



**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
- 1<sup>st</sup> 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
<b>Community Participation (CP &amp; CP Plan)</b>										
Draft (CP Plan)		-								
City Council Work Session: Comp. Plan Kick-off and Present Participation Plan Draft		April 20th								
<b>Community Meetings</b>										
				June 2nd June 23rd						
					July 7th	August 3rd				
							Sept. 24th			
<b>Community Agenda (CAg)</b>										
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





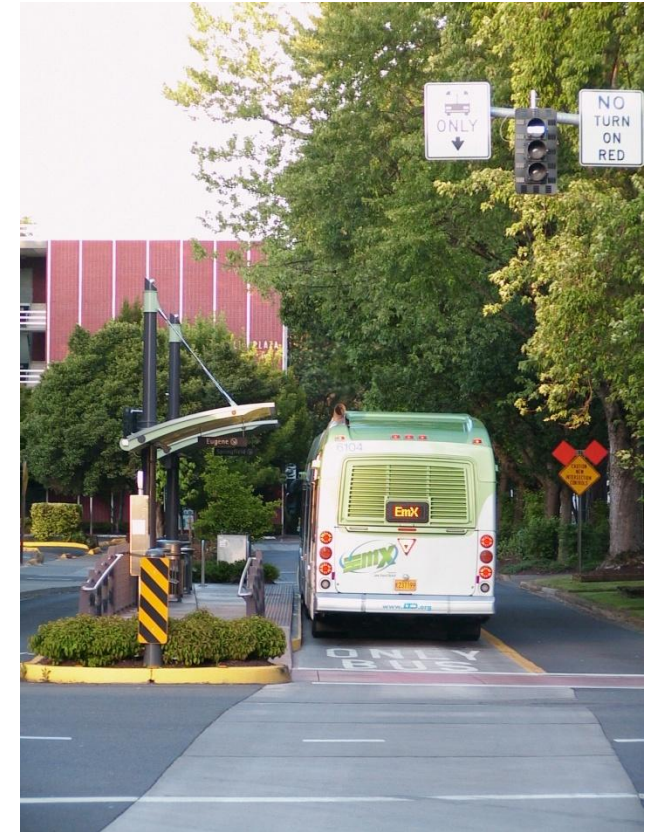
# Transit Station Typology

## 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



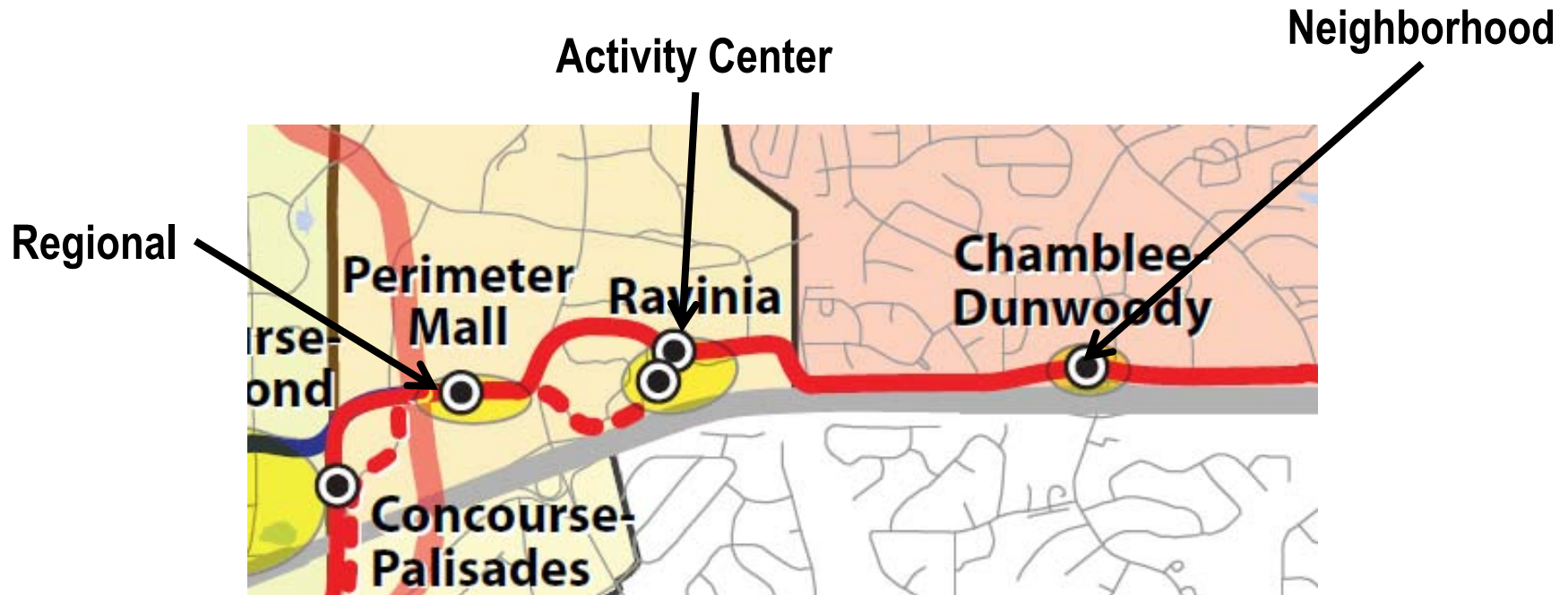
# Transit Station Typology Regional







# 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](http://www.revive285.com) or 770.431.7445
- MARTA
  - For questions regarding service, plans, or fares/parking changes: [itsmarta.com](http://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



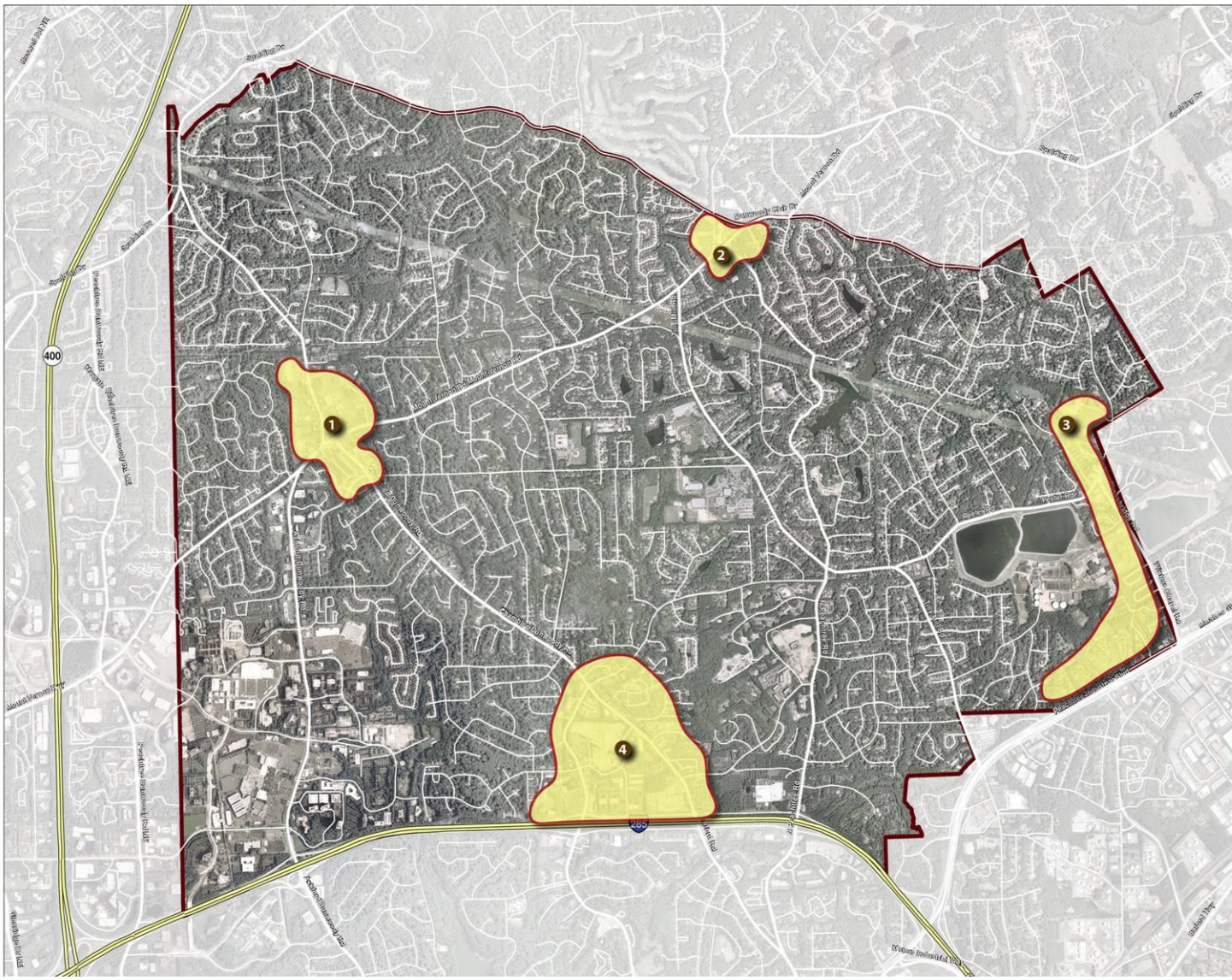




# Areas of Change: Preferences

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





## High Density Mixed Use, 6 to 10 stories

View of NE corner 14th St. & Irving St. (Pre-development)



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





# High Residential 15 to 20 Stories

D



# Georgetown/N. Shallowford Rank 1 to 4

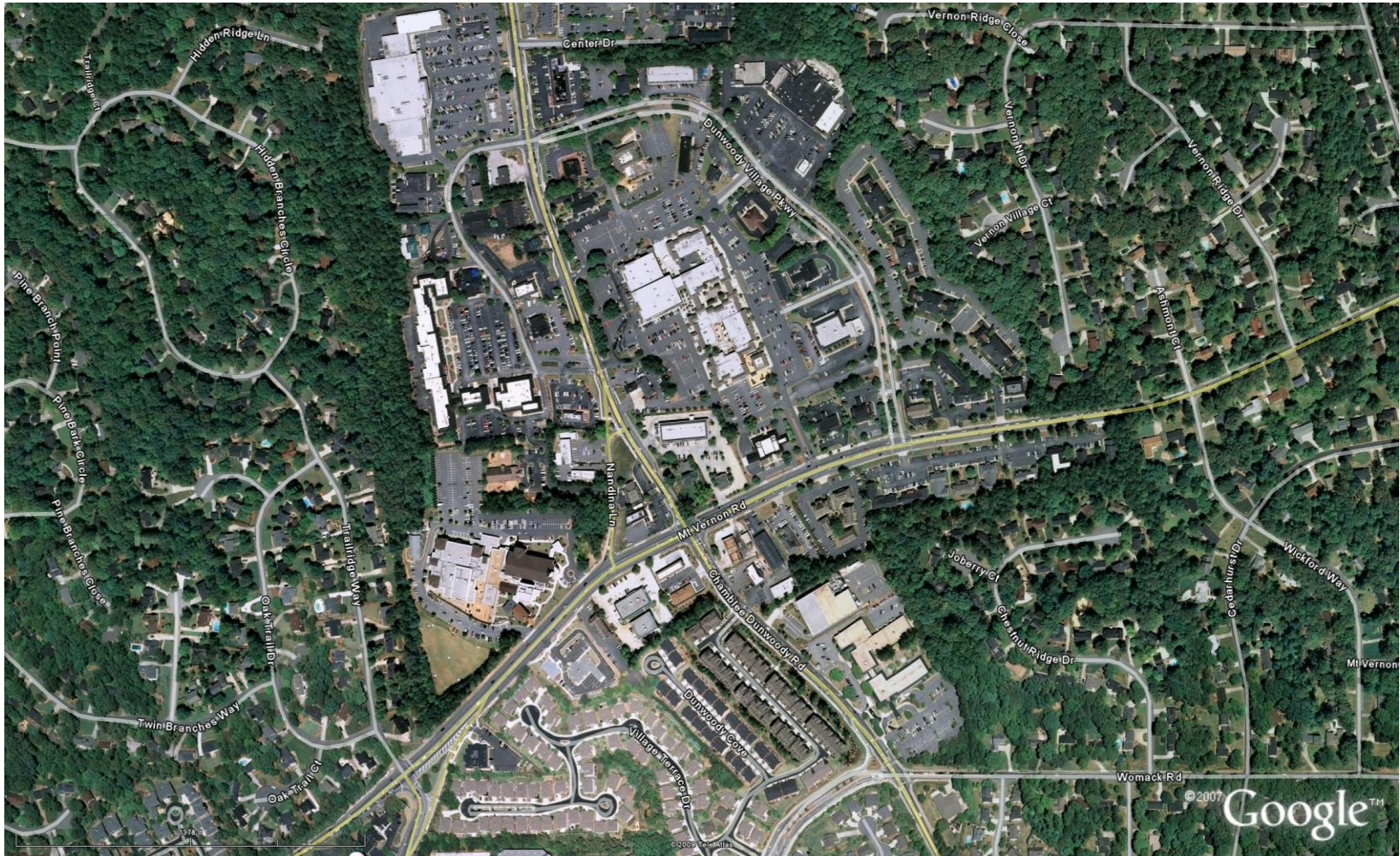


- A. Medium Mixed Use Village 3 to 4 Stories
- B. Medium to High Density Residential or Mixed Use
- C. Medium Mixed Use 3 to 4 Stories
- D. High Density Mixed Use 6 to 8 Stories





# 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



# 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







## Medium to High Density Residential/Mixed Use 4 Stories



# Jett Ferry Gateway Rank 1 to 4

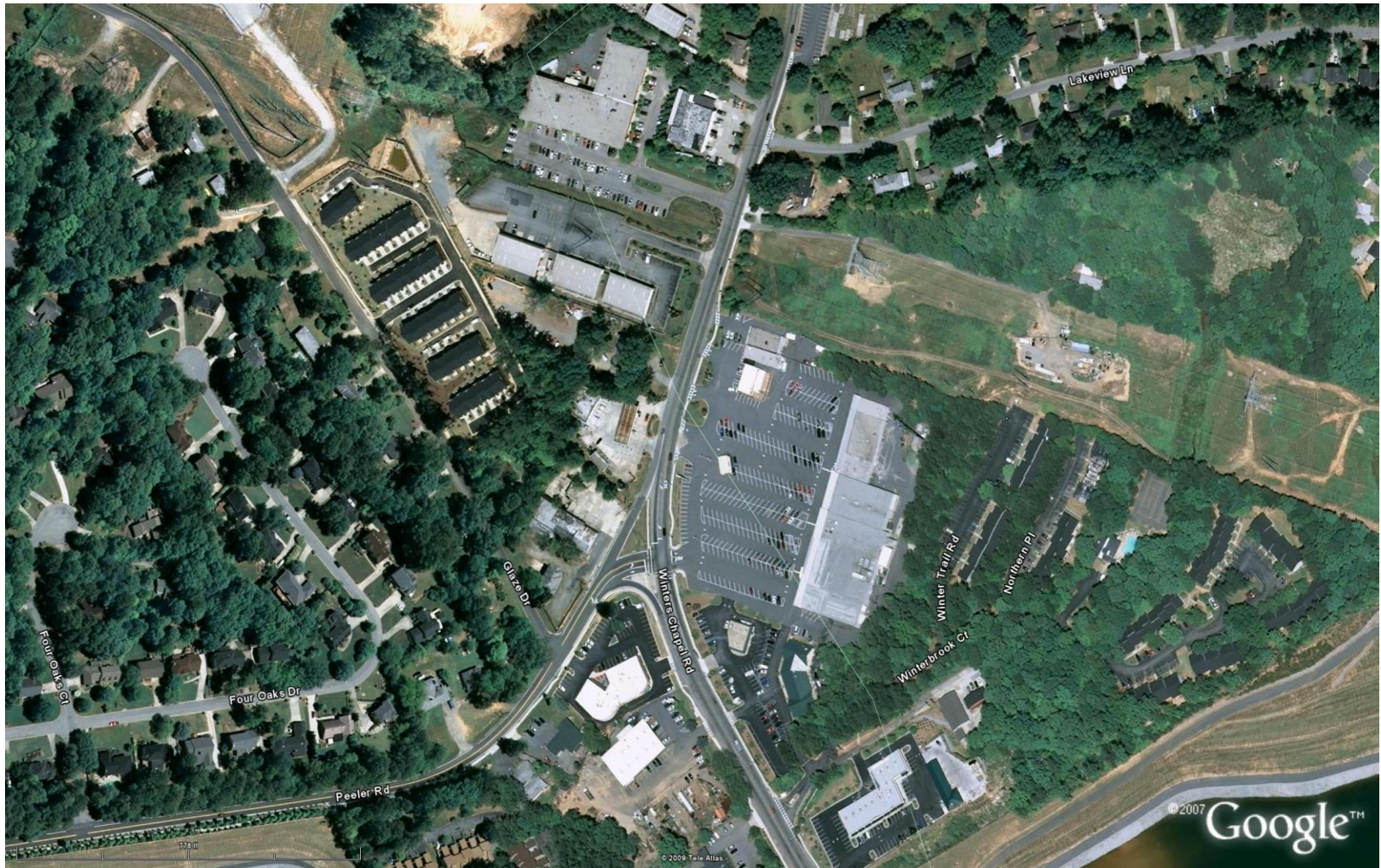


- A. Neighborhood Commercial Use
- B. Low to Medium Density Residential
- C. Medium Density Residential
- D. Medium/High Density Mixed Use





# 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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