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## **MEMORANDUM**

**To:** Mayor and City Council

**From:** Warren Hutmacher, City Manager

**Date:** April 11, 2011

**Subject:** **Amendment of the Dunwoody Village Overlay District Regulations**

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### **BACKGROUND**

In March, the Council adopted the Dunwoody Village Master Plan and later that month the City began our first implementation project: improving the pedestrian and cycling environment of the Dunwoody Village Parkway.

The Dunwoody Village Master Plan establishes a vision for Dunwoody Village Parkway that reduces the number of vehicular travel lanes to one lane in each direction to allow for on-street bicycle lanes; wide sidewalks; and landscape buffers between the vehicular travel lanes and sidewalks to include street trees, pedestrian lighting, and roadway lighting. These recommendations promote the connectivity, safety, and sense of place desired in the Dunwoody Village. Additionally, there are current projects and potentially future projects built by the private sector that would require variances to build to the standard set forth in the Dunwoody Village Master Plan.

However, some of the specified distances and placements of components, such as the "furniture/tree/landscape zone," in the current Dunwoody Village Overlay District Regulations conflict with the recommendations of the Master Plan. Although the Dunwoody Village Overlay District Regulations continue to be an important part of ensuring new development and redevelopment remains in keeping with the architectural style of the Village, for the pedestrian environment, the Master Planning process benefits from additional community input and best practices in urban design.

The City will engage in a re-write of our zoning code this year. It is anticipated this effort may take up to three years to complete. It is crucial to complete this amendment quickly to capture private sector investments and to complete public projects in advance of the eventual passing of the comprehensive re-write of our zoning ordinance.

### **RECOMMENDATION**

Staff recommends initiating a text amendment to [section 27-1270](#) of the Zoning Ordinance's Dunwoody Village Overlay District Regulations to update these regulations to better harmonize with the recommendations and objectives of the Dunwoody Village Master Plan and facilitate the implementation of the planned Dunwoody Village Parkway improvements.



## STREETSCAPE IMPROVEMENTS

To enhance walkability within Dunwoody Village pedestrian facilities (sidewalks, ramps, crossings) and the pedestrian environment (storefronts, lighting, benches, trash receptacles, etc.) must both be improved. Four significant streetscape (sidewalk, landscape, and lighting) projects are recommended for the Dunwoody Village.

Enhancements to Dunwoody Village Parkway are under design as part of a Transportation Enhancement Grant awarded to the City. Elements of the plan include:

- Reduction in the number of travel lanes from 2 in each direction to 1 northbound and 1 southbound lane
- On-street bicycle lanes
- Landscape buffers 6-feet in width between travel lanes and sidewalks
- Street trees, pedestrian lighting, and roadway lighting within the landscape buffer
- 6-foot wide sidewalks in the short-term with potential to widen to 12-feet as part of future improvements and/or redevelopment
- Flexibility to add on-street parking on the west side of Dunwoody Village Parkway as part of future park development and/or private redevelopment

With future enhancements, efforts should be made to reduce the number of curb cuts along the roadway to limit potential conflict points between motorized vehicles, bicycles, and pedestrians.

Streetscape improvements should be undertaken for Chamblee Dunwoody Road in two phases. The first phase would improve the roadway from Mount Vernon Road to Roberts Drive (approximately 2,700 linear feet). Elements should include:

- Landscape buffers no less than 4 feet in width and preferably 6 feet in width between the roadway and pedestrian sidewalks
- Street trees, pedestrian lighting, and roadway lighting within the landscape buffer
- Wider sidewalks no less than 8 feet in width, preferably 10-12 feet wide
- Off-street bicycle facility on one side of the street (5-foot dedicated path or as part of a 12-foot multi-use path)
- Intersection enhancements including new mast arm traffic signals, pedestrian signals, high visibility crosswalks, and ADA Ramp improvements where necessary
- Removal of overhead utility lines and replace with underground utility lines
- Access management considerations to reduce and limit curb cuts and potential conflict areas along the corridor