

Node I: Activity Center  
 Node II: Town Center  
 Node III: Neighborhood Center

- Major Activity Node
- Commercial/Retail District (D1)
- Office/Institutional District (D2)
- Mixed-use District (D3)
- Residential/Recreational District (D4)
- Visual/Green Corridor

# Section 5: Final Plan and Design



## **Overall Plan**

The final design plan was put together based upon thoughts, concepts, and input from the community with the assistance of the Cobb Department of Transportation engineers and planners, County landscape architects and Community Development planners whose inputs were integral to the process.

The purpose of the plan is to recognize and enhance the unique character to specific areas of the corridor, improve the walkability, connectivity and accessibility of the community along Johnson Ferry Road, enhance the corridor functionally and aesthetically, and create community gathering space by establishing a system of civic and green spaces. In addition, staff is in the process of creating design guidelines as an accompaniment document to this plan. The design guidelines focus on the short term improvements prescribed for each design district. They also recommend ways for each district to preserve the needed spaces to implement long term improvements proposed by the various street sections.

### ■ District Character

The Johnson Ferry Road corridor has very unique characteristic regarding the existing uses. Based upon this, the corridor was divided into four major districts and the design of each district varies primarily because we have maintained the distinct character of each area/district by looking at them not only holistically but also independently. District One is the Commercial/Retail District, District Two is the Office/Institutional District, District Three is the Town Center and District Four is the Residential/Recreation District. The characters are summarized below and please see Map 36: Design Concept and Table 6: District Character Components for detailed information as followed.

- Commercial/Retail District (D1):

The primary goal of District One is to create a walkable environment in the main commercial area. The plan encourages buildings to be brought closer to the street, enhances pedestrian and bicycle access with a 11 foot multiuser trail on the west side of Johnson Ferry Road, and incorporates an access road to separate the local traffic from the pass through traffic. There is also on-street parking which will compensate for some of the parking lost due to the overall long term retrofit

- Office/Institutional District (D2):

The Office/Institutional District is of a more suburban type environment. Due to the suburban nature of this area, the buildings will be further away from the street. Walkability would still be encouraged along the corridor. The suburban section on Johnson Ferry Road will function as a view shed or visual corridor by incorporating substantial green infrastructure such as the green median, large canopies, and various landscape species. The Office/Institutional District will serve as a link and calming area between the town center at Lower Roswell and main commercial center at Roswell Road.

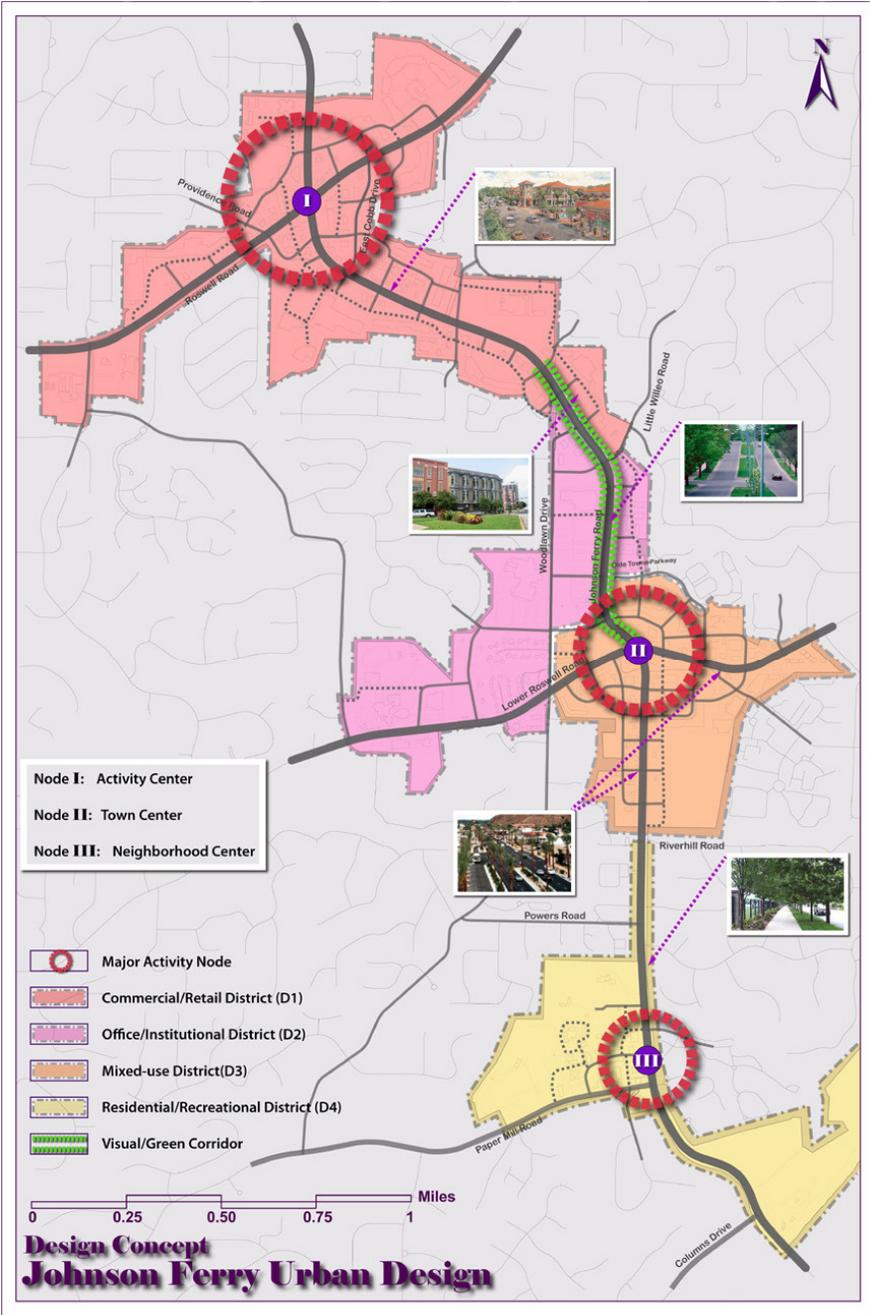
**Overall Plan (Continued)**

- **Mixed Use District (D3):**

The Mixed Use District is the area surrounding the intersection of Johnson Ferry Road and Lower Roswell Road. It is the town center or the heart of the corridor. The mixed use district is similar to the major commercial section to the north due to the quality of office and retail uses. A main distinction between district one and district three is the introduction of residential uses into the use mix of the activity node. Staff also studied ways to accommodate and protect the retail businesses by allowing for on-street parking on both Johnson Ferry Road and Lower Roswell Road and separating the locally serving traffic from the pass through lanes along Johnson Ferry Road.

- **Residential/Recreational District (D4):**

The southernmost portion of the corridor is mainly residential and recreational in nature. It is the gateway to the East Cobb and it is what people first see when they come into Cobb County or what they last see when they leave. This is a statement area with the opportunity to visually depict that which this community believes, a beautiful environment and a community of character. It is also important to note this area is a location where large quantities of residential properties are backing up the corridor. Staff has focused on ensuring a design that is dynamic and pleasing so the quality of our residential communities in this portion of the corridor is sustained.



**Map 36**

**Table 6** District Character Components

Character	Street Pattern	Parking/Connectivity	Green Space
<b>District 1 – Commercial / Retail District</b>			
Highest commercial density among four districts.	Mainly a <i>Concentric</i> street pattern in the Activity Center (Node I) area, intersection of Roswell Road and Johnson Ferry Road, combined with <i>Internal Link</i> street pattern to the west, east, and south.	Slip lane design to separate pass through traffic from local traffic. Parking supplied on street associated with the slip lanes and/or parking behind the buildings.	Green space becomes a continued system along the streets (green trail) and in the center of shopping plazas (green pockets, parks) to connect them together and provide better pedestrian accessibility.
<b>District 2 – Office / Institutional District</b>			
Enhance the existing suburban character	Mainly <i>Internal Link</i> street pattern to string up the linear developments on both sides of the street.	One row of parking space between the front of the buildings and the road with diligent green buffer to screen the parking lot from the street. Main parking spaces are behind the buildings. Provides better connectivity between institutional facilities.	This area becomes a green visual corridor with wide and open green space. Large and dense green canopies along the Johnson Ferry Road.
<b>District 3 – Mixed Use District</b>			
Town Center character with smaller blocks, buildings closer to street compare to D1. Retail, office, and residential mixed-use properties to serve the surrounding neighborhood. Mixed–use development can be the vertical (shopping at street level), or the horizontal (different use buildings mixed together). Also, adding a mix of housing types in this district will support mixed-use redevelopment (job-housing balance) and serve as a buffer between more intense commercial uses and single family residential neighborhoods.	<i>Concentric</i> street pattern in the Town Center (Node II) area will increase the connection of all commercial uses and ease the traffic pressures located at the intersection of Lower Roswell Road and Johnson Ferry Road	Slip lane and on-street parking design as found in D1 on Johnson Ferry Road. On-street parking design on Lower Roswell Road.	Big green/parks surrounded by commercial development to create gathering place that will meet the needs of various users.
<b>District 4 – Residential / Recreational District</b>			
Keeping tranquil residential neighborhood while preventing strip commercial from extending into this district.	Existing street pattern so as to not disrupt the stable residential nature of this area.	Continued and pleasing sidewalk and bicycle path to connect to existing recreational facilities.	Dense and wide landscaping along Johnson Ferry Road. Large street canopies covering sidewalks and large green buffer between properties and street.

## **Overall Plan (Continued)**

### ■ Street Framework Plan

#### ○ Design concepts

The Street Framework Plan is the means for determining the metrics that were used in the proposed road network. Items that are considered as part of the framework include: block sizes, road realignments, and targeted intersection relocations, pedestrian and bicycle safety, and connectivity and accessibility for all transportation modes. The plan also investigates alternative means of transit services. The Street Framework Plan is accomplished through the method of combining the Concentric, Internal Link and Perimeter Design concepts (See Map 37: Street Framework – Existing Vs. Proposed and Map 38: Street Framework – Classification, Page 46).

The Internal Link design is used to replace the streets in some situations based on the following criteria:

- The definitions of the Streets and Links:

Streets: Full functioning streets may include standard traffic lanes, sidewalks, crosswalks, and traffic lights at major intersections. Surrounding buildings should face the streets with appropriate setbacks to define human scale public spaces. Streets incorporate more pedestrian-oriented designs which are friendly to walkers. Streets normally incur a higher maintenance cost and last a longer time.

Links: Paved driveways linking difference properties and not defined as full functioning streets without the requirement of sidewalks, crosswalks, and traffic lights. Links can be designed to pass through parking lots or located behind the buildings functioning as the inter-parcel access. Links incur lower maintenance cost; Links are more automobile-oriented and can be easily relocated or converted for other uses.

- Rules to define Streets or Links in the following order of importance:

<u>Block Size</u>	Length >250'	Streets are more appropriate
	Length <250'	Links are more appropriate
*Minimum dimension of functional blocks is 250'x250'		

Spaces More spaces are required to locate Streets than Links. Links only need driveways while streets need traffic lanes, sidewalk, and the space for appropriate street furniture.

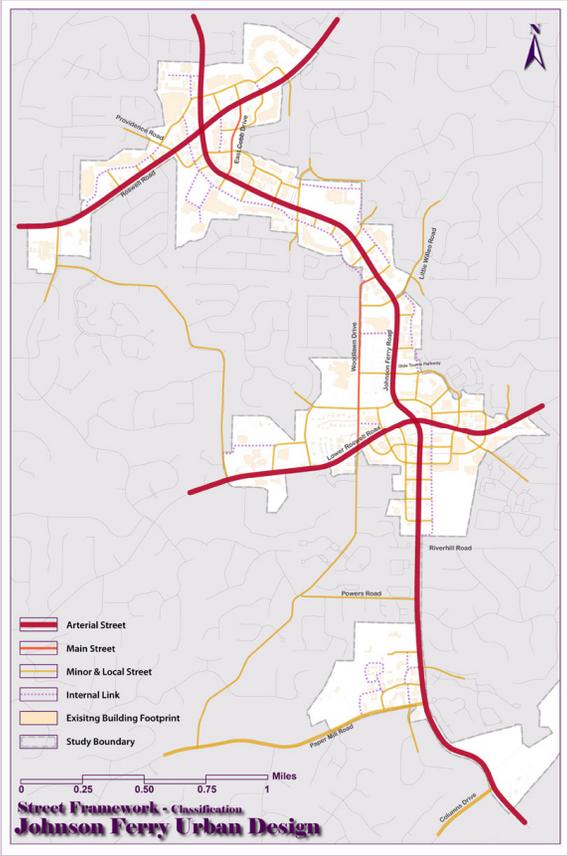
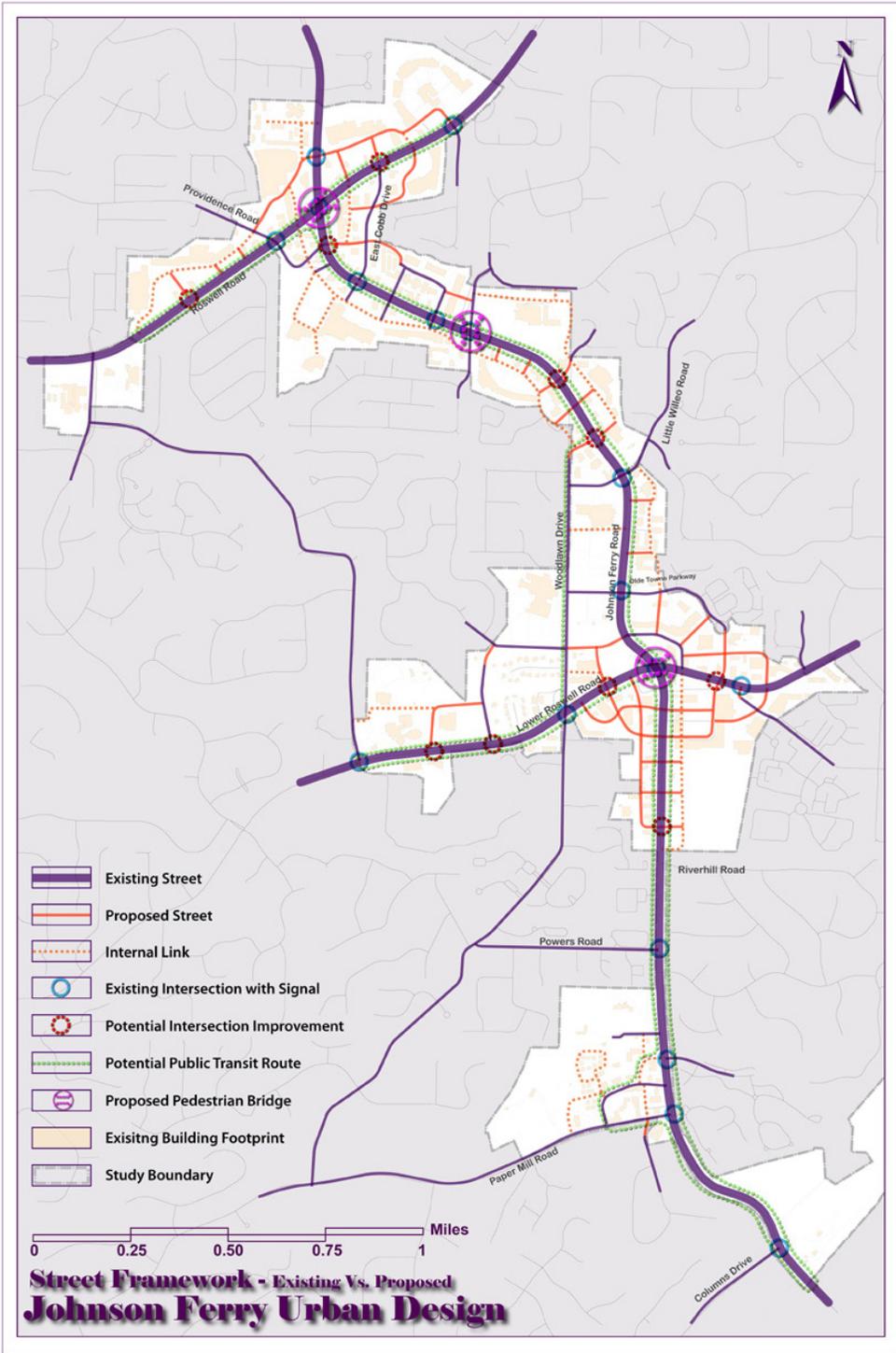
Development opportunities Preserved spaces (the places people want to keep intact): Links are recommended in the preserved areas in order to encourage preservation and keep away from new development or redevelopment.

Changed spaces (the places where people want to see improvements): Streets are more appropriate in areas of new development and redevelopment. This is an effective way to improve the built environment and to revitalize businesses.

Uses Activity Center: Streets are more appropriate; Higher building density and more public/pedestrian activity  
Office, linear small retail: Links are more appropriate; Lower building density and less public/pedestrian activity

**Overall Plan (Continued)**

- Major Improvements
  - Block size are reduced and new streets added at the three major activity centers to provide better connection within commercial properties.
  - Woodlawn Drive at Johnson Ferry Road intersection is relocated and changed to a 90 degree intersection.
  - Providence Road in Merchant Walk Shopping Center is realigned to make a small loop around the Roswell Road and Johnson Ferry Road intersection.
  - Princeton Lake Drive is realigned with Princeton Walk to combine two very close intersections into one.
  - The intersection of Davidson Road and Lower Roswell Road is adjusted to a 90 degree intersection.
  - The western end of Chestnut Lake Drive (south of Dickerson Middle School) is extended south to Lower Roswell Road to create an alternative route between institutional areas.
  - An Internal Link is created at Mount Bethel Elementary to provide an alternative route to Johnson Ferry Road.
  - No curb-cuts to individual building are allowed in the future major redevelopments and new development area, unless there are no other viable access alternatives.
  - Three pedestrian bridges are proposed at the intersection of Roswell Road, intersection of Princeton Walk, and intersection of Lower Roswell Road to assist with crossing Johnson Ferry Road in major heavy pedestrian traffic areas.
  - The public transit route on Johnson Ferry Road is extended east and west on Roswell Road and west on Lower Roswell Road, when a trolley circulator is introduced.
  - Potential intersection improvements indicate the locations for future study. Detailed improvement measures for these intersections will rely on further engineering study by the Department of Transportation.
  - The Street Framework Plan provides the road map on how to create better connectivity on Johnson Ferry Road. The specific location and alignment of streets and links may be modified based on the detailed site condition and building arrangement, which is subject to change based on Department of Transportation's review.
  - Most portion of Johnson Ferry Road within the design boundary, 6 foot sidewalk will be located on the east side of the road and 11 foot multiuser trail will be on the west side with the minimum 4 foot wide green buffer between the traffic lanes and the sidewalks.
  - On-street parking is encouraged on Lower Roswell Road. 10 foot multiuser trail on the north side of Lower Roswell Road east of Johnson Ferry Road will directed link to the trail on Johnson Ferry Road.
  - A minimum of 4 foot sidewalk should be installed along all other secondary streets with a minimum 3 foot green buffer between the sidewalks and the traffic lanes.
  - Pedestrian walkways are located between adjacent businesses and between the sidewalk and commercial store entrances to assist communities with promoting safe, convenient pedestrian access that encourage people to walk, rather than drive to destinations.
  - Utilities should be relocated underground to remove overhead clutter from the visual environment. This will have the greatest impact on the visual aesthetics of the roadway and improve the look and feel of corridor.



**Map 38**

**Map 37**

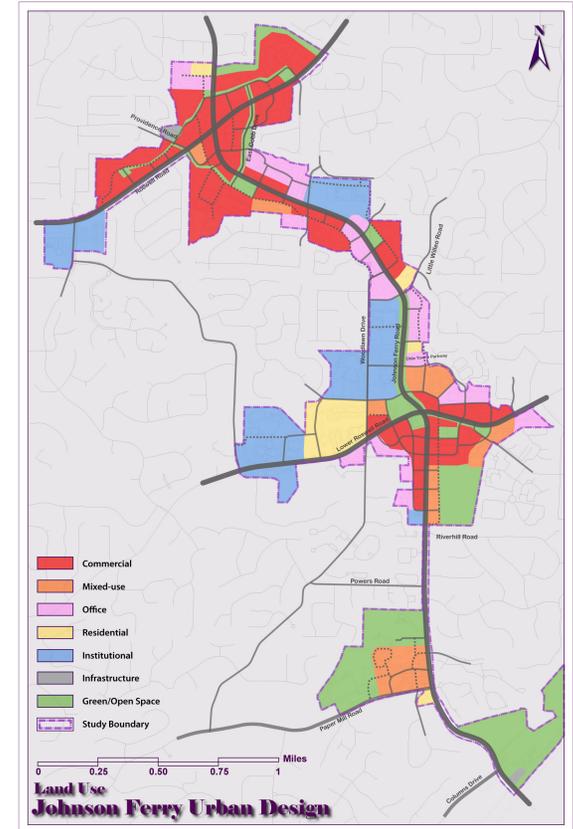
## **Overall Plan (Continued)**

### ■ Land Use Concept

As staff developed the overall plan, transportation and land use were looked at in unison. Staff hypothesized based on the realigned transportation network, what land use impacts could occur in order to get a broader understanding of how each would impact the other (See Map 39: Land Use). Note there was no economic analysis completed as part of this study; therefore, we did not allocate specific quantities of retail, commercial activity, and residential units in the corridor independently. However, an economic analysis report is recommended in the future for the long term development of this plan.

#### ○ Landscapes, Parks, and Gateways Design Concept

- Enhance the green buffer separating pedestrian space from vehicular traffic lanes in all Districts (1, 2, 3, and 4)
- Utilize landscaping as a means to highlight and enhance the built environment in all Districts (1, 2, 3, and 4)
- Preserve existing specimen and valuable trees and incorporate into the revitalization strategy in all Districts (1, 2, 3, and 4)
- Native species for trees and landscaping are preferred in all Districts (1, 2, 3, and 4)
- Green space is incorporated as a continuous system along transportation infrastructure (green trail) in District 1
- Green pockets and civic spaces are included at the center of shopping plazas and are connected with the green trail in District 1
- Emphasize the tree canopy along Johnson Ferry Road in District 2 (See photo 13 as an Example)
- Landscape buffers to be installed between parking lot and street in District 2 to hide vehicle parking areas from view.
- District 3, envisioned as the “heart” of East Cobb, will need to create large public gathering spaces/parks to meet the needs for a variety of users and activities.
- Large street canopies to cover the sidewalks and enhanced green buffers to protect the housing privacy in D4
- Short term: landscape improvement focusing on street beautification on Johnson Ferry Road (i.e. enhancing the streetscape and improving gateways)
- Long term: following the street network develop the green trail, incorporate landscape buffer improvements, and incorporate public space/parks into the study area.



**Map 39**



**Photo 13**

**Overall Plan (Continued)**

- Gateways to be created/enhanced to provide a sense of arrival: 2 along Roswell Road (east and west entrance into the commercial node), 1 on the western edge of Lower Roswell Road (at the East Cobb Government Center), and 1 at the Chattahoochee River.
- A common theme should be used in the design of three of the four gateway markers (on Roswell Road and on Lower Roswell Road) to create a unique identity.
- All four gateways markers should use landscaping as a common and unifying element to their design and use the landscaping as an important element to defining the community character (See Photo 14 as an example).
- A landmark can be not only buildings but monuments, well designed landscaping and distinct plazas located in some visible locations such as near the major intersections and streets and in the hub of the public gathering places. There should be more landmarks in the study area, especially at visual terminus of sight lines. Repeat patterns (See photo 15 and 16 as examples), special landscaping and species, and large but delicately designed buildings can be applied in the landmark design to create and emphasize the remarkable characters.
- Building design, in the future development, should be carefully reviewed. New buildings should blend with old ones in harmony, but identifiable buildings (landmarks) are needed to help enhance the identity of the place.
- New pedestrian lighting currently on Johnson Ferry Road, in front of two shopping centers where the fresh market and Publix (See Photo 17) are located is a good example of how the lighting can help to create the pedestrian environment and become the recognizable landmark, which is encouraged to be applied for the whole corridor. Pedestrian bridges also can be designed as the landmarks to both meet the functional demand and satisfied the aesthetical need (See Photo 18).
- Logos and icons are other effective features that can be used to brand the corridor and provide the unique and interested identity for the place such as the “Bulldog Statues” in Athens (See Photo 19).



**Photo 14**



**Photo 15**



**Photo 16**



**Photo 19**



**Photo 18**



**Photo 17**

**Overall Plan (Continued)**

- Public Transit Design Concept – Options for the future
  - Major stops should remain along Johnson Ferry Road, with extensions included to the east and the west on Roswell Road and Lower Roswell Roads to provide better transit connection among commercial, institutional and residential properties. Options of bus stop locations show in Map 40:
  - On the side of the street within and without the slip lane
    - Occupy some on-street parking spaces for stations in slip lane design.
    - Bus turnouts, stopping areas recessed from the roadway to eliminate conflict between moving vehicles and stopped transit buses & turn out width should be a minimum of 10 feet
    - Station will be located near the intersections
  - In the center of the median
    - Shared station spaces with transit routes of opposite directions
    - Locate the stations in the middle of blocks
    - Stations placed in a more convenient location for transit users in either direction.
    - Pedestrian actuated signals to assist in safely moving people to the bus stops

<p><b>Transit Station in the Center (Option 1)</b></p>	<p><b>Transit Station in the Center (Option 2)</b></p>
	<p><b>Transit Station on the side (Option 2)</b></p>
<p><b>Location of Transit Station Johnson Ferry Urban Design</b></p>	

Map 40

### **Phased Street Section Design:**

In the street section design of each district, the first image is the existing conditions of the street segment. The middle depiction is the midpoint or short term improvement, which can be accomplished through the design guidelines. The final design is the overall retrofit of Johnson Ferry Road or future street design. The short term or midpoint does not need public investment; it can be done through the county and the development community, as well as, community partnerships. The long term or overall retrofit improvements will require additional detailed engineering and cost estimating before the Board of Commissioners can make any decisions on any future investments of that nature. The Street Section Design layout for each district is shown below and is as follows (See maps from Map 41-A to Map 46-B from page 59 to 70).

#### ■ **Existing Street Section Conditions:**

##### ● **Johnson Ferry Road in D1, D2, D3:**

- 12 foot traffic lanes with left-turn lane at each intersection (One to two right lanes may occur at major intersections).
- 5 foot concrete median in the center.
- 0 to 2 foot green buffer behind the traffic lanes
- No more than 4 foot sidewalk
- Big parking lots in front of the buildings and behind the sidewalk
- A little landscaping in the parking lot
- Building far away from the street especially in the shopping centers
- Driveways leading to commercial buildings create lots of curb cuts on the street
- Almost no trees on the street
- Automobile oriented building layout

##### ● **Johnson Ferry Road in D4:**

- 11 foot traffic lanes with left turn-lane on major intersections.
- 17 foot landscape median with few small trees
- 3 foot green buffer behind the traffic lanes
- No more than 4 foot sidewalks
- Solid screen (fence) between residential subdivisions and the street.
- Heavy trees between individual residential and the street.
- Driveway leading to individual housing create a lot of curb cuts on the street

##### ● **Lower Roswell Road in D3:**

- 12 foot traffic lanes with left-turn lane in the center
- 0 to 2 foot green buffer between traffic lanes and sidewalks
- No more than 5 foot sidewalks
- Building far away from the street especially in the shopping centers
- Driveways leading to commercial buildings create lots of curb cuts on the street
- Almost no trees on the street
- Automobile oriented building layout

**Phased Street Section Design: (Continued)**■ **Short Term:** Proposed Street Section Improvement

The implementation of the design guidelines will achieve the goal of the short term street improvement. The design guidelines will apply to all new development and major redevelopment in the study area. The property owner will be responsible for installing and maintaining all features described below. In addition, the design guidelines are a guide to assist community non-profit organizations on how they can involved in the implementation process of the preferred urban design schemes.

- **Goals:**
  - Improve the street environment for both pedestrian and automobile
  - Preserve the space for future street right of way
- **Design Elements:**

-- **Johnson Ferry Road***D1 - Commercial/Retail District:*

- ◆ Total street right-of-way of 113 feet
- ◆ Median at a minimum to be landscaped or planted with grass
- ◆ Widen the sidewalk to 6 foot on both sides
- ◆ Plant a 30 foot landscape strip at the back of the sidewalk on west side of Johnson Ferry Road and 25 foot landscape strip on east side of Johnson Ferry Road to preserve the future street right of way
- ◆ Large trees to be planted 40 to 50 feet on-center within landscape strip and 15 feet away from sidewalk on both sides
- ◆ Install a paved 5 foot furniture zone behind preserved landscape strips on both sides (furniture zone in all 4 districts are placed behind the sidewalk to ease private sector installation and maintenance of Johnson Ferry Road and to reduce the potential safety hazard of street furniture too close to a high capacity high speed right-of-way)
- ◆ Pedestrian lights\* to be installed 2 feet away from the sidewalks, in landscape strips and equally spaced between trees
- ◆ Building setback at minimum 10 feet away from furniture zone, and 15 feet at maximum
- ◆ In order to compensate the lost of current store-front parking. One row of parking to be permitted on the preserved landscape strip. Other parking to be located to the back or the side of buildings

### **Phased Street Section Design: (Continued)**

#### D2 - Office/Institutional District:

- ♦ Total street right-of-way of 126 feet
- ♦ Landscaped Medians at minimum to be landscaped or planted with grass
- ♦ Widen the green buffer behind traffic lanes from 2 feet to 6 feet
- ♦ 11 foot multiuser trail behind the green buffer on the west side of Johnson Ferry Road
- ♦ 6 foot sidewalk behind the green buffer on the east side of Johnson Ferry Road
- ♦ 5 foot green furniture zone behind the sidewalk
- ♦ Large trees to be planted 40 to 50 feet on-center within the furniture zone
- ♦ Pedestrian lights to be located in the furniture zone and equally spaced between trees
- ♦ Building setback at minimum 20 feet away from furniture zone, and 30 feet at maximum
- ♦ At most one row of store-front parking is allowed. Other parking to be located to the back or the side of the buildings. Green furniture zone will be landscaped with shrubs and/or flowering plants to screen the parking lot from the street

#### D3 - Mixed-use District:

- ♦ Total street right-of-way of 113 feet
- ♦ Median at minimum to be Landscaped or planted with grass
- ♦ Widen the sidewalk to 6 feet on both sides
- ♦ Plant a 30 foot landscape strip at the back of the sidewalk on west side of Johnson Ferry Road and 25 foot landscape strip on east side of Johnson Ferry Road to preserve the future street right of way
- ♦ Large trees to be planted 40 to 50 feet on-center within landscape strip and 15 feet away from sidewalk on both sides of Johnson Ferry Road
- ♦ Install a paved 5 foot furniture zones behind preserved landscape strips on both sides of Johnson Ferry Road
- ♦ Pedestrian lights to be installed 2 feet away from the sidewalks, in the landscape strips and equally spaced between trees
- ♦ Building setback at minimum 5 feet away from furniture zone, and 10 feet at maximum
- ♦ In order to compensate the lost of current store-front parking. One row of parking to be permitted on the preserved landscape strip. Other parking to be located to the back or the side of buildings

**Phased Street Section Design: (Continued)****D4 - Residential/Recreational District:**

1. North Portion (from River Hill Road to Paper Mill Road):
  - Total street right-of-way of 118 feet
  - Maintain and enhance the landscaped median
  - Widen the green buffer behind traffic lanes from 3 feet to 5 feet
  - 11 foot multiuser trail behind the green buffer on the west side of Johnson Ferry Road
  - 6 foot sidewalk behind the green buffer on the east side
  - 5 foot green furniture zone behind the sidewalk
  - Large trees to be planted 40 to 50 feet on-center within the furniture zone
  - Pedestrian lights to be located in the furniture zone and equally spaced between trees
  - Building setback on the commercial property side 15 feet away from furniture zone, and 20 feet at maximum
  - Building setback on the residential property side at minimum 20 feet away from furniture zone
  - Fence on residential property to be placed 10 feet away from the furniture zone
  - Heavy landscaped area in front of the fence to protect the privacy of residential properties
  - On the commercial side, at most one row of store-front parallel parking is allowed for temporary parking and loading purpose
  - Other parking to be located to the back or the side of the buildings. Green furniture zone to be landscaped with shrubs and/or flowering plants to screen the parking lot from the view on street
  - Preserve as many existing specimens and valuable trees, as possible
  
2. South Portion (from Paper Road to Chattahoochee River):
  - Maintain existing street right-of-way of 105 feet
  - Maintain and enhance the landscaped median
  - Repave and maintain 4 foot sidewalks
  - 5 foot green furniture zone behind the sidewalk
  - Large trees to be planted 40 to 50 feet on-center within the furniture zone
  - Pedestrian lights to be located in the furniture zone and equally spaced between trees
  - Building setback on the commercial property side 15 feet away from furniture zone, and 20 feet at maximum
  - Building setback on the residential property side at minimum 20 feet away from furniture zone
  - Fences on residential property to be placed 10 feet away from the furniture zone
  - Heavy landscaped area in front of the fence to protect the privacy of residential properties
  - On the commercial side, at most one row of store-front parallel parking is allowed for temporary parking and loading purpose
  - Other parking to be located to the back or the side of the buildings. Green furniture zone to be landscaped with shrubs and/or flowering plants to screen the parking lot from the view on street
  - Preserve as many existing specimens and valuable trees, as possible

### **Phased Street Section Design: (Continued)**

#### **-- Lower Roswell Road**

- ♦ Maintain the existing street right-of-way of 74 feet
- ♦ Maintain the 2 foot green buffer between sidewalk and traffic lanes and landscape the medians with grass
- ♦ Repave and maintain 4 foot sidewalks
- ♦ Plant a 26 foot landscape strip at the back of the sidewalk on the north side of Lower Roswell Road east of Johnson Ferry Road and 22 foot landscape strip on the south side of Lower Roswell Road and the north side of Lower Roswell Road west of Johnson Ferry Road
- ♦ Large trees to be planted 40 to 50 feet on-center within landscape strip and 11 feet away from sidewalk on both sides of Lower Roswell Road
- ♦ Install a paved 5 foot furniture zones behind preserved landscape strips on both sides of Johnson Ferry Road
- ♦ Pedestrian lights to be installed 2 feet away from the sidewalks, in the landscape strips and equally spaced between trees
- ♦ Building setback at minimum 5 feet away from furniture zone, and 10 feet at maximum
- ♦ In order to compensate the lost of current store-front parking. One row of parking to be permitted on the preserved landscape strip. Other parking to be located to the back or the side of buildings

**Phased Street Section Design: (Continued)**■ **Long Term: Future Street Design**

Funding is needed to retrofit Johnson Ferry Road corridor to the preferred future vision with the street beautification work on both side of the street. Regulatory tools such as an Overlay District can be established to require properties owners to meet the consensus standard.

● **Goals:**

- Create the cohesive and distinctive look and character for this corridor
- Provide a safe, accessible, consistence and aesthetically pleasing pedestrian and bicycle network
- Reduce the conflict between different traffic modes
- Enhance the viability of the commercial area and livability of surrounding residential areas

● **Design Elements****-- Johnson Ferry Road****D1 - Commercial/Retail District:**

- ◆ Total street right of way of 168 feet
- ◆ Widen the center medians from 5 feet to 9 feet. large heavy shrubs to be planted in the medians
- ◆ Slip lane (local serving traffic lanes) design: use a 3 foot landscape strip separate the right lane (local and slow traffic lane) from other lanes (pass through traffic lanes)
- ◆ Narrow the pass through traffic lanes from 12 feet to 11 feet.
- ◆ 14 foot slip lane with 17 foot on-street parking on the west side of Johnson Ferry Road. The slip lanes are 14 foot in width to provide sufficient turning space for vehicular parking.
- ◆ 10.5 foot slip lane and 4.5 foot bicycle lane with 17 foot on-street parking on east side of the Johnson Ferry Road.
- ◆ Diagonal on-street parking strategy to be further studied by DOT to comply with engineer standards
- ◆ 4 foot green buffers behind the on-street parking
- ◆ 11 foot multiuser trail behind the green buffer on the west side of Johnson Ferry Road
- ◆ 6 foot sidewalk behind the green buffer on the east side of Johnson Ferry Road
- ◆ Keep street trees planted during the short improvement and build 8' x 8' tree wells under them. The parking spaces next to tree wells to be used by compact cars. New street trees to be planted on the edge between green buffers and on-street parking in the same method as those planted trees in the short term
- ◆ Pedestrian lights to be placed or moved to paved 5 foot furniture zones behind the sidewalks and equally spaced between trees
- ◆ Building setback at minimum 10 feet away from furniture zone, and 15 feet at maximum
- ◆ Besides on street parking, parking to be placed in the back or the side of buildings
- ◆ Street lights\*\* to be located in the 3 foot green strips behind the pass through traffic lanes. Their spacing to be based on the county's lighting standard
- ◆ Utilities to be moved underground

**Phased Street Section Design: (Continued)****D2 - Office/Institutional District:**

- ♦ Total street right of way of 126 feet
- ♦ Narrow traffic lanes from 12 feet to 11 feet
- ♦ Widen the center medians from 5 feet to 12 feet. Various shrubs and flowers to be planted in the medians
- ♦ Widen the green buffer between traffic lanes and sidewalk from 2 feet to 6 feet. Large shrubs to be planted in it.
- ♦ 11 foot multiuser trail behind the green buffer on the west side of Johnson Ferry Road
- ♦ 6 foot sidewalk behind the green buffer on the east side of Johnson Ferry Road
- ♦ 5 foot green furniture zone behind the sidewalk
- ♦ Pedestrian lights to be located in the furniture zone and equally spaced between trees
- ♦ Building setback at minimum 20 feet away from furniture zone, and 30 feet at maximum
- ♦ At most one row of store-front parking is allowed. Other parking to be located to the back or the side of the buildings. Green furniture zone to be landscaped with shrubs and/or flowering plants to screen the parking lot from the street
- ♦ Street lights will be located in the center landscaped median area. Their spacing to be based on the county's lighting standard.
- ♦ Utilities to be moved underground

**D3 - Mixed-use District:**

- ♦ Total street right of way of 168 feet
- ♦ Maintain the width of center medians and landscape the medians with grass and shrubs
- ♦ Slip lane (local serving traffic lanes) design: use a 5 foot landscape strips separate the right lane (local and slow traffic lane) from other lanes (pass through traffic lanes). Large heavy shrubs to be planted in the green strips
- ♦ Narrow the pass through traffic lanes from 12 feet to 11 feet
- ♦ 14 foot slip lane with 17 foot on-street parking on the west side of Johnson Ferry Road. The slip lanes are 14 foot in width to provide sufficient turning space for vehicular parking
- ♦ 10.5 foot slip lane and 4.5 foot bicycle lane with 17 foot on-street parking on east side of Johnson Ferry Road
- ♦ Diagonal on-street parking strategy to be further studied by DOT to comply with engineer standards
- ♦ 4 foot green buffers behind on-street parking
- ♦ 11 foot multiuser trail behind the green buffer on the west side of Johnson Ferry Road
- ♦ 6 foot sidewalk behind the green buffer on the east side of Johnson Ferry Road
- ♦ Keep street trees planted during the short improvement and build 8' x 8' tree wells under them. The parking spaces next to tree wells to be used by compact cars. New street trees to be planted on the edge between green buffers and on-street parking in the same method as those planted trees in the short term
- ♦ Pedestrian lights to be placed or moved to paved 5 foot furniture zones behind the sidewalks and equally spaced between trees
- ♦ Building setback at minimum 5 feet away from furniture zone, and 10 feet at maximum
- ♦ Besides on street parking, parking to be placed in back or side of buildings
- ♦ In some place such as north of Lower Roswell Road intersection around the cemetery and baseball field area, due to the space limitation, slip lanes and on-street parking not to be applied
- ♦ Street lights to be located in the 5 foot green strips behind the pass through traffic lanes. Their spacing to be based on the county's lighting standard
- ♦ Utilities to be moved underground

**Phased Street Section Design: (Continued)****D4 - Residential/Recreational District:**

## 1. North Portion (from River Hill Road to Paper Mill Road):

- Total street right of way of 118 feet
- Plant more small trees on the center landscaped median
- Widen the green buffer behind traffic lanes from 3 feet to 5 feet planted with shrubs and/or flowers
- 11 foot multiuser trail behind the green buffer on the west side of Johnson Ferry Road
- 6 foot sidewalk behind the green buffer on the east side Of Johnson Ferry Road
- 5 foot green furniture zone behind the sidewalk
- Pedestrian lights will be located in the furniture zone and equally spaced between trees
- Building setback on the commercial property side at minimum 15 feet away from furniture zone, and 20 feet at maximum
- Building setback on the residential property side at minimum 20 feet away from furniture zone
- Fences on residential property to be located 10 feet away from the furniture zone
- Heavy landscaped area in front of the fence to protect the privacy of residential properties
- On the commercial side, at most one row of store-front parallel parking is allowed for temporary parking and loading purpose
- Other parking to be located to the back or the side of the buildings. Green furniture zone to be landscaped with shrubs and/or flowering plants to screen the parking lot from the view on street
- Preserve as many existing specimens and valuable trees, as possible
- Street lights will be located in the center landscaped median area. Their spacing to be based on the county's lighting standard
- Encourage the common and shared driveway leading to each individual residential building in front of or at back of their properties in order to reduce the curb cut and traffic conflict on the corridor.
- Utilities to be moved underground

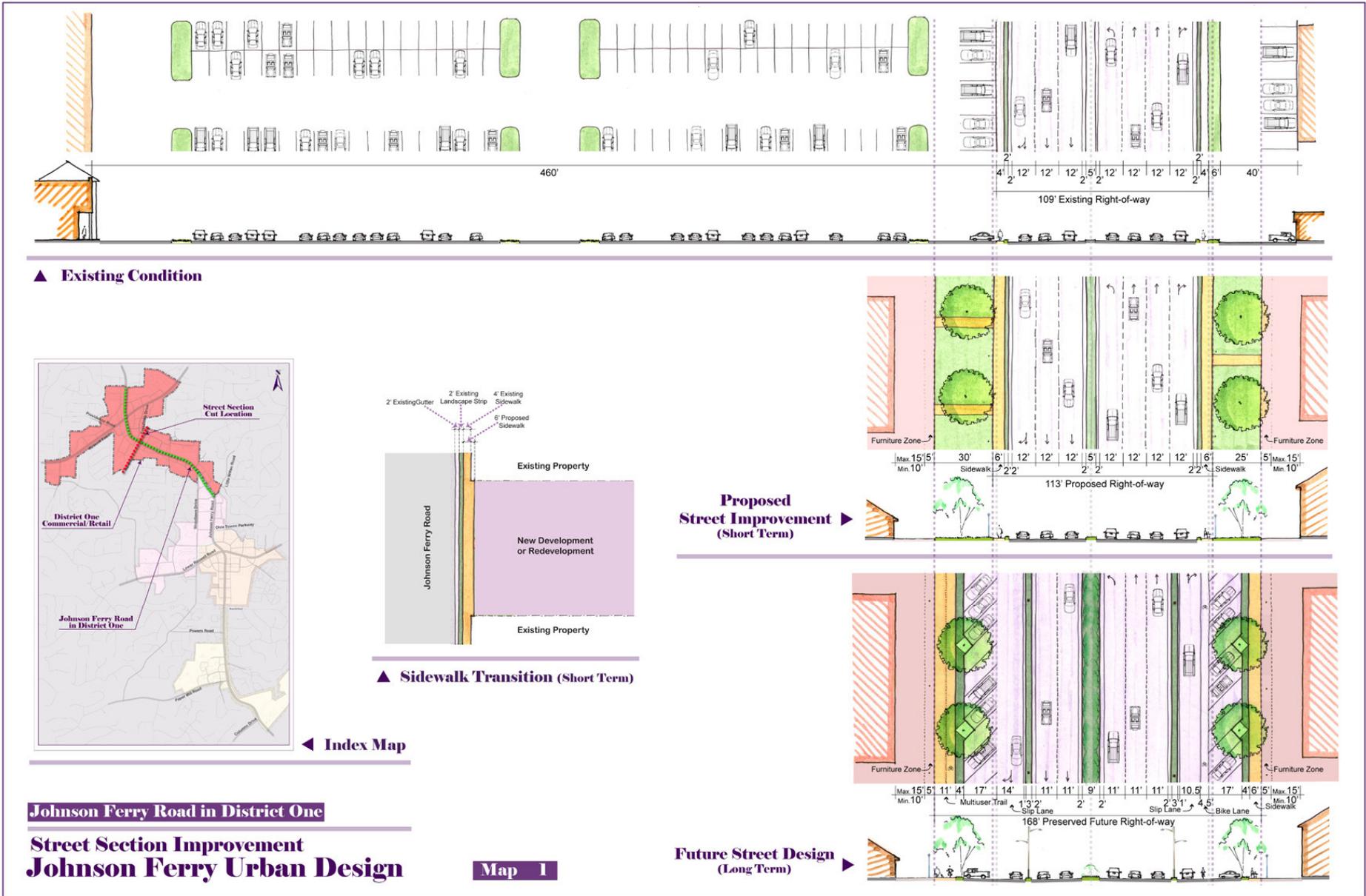
### **Phased Street Section Design: (Continued)**

#### 2. South Portion (from Paper Road to Chattahoochee River):

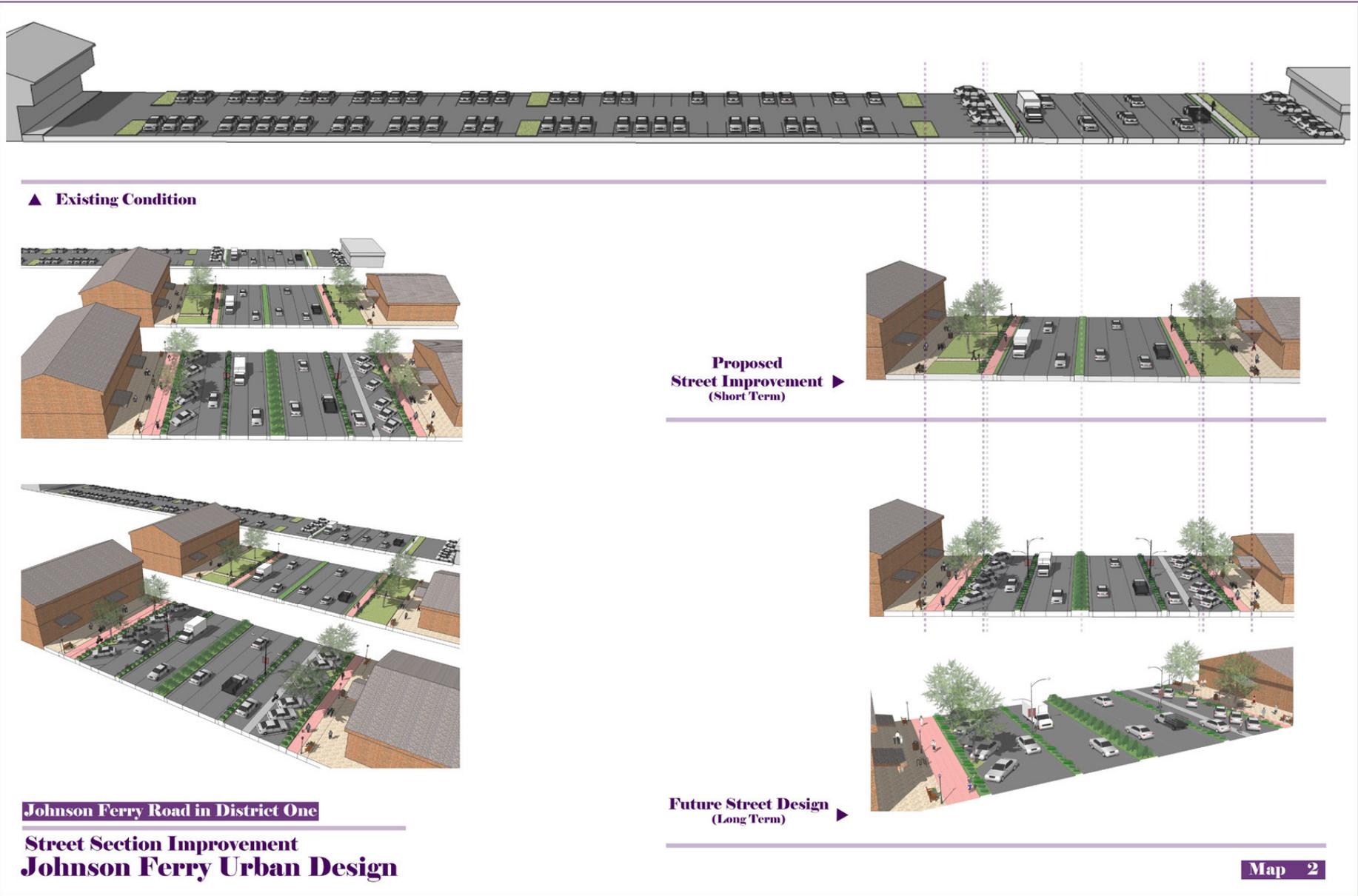
- Total street right of way of 109 feet
- Plant more small trees on the center landscaped median
- 5 foot bike lane next to the right lane on the west side of the street
- Maintain and enhance the green buffer planted with shrubs and/or flowers behind traffic lanes
- Repaving and maintain 4 foot sidewalk
- 5 foot green furniture zone behind the sidewalk
- Pedestrian lights will be located in the furniture zone and equally spaced between trees
- Building setback on the commercial property side at minimum 15 feet away from furniture zone, and 20 feet at maximum
- Building setback on the residential property side at minimum 20 feet away from furniture zone
- Fences on residential property to be located 10 feet away from the furniture zone
- Heavy landscaped area in front of the fence to protect the privacy of residential properties
- On the commercial side, at most one row of store-front parallel parking is allowed for temporary parking and loading purpose
- Other parking to be located to the back or the side of the buildings. Green furniture zone to be landscaped with shrubs and/or flowering plants to screen the parking lot from the view on street
- Preserve as many existing specimens and valuable trees, as possible
- Street lights will be located in the center landscaped median area. Their spacing to be based on the county's lighting standard
- Encourage the common and shared driveway leading to each individual residential building in front of or at back of their properties in order to reduce the curb cut and traffic conflict on the corridor
- Utilities to be moved underground

**Phased Street Section Design: (Continued)****-- Lower Roswell Road**

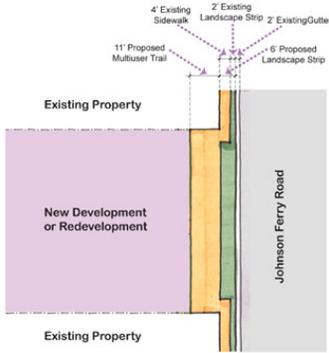
- ♦ Total street right-of-way of 122 feet
- ♦ Convert the center left-turn Lane to landscaped median. Remain a portion of the left turn lane at major intersections. large heavy shrubs to be planted in the medians
- ♦ Right lanes to be widened to 14 feet with 17 feet on-street parking on both sides of Lower Roswell Road
- ♦ Diagonal on-street parking strategy to be further studied by DOT to comply with engineer standards. Lower Roswell Road along the Baseball Field side (northwest of Johnson Ferry Road and Lower Roswell Road Intersection) not to have on-street parking due to the space restriction
- ♦ 5 foot green buffers behind on-street parking
- ♦ Keep street trees planted during the short improvement and build 8' x 8' tree wells under them. The parking spaces next to tree wells to be used by compact cars. New street trees to be planted on the edge between green buffers and on-street parking in the same method as those planted trees in the short term
- ♦ 11 foot multiuser trail behind the green buffer on the north side of Lower Roswell Road east of Johnson Ferry Road
- ♦ 6 foot sidewalk behind the green buffer on the south side of Lower Roswell Road and the north side of Lower Roswell Road west of Johnson Ferry Road
- ♦ Pedestrian lights to be placed or moved to paved 5 foot furniture zones behind the sidewalks and equally spaced between trees
- ♦ Building setback at minimum 5 feet away from furniture zone, and 10 feet at maximum
- ♦ Besides on street parking, parking to be placed in back or side of buildings
- ♦ Street lights to be located in the 5 foot green strips behind the pass through traffic lanes. Their spacing to be based on the county's lighting standard
- ♦ Reduce speed limit on Lower Roswell Road from 40 mph to 35 mph in order to slow down the traffic flow and incorporate the on-street parking design
- ♦ Utilities to be moved underground



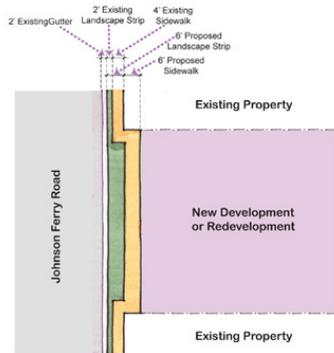
Map 41 - A



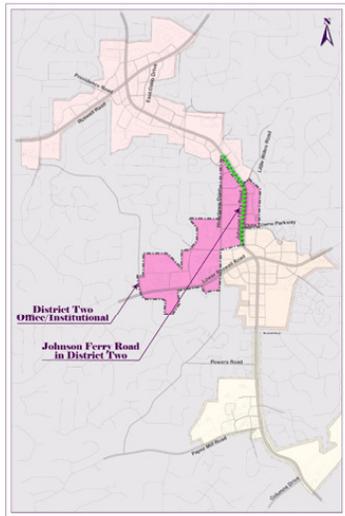
Map 41 - B



▲ **Sidewalk Transition (Short Term)**  
(Westside of Johnson Ferry Road)



▲ **Sidewalk Transition (Short Term)**  
(Eastside of Johnson Ferry Road)

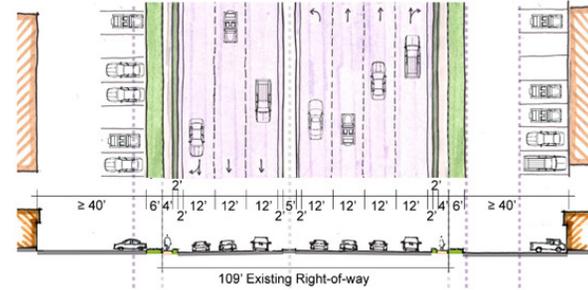


◀ **Index Map**

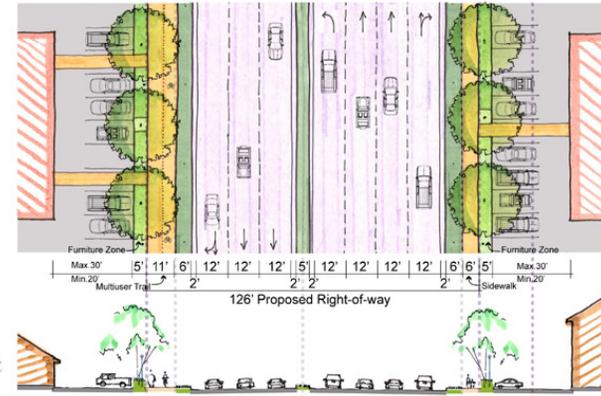
**Johnson Ferry Road in District Two**  
**Street Section Improvement**  
**Johnson Ferry Urban Design**

**Map 1**

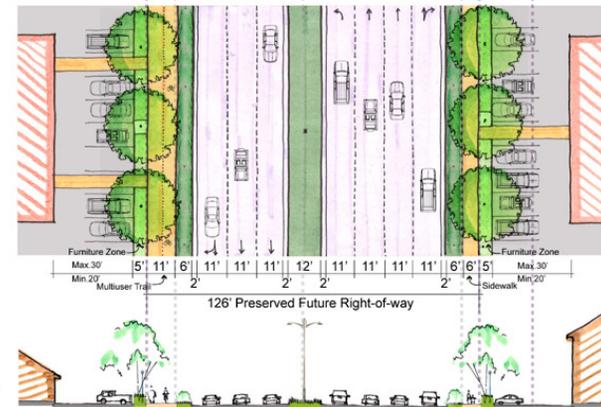
**Existing Condition** ▶



**Proposed Street Improvement (Short Term)** ▶



**Future Street Design (Long Term)** ▶



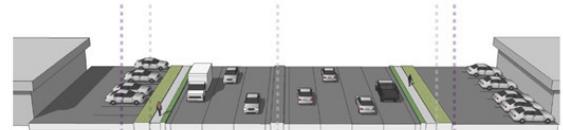
**Map 42 - A**



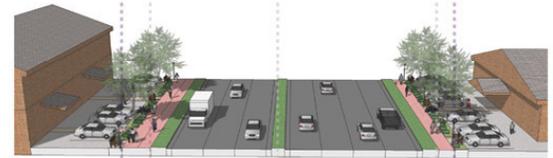
**Johnson Ferry Road in District Two**

**Street Section Improvement  
Johnson Ferry Urban Design**

Existing Condition ▶



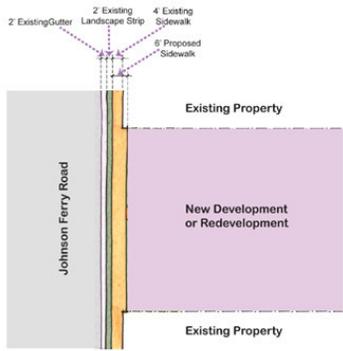
Proposed  
Street Improvement  
(Short Term) ▶



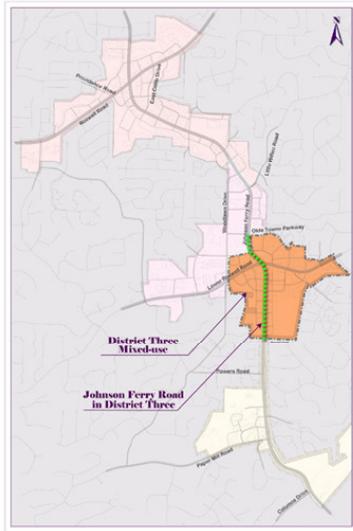
Future Street Design  
(Long Term) ▶



Map 2



◀ **Sidewalk Transition (Short Term)**



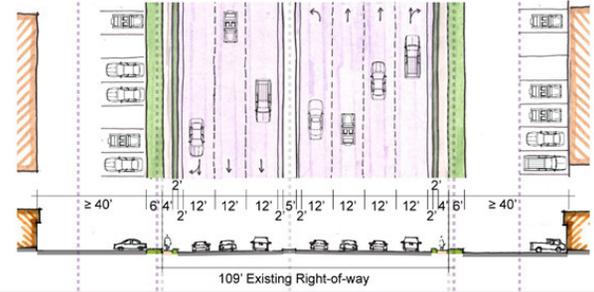
◀ **Index Map**

**Johnson Ferry Road in District Three**

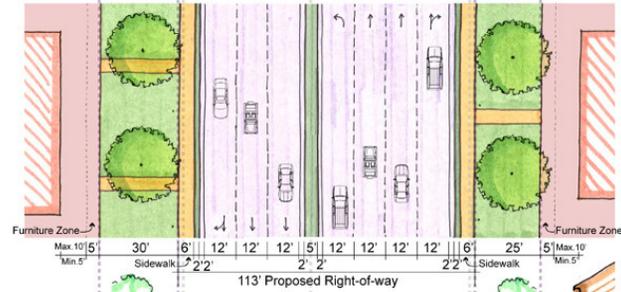
**Street Section Improvement Johnson Ferry Urban Design**

**Map 1**

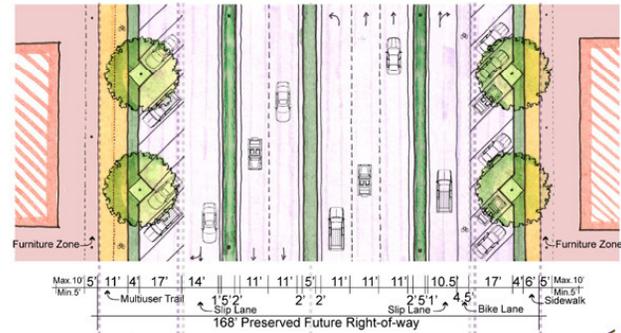
**Existing Condition** ▶



**Proposed Street Improvement (Short Term)** ▶



**Future Street Design (Long Term)** ▶



**Map 43 - A**

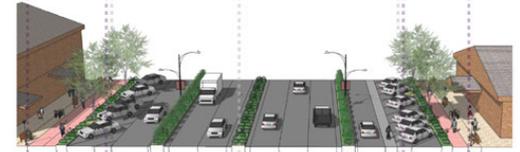
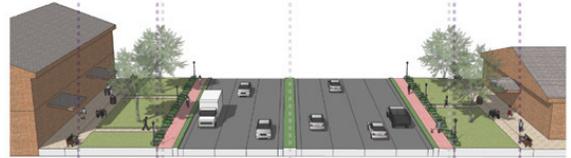


**Johnson Ferry Road in District Three**  
**Street Section Improvement**  
**Johnson Ferry Urban Design**

**Existing Condition** ▶

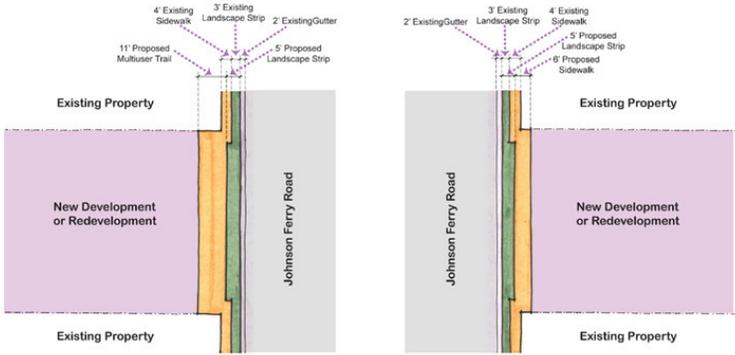


**Proposed Street Improvement (Short Term)** ▶



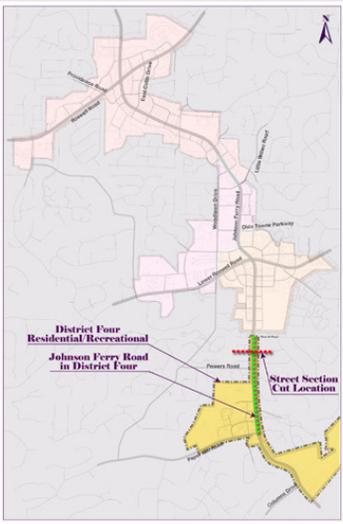
**Future Street Design (Long Term)** ▶





▲ **Sidewalk Transition (Short Term)**  
(Westside of Johnson Ferry Road)

▲ **Sidewalk Transition (Short Term)**  
(Eastside of Johnson Ferry Road)

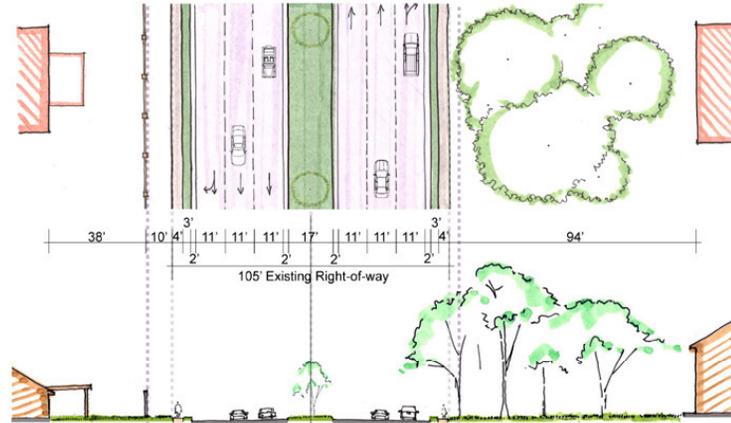


◀ **Index Map**

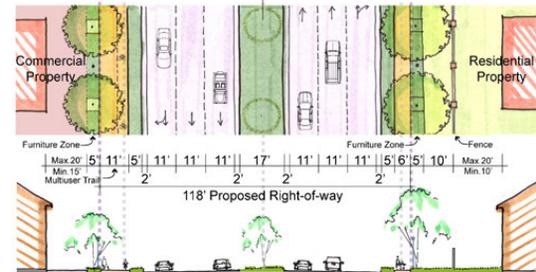
**Johnson Ferry Road in District Four**  
(From River Hill Road to Paper Mill Road)  
**Street Section Improvement**  
**Johnson Ferry Urban Design**

**Map 1**

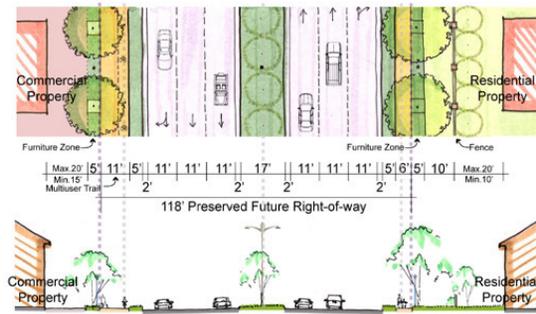
**Existing Condition** ▶



**Proposed Street Improvement (Short Term)** ▶



**Future Street Design (Long Term)** ▶



**Map 44 - A**

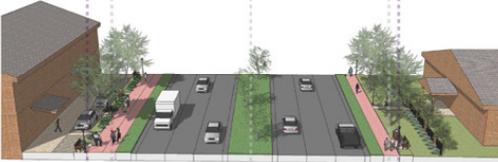


**Johnson Ferry Road in District Four**  
**(From River Hill Road to Paper Mill Road)**  
**Street Section Improvement**  
**Johnson Ferry Urban Design**

Existing Condition ▶

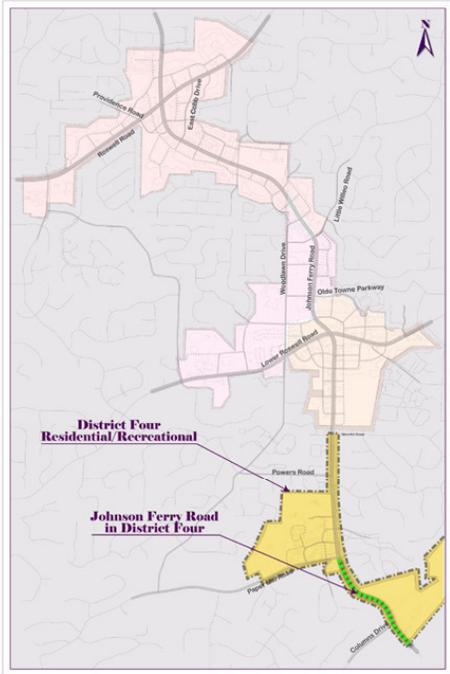


Proposed Street Improvement (Short Term) ▶



Future Street Design (Long Term) ▶

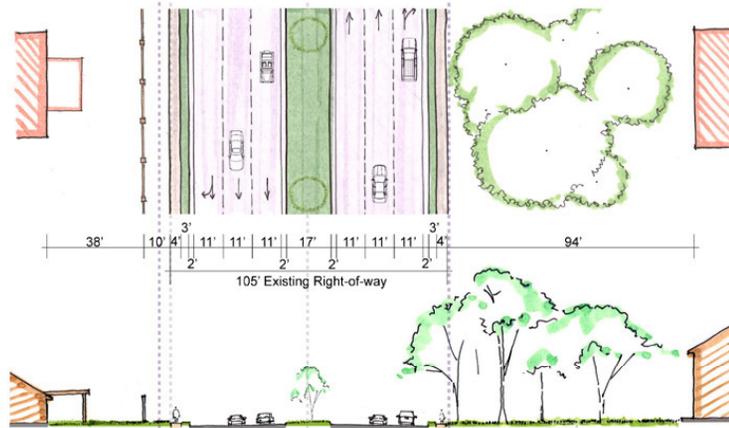




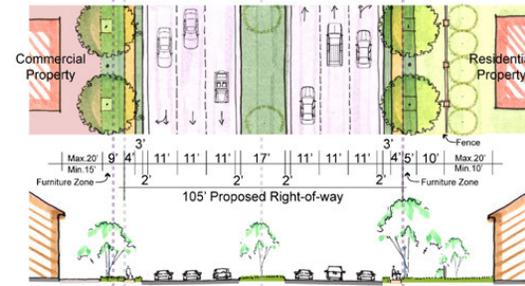
◀ Index Map

**Johnson Ferry Road in District Four  
(From Paper Mill Road to Chattahoochee River)**  
**Street Section Improvement**  
**Johnson Ferry Urban Design**

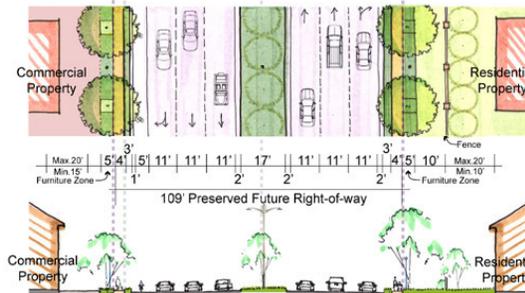
Map 1



Existing Condition ▶



Proposed Street Improvement (Short Term) ▶



Future Street Design (Long Term) ▶

Map 45 - A



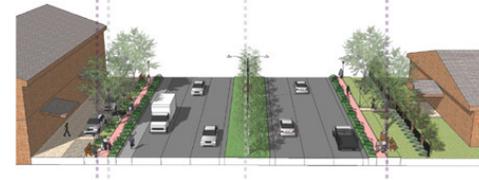
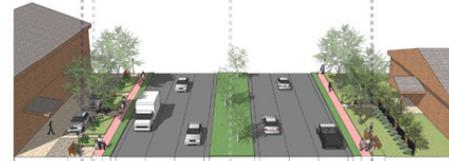
**Johnson Ferry Road in District Four**  
(From Paper Mill Road to Chattahoochee River)

**Street Section Improvement**  
**Johnson Ferry Urban Design**

Existing Condition ▶



Proposed  
Street Improvement  
(Short Term) ▶

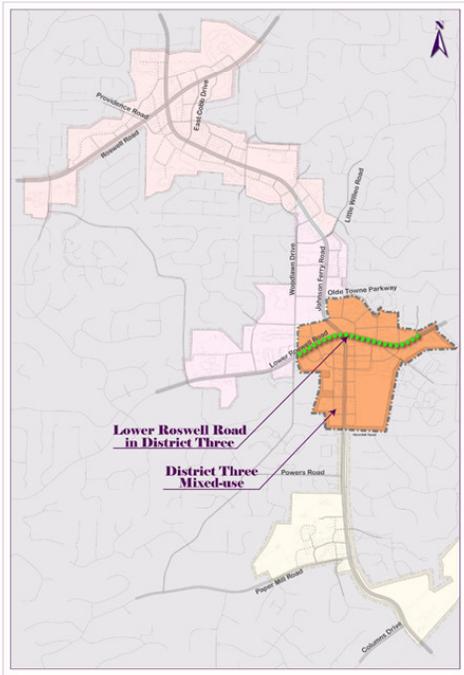


Future Street Design  
(Long Term) ▶



**Note:**

- \* Lower Roswell Road on west of Johnson Ferry Road will have a 6-foot sidewalk on the north side instead of the multiuser trail
- \* Lower Roswell Road along Baseball Field side (north west of Johnson Ferry Road and Lower Roswell Road Intersection) will have no on-street parking due to the space restriction



◀ Index Map

**Lower Roswell Road in District Three**  
**Street Section Improvement**  
**Johnson Ferry Urban Design**

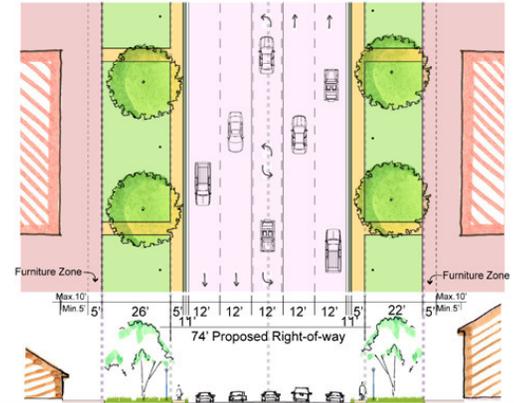
Map 1



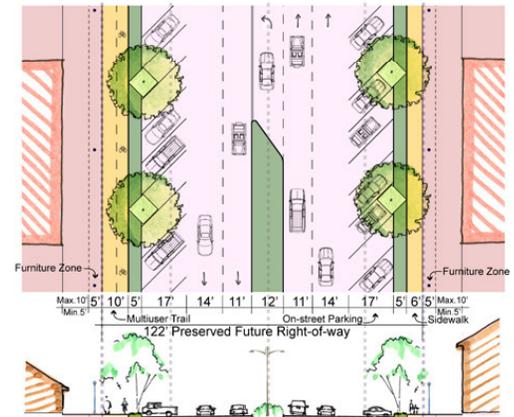
Existing Condition ▶



Proposed Street Improvement (Short Term) ▶



Future Street Design (Long Term) ▶



Map 46 - A

**Note:**

- \* Lower Roswell Road on west of Johnson Ferry Road will have a 6-foot sidewalk on the north side instead of the multiuser trail
- \* Lower Roswell Road along Baseball Field side (north west of Johnson Ferry Road and Lower Roswell Road Intersection) will have no on-street parking due to the space restriction



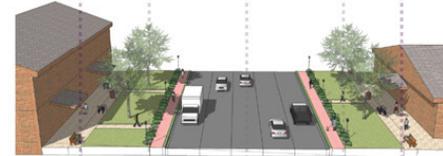
**Lower Roswell Road in District Three**  
**Street Section Improvement**  
**Johnson Ferry Urban Design**



Existing Condition ▶



Proposed Street Improvement  
 (Short Term) ▶



Future Street Design  
 (Long Term) ▶

