



MEMORANDUM

To: Mayor and City Council

From: Steve Dush, AICP

Date: September 10, 2012

Subject **1931, 1939, 1953, 191, & 1969 Mt. Vernon Place (Falkirk Subdivision):**
Waiver Request from Sec. 16-487 to allow the acceptance of the improvements to Mt. Vernon Place as previously constructed and waive the requirement to expand the pavement to include a 4 foot bike lane

ITEM DESCRIPTION

The applicant of the proposed Falkirk Subdivision, to be located along Mount Vernon Place, east of its intersection with Mount Vernon Road, has submitted to the City a plan set for land disturbance permit approval. Installation of the project infrastructure was initiated prior to incorporation but was never completed or final platted by DeKalb County. During the review process staff identified pursuant to the terms of §16-487, the land owners are required to install four (4) feet of bike lanes along the south side of Mount Vernon Place in order to facilitate site infrastructure improvements. The applicant is requesting that this requirement be waived.

BACKGROUND

Code section 16-487, which compels the applicant to improve additional right of way reads, in part:

Sec. 16-487. - Street classification and right-of-way width.

All streets shall be classified according to the table in this section. Street construction standards shall be no less than as follows:

Type of Road	Travel Lanes	Bike Lanes	Paving Width	Planting Strips	Sidewalks	Utility Strips	Property ROW	Underground Utilities	Streetlights
Res. arterial	2 or 4 @ 11'	2 @ 4'	*	2 @ 6'	2 @ 5'	2 @ 15'	**	Y	Y

Code section 16-488(e), which empowers the Mayor and City Council to waive these development requirements, reads, in part:

(e) The city council, after considering all related factors, may authorize deviations from this section as follows:

(1) Right-of-way dedication may be waived or modified if:

- a. Existing use of property is not to be substantially changed as a result of proposed development or construction;
- b. Existing government construction plans for the roadway indicate lesser right-of-way would be required for dedication; or
- c. The adjoining frontage is developed and the predominant existing right-of-way meets city standards.



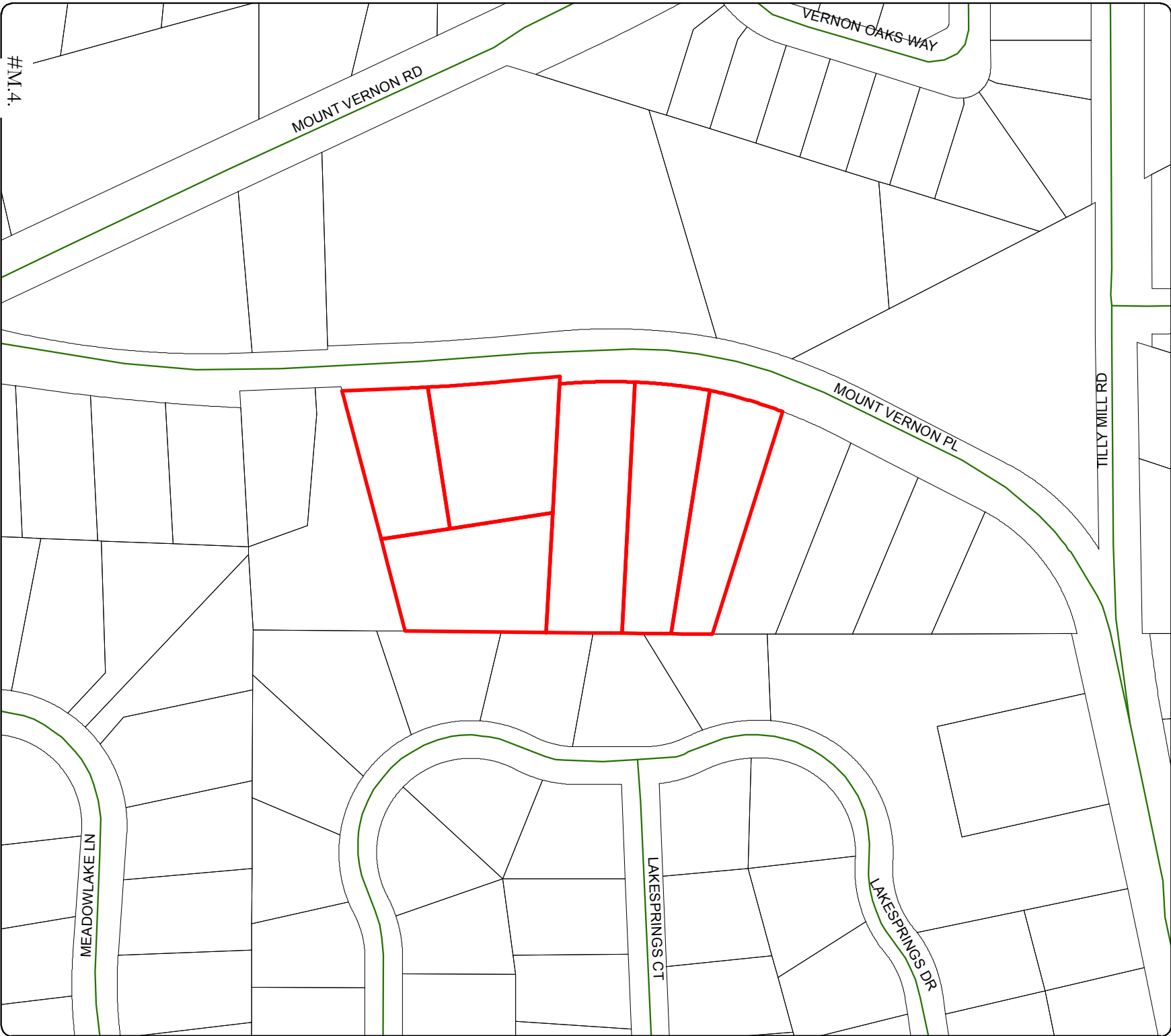
(2) Road improvements may be waived or modified if:

- a. Existing use of property not to be substantially changed (i.e., traffic generation and ingress/egress would remain the same);
- b. Governmental construction plans for the road indicate a pavement width less than city standards (only the planned pavement width shall be required);
- c. No more than five percent of average daily traffic generation would occur between 7:00 a.m. and 9:00 a.m. and 4:00 p.m. and 6:00 p.m., on weekdays;
- d. The existing road meets current county standards; or
- e. Widening would create a hazard to traffic, pedestrians, or bicyclists along the thoroughfare.

RECOMMENDATION

Staff recommends **denial** of the applicant's request to waive the requirement for addition of the four (4) foot bike lane road improvements, as the request does not meet any of the criteria set forth in Section 16-488. Additionally, the City has recently adopted a Complete Streets policy that strives to accommodate a range of transportation modes along roadways to further the goals of the Comprehensive Transportation Plan (CTP) to make the City more multi-modal. Pursuant to the CTP Maps 8 and 13, this location is ideal for bike lanes due to the volume of traffic and existing and planned bicycle path network. Finally, it is appropriate to require this improvement as a function of the site improvements by the private developer to alleviate the public responsibility for installing this infrastructure, where the CTP specifically recommends the regulations that require the establishment of bike lanes as a function of land development.

#M.4.



Community Development
41 Perimeter Center East | Dunwoody, Georgia
Suite 250 | 30346-1902
678-382-6800 ~ www.dunwoodyga.gov

**1931, 1939, 1953,
1961, 1969**
Mount Vernon Place
Site Location

September 2012

Legend
— Street Centerlines
□ Tax Parcels

-93-

Scale: 1" = 200'
(1:2400)

City of DunwoodyComprehensive
Transportation Plan**Bike**

Just as the City is well-positioned to be a walking city, the City is also ideal for a high level of biking. Goals of the CTP aim to make Dunwoody a more bike-friendly community by making travel by bike safer and more convenient.

System Users

The City of Dunwoody has many types of cyclists, ranging from experienced riders who travel by bicycles as their primary method of transportation to casual and recreational riders who prefer the safest route to their destination rather than the most direct route. Because users vary and have different needs and goals when using the system, it is important to define the user as a means to determine which types of facilities are needed and where those facilities should be located.

AASHTO recognizes three types of system users to help assist planners and designers in determining impacts of different facilities and conditions.

- Type A: Advanced or experienced riders who use the bike as a primary mode of transportation. Riders are looking for convenience and speed and generally want to take the most direct route to their destinations with minimum delay and detours. These riders are comfortable mixing with vehicle traffic along roadways; however, they prefer sufficient operating space to eliminate the need for passing by either a rider or a vehicle.
- Type B: Basic or less confident adult riders who also are using the bike for transportation purposes to and from destinations; however, they are not comfortable on high-volume, high-speed vehicular roads unless there is ample roadway to allow for easy passing by the vehicle. Riders prefer designated facilities and are comfortable on neighborhood streets and shared use paths.
- Type C: Children riding either on their own or with their parents. Riders will not travel as fast as adults but still desire to reach community destinations, such as schools and recreational facilities, by bike. Residential streets, shared use paths, and streets with well-defined pavement markings between the bicycle and the vehicle can accommodate this type of rider.

Facility Types

Determining facility types is dependent on many factors, such as the type of user, roadway conditions, destination linkages, and cost of providing the facility. In the Guide for the Development of Bicycle Facilities, ASSHTO defines four types of bike facilities:

- **Shared roadway (no bikeway designation):** Existing roadway is adequate for efficient bike travel, and signing or striping for bicycle use is not necessary. In some instances, the roadway may be unsuitable for bicycle travel. It would not be appropriate to sign those roadways because it would encourage bicycle travel.
- **Signed shared roadway:** Designated bike routes that are signed for sharing the road for the purposes of providing continuity to other bicycle facilities or designating a preferred route. Signing a roadway as a shared route indicates to the bicyclist that there are advantages to using these routes over others. Signing the route also indicates to motorists of the presence of bicyclists.



- **Bike lane:** Lanes intended to delineate the right-of-way assigned to bicyclists and motorists. Bike lanes are often implemented along corridors where there is significant bicycle demand and where the needs of that demand can be met. The overall purpose of a bike lane is to improve the conditions for the bicyclists and provide for more predictable movements of both the bicyclist and the motorist. Bike lanes can increase the total carrying capacity of roadways carrying both vehicle and bicycle traffic. When determining roadway corridors for bike lanes, it is important to consider the needs of both the bicyclist and the motorist.



- **Shared use path:** Designed and constructed to serve corridors not served by roads. Shared use paths should offer opportunities that the on-street bike network cannot, such as recreational opportunity or direct routes where the roadway system is not able to provide such. The most common applications of a shared use path are along streams, utility rights-of-way, and former railroad rights-of-way. Shared use paths can also be used to provide bicycle connectivity between areas that have been closed off from development or natural barriers, such as

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cul-de-sacs, railroads, or rivers and streams. Shared use paths are designed for additional users, including pedestrians, joggers, dog walkers, individuals in wheelchairs, and skateboarders, for example.

City Bicycle Network

Through the CTP, a citywide bicycle network was created that uses the existing street system and proposed trails and off-street shared paths to create an interconnected system that allows for all types of users to safely and conveniently travel across the City using the network. The bicycle network is a combination of on-street bike lanes, off-street paved trails, and adequate signage and road marking to encourage safety between vehicles, cyclists, and pedestrians. The bicycle network aims to connect residents to destinations within the City and to other parts of the bicycle network, and although the aim is to provide additional connectivity throughout the City, the network will not connect every point within the City or seek to replace vehicle travel. Bicycles are legally allowed on City streets, and it is a reasonable assumption that experienced bicyclists will use the entire City street system to connect to places of destination. The bicycle network should aim to connect less experienced and younger riders to places of destination within the City through safe and convenient means.

Many factors were considered in determining the bike network and appropriate roadways and corridors to designate as bike facilities and bike routes. Bike facilities include on-street bike lanes or side paths adjacent to the roadways. Bike routes include signage and/or sharrows as an indication of the route. Facilities and routes were chosen to make connections between destinations within the City, including commercial areas, parks, schools, housing developments, and other City destinations.

Factors for Determining the Bike Network

- Facility user type: Skill level, type of user, and preferences of the user were considered to determine who would use the designated facility. Bike facilities along Mount Vernon Road and Chamblee Dunwoody Road are more likely to be Type A riders seeking a direct route for commuting purposes, whereas bike facilities near schools and parks are likely to be attractive to Type B and Type C riders.
- Accessibility: Bike facilities should be located in areas and along corridors that are safe and convenient to access.

- **Directness and connectivity:** Bike facilities should provide the most direct and safe route to community destinations. Bike facilities should also connect to one another to create a complete and connected network. Important area linkages identified include the Dunwoody Village, Perimeter Center area, Georgetown shopping area, Georgia Perimeter College, Brook Run Park, and other schools and smaller commercial areas throughout the City. The bike network also includes system linkages to areas outside of the City. Coordination with neighboring jurisdictions is required to complete connections to areas outside of the City's boundary.
- **Conflicts:** On-street bike facilities can introduce conflicts between bicyclists and motorists, while shared use paths can introduce conflicts between bicyclists and other type of users on the path, such as pedestrians and skateboarders. Driveways and intersections may also introduce conflicts for bicyclists.
- **Maintenance:** Facility design should consider maintenance and upkeep of the facility. Facilities should be designed for the simplest maintenance upkeep.
- **Traffic volume and speeds:** When considering on-street bike lanes and facilities, vehicle traffic volumes and speeds should be considered with the roadway width. This will contribute to identifying the bicycle user type and appropriate design, markings, and signage.
- **Costs and funding:** Decisions to implement the bicycle network need to consider design and long-term maintenance costs. Project facility selection should consider maximizing user benefit per dollar funded.
- **State and local laws/ordinances:** Implementing a bike network must be consistent with state and local regulations and should not encourage users of the network to engage in behaviors that are inconsistent with state and local regulations.

See Map 13: Dunwoody Bicycle Network.

Signed Shared Roadways

Signed shared roadways or routes along the City's bike network typically include lower volume and low-speed roads that are not necessarily the most direct route. Roads may also be indicated as a route with signage or sharrows when there is not enough pavement width for an on-street bike lane. As indicated earlier, signed shared

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roadways indicate to bicyclists that there are advantages to using these routes compared to alternative routes.

According to AASHTO, the following criteria should be considered when signing a route:

- The route provides through and direct travel in bicycle demand corridors.
- The route connects segments of the network that are discontinuous.
- An effort has been made, where appropriate, to adjust traffic control devices, such as stop signs and signals, to give greater priority to bicyclists on the route as opposed to alternative streets.
- Street parking has been removed or restricted in areas of critical width for improved safety.
- A smooth surface has been provided.
- Regular maintenance (such as removal of debris) has been determined to be sufficient.
- Wider curb lanes are provided as compared to other non-designated routes.

Bike Lanes

On-street bike lanes are proposed to be incorporated into the roadways along major routes through the City. On-street bike lanes are proposed to be striped adjacent to the outermost travel lane and should be a minimum of 4 feet wide. Striping should include a solid white line, and there should be adequate signage and pavement markings to deter vehicles from traveling in the bike lane. Bike lanes are to be one-way in the direction of the adjacent vehicular traffic. If on-street parking is allowed, the bike lane needs to be placed between the parking area and the travel lane and should be a minimum of 5 feet, according to AASHTO standards.

Bike Parking

Providing bicycle parking facilities is essential to the overall effort to encourage bicycling in the City. Bicycle parking should be provided at both the trip origin and trip

destination, offering safety and convenience for not only the cyclist, but also for the bicycle itself.

Long- and short-term bicycle parking facilities should be provided, where applicable. Long-term bicycle parking should be offered at locations where a bicycle would be left unattended for long periods of time, such as at apartment complexes, schools, places of employment, and even transit stations. These facilities typically include lockers, bike cages, or rooms in buildings. Short-term parking does not necessarily provide the weather and security protection that long-term parking facilities should provide. Typically, short-term parking facilities include a rack where the bike frame and one or two wheels can be locked.

AASHTO recommends several design features for bike racks. According to AASHTO, bike racks should:

- Be designed so that they do not bend wheels or damage other bicycle parts
- Accommodate high security U-shaped bike locks
- Accommodate locks securing the frame and both wheels (preferably without removing the front wheel from the bicycle)
- Not impede or interfere with pedestrian traffic
- Be easily accessed from the street and protected from motor vehicles
- Be visible to passers-by to promote usage and enhance security
- Be covered where users will leave their bikes for a long time
- Have as few moving parts as possible

Funding

Bicycle projects can be funded as standalone projects, for which the City will identify and select projects that either meet specific facility criteria, or are included in the list of bicycle projects in the CTP. Projects can also be funded as part of road improvements. Larger projects may benefit from being funded as part of a programmed road or transit improvement. A variety of funding sources are available, including federal, state, local,

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and private organizations. The City must decide how to appropriate available funds in the most efficient and effective manner. One specific recommendation is that the City, through the local development regulations, require pedestrian and bicycle facilities during construction of new development, where appropriate.

Multi-Use Trails

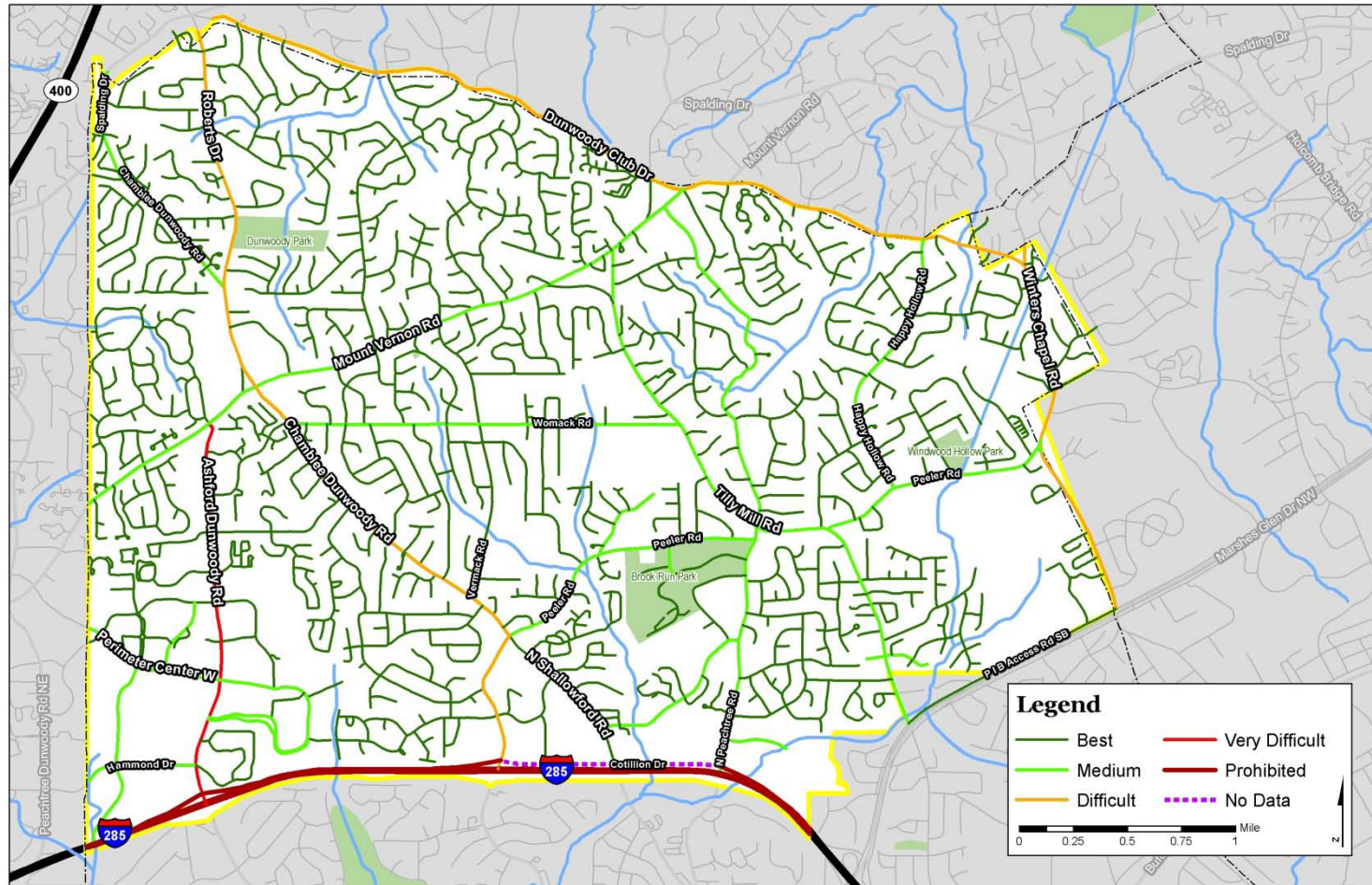
A multi-use trail should be wide enough to accommodate two-way bicycle and pedestrian use without conflict. Ten feet to 14 feet is the suggested width for a trail that will accommodate such mixed uses. Trails built in Georgia are typically 12 feet wide, which is usually the minimum required for projects receiving Georgia DOT funding. High-demand corridors, such as Cobb County's Silver Comet Trail, are experiencing demands that warrant a wider facility. Where constructed parallel to roadways, 5 feet of separation is required to buffer the trail from the roadway. An 8-foot setback is necessary to incorporate street trees along a designated state route. These paths can be located along scenic creeks or other natural areas for recreational use as well as for transportation corridors.

**Maintenance**

Regular maintenance of the bicycle network system is critical to providing an attractive bicycle environment. The City should work with the neighborhoods and civic associations to monitor conditions of bike facilities and their immediate surrounding areas, including vegetation. The City should work with neighborhood and business associations to maintain predetermined standards for the bicycle environment. It is recommended that the City develop and formalize specific bicycle design standards. Streetscaping and maintenance elements should also be included in those standards.

Transit

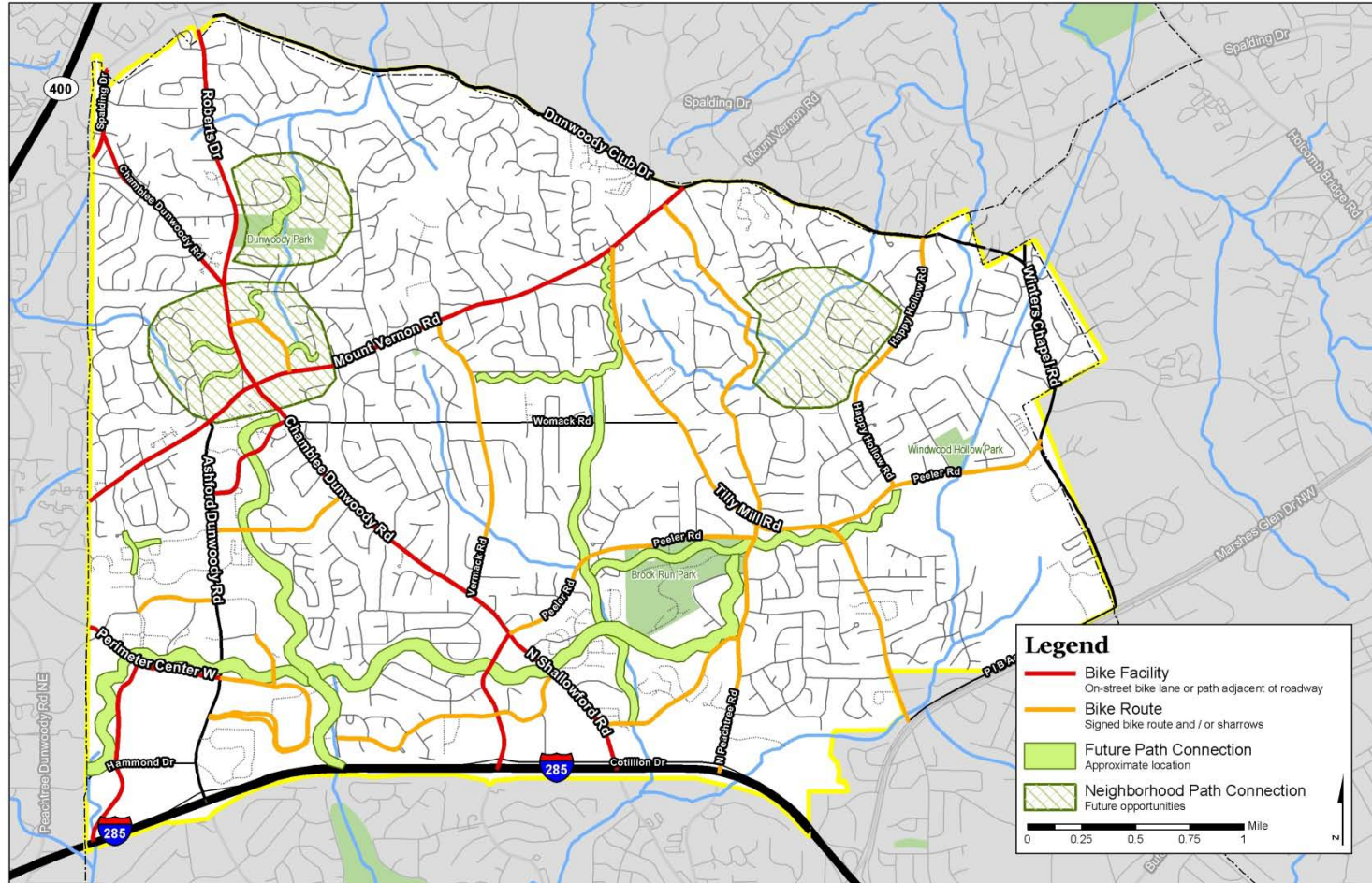
Transit is an important component of the City's transportation system. The City benefits greatly from the public transit services provided. Transit provides not only mobility options for both workers and residents of the City of Dunwoody, but also helps relieve traffic congestion, improve air quality, reduce energy consumption, create jobs, and stimulate development around transit stations.



Map 8: Bike Suitability

Source: DeKalb County CTP

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Transportation Plan



Map 13: Dunwoody Bicycle Network

Waiver Request Justification

**1931, 1939, 1953, 191 & 1969 Mt. Vernon Place
Dunwoody, GA 30360
Zoned R-100**

The above referenced properties site are zoned R-100 and is located on Mt. Vernon Place between Tilly Mill Road and Mt. Vernon Road in the City of Dunwoody. The property was developed per the Dekalb County approved plans. Per the approved permit, utilities (storm and sanitary sewer) along with a detention pond were installed but the homes were never built. The existing street Mt. Vernon Place (along our property frontage) measures 12 feet from the centerline to the edge of pavement.

We wish to obtain a waiver from Sec. 16-487 to allow the acceptance of the improvements to Mt. Vernon Place as previously constructed and waive the requirement to expand the pavement to include a 4 foot bike lane.

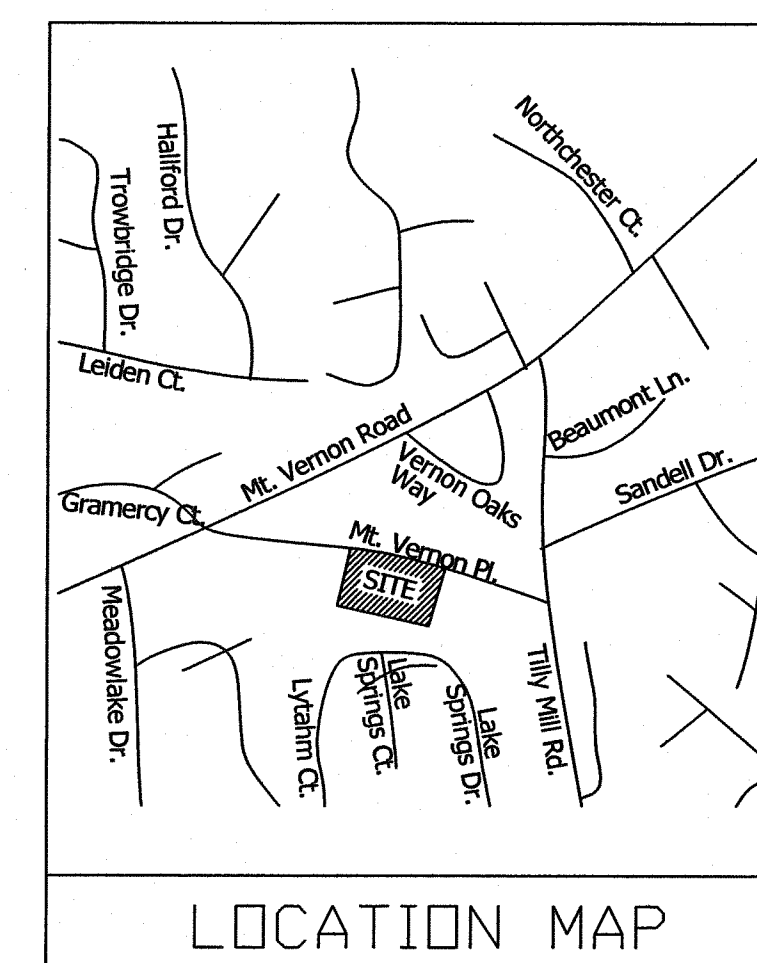
SITE ADDRESS	MT. VERNON PLACE
SUBDIVISION/DEVELOPMENT	FALKIRK SUBDIVISION
DISTRICT	18th
LAND LOT	373
PARCEL04 002
TOTAL SITE AREA	3.75 ACRES
TOTAL DISTURBED AREA	3.76 ACRES
NUMBER OF LOTS	8
LOT DENSITY	2.13 LOTS/ACRE

EXISTING ZONING	R-100
FRONT YARD SETBACK (MINOR)	40 FEET
FRONT YARD SETBACK (COLLECTOR/OTHER)	35 FEET
SIDE YARD SETBACK	10 FEET
REAR YARD SETBACK	40 FEET
MINIMUM FRONTAGE	100 FEET
MINIMUM FRONTAGE (CORNER LOT)	115 FEET
MINIMUM FRONTAGE (CUL-DE-SAC)	35 FEET (100 FT AT FY SETBACK)
MINIMUM LOT AREA	15,000 SQ. FT
MINIMUM FLOOR AREA	2,000 SQ. FT
MAXIMUM LOT COVERAGE	35%
MAXIMUM ALLOWABLE BUILDING HEIGHT	35 FEET-0 INCHES
MAXIMUM ALLOWABLE ACCESSORY HEIGHT	20 FEET-0 INCHES
PARKING REQUIREMENTS	4 SPACES/LOT

By: _____ (By Dir.)
Director of Community
Development
City of Dunwoody, Georgia"

B. A.
Applicant

7.10.12
Date



1. BOUNDARY AND TOPOGRAPHIC SURVEY INFORMATION PROVIDED BY PLANNERS AND ENGINEERS COLLABORATIVE AND DATED MAY 22, 2012.
2. ACCORDING TO THE F.E.M.A. FLOOD INSURANCE RATE MAP FOR DEKALB COUNTY, GEORGIA AND INCORPORATED AREA COMMUNITY PANEL NUMBER 13089SC0010H, PANEL 10 OF 201, EFFECTIVE DATE MAY 7, 2001, NO PORTION OF THE PROPERTY SHOWN HEREON FALLS WITHIN A DESIGNATED FLOOD ZONE "A" (AREAS OF 100 YEAR FLOOD). PROPERTY LIES IN FLOOD ZONE "X".
3. SITE IS LOCATED IN THE 18TH DISTRICT, LAND LOT 373, PARCEL 04 002 IN DEKALB COUNTY, GEORGIA WITHIN THE CITY OF DUNWOODY. THE PROPOSED USE OF THE MENTIONED SITE IS A SINGLE FAMILY HOME SUBDIVISION.
4. THE PARCEL NUMBER IS: 18 373 04 002
5. THE PROPOSED SUBDIVISION WILL BE SUBJECT TO PRIVATE COVENANTS AND A HOMEOWNER'S ASSOCIATION WILL BE ESTABLISHED.
6. THERE ARE NO IMPAIRED STREAMS WITHIN ONE MILE OF THE SITE.
7. THERE ARE NO KNOWN STATE WATERS LOCATED ON OR WITHIN 500' OF THE SITE.
8. THERE ARE NO KNOWN WETLANDS LOCATED ON OR WITHIN 500' OF THE SITE.
9. THE NEAREST BODY OF WATER IS APPROXIMATELY 830' SOUTH OF THE SITE, A LAKE WHICH DRAINS INTO A TRIBUTARY OF NANCY CREEK.
10. PREVIOUS DEKALB COUNTY PROJECT FILE INFORMATION: PLANNING & DEVELOPMENT FILE 13419; LDP #0716 ISSUED 8-8-2007.
11. THERE ARE NO KNOWN EXISTING INERT WASTE BURY PITS ON THE SITE.
12. ELECTRIC SERVICES SHALL BE INSTALLED UNDERGROUND.
13. CUL-DE-SAC ISLAND LANDSCAPING SHALL BE MAINTAINED BY THE HOA. CITY OF DUNWOODY ASSUMES NO RESPONSIBILITY FOR REPAIR OR MAINTENANCE OF LANDSCAPING WITHIN THE CUL-DE-SAC ISLAND.
14. MINIMUM STORM PIPE SIZE WITHIN PUBLIC EASEMENT SHALL BE 15 INCHES.
15. ALL STORM DRAIN PIPES LESS THAN 18" DIA. SHALL REMAIN PRIVATE AND THE RESPONSIBILITY OF THE PROPERTY OWNER.

PAUL H. FREISCHLAG JR., et al
DB 17356 / PG 13
ZONED: R-100

BEN B. MESIKA, et al
DB 14338 / PG 194
ZONED: R-100

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Know what's below.
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24 HOUR CONTACT:
BRAD HUGHES @ 770-519-1668

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SHEET TITLE
SITE PLAN
SKETCH PLAT

SCALE: 1" = 30'
DATE: May 7, 2012
PROJECT: 12067.00

THIS SEAL IS ONLY VALID IF COUNTER SIGNED
AND DATED WITH AN ORIGINAL SIGNATURE

A circular professional engineer seal for the State of Georgia. The outer ring contains the text "GEORGIA" at the top and "MICHAEL S. TWINER" at the bottom. Inside the ring, the words "REGISTERED" and "ENGINEER" are written in a semi-circle. In the center, the number "No. 18509" is displayed. A date stamp "7/12/2012" is written in the bottom right corner of the page.

A compass rose with a central circle containing a stylized 'E' and 'N' at the top. To the right of the compass rose is a large number '3' and the word 'SHEET' below it.