

Comprehensive Plan
Community Meeting June 24, 2009



Agenda

- Comprehensive Plan process
- Review Kick-off meeting results
- Transportation: Issues and Options
- Transit
- Subarea design: Preferences for areas of change identified in kick-off meeting



Comprehensive Plan

- Community Assessment Completed:
 - Data and Trends (development, population, needs)
 - Issues and Opportunities
- 1st Public hearing – May 26
- Community Agenda
 - Vision and Action Plan
 - With Community Input
 - Community Kick- Off meeting – June 2
 - Transportation and Design (tonight)
 - Facilities, Parks and Funding
 - Future Development and Implementation
 - Open House (draft documents)



Schedule

City of Dunwoody Comprehensive Plan Proposed Schedule March 2 - Dec. 31

TASK ITEM	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Community Participation (CP & CP Plan)										
Draft (CP Plan)		-								
City Council Work Session: Comp. Plan Kick-off and Present Participation Plan Draft		April 20th								
Community Meetings										
				June 2nd June 23rd						
					July 7th	August 3rd				
							Sept. 24th			
Community Agenda (CAg)										
Draft Due: Nov. 16th									November 16th	
Public Hearing 2 Community Council										December 1st
Public Hearing 3 Planning Commission										December 8th
Public Hearing 4 City Council										December 21st
City Transmit DCA (60 day approval)										December



Kick-off meeting results

- Refined Issues and Opportunities (on-going)
- “Change and Preserve” mapping identified:
 - Redevelopment areas
 - Areas that need greater intensity
 - Areas that need protection and preserve low-density residential
 - Connect Perimeter, colleges and commercial nodes
 - Bicycle and pedestrian
 - Roads with speed issues and congestion points
- Future development and transportation link



Transportation

- City's Comprehensive Transportation Plan for detailed program and project list 2009-2010
- Comprehensive Plan – broad policy
- Context:
 - Existing development:
 - Single family residential development
 - Commercial nodes – Perimeter Center, Dunwoody Village, Georgetown area
 - Arterial and collector roadways in single family residential:
 - Primarily 2-lane roadways
 - Used by local and commuter traffic



Transportation

Issue: Congestion

Option: widening the roadways to 4 lanes

- The residents of Dunwoody do not want to widen roadways
- Requires purchasing significant amounts of ROW
- Induces more traffic to travel on them due to the reduction in congestion, which creates alternative for parallel roadways that are congested during peak hours
- Transportation Plan process will explore alternatives to roadway widening



Transportation

Issue: Signalized intersections cause traffic delay

- Option: Add turn lanes at any intersections that do not have them
- Option: Analyze how existing intersections function to determine if existing turn lane storage bays should be extended

Transportation

Issue: Unsignalized intersections/driveways cause delay

Option: Add center two-way left turn lane on existing 2-lane roadways

- A center two-way left turn lane does not add capacity to the roadway (does not attract new traffic)
- It reduces delay caused by left turning traffic
- ROW is needed for this addition, but less than widening



Transportation

Issue: Incomplete sidewalks and bike network

Option: To add lanes and multi-use paths

- Prioritize based on the impact the additional ROW needs will have on existing land uses
- Prioritize based on existing land uses and their likelihood of generating bike/ped trips
- Transportation Plan development could establish criteria for prioritizing and analyze trips





Transportation

Issues that make transit important:

- Managing future congestion
- Providing transportation alternatives for:
 - Seniors
 - Employment centers
 - Students
 - Future residents



Transit Service in Dunwoody

Local Bus

- Buses on local street network with frequent stops
- Serves local and regional trips
- Typical wait time is between 10-60 minutes
- Typical distance between bus stops $\frac{1}{4}$ to $\frac{1}{2}$ mile
- MARTA operates several bus routes that feed into the heavy rail system



Transit Service in Dunwoody





Transit Service in Dunwoody

Heavy Rail

- Trains operating on electrically powered guideway (beneath train)
- Serves local and regional trips
- Typical wait time during busy hours ranges from 5 to 15 minutes
- Typical distance between stations is ½ to 2 mile
- MARTA operates one heavy rail line and one station in Dunwoody (Dunwoody Station)



Transit Service in Dunwoody





Transit Service in Dunwoody

Express Bus

- Buses on general purpose streets and the highway network
- Serves regional longer distance trips with limited stops
- Typical wait time during busy hours ranges from 30 to 60 minutes
- Typical distance between stops/stations is 5 to 10 miles
- GRTA operates one Express Bus route along I-285 with a stop in Perimeter Center



Transit Service in Dunwoody





Transit Service in Dunwoody

Circulator/Shuttles

- Vans, small buses, trolleys (with rubber tires)
- Serves short distance trips between or within activity centers with limited hours of service
- Typical wait time ranges from 5 to 30 minutes
- Links to larger transit system for connecting trips
- Operated in Dunwoody by private businesses



Transit Service in Dunwoody





Potential Transit Service

Bus Rapid Transit

- Buses on dedicated right-of-way
- Serves regional trips
- Typical wait time during busy hours ranges from 5 to 15 minutes
- Typical distance between stations is $\frac{1}{4}$ to 2 mile



Potential Transit Service





Potential Transit Service

Light Rail

- Electrically-powered vehicles using dedicated right-of-way
- Serves local and regional trips
- Typical wait time during busy hours can range from 10 and 20 minutes
- Typical distance between stations is $\frac{1}{4}$ to 2 mile



Potential Transit Service





Transit Station Typology

Neighborhood Stations

- Primary riders include area residents
- Access is off collector and/or arterial streets by pedestrians, bicyclists and drop offs
- Surrounding land uses
 - Higher intensity residential
 - Low intensity commercial
- Amenities
 - Sheltered waiting area
 - Drop-off/pick-up pull-out lane
 - Bicycle parking and/or lockers



Transit Station Typology - Neighborhoods





Transit Station Typology

Activity Center Stations

- Primary riders include commuters, employees, shoppers, etc.
- Access is off major streets by pedestrians, bicyclists, and autos
- Surrounding land uses
 - Mixed use, primarily mid to high-rise office, higher intensity residential, and supporting retail
- Typical amenities
 - Sheltered waiting area
 - Drop-off/pick-up pull-out lane
 - Bicycle parking and/or lockers
 - Limited vehicle parking



Transit Station Typology Activity Centers





Transit Station Typology

Regional Stations

- Provides service to all riders
- Access is off major streets and/or freeways by pedestrians, bicyclists, transfer buses, and autos
- Surrounding Area Land Use
 - Mixed Use –heavy retail, big-box retail, mid to high rise office, high intensity residential
- Amenities
 - Enhanced pedestrian access
 - Kiss & ride area with sheltered waiting area
 - Bus bays for feeder routes and circulators
 - Shared parking
 - Bicycle parking and/or lockers

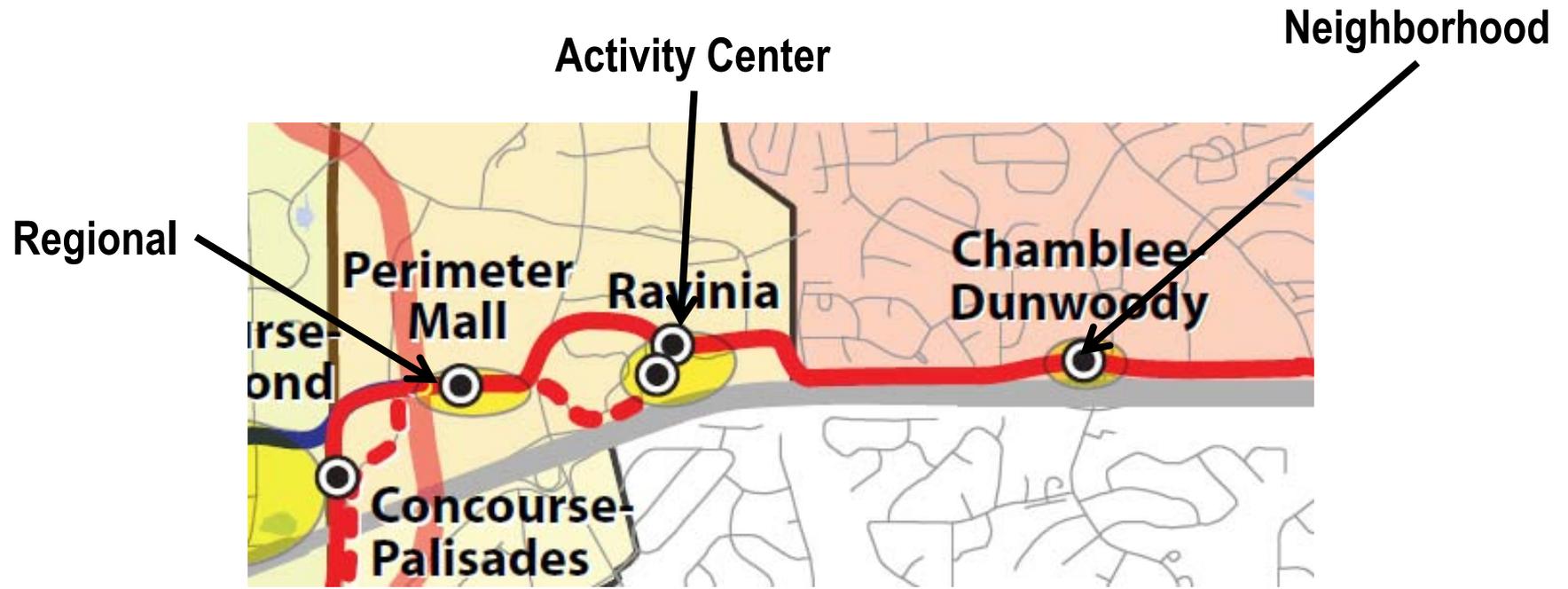


Transit Station Typology Regional





Proposed Transit Stations in Dunwoody



Source: revive285 top end transit station planning workshop April 2009



Relevant Transit Projects/Agencies

- *revive285 top end*
 - Ongoing project – currently developing concepts, assessing benefits and costs
 - To provide input: www.revive285.com or 770.431.7445
- MARTA
 - For questions regarding service, plans, or fares/parking changes: itsmarta.com or 404) 848-5000
- GRTA
 - For questions regarding service, plans, or fares/parking changes: <http://www.xpressga.com/> or 404-463-4782



Transit and Development Neighborhood/Residential





Transit and Development Activity Centers 6 to 8 Stories





Transit and Development

Mixed Use Regional 10 + Stories

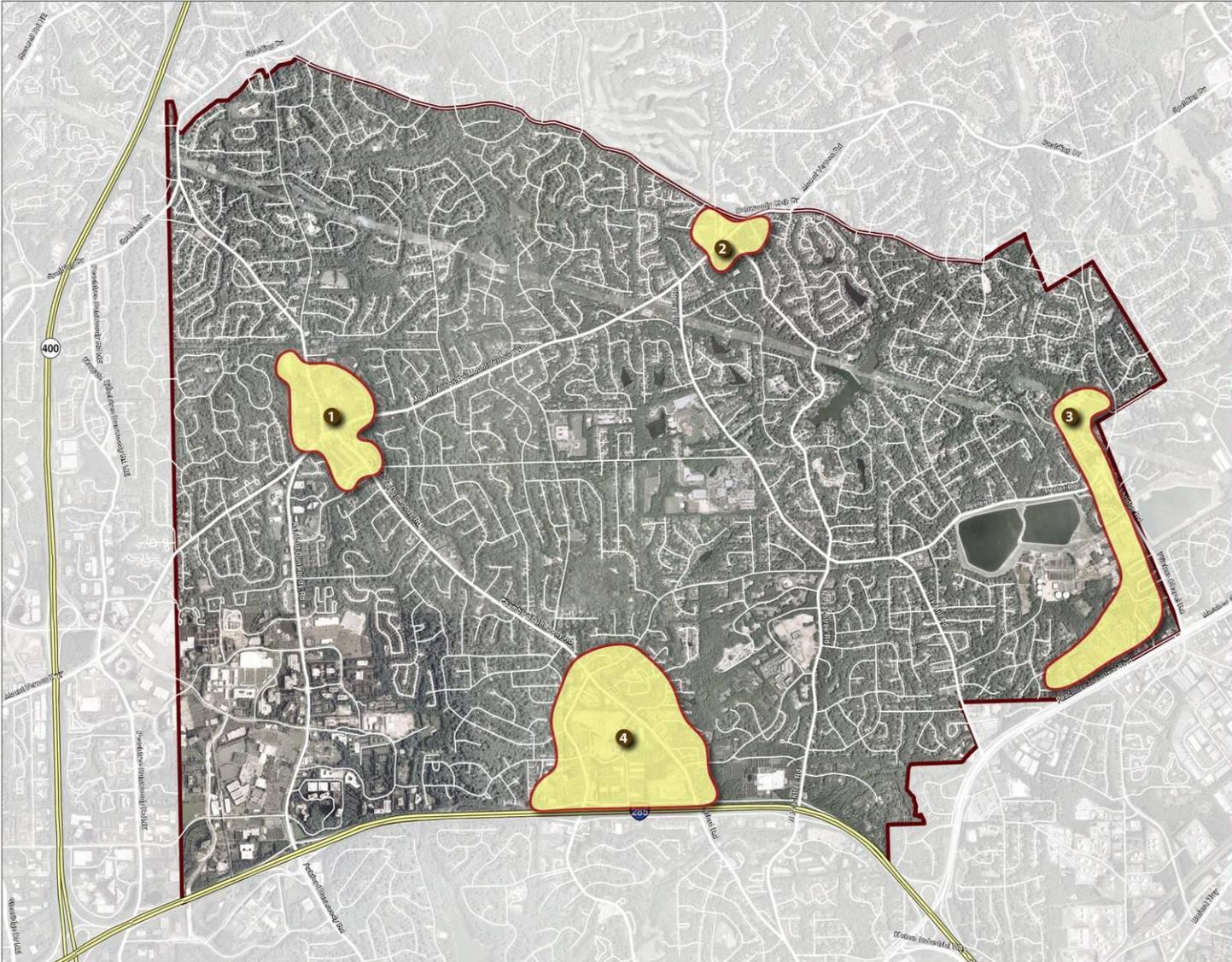




Areas of Change: Preferences

Target areas identified in kick-off meeting:

- Georgetown/N. Shallowford
- Dunwoody Village
- Jett Ferry Gateway
- Winters Chapel



Dunwoody, Georgia COMPREHENSIVE PLAN



MAJOR AREAS OF CONSIDERATION

Community Meeting
June 24, 2009

- 1 Dunwoody Village
- 2 Jett Ferry Commercial Gateway
- 3 Winters Chapel / Peachtree Industrial Blvd
- 4 Georgetown Shopping



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Urban Design Vision: Georgetown/ N. Shallowford





Medium Mixed Use Village 2 to 3 Stories

A





Medium to High Residential 4 to 8

B





High Density Mixed Use, 6 to 10 stories



C

View of NE corner 14th St. & Irving St. (Current)
Photo #3





High Residential 15 to 20 Stories



Georgetown/N. Shallowford Rank 1 to 4



- A. Medium Mixed Use Village 3 to 4 Stories
- B. Medium to High Density Residential or Mixed Use
- C. Medium Mixed Use 3 to 4 Stories
- D. High Density Mixed Use 6 to 8 Stories



Urban Design Vision: Dunwoody Village





Neighborhood Commercial 1 Level

A





Low to Medium Mixed Use 2 Stories

B





Medium Mixed Use 3 Stories

C





Medium Density Residential/Mixed Use 3 to 4 Stories

D



Dunwoody Village Rank 1 to 4



- A. Neighborhood Commercial Scale
- B. Low to Medium Mixed Use
- C. Medium Mixed Use 3 Story Maximum
- D. Medium Mixed Use 4 story Maximum



Urban Design Vision: Jett Ferry





Neighborhood Commercial Use 1 Level





Low to Medium Density Residential 1 to 2 Stories

B



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Medium Density Residential 2 to 3 Stories



C



Medium to High Density Residential/Mixed Use 4 Stories

D



Jett Ferry Gateway Rank 1 to 4



- A. Neighborhood Commercial Use
- B. Low to Medium Density Residential
- C. Medium Density Residential
- D. Medium/High Density Mixed Use



Urban Design Vision: Winters Chapel





Commercial Plaza 1 Level

A





Commercial Plaza 1 to 2 Stories

B



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High Density Mixed Use 2 to 3 Stories

C



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Medium Density Residential 2 Stories

D



Winters Chapel Rank 1 to 4



- A. Existing Conditions
- B. Commercial Plaza 1 to 2 Stories
- C. High Density Mixed Use
- D. Medium Density Residential



Thank You! Save these dates:

- Jul 7 - Parks, Facilities and Funding
- Aug 3 - Future Development
- Sept 24 - Open House: Drafts
- December-Public Hearings

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