

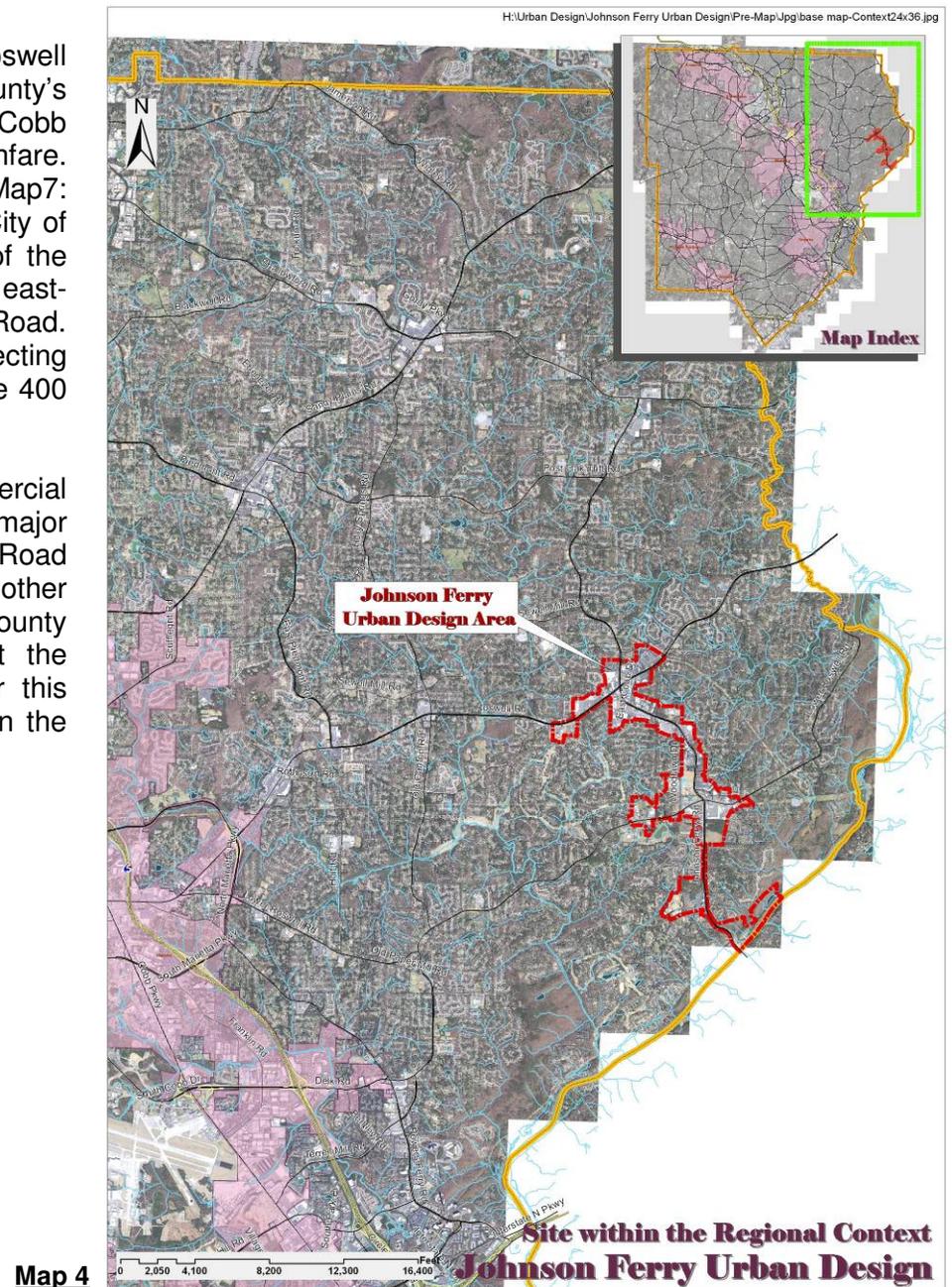
## **Section 2: Existing Conditions and Issues**



### Regional Context

The Johnson Ferry Road Corridor is located between Roswell Road (to the north) and the Chattahoochee River (the County's eastern boundary with Fulton County) and serves as Cobb County's main eastern most north-south thoroughfare. Characterized by mainly commercial and civic land uses (Map7: Existing Land Use", page X). The road continues in the City of Sandy Springs using the same name. The total length of the study area is about 3.4 miles, connecting with the major east-west arterial streets of Roswell Road and Lower Roswell Road. The corridor extends southeast into Fulton County, connecting with the City of Sandy Springs, Interstate 285, State Route 400 and the Perimeter Mall area.

Because of its unique role as one of the major commercial corridors in East Cobb and a major arterial leading to major Metro Atlanta job center from the north, Johnson Ferry Road serves as the backbone and connector for Cobb County to other surrounding municipalities and counties. The Cobb County portion of Johnson Ferry Road corridor terminates at the Chattahoochee River, a major recreation destination for this community as well as the county line. (Map 4: "Site within the Regional Context").



**Map 4**

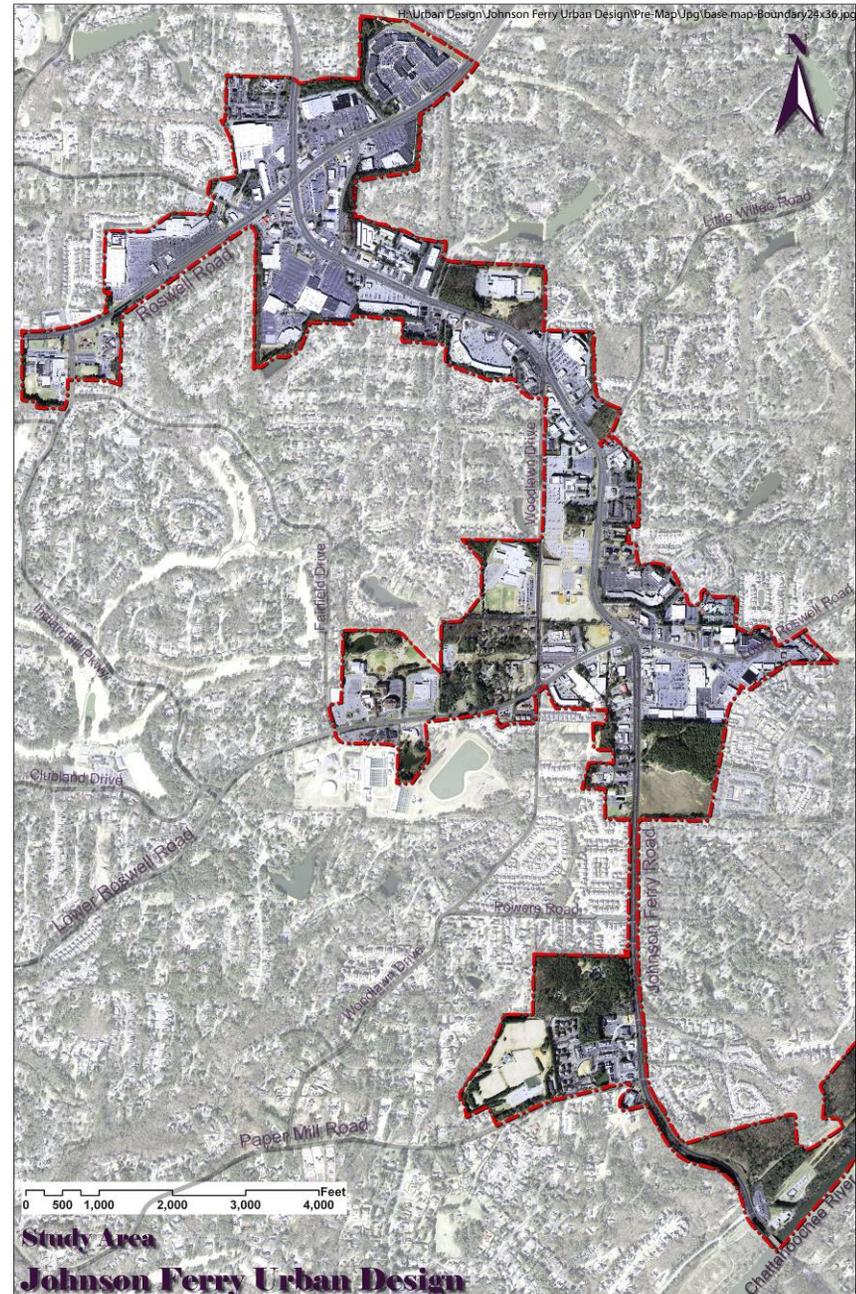
## Existing Conditions and Issues

### Site Extent

- On Johnson Ferry Road – North to Roswell Road, South to Chattahoochee River
- On Roswell Road – West to East Side Elementary School, East to The Avenue Shopping Center
- On Lower Roswell Road – West to Mount Bethel United Methodist Church, East to Parkaire Triangle Shopping Center

The site area incorporates all the commercial properties adjacent to Johnson Ferry Road and part of Roswell Road and Lower Roswell Road. Map 5, “Study Area”, and Map 6, “Overall Aerial” depict the site extent in more detail.

The area also includes ten-foot buffer on both side adjacent to the right-of-way in the residential area along those three roads. This buffer was included to assist in the protection and transition to private residential properties.

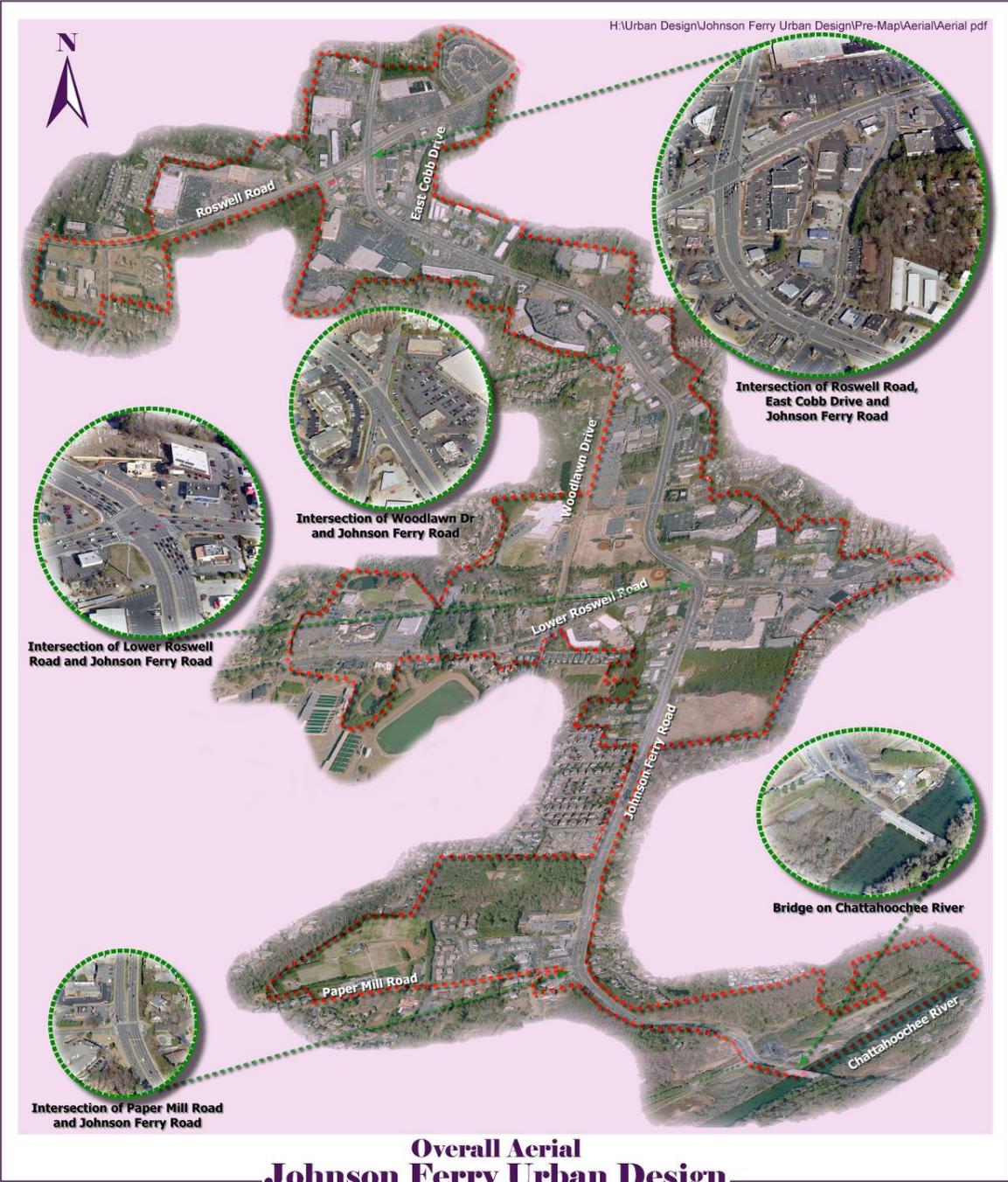


Map 5

There are numerous constraints and challenges for the Johnson Ferry Road area: auto-dependant development; a lack of landscaping; few pedestrian access and safety features; numerous curb cuts; and a lack of inter-parcel access. At the same time the area benefits from many unique opportunities and assets, including: niche retail shops; healthy mature neighborhoods; a balanced mix of retail and business activity; immediate access to the Chattahoochee River; and neighborhood interest and involvement.

These insights were highlighted and identified by the community, the Steering Committee, and the project team. Additional findings from the public meetings and charrette are included in the appendices. The different issues and technical findings identified are organized by the following headings:

- Land Use
- Zoning Category and Activity
- Business Activity
- Transportation
- And Aesthetics and Design.



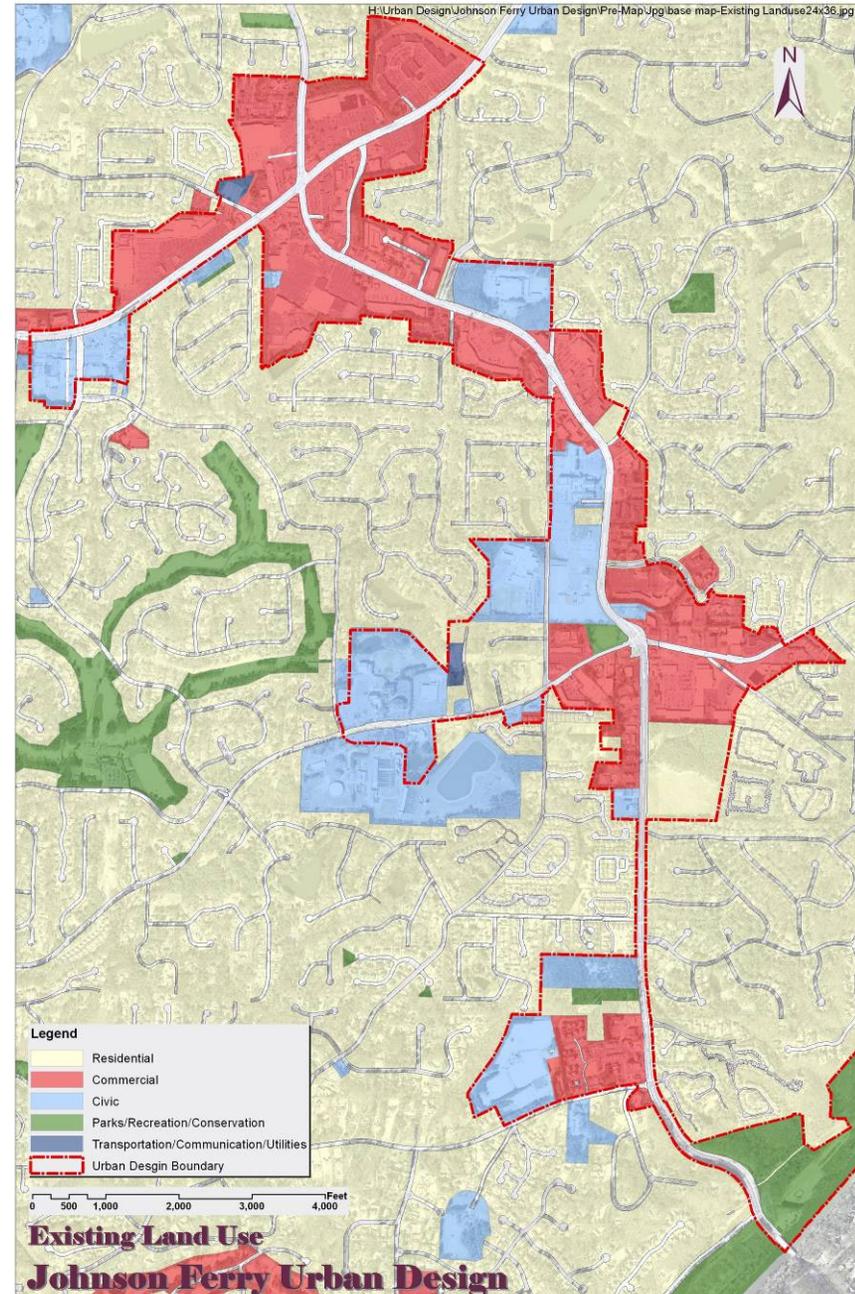
Map 6

Overall Aerial Johnson Ferry Urban Design

## Existing Conditions and Issues

### Land Use

Currently, the Johnson Ferry Road corridor is comprised of two distinct geographical segments. The northernmost segment occurs from Roswell Road to Lower Roswell Road, where this area is strongly identified by its retail and office land uses, which is categorized as Commercial on the county's Existing Land Use Map. This area, in the future, will be greatly affected by the development of interconnected activity nodes, inter-parcel access and dense street networks. The southernmost segment occurs from Lower Roswell Road to the Chattahoochee River, where retail strip uses changes to a more low-density residential character and the further to the south, the Chattahoochee River and Fulton County limits. This area has been recognized as stable with a need to develop the connectivity and street network just north of Paper Mill Road and Johnson Ferry Road intersection (See Map 7: "Existing Land Use").



Map 7

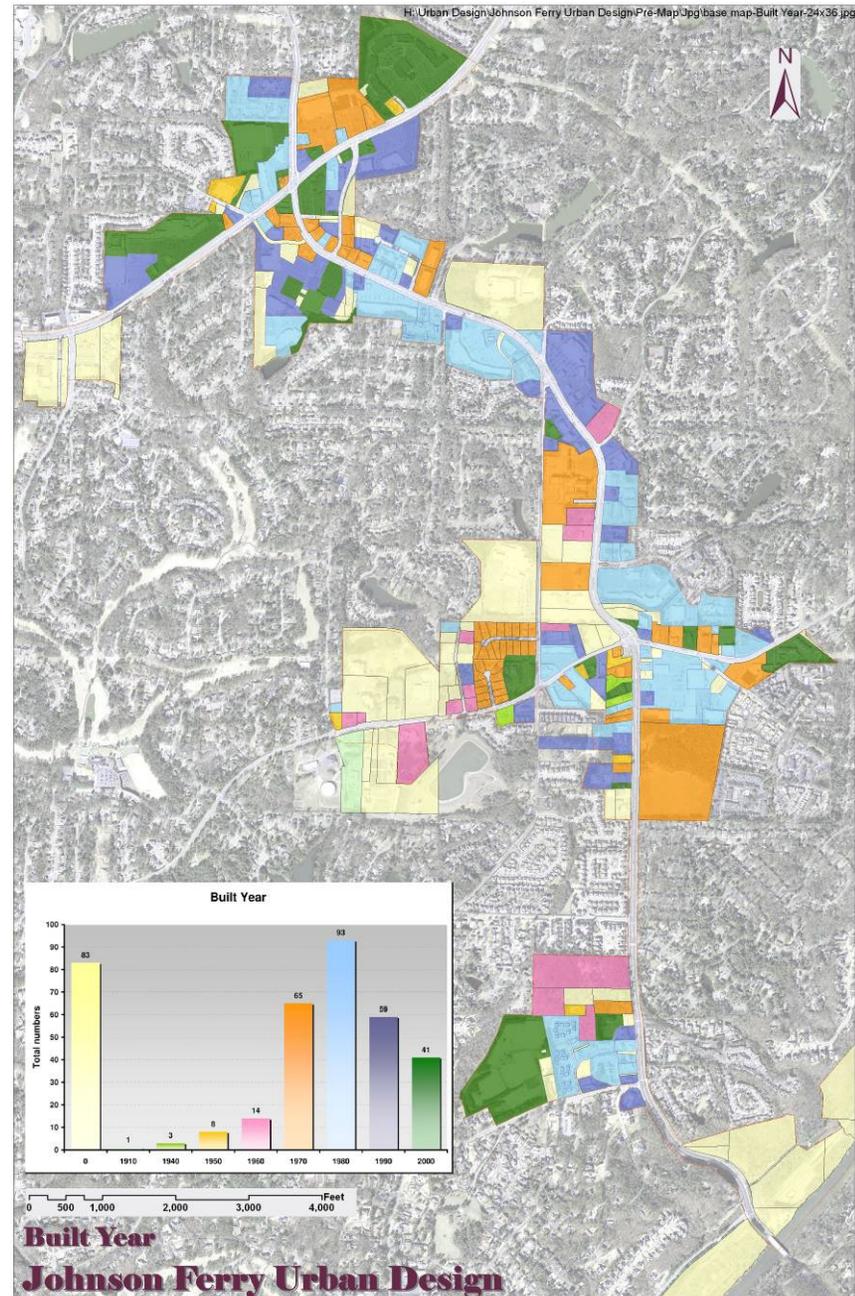


## Existing Conditions and Issues

### Business Activity

The Johnson Ferry Road Corridor offers an array of land uses, from department store shopping (the Avenues) to small retails, automotive repairs, banks, fast food restaurants, and medical facilities. The visual quality of these uses is diverse with older architecture, vast parking lots in front, mix match signage and the scattering of a few new commercial property facelifts.

The corridor functions as a small employment cluster servicing the retail, medical and finance sector with a social component of many small restaurants in the middle segment of the study area. The trending is mainly conventional commercial development with established institutional uses throughout the corridor. Also, there is some big box development within the corridor. Many of the existing businesses have steadily evolved with time over the past 20 years (See Map 10: Built Year). Commercial property owners and business owners along the corridor have shown support for the need of this plan. This is indicated as a major effort to improve the commercial environment and expand the existing business development this area provides.

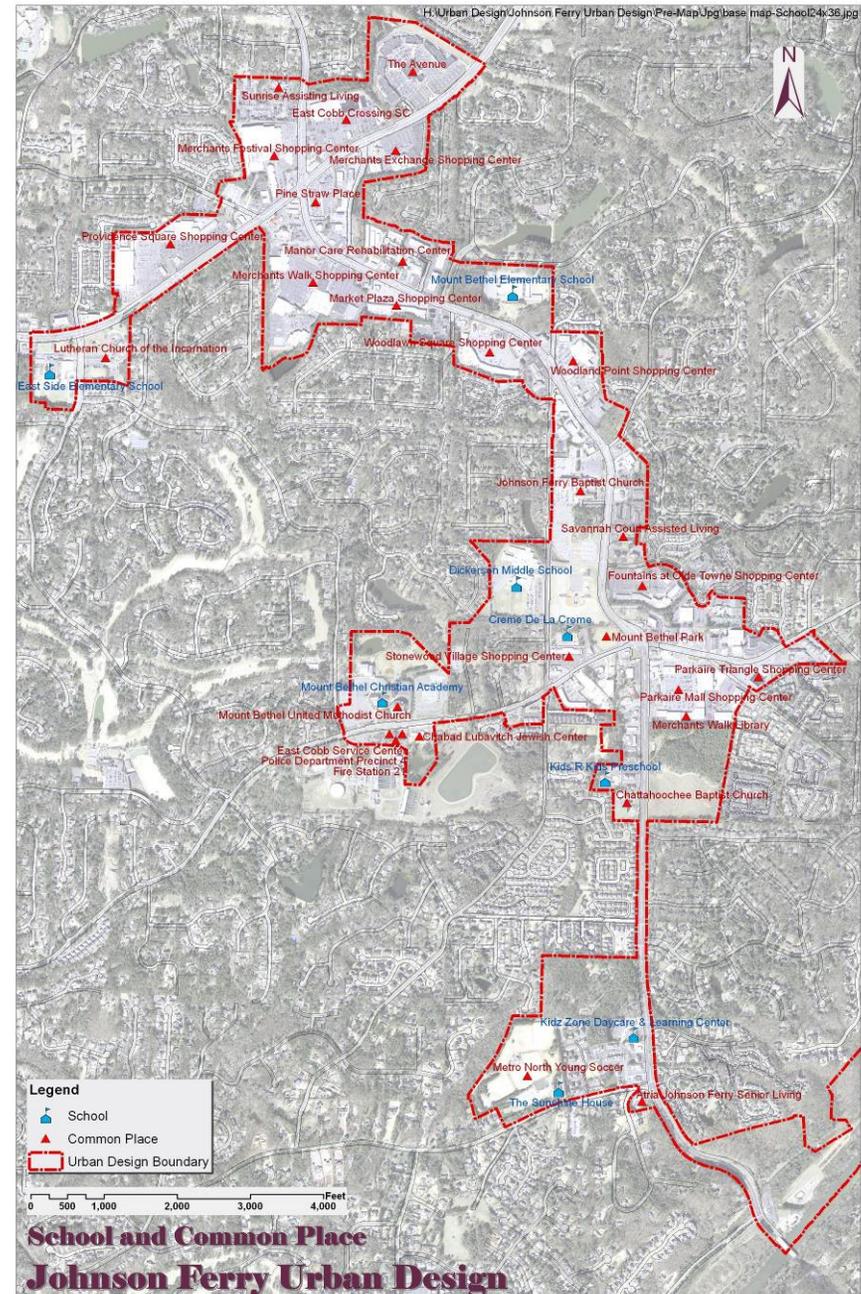


Map 10

Business Activity (Continued)

In total, there are 13 shopping centers in the study area. Small retail and office mixed-use commercial strips spread out along an approximate 1 mile stretch in the commercial portion of the corridor. These commercial strips and big box development in shopping centers have little relationship to the street or to each other. The Study Area also has an abundance of institutional places such as government service center, fire station, police department, post office, schools, and religious institutions (See Map 11: School and Common Place).

The disconnection between commercial buildings, the lack of walkway between street and buildings, the high frequency of curb cuts (Map 15 “Existing Curb Cut Map, Page 17), and the deep setback of buildings behind surface parking lots combine to do little to encourage business activity and pedestrian mobility. Also, the inconsistency or lack of landscaping poor sidewalk condition, mishmash signage, lighting and architecture, creates a chaotic street environment.



Map 11

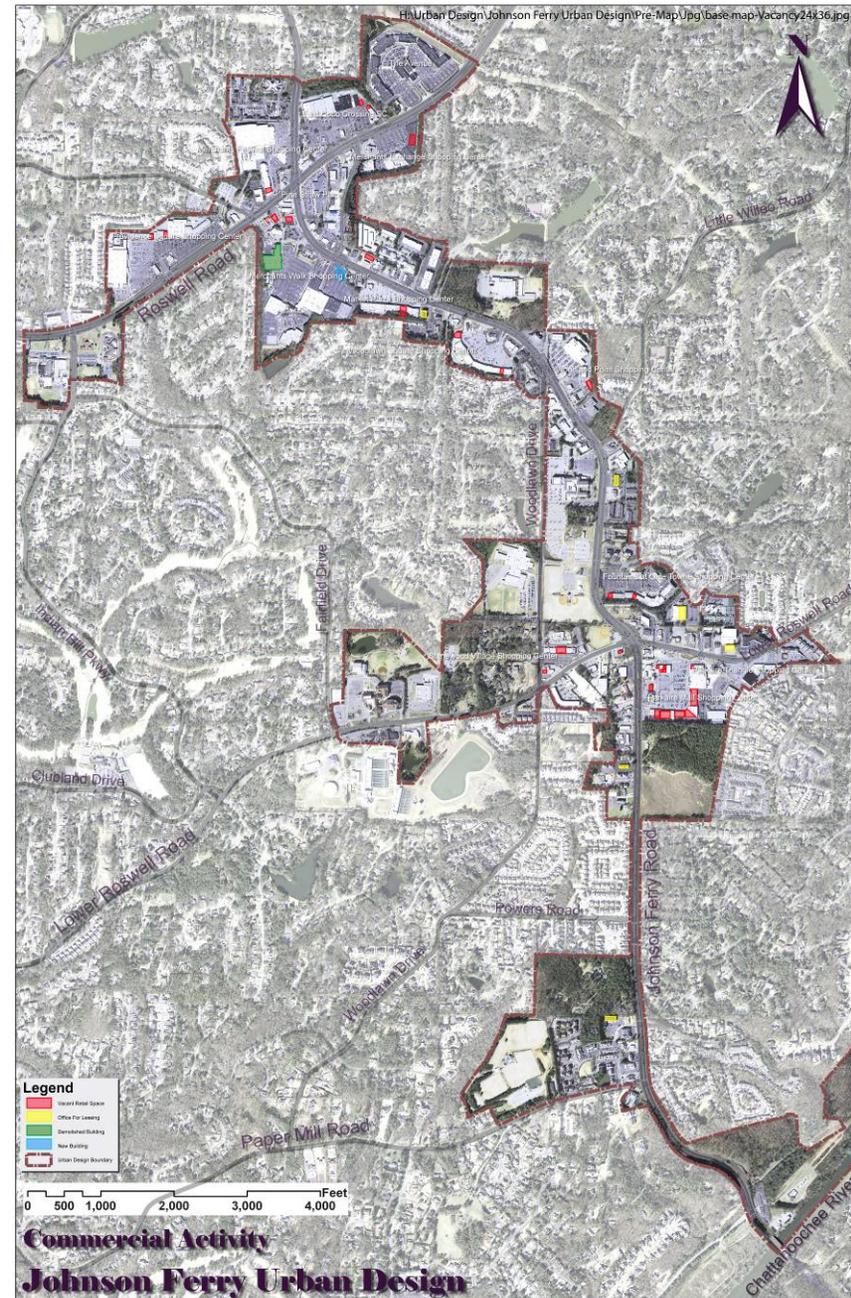
## Existing Conditions and Issues

### Business Activity (Continued)

Business growth and expansion is currently limited by inadequate access and circulation, irregular parcel shape and in a larger degree by the economic climate however, with this design plan, alternatives are presented to redistribute and improve connectivity with land use recommendations for a more functional corridor. The image preference survey, design charrette, and public meetings identified the needs of business and property owners as well as the residents. The focus of the existing businesses is on traffic and access while residents desire a pedestrian oriented neighborhood with community gathering spaces and aesthetic improvements. Please see appendices for survey and charrette results.

During the field study in 2010, county staff studied on the development trend of business properties in the corridor as described below (See Map 12: Commercial Activity):

- **Retail Trend**
  - Strip retails have a lower vacancy rate compared to shopping centers
  - Shopping centers need anchor stores to drive the commercial activities
  - The Avenue shopping center has zero vacancy rate
  - Under performing shopping center: Parkaire Mall Shopping Center (high vacancy rate, except Kroger- 80% vacancy rate)
- **Office Trend**
  - Considerable office space available for leasing
- **Demolition**
  - Original Media Play building in Merchant Walk Shopping Center has been torn down
- **New Construction**
  - New Wachovia Bank building and Whole Foods Market at Merchant Walk shopping center
  - Major renovation of existing retail buildings at Merchant Walk
  - Johnson Ferry Baptist Church expansion
  - Kroger renovation at Parkaire Mall



Transportation

1. Street Classification

Based on Cobb DOT's street classification (See Map 13), Johnson Ferry Road is an arterial street, typical in terms of the corridors throughout Cobb County and serves as the eastern Cobb County's main north-south thoroughfare. Main west and east Connection in Study area are Roswell Road and Lower Roswell Road which both are arterial streets in category. Woodlawn Drive is a major collector in category. Other minor streets include:

- North-south streets: East Cobb Drive and Little Willeo Road
- East west Streets: Paper Mill Road, Power Road, and Columns Drive

The street pattern on the northern commercial portion indicate the lack of secondary streets paralleling with the Johnson Ferry Road and inter-parcel access connecting to each other commercial properties and many curb cuts which causes conflicts between different traffic modes along the Johnson Ferry Road (See Photo 3).

The street pattern in the southern residential portion displays a suburban pattern, cul-de-sac streets that link to Johnson Ferry Road, which makes the road indispensable to people living there and creates a large number of traffic from the neighborhood to the Johnson Ferry Road (See Photo 4).

Most of the major and minor streets have sidewalks on both side of the roadway, except Paper Mill Road.

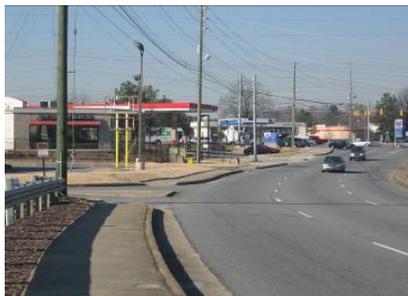
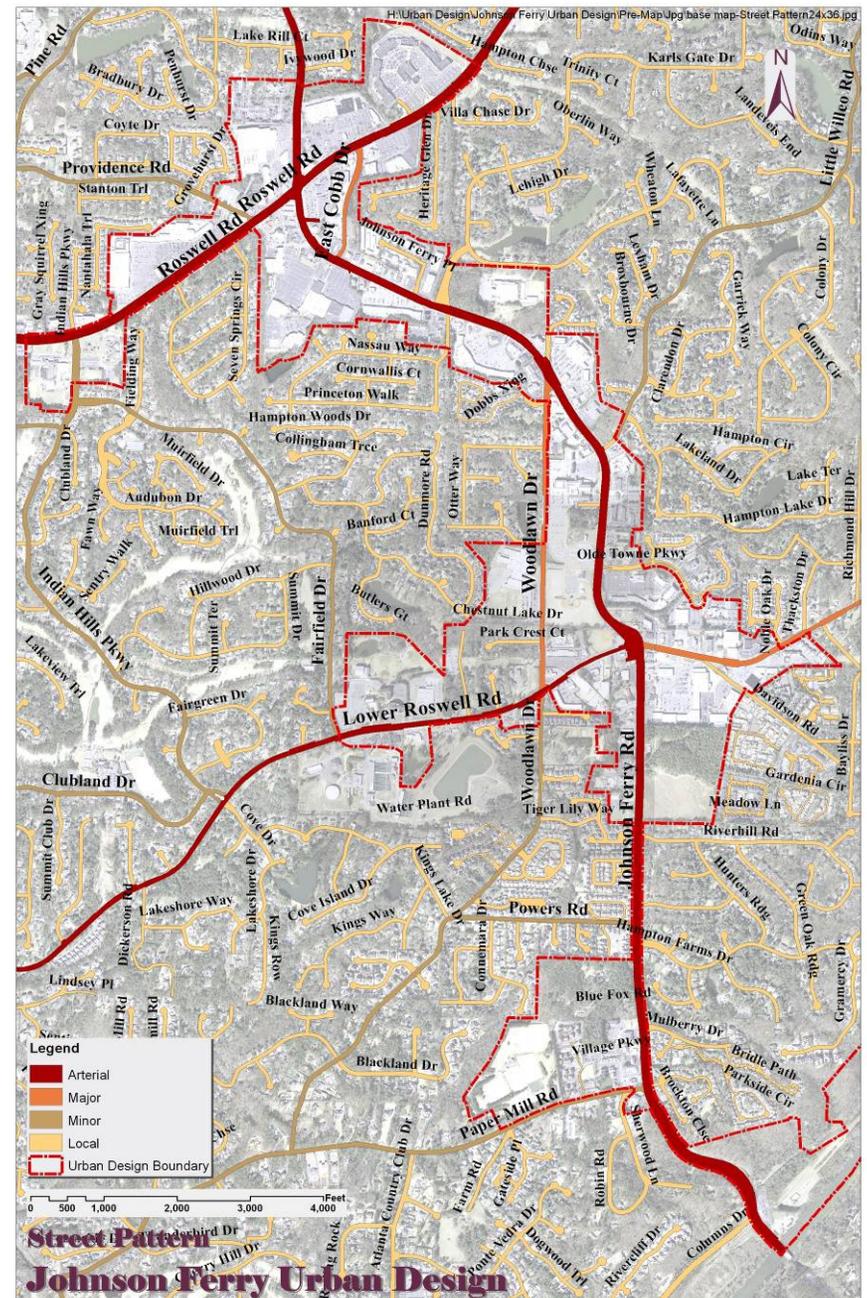


Photo 3



Photo 4



Map 13

## Existing Conditions and Issues

### Transportation (Continued)

#### 2. Traffic Condition

Travel time on Johnson Ferry Road from Roswell Road to the Chattahoochee River (Fulton County) increased from 19.15 minutes in 2000 to 25.24 in 2010. The vehicular level of service (LOS) for this segment of the roadway is C. This represents an adequate LOS meaning additional vehicular capacity is not necessary. Bicycle LOS within the study area boundary is E and Pedestrian LOS ranges from D to E indicating the corridor is not pedestrian or bicycle friendly.

#### 3. Projects and Programs

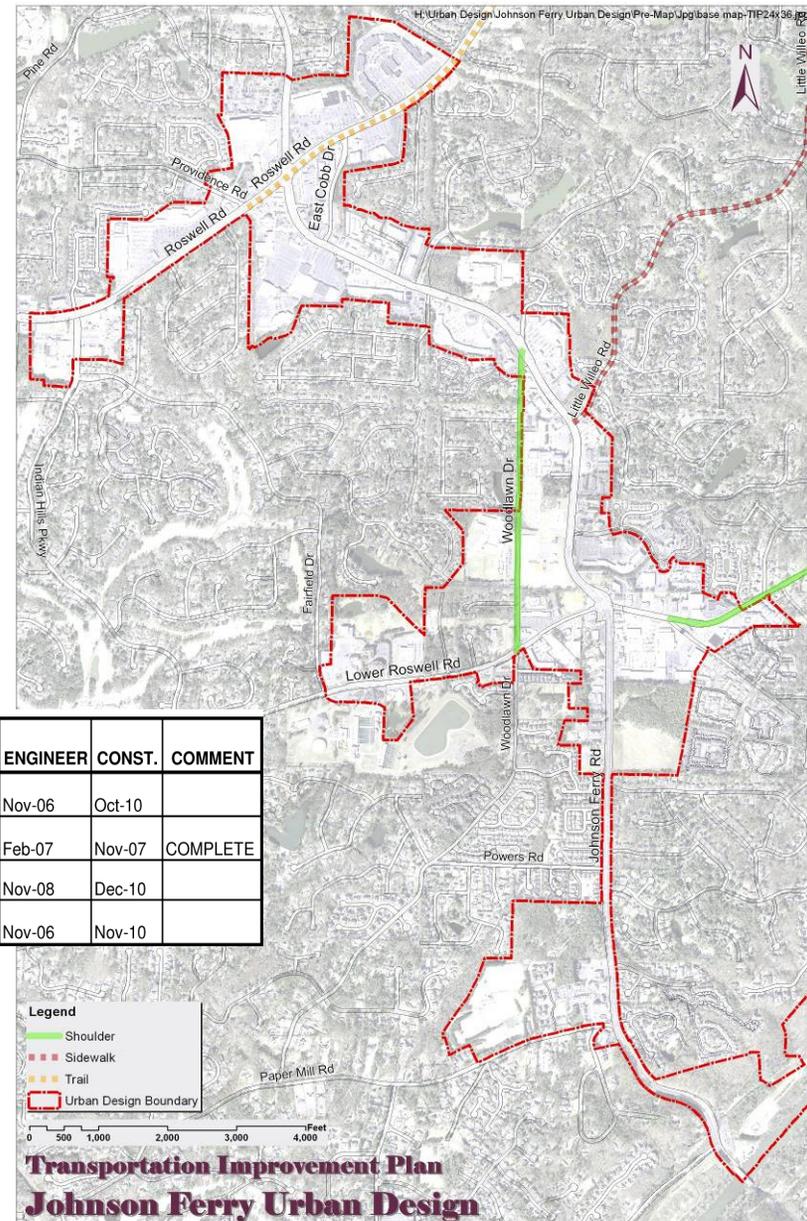
Residents and business have identified improving the street conditions, pedestrian and bicycle access, and lowering speed limits as priority issues. Several of these issues regarding traffic improvements have already been analyzed through previous planning efforts including the Comprehensive Transportation Plan which is a long range transportation study that will review and analyze existing transportation needs as well as future transportation (mobility, transit, multi-use trails, and sidewalks, etc.) needs, and the Bicycle and Pedestrian Improvement Plan.

**Table 1** 6-Year Fund Transportation Improvement Program (2005)

PROJECT LOCATION	PROJECT TYPE	FROM	TO	DESCRIPTION	ENGINEER	CONST.	COMMENT
Lower Roswell Road	Shoulder	Davidson Road	Fulton County line	Safety and Operational Improvements - Geometric improvements including bridge and	Nov-06	Oct-10	
Woodlawn Drive	Shoulder	Johnson Ferry Road	Lower Roswell Road	Safety and Operational Improvements - Including bicycle improvements (2 hill cuts)	Feb-07	Nov-07	COMPLETE
Little Willeo	Sidewalk	Johnson Ferry Road	Timber Ridge Road		Nov-08	Dec-10	
East Cobb Trail Extension, Phase I	Trail	Merchants Walk / Providence Road	Shady Hill Drive		Nov-06	Nov-10	

The improvement projects identified on Map 14 and Table 1, are 2005 SPLOST (Special Purpose Local Option Sales Tax) funded items in the study area to provide safety and operational improvements, and reduce traffic congestion. Also, the Chattahoochee River Bridge on Johnson Ferry Road is being widened currently as part of a Georgia DOT funded project (see Photo 2, page 3).

**Map 14**



Transportation (Continued)

4. Traffic Volume

Johnson Ferry Road throughout the corridor carries an average daily traffic volume of 20,000-49,000 vehicles just north at each of the following intersection Little Willeo Road, Powers Road, Columns Drive and just east on Lower Roswell Road, according to the survey of Cobb County Department of Transportation (CCDOT). The south of Princeton walk and Johnson Ferry Road intersection carries over 50,000 average daily trips (See Map 15 and Table 2)

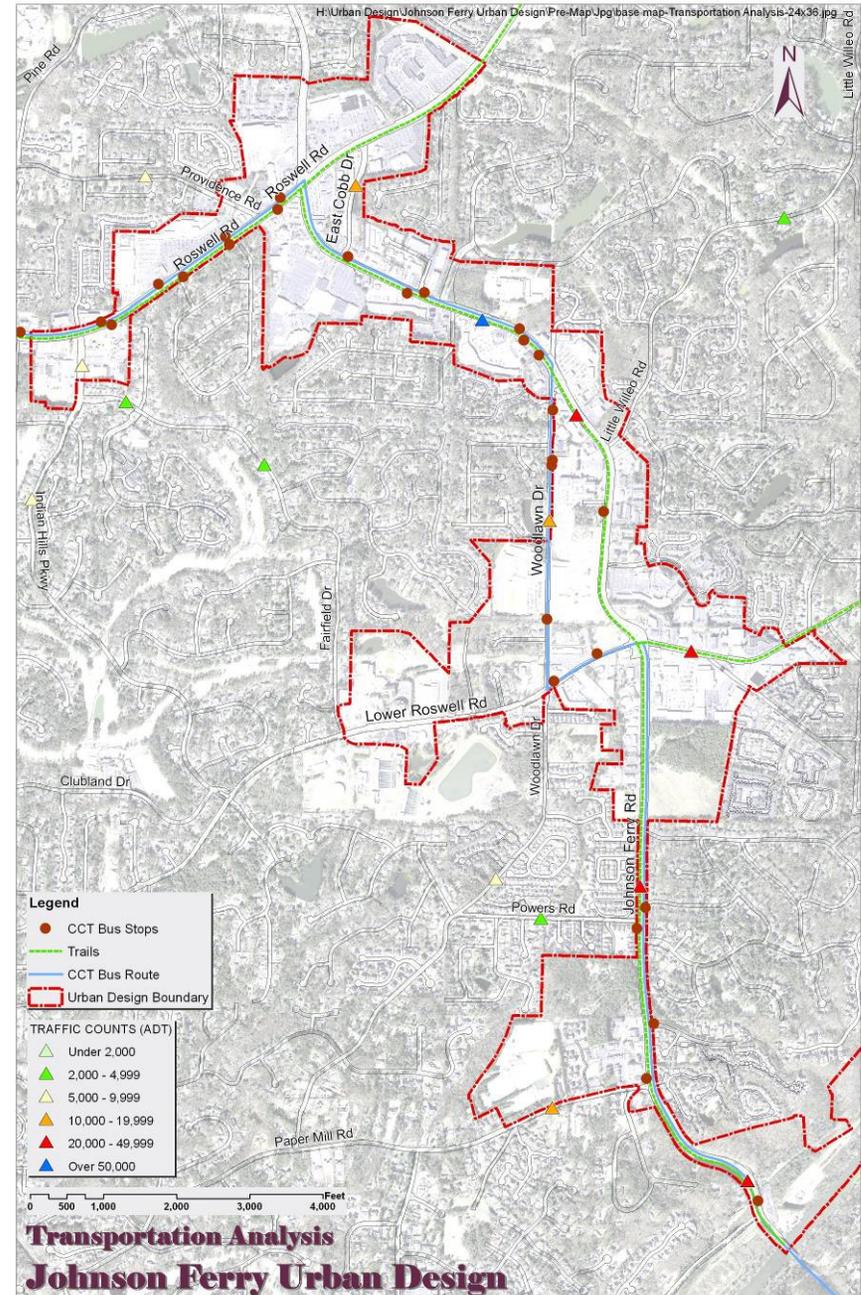
The community identified the Roswell Road/Johnson Ferry Road intersection as the most congested and unsafe traffic condition compared to others in the study area, which is concurrent with our data findings. As traffic volumes continue to increase, the lack of a interconnected street network and multi-modal street improvements, such as pedestrian sidewalks and bridges, will limit access to businesses, customers, and residents. As a state highway, the final design of any potential traffic improvement on Roswell Road would need to be approved by GDOT, which may inhibit our ability to implement creative design solutions along SR 120. The conceptual design improvements for this area are tailored along Johnson Ferry Road rather than on Roswell Road to provide for greater flexibility for achieving potential changes.

**Table 2**

**TRAFFIC COUNTS**  
Source: Cobb County DOT

Location of Traffic Count		ADT	Traffic Count Date
Johnson Ferry Road	South of Princeton Walk	51,800	12-2-09
	South of Woodlawn Drive	36,300	10-13-09
	North of Powers Road	45,600	11-9-05
	North of Columns Drive	41,200	11-13-08

ADT = Average Daily Traffic (No. of Vehicles Per Day)



**Map 15**

## Transportation (Continued)

### 5. Roadway Safety

Roadway safety is the major transportation concern from both businesses and residents. The main concern was loss of time to shopping areas and services and constant risk when traveling on the street due to multiple curb cuts coupled with the high traffic volume and speed along the Corridor (See Map 16: Curb-Cut). The roadway is not conducive to walking, biking and most common pedestrian activities. At present, the increasing speed of traffic (during off peak times), signal timing, high accident rates (See Table 3) and lack of multi-modal infrastructure are top issues to the detriment of the retailers and

**Table 3**

**CRASH DATA AT MAJOR INTERSECTIONS**  
Source: Cobb County DOT, Operations Division

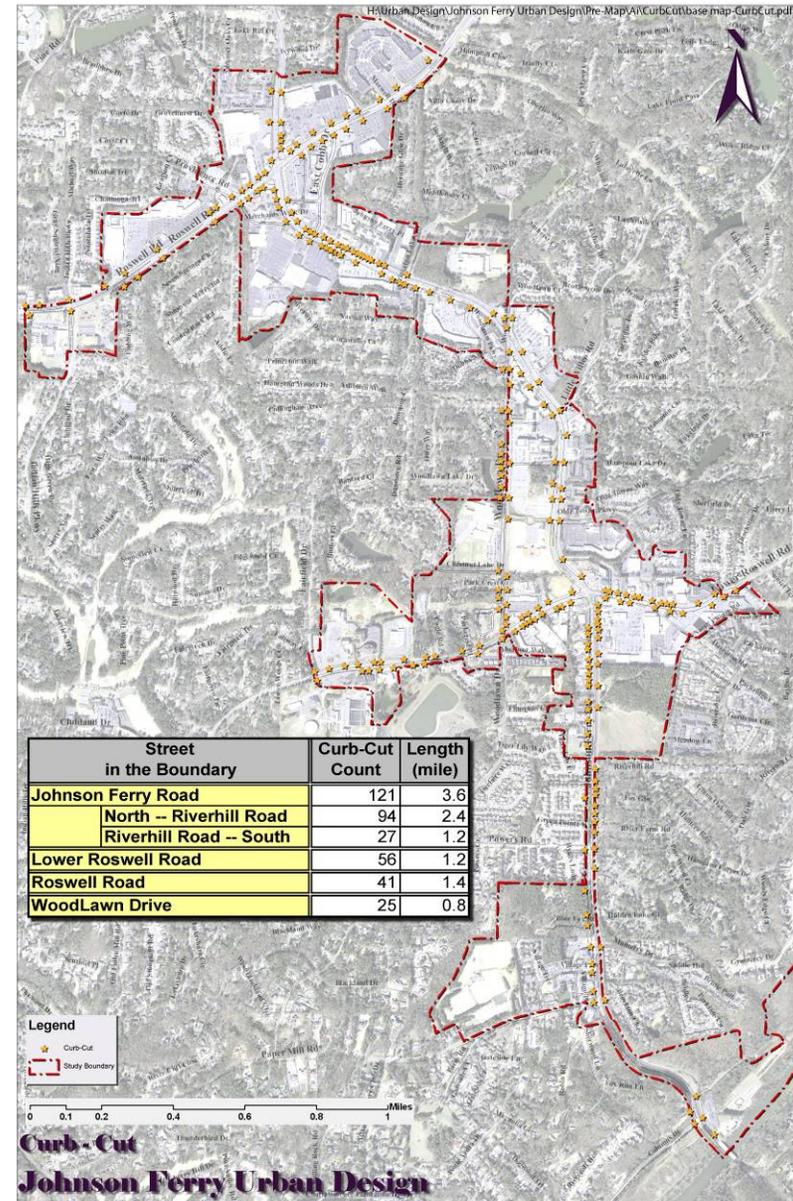
		2-1-04 to 11-31-07	5-1-04 to 4-30-07	4-1-06 to 3-31-09	5-1-07 to 12-31-08	5-1-07 to 1-31-09
<b>Johnson Ferry Road</b> (from Roswell Road to Papermill Road)	at Roswell Road	n/a	<b>130</b>	n/a	n/a	<b>150</b>
	at Little Willeo Road	n/a	<b>38</b>	n/a	<b>21</b>	n/a
	at Lower Roswell Road	<b>179</b>	n/a	n/a	n/a	n/a
	at Papermill Road	n/a	<b>86</b>	<b>68</b>	n/a	n/a

neighboring residents.

### 6. Pedestrian and Bicycle Safety

In addition to automobile access, the lack of pedestrian and bicycle facilities were raised by the public. Movement from one side of the right-of-way to the other, across Johnson Ferry Road, is difficult because of the lack of continuous walkways and the large block lengths that exist. The lack of walkways and the quality of those that exist were repeatedly raised as issues especially for the school age and older adult populations. Recreational use and access to existing amenities were identified as another priority for the inclusion in the design plan.

A limited number of intersections are signalized to allow pedestrian and bicyclist to cross Johnson Ferry Road. It was noted that both modes have a difficult time crossing due to fear of the high speed and high volume of traffic. These concerns cannot be addressed without thinking about the transportation system as a whole, including both on street and off street facilities. Many businesses do not include bicycle racks, which are important infrastructure in making an environment bicycle friendly.



**Map 16**

Transportation (Continued)

6. Pedestrian and Bicycle Safety (Continued)

Business and resident responses during the design charrette thought that the pedestrian safety, connectivity and speed were the most critical issues that need to be address. As part of the recommendation, short and long term strategies are provided to increase the number and improve connectivity of streets and walkways, provide better vehicular access and improve multi modal options. The goal of these long term initiatives is to improve functionality of the Corridor not only for motorists, but for pedestrians and bicyclists.

7. Transit Facilities

Transit accommodation along Johnson Ferry Road is currently provided by Cobb Community Transit (CCT). CCT runs Route 65 along Johnson Ferry Road starting at the Marietta Transfer Station and continuing over to the Dunwoody MARTA station (during peak times) and Columns Drive during non-peak times. Table 4 provides an overview of system usage for the Johnson Ferry segment. It indicates that this is an underperforming and underutilized segment of the entire CCT route. A common complaint during the public meeting was the location of the bus stops and lack of a dedicated right-of-way for areas where transit riders enter and exit the bus. The community complaints were concerning the buses blocking and further inhibiting peak time traffic mobility. Finally, there were concerns about the quality of the existing bus stops and how these could be improved with better design.

As a result of the charrette/design workshops, both property and business owners input were very crucial to the direction and development of the final recommendations for this design plan. It is recognized that the concern of the community, as stakeholders in the future of the Corridor's development, weighted significantly on three main items: that a context-sensitive design plan be developed to improve aesthetics of the community; that the distribution of implementation cost be accomplished in a way that is financially conservative; and that the evolution of the Corridor reflects balanced development as land use alters based upon changes in the transportation and civic infrastructure.

**BUS STOP USE IN THE STUDY AREA**

Source: Cobb County DOT, Planning Division (2006-2007 Transit Planning Study, survey period)

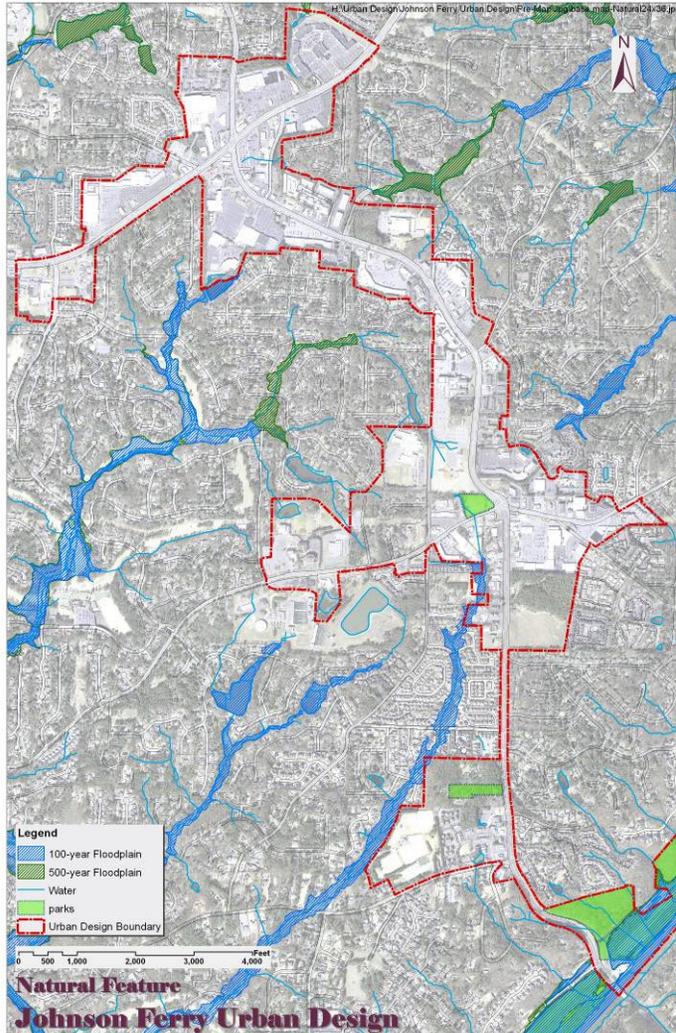
CCT ROUTE 65 to Dunwoody		Outbound Passengers
Roswell Road (Johnson Ferry Road to Providence Square)	at Indian Hills Parkway (#920505)	0
	at Red Fox Trail (#920506)	2
	at Seven Springs Circle (#920507)	3
	at Merchant's Walk (#920388)	5
CCT ROUTE 65 to Marietta		Inbound Passengers
Roswell Road (Providence Square to Johnson Ferry Road)	at Johnson Ferry Road (#920474)	28
	at Severn Springs Circle (#920475)	5
	at Providence Square (#920760)	0
	at Indian Hills Parkway (#920476)	8
CCT ROUTE 65 to Dunwoody		Outbound Passengers
Johnson Ferry Road (Roswell Road to Columns Drive)	at Princeton Lakes Drive (#920328)	2
	at Woodlawn Parkway (#920508)	0
	at Woodlawn Drive (#920509)	0
	at Johnson Ferry Baptist Church (#920510)	4
	at Powers Road (#920755)	0
	at Papermill Road (#920756)	0
CCT ROUTE 65 to Marietta		Inbound Passengers
Johnson Ferry Road (Columns Drive to Roswell Road)	at Columns Drive (#920757)	0
	at Mulberry Drive (#920586)	0
	at River Farm Road (#920571)	0
	at Woodlawn Parkway (#920471)	5
	at Johnson Ferry Place (#920472)	11
	at East Cobb Drive (#920473)	16
CCT ROUTE 65 to Marietta		Inbound Passengers
Woodlawn Drive (Lower Roswell Road to Johnson Ferry Road)	at Johnson Ferry Road (#920512)	48
	at Park and Ride Lot (#920759)	0
	at Otter Way (#920470)	0
	at Baseball Field (#920758)	0
CCT ROUTE 65 to Marietta		Inbound Passengers
Lower Roswell Road (Johnson Ferry Road to Woodlawn Drive)	at Mount Bethel Park (#920511)	2

**Table 4**

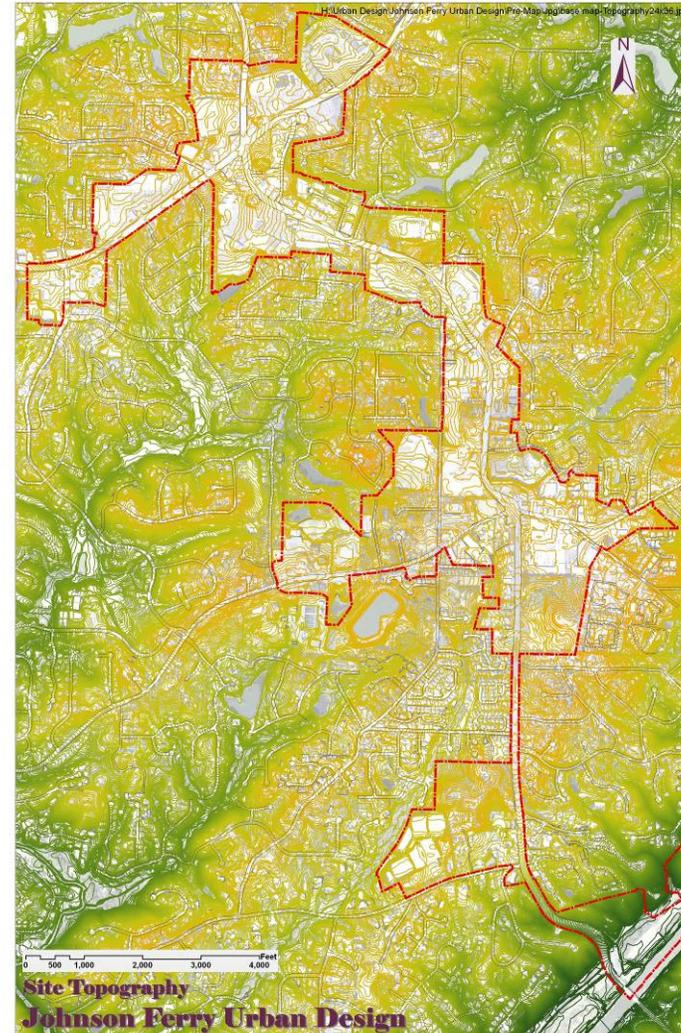
## Existing Conditions and Issues

### Natural Environment

Most of the study area is located where there are few flood plains within the boundary except the north bank of Chattahoochee River. The major public green spaces are the public green trail which is also on the north bank of Chattahoochee River and the Felton Property north of Paper Mill Village. (See Map 17: "Natural Features"). In addition, most of the major streets run on fairly flat land with slope at 1- 3% grade. A few areas have slopes ranging from 3% to 5.5%. Only the slope at the south end of the Johnson Ferry Road from Paper Mill Rd to Chattahoochee River is approximately 9.4% which is undesirable for biking. Acceptable slope for bicyclists is less than 8% grade. (See map 18 "Site Topography").



**Map 17**



**Map 18**

### Built Environment

#### 1. Streetscape:

The Corridor streetscape vision incorporates several basic elements of pedestrian lighting, sidewalks, street trees and landscaping. In several locations there are existing sidewalks; however, they are not continuous or connected for pedestrian access. In addition, the sidewalks are lacking in street trees and lighting. Public safety is a concern especially for recreational users, pedestrians, students and shoppers. To improve the corridor's appearance, the installation of street trees or other vegetation, pedestrian scaled lighting and a complete sidewalk system would be the most beneficial for the appearance. Also, street trees will assist in the shading and cooling pedestrian spaces making a more desirable environment for walking. It is important to note that pedestrian safety is of high priority to the community and incorporating a maintained streetscape system is vital to the overall design of this corridor.

#### 2. Building and Property Appearance:

A majority of the buildings in the corridor were constructed between 1970 and 2000. The shopping centers were primarily built in the 1980s. The typical life time for shopping centers is 50 to 60 years while the life-cycle for general commercial buildings is 20 to 30 years. This would indicate that a number of buildings in the study area are quickly approaching the structural need for renovation and redevelopment. This makes it an opportune time to conceptualize on the manner in which we improve local infrastructure and the built environment. Currently, the Merchant Walk Shopping Center and Parkaire Mall are undergoing redevelopment and a retrofit to respond to changing consumer preferences. In addition, the Woodlawn Square Shopping Center, where Fresh Market is located, has undertaken substantial internal renovations and pedestrian lighting installation, which will improve the visual environment in the shopping center.

Buildings are set back quite a distance from the street and are mostly one-store 20 to 30 year old buildings. The architectural style is mostly conventional building type with less relationship and connection between buildings and between buildings and the street. There lacks a distinct and uniform building character along the corridor. Each building has entrance/exit leading to JFR, which results in inordinately large number of curb cuts.

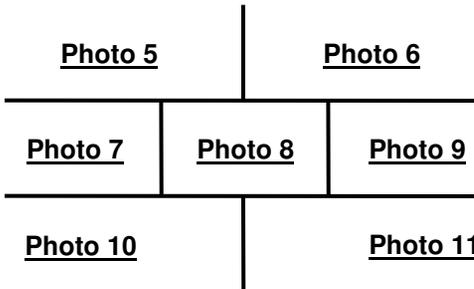
#### 3. Gateway and Landmark:

The gateway is a physical structure located at the entrance area of a place. It provides the orientation and space identification to people traveling there. The study area shows the lack of the characteristic gateway structures. The Cobb County monument, north of the Chattahoochee River's bridge (See Photo 5), and the bridge itself (See photo 6) are the only gateway structures in the study area, which provide the "sense of arrival" to the Johnson Ferry Road Corridor. However, the current monument is not big enough and is visually disconnected to the street to assist in branding this area with a distinct character. Improvements can be made to this structure so that it can not be easily recognized and remembered when driving to or away from the corridor.

A landmark is another vital element which can help to create the character of a place and a variable skyline, emphasize the hierarchy of a place, and is used by tourists to find their way back or through an area. It includes anything that is easily recognizable, such as a monument, building, or other structure. The study area has some of remarkable landmark buildings including The Avenue (See photo 7) and Lutheran Church (See photo 8) on Roswell Road, Johnson Ferry Baptist Church (See photo 9) and Bank of North Georgia (See photo 10) on Johnson Ferry Road, and Mount Bethel Church (See photo 11) on Lower Roswell Road.

## Existing Conditions and Issues

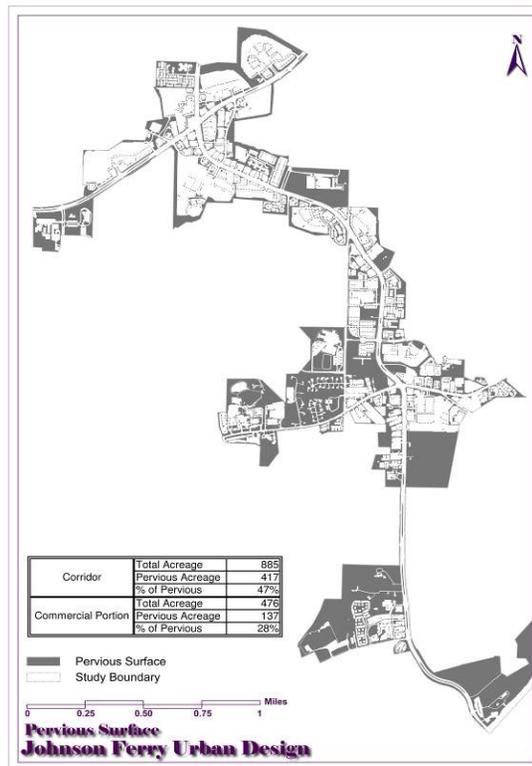
A majority of the community recognizes the importance of the corridor's identity and how promoting the corridor by way of gateways and landmarks could positively influence businesses and sense-of-place. The concept of gateways was formalized and identified during the visioning charrette and image preference survey. A gateway concept with bold landscaping, special lighting and signage, including landmarks of unique building and structure, can help to formalize the corridor as a destination.



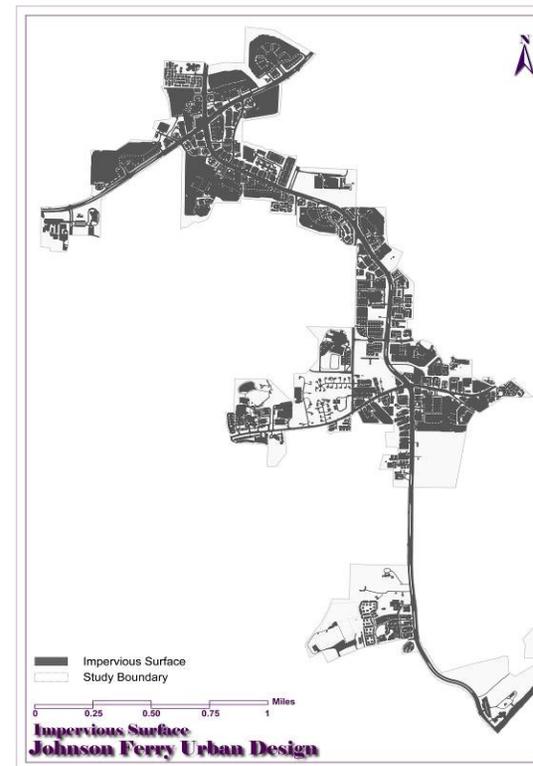
Built Environment (Continued)

4. Pervious Surface and Impervious Surface

- X-ray maps present the ratio and relationship of pervious and impervious surface
- Pervious surfaces are areas covered by landscaping, fields, woods, and grassed areas where water can penetrate the earth's surface. These areas will help to improve air quality, provide pleasing natural view, and incorporate safety buffer between multiple traffic modes (See Map 19).
- Impervious surfaces are mainly built areas such as buildings, parking lots, pavement and streets. Large amounts of impervious surfaces will lead to a higher incidence of environmental problem such as surface water runoff, heat island effects and water quality issues, all of which result in a less than optimal living environment (See Map 20).
- The commercial area of the corridor has a high percentage of impervious surfaces which is mostly due to the large amount of parking lots and streets pavement. The pervious surfaces are not consistent throughout the corridor and are only located in areas with a concentration of civic uses such as churches, schools, sports fields and river bank are located. The community and the project team believe that introducing more landscaping and natural elements to the corridor should be one of the focuses of this effort. This will mitigate many of the negative impacts of a high quantity of impervious surface.



**Map 19**



**Map 20**

# Existing Conditions and Issues

## Demographics

### 1. Population & Household

The demographic data comes from 1990 and 2000 US Census Bureau data and 2010 and 2020 Traffic Analysis Zone estimate from the Atlanta Regional Commission. The data covers all census tracts included in the Johnson Ferry Road study area; therefore, the data area is larger than the corridor area. However this data does represent the demographic trends in the study area (See Map 21 and Table 5).

- Family households make up a majority of the population in the area from 1990 to 2000.
- Total population increases incrementally by years. The trend represents that Johnson Ferry corridor is a attractive and livable place
- Senior residents especially those older than 65 years of age grow two times the rate of the general population from 1990 to 2000. This indicates that this area is the ideal location for looking at the community holistically as a Lifelong community with services, facilities, and housing geared towards people of all ages, especially older adults.

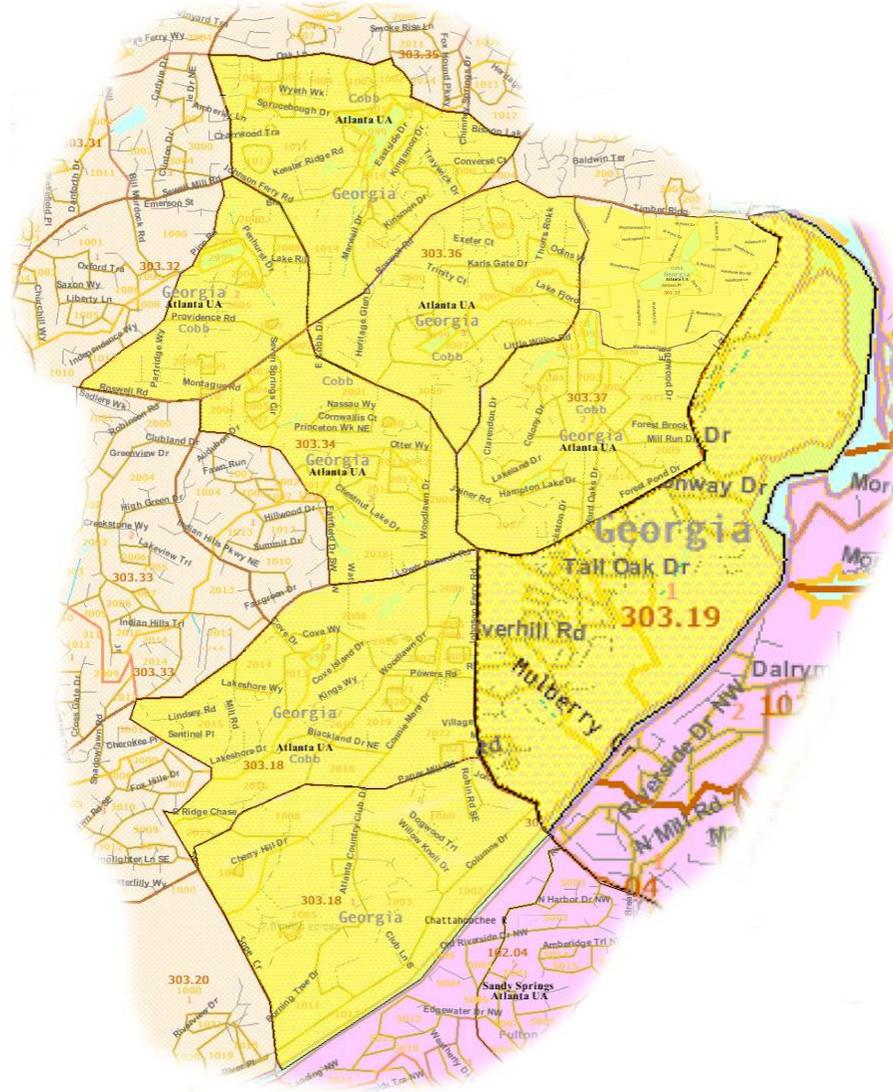
**Table 5**

	1990 Census	2000 Census	2010 TAZ***	2020 TAZ
<b>Total Population</b>	17,344	23,218	24,197	26,079
<b>Pop. Under 20 Years</b>	5,659	7,189	\	\
<b>Pop. 20 - 39 years</b>	4,250	3,710	\	\
<b>Pop. 40 - 64 years</b>	6,514	10,497	\	\
<b>Pop. 65 Years &amp; Over</b>	921	1,822	\	\
<b>Total HHs*</b>	5,776	8,124	8,710	9,754
<b>Family HHs</b>	4,932	6,740	\	\
<b>Nonfamily HHs</b>	844	1,384	\	\
<b>Average HH Size**</b>	3.00	2.86	\	\

\* HH: Household

\*\* 1990 National Average HH Size is 2.61  
2000 National Average HH Size is 2.53

\*\*\* TAZ: Traffic Analysis Zone



**Population by Census Tract**

**Map 21**

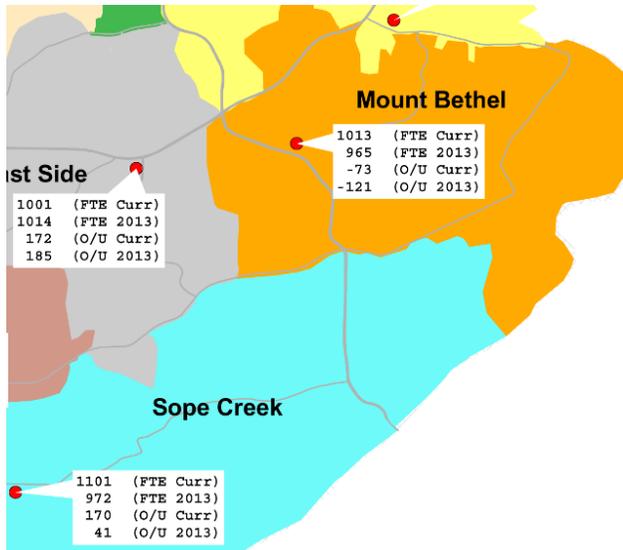
Demographic (Continued)

2. School Enrollment

The corridor is located in one of the best school districts of Cobb County. The school enrollment information, provided by the Cobb County School System, indicates that most of the schools serving the corridor area are and will continue to be over capacity. The quality of the schools contributes to the trend whereby families with school age children find this area desirable, which has a tangent effect of supporting increased local business activity. Public space and street facilities designed for young populations should be carefully considered to allow individuals to travel and recreate safely and easily in the corridor by foot or bicycle.

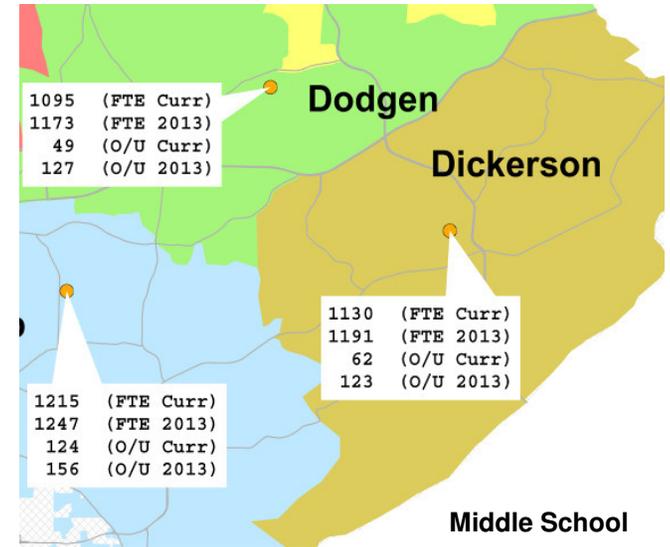
Detailed information of school enrollment is described below (See Map 22-Map24):

- Elem. School (Mount Bethel, Sope Creek): current: +97 over capacity  
2013 projected: -80 under capacity
- Middle School (Dickerson, Dodgen): current: +111 over capacity  
2013 projected: +250 over capacity
- High School (Walton): current: +234 over capacity  
2013 projected: +84 over capacity



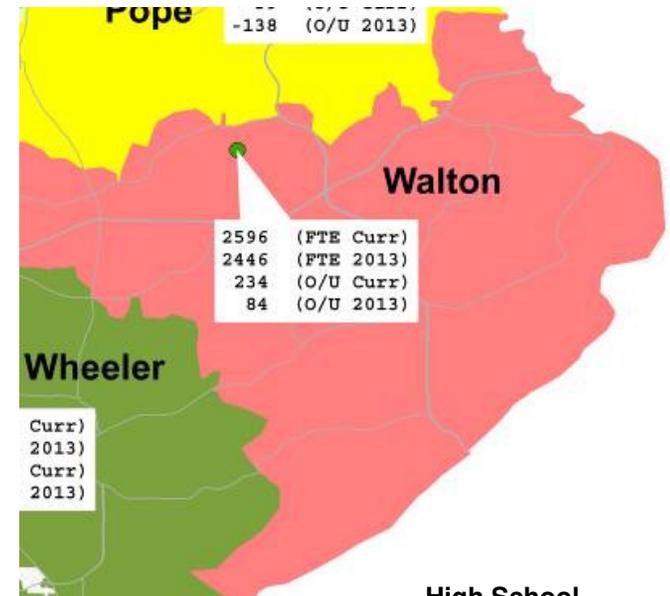
Map 22

Elementary School



Map 23

Middle School



Map 24

High School