Tax	1	0.5%
Advertising/Marketing	2	1.0%
Architect	1	0.5%
Attorney	6	3.1%
Bakery	1	0.5%
Banking	3	1.6%
Beauty Shop/Hair Salon	15	7.8%
Car Wash	1	0.5%
Cleaners	8	4.2%
Construction/Home Improvement	6	3.1%
Day Care/Preschool	1	0.5%
Dental	5	2.6%
Drug Store	2	1.0%
Education	1	0.5%
Eye and Glasses	1	0.5%
Finance/Stock	2	1.0%
Fitness	4	2.1%
Frame Shop & Art	2	1.0%
Gas	4	2.1%
General Retail	26	13.5%
Grocery	6	3.1%
Hotel	2	1.0%
Ice Cream/Yogurt	4	2.1%
Insurance	1	0.5%
Mail/Shipping	1	0.5%
Medical/Psychological	8	4.2%
Mortgage/Loans	1	0.5%
Non-profit	3	1.6%
Other	21	10.9%
Real Estate	8	4.2%
Restaurant/Bar	25	13.0%
Restaurant/Fast Food	7	3.6%
Spa	1	0.5%



Storage	2	1.0%
Tailor/Alterations/Repair	4	2.1%
Travel	1	0.5%
Veterinarian	5	2.6%
Total	192	100.0%



Historic Preservation

Georgia Historical Markers Located Within Vinings:



The Errant Pontoon Bridge: Paces Ferry

This marker is located on Paces Ferry Rd just west of Chattahoochee River bridge.

THE ERRANT PONTOON BRIDGE: PACE'S FERRY

July 5, 1864. During Johnston's retreat from Smyrna, a portion of his wagon-train detoured from the Atlanta-Marietta rd. via Vinings Station to a pontoon bridge at Paces Ferry. Wheeler's Cav. escorted the trains; when all were across, the bridge was cut loose so as to swing down stream to the Fulton Co. side. Federal gun-fire, preventing its removal, the bridge was cut loose by the Confederates, but instead of floating down to shelter within

Johnston's River Line at Bolton, it lodged on this side where it was seized by troops of Hazen's 4 A. C. brigade, July 8.

033-85 GEORGIA HISTORIC MARKER 1988

The 14th & 20th A. C. Cross at Pace's Ferry

Located on Paces Ferry Rd. just west of the Chattahoochee River Bridge

THE 14TH & 20TH A. C. CROSS AT PACE'S FERRY

July 17, 1864. Palmer's 14th and Hooker's 20th A. C. [US] crossed to the Fulton Co. side of the river on two pontoon bridges. This passage was covered by Wood's 4th A.C. div., which marched down Mt. Paran Rd. from Power's Ferry, 3 mi. N. To divert attention of Johnston's forces [CS], to crossings below, Stoneman's cav. Was sent S. (July 13) to threaten the A. & W. P. R. R. When it returned (July 16), Blair's 17th A.C. began its 29 mi. march from Turner's Fy. To Roswell where it crossed the 17th. This and the passage of the 14th and 20th Corps at Pace's, completed the crossing of the Federal infantry.



033-86 GEORGIA HISTORIC MARKER 1985 Photo: David Seibert

(There is a duplicate 14th & 20th marker about 100 feet closer to the river)



Site: Hardy Pace's Res. Howard's Headquarters

Located at 3057 Paces Mill Road, Vinings

SITE: HARDY PACE'S RES. HOWARD'S HEADQUARTERS

Hardy Pace (1785-1864), operated the Chattahoochee River ferry at site of bridge where Pace's Ferry Rd. crosses. Federal forces occupied Vinings Station, July 5-17, 1864, while preparing to cross at Pace's & Power's for the move on Atlanta. Gen. O. O. Howard, 4th A. C., had headquarters at the Pace res., July 5-10. Vinings's temporary terminal of the R. R., was the subsistence & ammunition dump of the Federal army during the siege & capture of Atlanta. Wounded from the Atlanta front were sent to Vinings's where the Pace house was used as a hospital - later, destroyed by fire.



033-84 GEORGIA HISTORICAL COMMISSION 1954



The 4th Corps at Vinings Station

Located on Paces Ferry Rd at the old RR station, Vinings

THE 4TH CORPS AT VINING'S STATION

June 5, 1864. When Johnston's army [CSA] withdrew from Smyrna to the river, Howard's 4th A.C., and Baird's div. (14th A.C.), [USA] via highway and R.R. occupied Vinings. Baird's troops kept on down the R.R. until halted by Johnston's River Line. 4th A.C. troops pursued the Confederate wagontrains, escorted by Wheeler's Cav., toward the pontoon bridge at Pace's Ferry where they crossed the river. Morgan's 7th Ind. Battery [USA] shelled the column from Vinings's Hill.

Also, from this eminence, Generals Sherman, Thomas and Baird, had their first view of Atlanta, across the Chattahoochee, 9.5 mi. S. E.

033-83 GEORGIA HISTORIC MARKER 1988



The 4th Corps Posted Along the River

Located just west of the Chattahoochee River on US 41

THE 4TH CORPS POSTED ALONG THE RIVER

When the 4th A.C. reached the Chattahoochee July 5, attempts to cross were found impracticable because of Confederate opposition on the other side. Pending the crossing of the 23d A. C. at Soap Cr., July 8, the 4th A. C. marked time in trenches between Rottenwood Cr. (N.), & the R. R. below Vining's Station (S.).

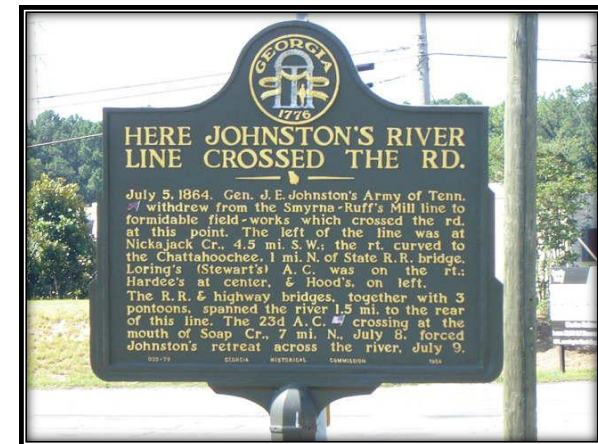
July 9: Newton's (2d) div. moved N. to Roswell to support Garrard's cav. July 10: Stanley's (1st) & Wood's (3d) moved N. to Soap Cr. To join the 23d A.C. Stoneman's cav., having returned from a raid below Atlanta, the 14th & 20th Corps crossed at Pace's Ferry, one-half mi. S.

033-87 GEORGIA HISTORICAL COMMISSION 1954

HERE JOHNSTON'S RIVER LINE CROSSED THE RD.

Located at the Atlanta Road and Log Cabin Drive intersection

July 5, 1864, Gen. J. E. Johnston's Army of Tenn. withdrew from the Smyrna-Ruff's Mill line to formidable field-works which crossed the rd. at this point. The left of the line was at Nickajack Cr., 4.5 mi. S.W.; the rt. curved to the Chattahoochee, 1 mi. N. of State R. R. bridge. Loring's (Stewart's) A. C. was on the rt.; Hardee's at center & Hood's on left. The R. R. & highway bridges, together with 3 pontoons, spanned the river 1.5 mi. to the rear of this line. The 23d A. C. crossing at the mouth of Soap Cr., 7 mi. N., July 8, forced Johnston's retreat across the river, July 9.





Vinings Historic Resources

Solomon & Penelopy Pace House

Hardy Pace (1785-1864) established the Vinings settlement when he moved to the west side of the Chattahoochee River in the late 1830s. He built a large 17 room house in the heart of the present village where he ran his considerable enterprises, including the river ferry, a grist mill, a large farm, and a tavern. During the Civil War the house was used by Union Forces as a command post and hospital. After an eleven day stay in Vinings, the Federals vacated the home and burned it to the ground. During this time the Pace family had fled to safety in Milledgeville where Hardy Pace died in 1864. When the Pace Family returned to Vinings as war refugees in 1865, Hardy Paces' son, Solomon, built this house with portions of three slave cabins on the premises. The stone steps of the house are from the original residence.



Western and Atlantic Railroad Pavilion/Vinings Pavilion



Outstanding Victorian-era railroad recreation pavilion featuring widely overhanging eaves, exposed rafter ends with molded fascia boards, large false beams in gable ends, and board and batten exterior. It was originally an open air pavilion with arcaded sides and ends. Now part of the Pace Pavilion Center, which is a heritage park consisting of the pavilion, the Pace House, and a facilities building, all arranged around a central courtyard deck area.

It was originally built on the corner of Mountain Street and Ranch Road in 1874. It was one of five such recreation halls built during reconstruction days by the Western and Atlantic Railroad (W&A RR) to encourage train excursions from Atlanta. It is the only one to remain. In the late 1880s on through the turn of the century, Atlanta residents would ride out to Vinings by train or carriage for all day picnicking and dancing.

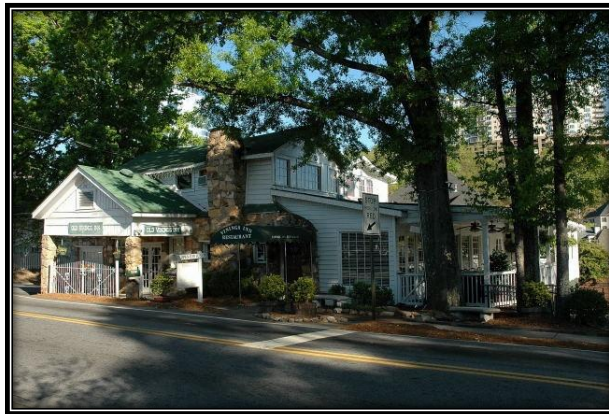


Yarbrough House

Built around 1880, this cornerstone house was originally the home of Samuel and Ella (Pace) Yarbrough. Ella was the niece of Solomon Pace, one of two sons of Hardy Pace, and his wife Penelopy Glass-Pace. The house was purchased by Ruth Carter Vanneman and leased for use as a restaurant (the original Old Vinings Inn). Front and side porches were enclosed and a kitchen was added to the original two-room house. The restaurant closed in 1993 after the death of Ruth Vanneman. The house was purchased by Piedmont Hospital and deeded to the Vinings Historic Preservation Society. Today, it serves as a focal point for the preservation of historic Vinings Village.



Hill General Store / 4040 Building



This building appears to have originated as a traditional front gable frame, one-story commercial building. The building was later converted into an apartment building with the addition of a second floor. Overall, the building has had several historic and non-historic additions. It features shiplap siding, fieldstone exterior on facade, and a large gable portico supported by heavy fieldstone piers.

This building was originally a general store built by Mr. Reuben F. Hill c. 1890. On the main floor was a seed and feed room and the site of the village post office. The building changed hands several times in the 1900s. It was eventually purchased and renovated by Ruth Carter Vanneman. She added the second floor, creating the Forty-Forty

Apartments. Today, it houses the Old Vinings Inn restaurant.

The Vest-Hodge House

The L-shaped gable wing cottage, built c. 1890, features overhanging boxed eaves, diamond-shaped wood vents in gable ends, a shed porch with turned posts and jigsaw cut post brackets. For the past 40 years, the building has been used for commercial purposes, serving as the Vinings post office from the late 1950s until the early 1970s.





5 Mountain Street -Gable Wing Cottage

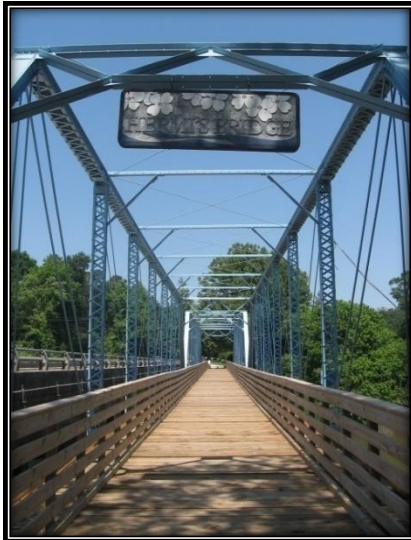
This house appears to be an L-shaped gable wing cottage with rectangular wood vents in gable ends and boxed overhanging eaves.

Vinings First Baptist Church

The Vinings First Baptist Church was an outgrowth of a tent revival held in July 1948 in Vinings. The property was bought from Grady Robinson in 1949 for the sum of \$100.00. The church membership began with 17 members. By 1993, the congregation had outgrown the physical structure and moved to larger quarters on South Cobb Drive. In 1996, the building was remodeled and is now home to the neighborhood restaurants: La Paz Restaurante Cantina and Mellow Mushroom.

Robinson's Tropical Garden Supper Club

Interesting mid 20th century, Quonset hut-shaped, brick-bearing building with rounded, semi-cylindrical roof, fixed wood frame windows, and shed roof verandah along side. The commercial complex on Paces Ferry Road at the Chattahoochee was first the site of Robinson's Tropical Garden, housed in this Quonset hut type structure built in the 1940s. It now house Canoe Restaurant.



Paces Ferry / Hermi's Bridge

The old bridge at Paces Ferry is a two span, one-way vehicular, trussed steel frame bridge with wooden plank decking and a single steel pylon. The bridge was built in 1904 and functioned until it was replaced for vehicular traffic in the early 1970s. The bridge has been preserved for pedestrians.

Boy Scouts Hut - Troop 1

The building may have been moved to site and it appears to be mid 20th century.

Log Cabin Community Sunday School

This is an outstanding rustic, early 20th century landscape consisting of several buildings and ornamental structures (bell tower, wellstand, cast metal lampposts). Buildings on the property include the original c. 1912 log cabin Sunday School building, a c. 1947 recreation hall, and an ornate, c. 1949 Gothic Revival chapel with rustic stone exterior. The original log cabin is a very small front gable building with wood shingle roof, exposed rafter ends, and hewn log exterior with square notching. Church history indicates that the original cabin was pre-existing on the site. The stone chapel replaced a larger log cabin built c. 1919. The building displays an ornate, yet austere version of the Gothic Revival featuring a gable foyer with cast stone Gothic arch entrance, flared eaves, and Gothic arch window openings with metal casement windows.



Other Historic Structures and Sites:

- Hermi's Bridge
 - The Pace's Ferry Bridge, which was built in 1904, replaced the ferry operated by Hardy Pace as the primary way to get from Buckhead on Paces Ferry Road over the Chattahoochee River to Vinings. It was recently refurbished using SPLOST funds. Ribbon cutting ceremony held on November 23, 2010
 - <http://www.buckheadheritage.com/our-work/restoration/hermis-bridge>
 - <http://northatlantarealestatevoice.com/2009/05/19/cobb-county-splost-project-updates/>
 - <http://www.reporternewspapers.net/2010/02/25/hermi%E2%80%99s-bridge-a-love-story/>
 - <http://www.reporternewspapers.net/2010/02/25/hermi%E2%80%99s-bridge-being-rebuilt-once-again/>
- Church and cemetery on Settlement Road – St John's Church?
 - Currently owned by John Wieland Homes?
 - Area in disrepair and has been used as an illegal dumping site
 - <http://vinings.wordpress.com/2009/10/06/st-johns-settlement-park/>
 - <http://vinings.wordpress.com/2009/10/07/st-johns-update-and-alert/>
- Vinings Cemetery on Paces Ferry – Vinings' Black Community
 - Cemetery notes and/or description:
According to Cobb County Georgia Cemeteries, Vol 1 - Mt. Sinai Baptist Church and New Salem AME Methodist Church were joint owners of this cemetery with equal burial rights. The property was bought in 1911.
 - <http://www.findagrave.com/cgi-bin/fg.cgi?page=cr&CRid=37544>
- Pace/Randall Cemetery on Mt. Wilkinson
 - <http://vinings.wordpress.com/pace-robinson-property-park/>
- Potential Indian settlement sites
 - Along the Chattahoochee River and Woodland Brook
 - <http://vinings.wordpress.com/indian-evidence-in-vinings/>

More historical sources:

Anthony Doyle's websites:

<http://bleufalcon.org/>

<http://vinings.wordpress.com/>

<http://viningsrevisited.blogspot.com/>

<http://www.georgiahistory.com/>

<http://vinings.org/about-us>



Transportation

Accidents

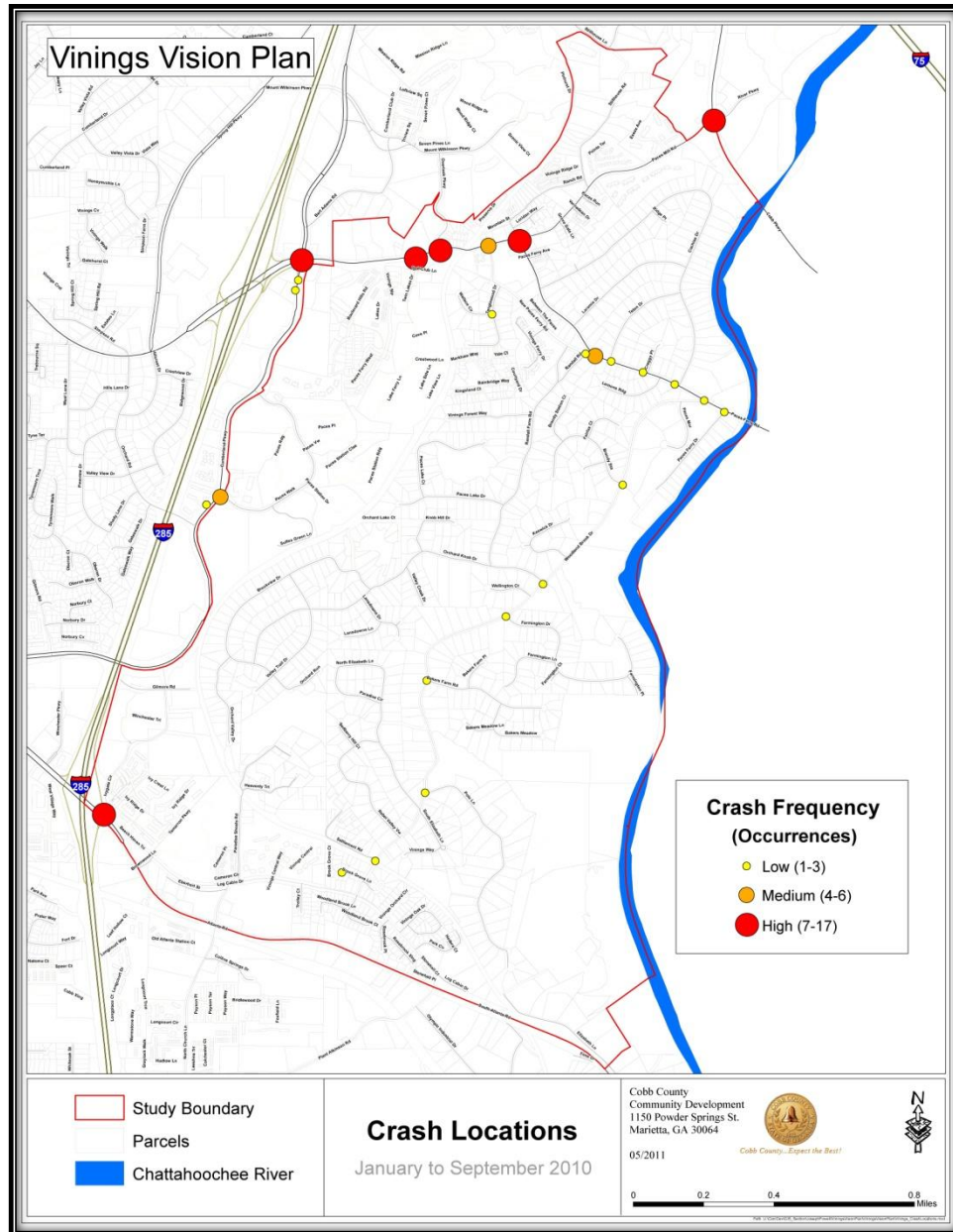
Accident data was obtained from the Cobb County Department of Transportation. Overall there were not many injuries and no fatalities for the recorded time period. A chart with a summary of this data is included below, Figure XXX.

Table 4

	Right Angle	Head On	Rear End	Sideswipe	Left Turn with Thru	Fixed Object	Other	Total	Injuries*
Woodland Brook Drive	1	1	2	1	0	9	1	15	4
Paces Mill Road	4	0	16	1	1	1	1	24	6
Paces Ferry Road	9	0	22	3	2	0	2	38	7
Adjusted Annual Totals**	14	1	39	5	3	10	4	77	17

*No Fatalities

**Pace Ferry Road is measured over a year, while Woodland Brook Drive and Paces Ferry Road are measured across 3 years. Numbers have been adjusted to reflect an annual average.



Crash Locations

Map 4 shows the number of crashes at key intersections. The Paces Ferry Road corridor appears to have the highest number of crash occurrences.

Map 4



Crime

Chart 8, organizes crime frequency by beat. In all beats, Entering Auto, Residential Burglary, Larceny, Simple Assault, and Business Burglary were the most frequent instances of crime. Entering Auto was especially prevalent in the beat that includes the Cumberland Activity Center, accounting for over half of the crimes.

Chart 9, organizes the number of incidents by month. There is a clear and sharp rise in reported crime at the end of 2010. This coincides with the formation of the Vinings Security Alert Group. Initiated by a few concerned citizens who reported suspicious activity in June of 2010, the Alert Group now has 600 to 700 people on its mailing list. Residents can report non-emergency crime related information to the group, which can then be disseminated to other residents and the police.

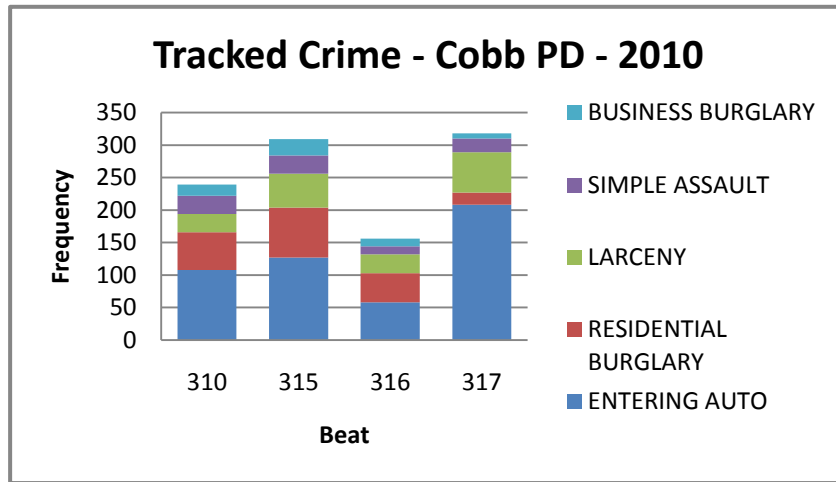


Chart 8

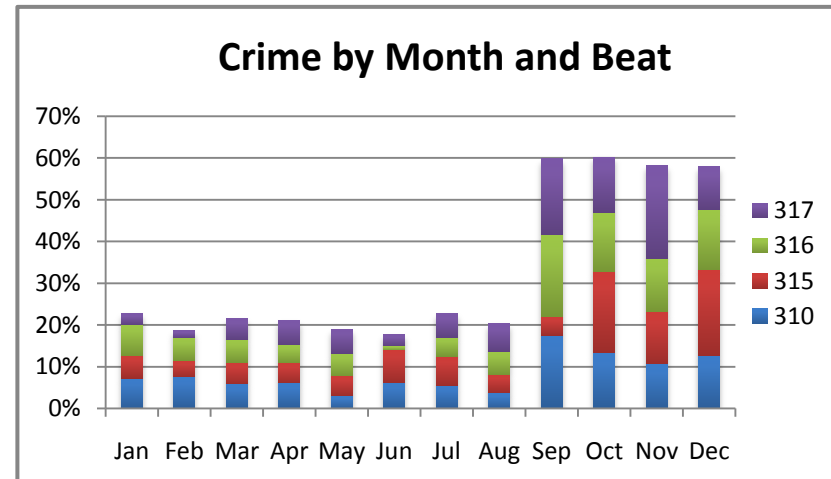


Chart 9

While there was not a full year of crime data available by Cobb PD for 2011, a comparison between 2010 and 2011 for Beat 316 was conducted for January through April 2011. Chart 10 on the following page shows that while there is an overall increase in crime, there was not an increase across all categories.

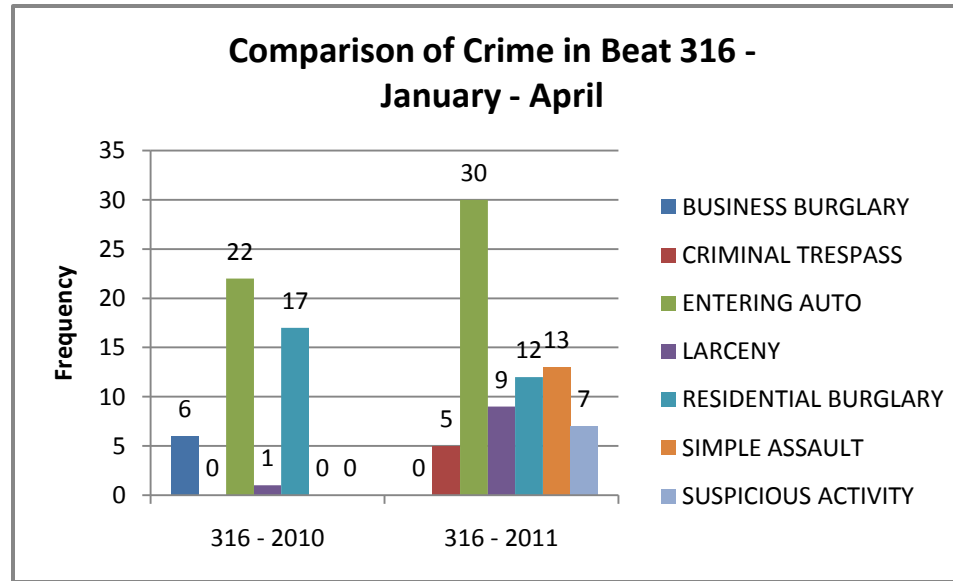


Chart 10



Vinings Community Organizations

- **Vinings Village Homeowners Association (VVHA)**
 - Mission -- “serve the Citizens of the Vinings Community in all matters relative to the preservation and enhancement, of the quality of life or environment.”
 - The VHA elected Board is here to assist with homeowner concerns. Primary collective body of the resident in Vinings.
 - Organization – Board of Directors with two (2) representatives from most of the eight (8) subareas, which are defined by the HOA
 - Communication – Newsletters, Area Representatives, Annual Meeting
 - Website – Hosted on free web space for community websites

- **Vinings Community Conservation Alliance**
 - The VCCA is an organized non-profit formed to be a part of the design and implementation of a master plan for Vinings.
 - The VCCA will serve as the fund raising source to create donations from grants, foundations, governments, corporations and private gifts.

- **Vinings Civic Club**
 - Purpose – “This organization serves not only as a focal point for our community spirit, but also as an endeavor to encourage civic improvements that will continually maintain the character and beauty of Vinings.”
 - “Serving, informing, promoting civic opportunities while enjoying neighbors and friends at monthly meetings.”
 - Website – Independent Domain with information about events, history of Vinings, and information about other Vinings Organizations

- **Vinings Rotary Club**
 - Local Chapter Rotary International (Sponsorship or Invitation Only)
 - Business and professional leaders joining in fellowship to provide community, national and international service projects.
 - Annual Events – Run for the Kids

- **Vinings Historic Preservation Society (VHPS)**
 - Mission – “preserving the historic spirit and structures of Vinings”
 - Maintains museum and event space at Vinings Center (Pace House and Pavillion)
 - Annual Events -- Vinings Golf Classic



- **Vinings Business Associations**
 - The VBS consists of business owners, executives, managers, retail, services, residents and concerned citizens that are committed to enhancing the economic, business and residential vibrancy of Vinings and to promote the physical and financial health of the community through networking, social, cultural and educational activities.
- **Vinings Friends**
 - Service organization aligned with Children’s Healthcare of Atlanta
- **Vinings Women’s Club**
 - Purpose - “the expansion of opportunities for friendship, the support of civic and cultural activities, and the beautification and preservation of Vinings Village”.
- **V8**
 - Two representatives from each of the four non-business associations; Civic Club, Woman's Club, Homeowners Association and VHPS, located in Vinings meet periodically to work together to enhance coordination, cooperation and membership among their respective organizations for the benefit of the Vinings community as a whole.
- **Vinings Security Alert Group** (vinings.securityalert@gmail.com)
 - Purpose – to organize and improve crime reporting capabilities in Vinings to police and residents
 - History - Initiated by a few concerned citizens who reported suspicious activity in June of 2010, the
 - Membership - Alert Group has 600 to 700 people on its mailing list. Residents can report non-emergency crime related information to the group, which can then be disseminated to other residents and the police.



**Vinings Vision Plan
Public Meeting #1
May 23, 2011**

The first public meeting for the Vinings Vision Plan took place on May 23, 2011 at the Vinings United Methodist Church from 7:00-8:30 p.m. There were approximately 120 people present.

Mr. Dana Johnson, Planning Division Manager for Cobb County Community Development, began the meeting at 7:00 p.m. and welcomed the community. Commissioner Bob Ott also offered a welcome and discussed how the process has worked previously.

Mr. Johnson introduced additional Cobb County staff: Ms. Mandy Elliott, Ms. Sharon Qin, Mr. Phil Westbrook and Mr. Brad Gordon, all with Community Development and Mr. Jason Gaines with the Department of Transportation. Also present were Mr. James Bikoff and Mr. Carnell Brame, who are interns with Community Development. Mr. Bob Hovey, Planning Commissioner, was also in attendance.

Mr. Johnson discussed the planning process, including the reasons for producing a master plan for Vinings and a potential timeline. Ms. Elliott then provided an overview of existing conditions, including demographics, housing, business survey, land use, community facilities, historic resources, environmental & natural resources, transportation and crime.

Mr. Johnson next opened it up for questions. The following questions were asked by the community:

1. Who is the advisory committee? What is the purpose of the advisory committee? (Will be on website.)
2. What/where is Vinings Main? What is the importance?
(In document, should include map with neighborhoods and developments with occupancy.)
3. Why does the presentation not include Asian/Pacific Islander racial statistics?
4. Are we headed to R-20 zoning?
5. Will there be a transition zone between low density (Vinings) and high density (Cumberland)?
6. Traffic has a distinct impact on quality of life, what can we do to deter traffic from coming through Vinings? Any real way to alleviate this?
7. Will the Silver Comet Trail be extended into Vinings?
8. Can the Silver Comet connect through Stillhouse Road/ Connectivity?
9. What is the plan for the Settlement Rd. development?
10. What about commuter rail? Will it be along CSX tracks or Cobb Pkwy.?



11. What about passenger trains? And double tracking of CSX line?
12. If we accept this plan, are “we” (community, county, developers) committed? How committed are “we” to sticking to the plan?

Comments and concerns included:

1. It will be important to consider the maximum capacity of existing properties and the effects it will have on traffic. Some developments have not been built out or are not fully occupied, but this will change.

The community was then broken up into five groups to discuss positives, negatives and opportunities for the community. A community member from each of the groups was asked to share a few insights they had gained from the group discussion.

Group #1

Positives

- ❖ Easy commute
- ❖ Location/ Proximity to Buckhead and Airport
- ❖ Strong sense of community
- ❖ Charming
- ❖ Walkability
- ❖ Trees/ nature/ river
- ❖ Proximity to shopping / restaurants / movie theater
- ❖ Library
- ❖ Track help block traffic, acts as natural barrier
- ❖ Fountain at Paces Mill and Paces Ferry Rd.
- ❖ Safety
- ❖ History
- ❖ Small town and city environment
- ❖ Tax Structure

Negatives

- ❖ Cumberland Mall (demographics do not match Vinings)
- ❖ No parks
- ❖ No local elementary school



- ❖ Traffic / cut through traffic
- ❖ Train causes backups
- ❖ Poor reputation of some schools (decline in quality at Teasley)
- ❖ Noise and smell from I-285
- ❖ Ranch Rd has become a cut through
- ❖ Dilution of name “Vinings”
- ❖ Too many driveways
- ❖ Pilot and QT gas stations
- ❖ High property taxes
- ❖ No sidewalk connectivity
- ❖ No transit

Opportunities

- ❖ Defining/ trade marking/ coining “Vinings”
- ❖ Embracing areas outside of “Vinings” instead of pushing away
- ❖ Use I-285 as boundary to study area
- ❖ Elementary school in Vinings
- ❖ Parks
- ❖ Extension of Silver Comet Trail (through Stillhouse Rd/ parallel to Paces Mill by possible land purchases)
- ❖ Noise barriers @ I-285 behind fire station (Cumberland Pkwy)
- ❖ Better sidewalks
- ❖ Rerouting truck traffic
- ❖ Connect Settlement Rd. and trenches for park
- ❖ Speed bumps and/or stop signs along Woodland Brook Dr.

Group #2

Positives

- ❖ Residential community
- ❖ Location
- ❖ Proximity to Silver Comet Trail
- ❖ Low Density (R-30)
- ❖ Community involvement / “Community Spirit”
- ❖ Shopping / Vinings Jubilee



- ❖ Walkability/ sidewalks
- ❖ Natural environment/ trees
- ❖ History
- ❖ Library
- ❖ Train (stops traffic, what happened to the whistle?)
- ❖ Close proximity to everything – schools, shopping, other Atlanta neighborhoods
- ❖ Complete community (self contained)
- ❖ Fountain: in the Jubilee and on traffic triangle
- ❖ Balance between residential and commercial
- ❖ Vinings: a Road – a River – a Rail

Negatives

- ❖ Traffic (Maintain village character)
- ❖ Truck stop (What's the plan once it's gone?)
- ❖ Shopping (local/small stores driven out and replaced with chains)
- ❖ Consistent sidewalks
- ❖ Poor walkability
- ❖ Lack of bike lanes
- ❖ Lack of cross walks
- ❖ Bikers on Woodland Brook
- ❖ Powerlines
- ❖ Lack of train whistle
- ❖ Lack of meeting space
- ❖ Lack of parks/greenspace
- ❖ Road conditions (Clear the sewers on Woodland Brook!)
- ❖ Timing of traffic lights

Opportunities

- ❖ Curb and Gutter SPLOST Project on Woodland Brook Dr.
- ❖ Improve gateways (signage)
- ❖ Consistent look and feel with streetscapes
- ❖ Transition zone from areas with high intensity uses
- ❖ Realistic traffic plan (maintain feel of Vinings, improve flow)



- ❖ Foster community building
- ❖ Green space -- Settlement Rd./ Stillhouse Rd./ behind library/ strip mall at Paces Ferry/Paces Mill
- ❖ Silver Comet Trail (extension)
- ❖ Work w/ GA Power to maintain/trim trees
- ❖ Put power lines underground
- ❖ Create a true village/town center

Groups #3

Positives

- ❖ Location/ Accessibility
- ❖ Property taxes
- ❖ Low crime
- ❖ View
- ❖ Small town feel
- ❖ Maintenance
- ❖ Walkability
- ❖ Amenities
- ❖ Community structure
- ❖ Communications
- ❖ Strong associates
- ❖ Railroad tracks
- ❖ Historical significance
- ❖ River
- ❖ Air Quality

Negatives

- ❖ Crosswalks...
- ❖ Railroad
- ❖ Street paving and congestion
- ❖ Sidewalks (should be wider, improve connectivity)
- ❖ Density too high (too many multi-units)
- ❖ Lack of parks



Opportunities

- ❖ Intersection improvements
- ❖ Accessibility to adjacent parcels (Paces Mill at Paces Ferry)
- ❖ Park connected to Pace House
- ❖ Recreation at Settlement Rd.
- ❖ Aesthetics/ architectural guidelines
- ❖ Rebuild RR Station
- ❖ Connection to Silver Comet Trail
- ❖ Children's Park

Group #4

Positives

- ❖ Trees
- ❖ Sidewalks
- ❖ River
- ❖ Taxes
- ❖ Sense of community
- ❖ Pedestrian friendly village core
- ❖ Restaurants/ entertainment
- ❖ Proximity to other communities and airport
- ❖ Cobb County Government services
- ❖ Trolley park

Negatives

- ❖ Traffic
- ❖ Threat of more development (Cumberland Pkwy/ Paces Station)
- ❖ Small strip center at Paces Mill/ Paces Ferry
- ❖ Timing of street lights
- ❖ Lack of bike lanes
- ❖ More parks and greenspace
- ❖ Crime
- ❖ Lack of upscale grocer



Opportunities

- ❖ Improve gateway signage
- ❖ Continuity of Vinings Village (add Log Cabin)
- ❖ Slow traffic on Woodland Brook
- ❖ Litter clean-up
- ❖ Improve traffic flow on Atlanta Rd./ Cumberland Pkwy/ Cobb Pkwy to assist with Paces Ferry
- ❖ Traffic signage (best routes around Vinings)
- ❖ Commuter rail on CSX line or Light Rail on I-75
- ❖ Crosswalks at Paces Ferry/ Paces Mill
- ❖ Keep library open
- ❖ Community center/ town hall
- ❖ Sidewalk on north/east side of Log Cabin
- ❖ Pedestrian improvement at Woodland Brook/ Log Cabin
- ❖ Dog park
- ❖ Settlement Road park
- ❖ Extend Silver Comet Trail to Vinings
- ❖ Roundabout Paces Ferry/ Paces Mill

Group #5

Strengths/Positives

- ❖ Location/ proximity
- ❖ Size/ village feel
- ❖ Tax Structure
- ❖ Development patterns
- ❖ Restaurants/ retail/ entertainment (Jubilee)
- ❖ Cobb Government efficiency
- ❖ Accessibility
- ❖ Chattahoochee River/ National Park Service
- ❖ Diverse housing architecture
- ❖ Pedestrian accessibility



Weaknesses/Negatives

- ❖ Traffic
- ❖ Speed limits (enforcement)
- ❖ Paces Ferry/ Paces Mill (left turn lane/ signal)
- ❖ Transition between Vinings and more intense uses
- ❖ Inconsistent zoning/ code enforcement by Cobb County (Randall Farm Rd./ Randall Road)
- ❖ Absence of a park facility
- ❖ Lack of pedestrian infrastructure
- ❖ Lack of architectural standards for retail
- ❖ Cut-through nature of thoroughfares
- ❖ Flood control (Cochise Dr.)
- ❖ Increasing residential densities
- ❖ Consistent signage and streetlights (gateways)

Opportunities

- ❖ Underground utilities
- ❖ Redesign Paces Mill/ Paces Ferry (Traffic Circle)
- ❖ Traffic (speed/ flow/ volume)
- ❖ Park/ public building/ civic space
- ❖ Bike lanes
- ❖ Chattahoochee River (county owns riverfront property)

Threats

- ❖ Home Depot HQ (should it leave)
- ❖ Viability of Cumberland Mall
- ❖ Incorporation (cityhood)

The meeting concluded at 8:30 p.m.



**Vinings Vision Plan
Public Meeting #2
September 20, 2011**

The second public meeting for the Vinings Vision Plan took place on September 20, 2011 at the Vinings United Methodist Church from 7:00-9:00 p.m. There were approximately 90 people present.

Mr. Dana Johnson, Planning Division Manager for Cobb County Community Development, began the meeting at 7:10 p.m. and welcomed the community. Commissioner Bob Ott also offered a welcome.

Additional Cobb County staff present were: Ms. Mandy Elliott, Ms. Sharon Qin and Mr. Phil Westbrook all with Community Development and Mr. Jason Gaines and Mr. Scott Jordan with the Department of Transportation. Also present were Mr. James Bikoff and Mr. Carnell Brame, who are interns with Community Development.

Mr. Johnson gave a brief presentation that provided an overview of the first public meeting, covered the study themes that were created from the input at the first meeting and went over the next steps in the study process. Mr. Johnson then gave instructions on how the evening's design workshop would go.

The purpose of the design workshop was to get input from the community on their ideas and solutions for Vinings. Tables were provided to the community that covered different topics, including traffic/bicycle-pedestrian infrastructure, land use, community facilities and historic preservation, and community identity. The attendees were encouraged to visit each table to offer their ideas via either writing on comment boards or illustrating it on a map.

The following written comments were received from the community:

Transportation

- Cumberland Boulevard (improvements to help Vinings traffic)
- Paces Ferry and Paces Mill intersection – yield sign is problem in current configuration
- Paces Ferry bridge at I-285 – pedestrian friendly crosswalks
- Improve walkability and connectivity from village to school
- Traffic cameras
- Paces Ferry and Paces Mill intersection – crosswalks and sidewalks on both sides
- Roundabout at Paces Ferry and Paces Mill, but not at expense of historic properties



- Left turn from Paces Mill to Paces Ferry is a problem – protected left signal or roundabout
- Limiting traffic through GPS (London) – limit left turns at Paces Mill and Paces Ferry
- Dedicated bike lanes on all roads
- Woodland Brook – eliminate/prohibit bikes
- Don't increase capacity
- Greenways – connections to Silver Comet at Chattahoochee River
- Sidewalks on both sides with curb and gutter – New Paces Ferry to Paces Ferry to Woodland Brook and Paces Ferry to the river
- Woodland Brook – sidewalk extended, Brown Grove to Log Cabin
- Woodland Brook – reduce cut-through traffic – limiting to Vinings residents
- Safer crosswalks – mindful of hills
- Left turn lane at New Paces Ferry from Paces Ferry
- Wider sidewalks or multi-use trail on Woodland Brook
- Angle of intersection at Woodland Brook and Paces Ferry
- Traffic calming on Woodland Brook – bulbouts/mushrooms
- Roundabouts at Cumberland Boulevard and Cumberland Parkway and Paces Ferry and Cumberland Parkway
- Cut off entrances to Log Cabin to deter traffic on Woodland Brook and crime
- Create dedicated bike paths on major road
- Traffic control signs to restrict cut-throughs specifically on Woodland Brook
- No through fare
- More of a walking village
- Sidewalks on both sides of major roads
- Computerize stoplights with updated programming
- Utilization of new technology to deal with speeding and traffic
- No current need for mass transit, but this will change. Possible bus stop in Vinings.

Land Use

- Remove truck stop
- Township status for Vinings (zoning only)
- No reduction in greenspace/parks/recreation especially in lower right quadrant as shown on existing land use map
- Some cluster housing could be appropriate in Vinings considering close location to commercial areas, materials and methods of construction



- Allow local residents to own and rent out condo or townhome units rather than having a total “no rental” requirement

Community Facilities

- Dog park and park at Settlement Road
- Connect church park to property next door and building next door to vacant lot
- Teasley Elementary needs expansion, parking and land
- Need for park may not be real
- Use of foreclosed homes as greenspace
- More parks
- Create a greenway connecting Vinings Chattahoochee Rec Area and Silver Comet Trail
- Boat ramps should be planned with neighbors in mind and not impede on quality of life
- Connect Silver Comet and Chattahoochee Recreation area
- Convert all public land into greenspace/parks – make land by library a pocket park
- Community center in the heart of Vinings
- More dog friendly – dog park at Settlement Road
- Small parks are better than none, especially walking parks
- Possible vacant lots at Tanglewood and Wallace Circle and Randall Farm and Orchard Knob
- Use utility easements or railroad easement for walking and biking paths

Natural Environment

- Flat prohibition on new floodplain development
- No outboard motors on river
- Provide more access to the Chattahoochee River
- Coordinate with National Park Service to restrict outboard motors on river

Building and Street Aesthetics

- Atlanta Road aesthetics
- Video surveillance of four points (north, south, east, west)
- Post litter fine signs on Woodland Brook
- Consistent street signs
- Underground utilities
- Brick crosswalks



- Design guidelines (green roofs, rod iron, trees)
- Redesign landscape at Paces Mill and Paces Ferry
- Landscaped ease-a-bouts on Woodland Brook
- Bury utilities
- Extension of litter control efforts
- More landscaping/beautification
- Unified street lights and signage
- Uniform street signs
- No power lines

Historic Preservation

- Before development, require archaeological search before bringing in dirt or doing any development
- Paces House – foundation issues – building will be compromised without repair
- Historic trail with signage and overlaid historic maps – include cemeteries on Vinings Mountain
- Historical markers in Settlement Road area – natural and historic

Preserving a Sense of Place

- Trademark Vinings name
- Need a logo for Vinings (i.e. railroad)
- Gateway signage (i.e. rod iron arches)
- Farmer’s market in conjunction with river
- Concerts
- Fundraise to purchase Settlement Road or reserve for park
- Coordinated Christmas lights for village
- Coordinate five associations for events to improve area
- All areas to approve community logo and joint control of brand
- Keep quiet, quaint, unique and clean
- “Village” atmosphere with small scale markets, concerts, parks
- Create a community logo
- Use logo (recognizable in look and feel) on street signs to build community brand
- Defined entrances and exists to community
- Use logo to defacto “trademark” Vinings



- Stickers and medallions for Vinings identification
- A quiet, quaint place to live
- Establish a brand of Vinings around the concept of a railroad train (used to be called Vinings Station), later shortened to Vinings. Picture of a railroad steam car in the center of “historic Vinings” in the small circle in front of Old Vinings Inn.

Many ideas were drawn on maps and those will be considered and incorporated onto the draft master plan. The draft master plan and recommendation and implementation items will be viewed at the next public meeting in November.

The meeting was adjourned at 9:00 p.m.



**Vinings Vision Plan
Public Meeting #3
November 17, 2011**

The third public meeting for the Vinings Vision Plan took place on November 17, 2011 at the Vinings United Methodist Church from 7:00-9:00 p.m. There were approximately 80 people present.

Mr. Dana Johnson, Planning Division Manager for Cobb County Community Development, began the meeting at 7:00 p.m. and welcomed the community. Commissioner Bob Ott also offered a welcome. Mr. Mason Zimmerman from the Cumberland Community Improvement District (CID) also spoke about how the CID viewed Vinings.

Additional Cobb County staff present were: Ms. Mandy Elliott, Mr. Brad Gordon, Ms. Sharon Qin and Mr. Phil Westbrook, all with Community Development, and Ms. Jane Stricklin with the Cobb County Department of Transportation.

Mr. Johnson and Ms. Elliott gave an overview presentation on the draft master plan and recommendation items. Once the presentation was complete, the attendees were invited to take a survey to let staff know their opinions on the various proposed items. The attendees were also given green and red dots to place on the provided maps and charts to let staff know what were their favorite and least favorite projects. Comment boards were also provided to capture additional comments and suggestions from the community.

The following is a summary of the survey, dots exercise and comment boards.

Staff received 55 completed surveys. Not every survey was completely filled out. Based on the total number of responses for each item, the following proposed projects had the highest percentages of positive ratings:

1. Signage on Cobb Parkway and Cumberland Parkway to direct traffic around Vinings – 94.55%.
2. Create design guidelines for commercial buildings in Vinings – 89.13%.
3. Continue to allow no new development in floodplain not otherwise permitted under special circumstances – 89.13%

Based on the total number of responses for each item, the following proposed projects had the highest percentages of negative ratings:

1. One-way pairs on Paces Ferry Road and New Paces Ferry Road – 59.62%



2. Pedestrian access to Chattahoochee River National Recreation Area via National Park Service-owned property on Cochise Drive – 58.70%
3. Tie - Consider creating a traffic camera policy for unincorporated Cobb County – 50.00%.
Construct boat ramp to Chattahoochee River on county property – 50.00%

The following comments were written on the comment boards:

- I like the idea of a pedestrian walkway from Cochise to the river – concerns about excess parking there are unfounded
- I agree . . . river access would be a wonderful addition to the neighborhood
- Create “traffic ovals” (like on East Wesley) on Paces Mill, especially if traffic is encouraged to go around Vinings and to slow traffic. Also, consider “ribs” to slow traffic like the one on East Wesley and Sharondale.
- To help with Paces Mill/Paces Ferry logjam – put a combined green/left turn signal for traffic coming from Kroger (and red hold for opposite traffic) for about 1 minute. This will help some because one vehicle is trying to turn left and blocks 20 cars.
- Move Stillhouse line up to the condo development
- Utility companies must camouflage their utility boxes with shrubs
- Utility companies must get authorized permission to cut or trim trees
- Want Robinson Park by river and was omitted from list
- Put Vinings United Methodist Church playground in dark green on “park” map
- Put noise barriers on I-285 from Atlanta Road to Paces Ferry Road
- Make parking lot between Pavilion and Methodist church
- No roundabouts anywhere
- Continue bike path that deadends near Parkway Point – extend to end of Calloway Trail
- Signage on Woodland Brook for single land bicycle
- Look at speed control on Paces Mill
- Paces Mill property – not park but parking lot
- Add more green space to all current and future developments
- Preserve our history and don’t allow developers to rush and bulldoze through plans

Meeting attendees were given green dots for their top two favorite proposed projects and red dots for their least favorite proposed project. Dots were noted on 32 different proposed projects. Staff received the most feedback on the Traffic items and the least feedback on the Natural Environment items. The recommendation item with the most green dots was the creation of the Vinings



Common at the intersection of Paces Mill Road and Paces Ferry Road. The recommendation item with the most red dots was the one-way pairs concept for the Paces Mill Road and Paces Ferry intersection.

Staff Note: While the dots will assist in possibly eliminating or retaining certain projects, the results of the dots exercise is skewed due to the observance of some individuals who removed other's dots or put multiple dots on the same item. The dots exercise results will be used in conjunction with the survey results.



**Vinings Vision Plan
Public Meeting #4
March 13, 2012**

The fourth and final public meeting for the Vinings Vision Plan took place on March 12, 2012 at the Cochise Club from 7:00-8:30 p.m. There were approximately 150 people present.

Mr. Dana Johnson, Planning Division Manager for Cobb County Community Development, began the meeting at 7:00 p.m. and welcomed the community. Commissioner Bob Ott also offered a welcome.

Additional Cobb County staff present were: Ms. Mandy Elliott and Ms. Sharon Qin both with Community Development, and Mr. Jason Gaines, Mr. Chris Pruitt and Mr. Bryan Ricks with the Cobb County Department of Transportation.

Mr. Ricks began the meeting with a presentation on the Woodland Brook Drive project, which will cause road closures during the summer. There will be another public meeting just on this project.

Ms. Elliott gave a summary of what happened at the previous public meetings. It included some of the results from the survey conducted at the third public meeting. The presentation also included information on the proposed vision maps and a summary of the plan highlights. Mr. Gaines then provided an overview of all the transportation concepts that had been considered for the Paces Ferry and Paces Mill intersection. (Note – The one-way pairs concept presented previously at the third public is no longer being considered.) The second option, a new left turn lane from Paces Mill Road to Paces Ferry Road, has too much of an impact on historic structures and the character of Vinings. The third option, a new left turn lane from Paces Ferry Road to New Paces Ferry Road, has the least impact on the existing physical environment and is the least expensive. According to traffic counts conducted by Cobb County Department of Transportation traffic counts, approximately 70 cars would make that left turn during peak evening rush hour.

Mr. Johnson and Commissioner Ott then took questions from those attending the meeting. Some of the questions were as follows:

1. Can you put up “Do Not Block Intersection” signs at the Paces Ferry and Paces Mill intersection?
Cobb County DOT will look into the request.
2. The traffic light at Paces Ferry and New Paces Ferry is not long enough. Can something be done?
Cobb County DOT will look into the request.



3. With the new left turn from Paces Ferry to New Paces Ferry, won't you be putting commercial traffic into a residential area?
The traffic analysis indicates that this solution will only add approximately 75 additional rush hour trips onto New Paces Ferry, which will have a minimal impact on the residential community.
4. Will there be pedestrian improvements at Paces Mill and Paces Ferry?
Yes, that is a main project in the bicycle/pedestrian infrastructure recommendations.
5. Will you be prioritizing the county projects that are part of the plan?
Yes, all the projects will be identified as short-term, mid-term and long-term.
6. With the new left turn from Paces Ferry to New Paces Ferry, will you get back-up from people making a left turn into Vinings Jubilee?
There are two entrances into Vinings Jubilee off New Paces Ferry and traffic back-up because of those left turns would likely be minimal.
7. Will the new left turn from Paces Ferry to New Paces Ferry help alleviate cut-through traffic on Ranch Road?
It likely will help, because the through traffic on Paces Mill and Paces Ferry will flow a little better. The problems with the traffic congestions because of left turns from Paces Mill to Paces Ferry would be eliminated during peak rush hours.
8. Why don't you change the rotation of the light at Paces Mill and Paces Ferry to help with people getting turning off Mountain Street?
Cobb County DOT will look into that request.
9. How will the people on Cochise Drive get home at rush hour?
Residents in the Cochise Drive neighborhood can take New Paces Ferry Road to Paces Ferry Road.
10. Why don't you just put a left arrow at the Paces Ferry and Paces Mill intersection heading west on Paces Mill?
A left arrow for left turns from Paces Mill to Paces Ferry would block oncoming traffic going east on Paces Ferry. This would back up traffic going east board. A left turn arrow would also not address larger flow issues.
11. Will the roundabout at Woodland Brook and Paces Ferry be safe for pedestrians?



Yes, a roundabout can be designed with pedestrian islands or refuges between lanes of traffic, allowing pedestrians to only cross one lane of traffic at a time. Crosswalks would also be moved down away from the roundabout making pedestrian crossings easier.

The meeting concluded with time for attendees to review the displayed maps and recommendations.