



COBB COUNTY COMMUNITY DEVELOPMENT AGENCY

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Johnson Ferry Urban Design

Public Meeting – III October 25, 2010 6:00pm – 8:00pm

The third public meeting was held on Monday, June 24th, 2010 at the East Cobb Library. Approximately 80 people attended the meeting. Cobb County staff members present were Dana Johnson, Keehren Baah, Sharon Qin, Mandy Elliott, Phillip Westbrook, Bradley Gordon, Larry Stokes and Stricklin Jane.

Dana Johnson, Planning Division Manager in Cobb County Community Development opened the meeting with the welcome and introductions of project progress. He explained that the purpose of the meeting was to obtain input and consensus on the plan scenarios for further design development.

Keehren Baah then presented results from the image preference survey, public comments on issues and opportunities, community vision, and primary design principles which are all based on the public discussion from the visioning charrette in the second public meeting. She then turned the meeting back over to Dana Johnson who introduced the design concept of overall corridor and three plan scenarios regarding the street network and land use plan. These three scenarios includes: Concentric street pattern, Internal Link street pattern, and Perimeter street pattern. This was followed by Sharon Qin presentation of the street sections design alternatives on Johnson Ferry Road.

After the presentations, the audience was split into two groups to get individual feedback on the design scenarios of both overall street network plan and street section design. The following summarizes the participant's opinions on the issues of these design scenarios.

- Like street alternatives
- Like the varied concepts for segments of the corridor
- Like concentric better – has more opportunity for sense of place
- Internal link option is appropriate for Lower Roswell intersection, concentric can be applied for short term at that intersection.
- Least favorite – perimeter option
- Perimeter option – forces businesses to address facades
- Perimeter road concept better for office use because people will see the ugly side of retail and restaurants
- Like the street section of Option 2-A

- Think about safety of crossing road in concentric design
- More pedestrian activity needed for safety
- Community hangout for teenagers - need better pedestrian safety and connectivity
- Expand buffer between pedestrians sidewalk and street
- Maintaining medians and tree green is needed to provide better street environment
- The adjusting of the signal timing has made the largest impact on the corridor to this point. (In a positive way)
- How to slow down traffic on Johnson Ferry Road?
- It would be nice if there was a way to minimize the ability for folks to take shortcuts during rush hour. (Woodlawn Drive is one example where this takes place.)
- Pay attention to inter-connectivity
- Look at incorporating trolley activity into neighborhoods-trolley close to neighborhoods
- The trolley route needs to be better clarified. (How would it operate? Along what streets?)
 - County staff explained that the trolley information shown is only a conceptual plan, and that a 3rd party would most likely have to establish a trolley system in the area.
- How would trolley and pedestrian connection work together with Roswell and Sandy Springs?
- Consider signal design and slip lanes
- More identity needed – only “chain” businesses, nothing local
- Consider location of utilities- utilities can be placed on one side of the street.
- Utility poles would be in the way if the lanes were re-routed as shown in the renderings.
- Little Willeo Road intersection needs improvements
- Be careful about the expansion of right-of-way on Johnson Ferry Road between baseball field and cemetery north of Lower Roswell Road intersection due to space constraint.
- Try to create for business collaboration for work-at-home and incubate business/start-ups within Paper Mill area
- How does this design work affect current building?
- Economic development emphasis needs to be dressed.