Dunwoody
Smart people – Smart city

MEMORANDUM

To: Mayor and City Council

From: Steve Dush, AICP

Date: September 10, 2012

Subject **5325 Happy Hollow Road (Woodall Preserve):** Waiver Requests from Sec. 16-482, 16-487, and 16-492 to allow the acceptance of the improvements to Happy Hollow Road as previously constructed and waive the remaining land development requirements

---

ITEM DESCRIPTION

The applicant of the proposed Woodall Preserve Subdivision, to be located to the east of the intersection of Dunwoody Club Drive and Happy Hollow Road, has submitted to the City a plan set for land disturbance permit approval. The applicant has submitted the following two waiver requests:

1. from Sec. 16-482(i), Sec. 16-487, and Sec. 16-492 to allow the acceptance of the existing private drive as previously constructed with 24' asphalt pavement width without the required curb improvements; and

2. from Sec. 16-487 to accept the existing half-street pavement width on Happy Hollow Road (approximately 14 ft.) as previously constructed, resulting in an 11ft travel lane and 3ft bike lane (a reduction from the required 4 feet).

BACKGROUND

An application has been submitted for a land disturbance permit to complete a single-family home project that was initiated prior to incorporation. According to the applicant in their waiver request, the infrastructure improvements, including utilities, detention pond, private alley, and bike lane, were approved by DeKalb County, but the project was halted before homes were constructed. Chapter 16, Subdivision II, which compels the applicant to dedicate and improve additional right of way reads, in part:

Sec. 16-482. - Traffic improvements, street improvements, curb cuts, visibility requirements, and private street construction standards.

…

(i) Private streets shall comply with requirements for public streets found in this chapter and all other applicable sections of this Code. Private streets shall be surfaced with the same type of materials that are used by the city's department of public works for the surfacing and resurfacing of public streets or with materials that are as protective as those used by the city to surface and resurface streets so long as such alternative materials are approved by the director of public works.

(Comp. Ords. 2008, ch. 14, art. III, div. 3, pt. B, § 10)

Dunwoody
Smart people – Smart city

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
Collector	2 @ 11'	2 @ 4'	*	2 @ 5'	2 @ 5'	2 @ 15'	70	Y	Y
Alley, private	1 @ 12'	0	*	0	0	0	0	Y	O

*Paving width = travel lanes + bike lanes

**Property right-of-way = paving width + curb and gutter width + utility strip + bike lanes + other (median or shoulder)

(Comp. Ords. 2008, ch. 14, art. III, div. 3, pt. B, § 15)

Sec. 16-492. - Alleys.

(a) Alleys shall be required wherever topography or the presence of arterial roads or other features makes vehicular access from the front of the lot impractical or unsafe. Where the alley serves as the primary means of vehicular access to the lot, it shall be dedicated as a public right-of-way and built to the standards required in this chapter.

(b) Alleys may be permitted as private streets providing secondary or service access and where the principal buildings have adequate access for emergency vehicles from a public street on their frontage. Private alleys may end in a turn-around. All alleys dedicated to the public shall provide a continuous connection between one or more public streets. Alleys shall be paved and constructed to the same standards as the connecting public streets except that:

(1) The paved width of an alley shall be not less than 12 feet;

(2) Alleys shall be constructed with flush curbs;

(3) Buildings shall be set back at least ten feet from the back of curb of an alley.

(Comp. Ords. 2008, ch. 14, art. III, div. 3, pt. B, § 20)

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

Dunwoody
Smart people – Smart city

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 **approval** of the first waiver Sec. 16-482(i), Sec. 16-487, and Sec. 16-492 to allow the acceptance of the existing private alley as previously constructed with 24 ft. asphalt pavement width and no further improvements. Newer development standards advocate minimizing curbs and gutters, similar to this instance, as a method to mitigate stormwater runoff since the water is able to filter through the landscaping before entering into the groundwater system, thereby alleviating the stress on the stormwater system and the streams into which they drain.

Staff recommends **denial** of the second waiver from Sec. 16-487 to accept the existing half-street pavement width on Happy Hollow Road. The request would not provide adequate width for a standard bike lane and does not meet any of the criteria set forth in Section 16-488. In addition to the bike lane improvement being required by code based on the street classification, Happy Hollow Road is identified as a future bike route in the City's Comprehensive Transportation Plan (CTP). Additionally, the City's Complete Streets policy indicates that bike lanes will be considered as part of repaving projects on all streets identified for bike routes or bike facilities in the CTP. Should the City, guided by these plans and policies, decide in the future to construct bike lanes on Happy Hollow Road, the City will incur additional costs to move the curb to accommodate bike lanes. 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.

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

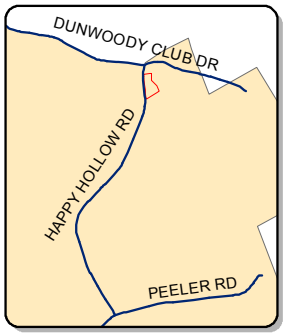
5325 Happy Hollow Road
Site Location

September 2012

Legend
- Street Centerlines
- Tax Parcels

N W E S

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



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

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

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,

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

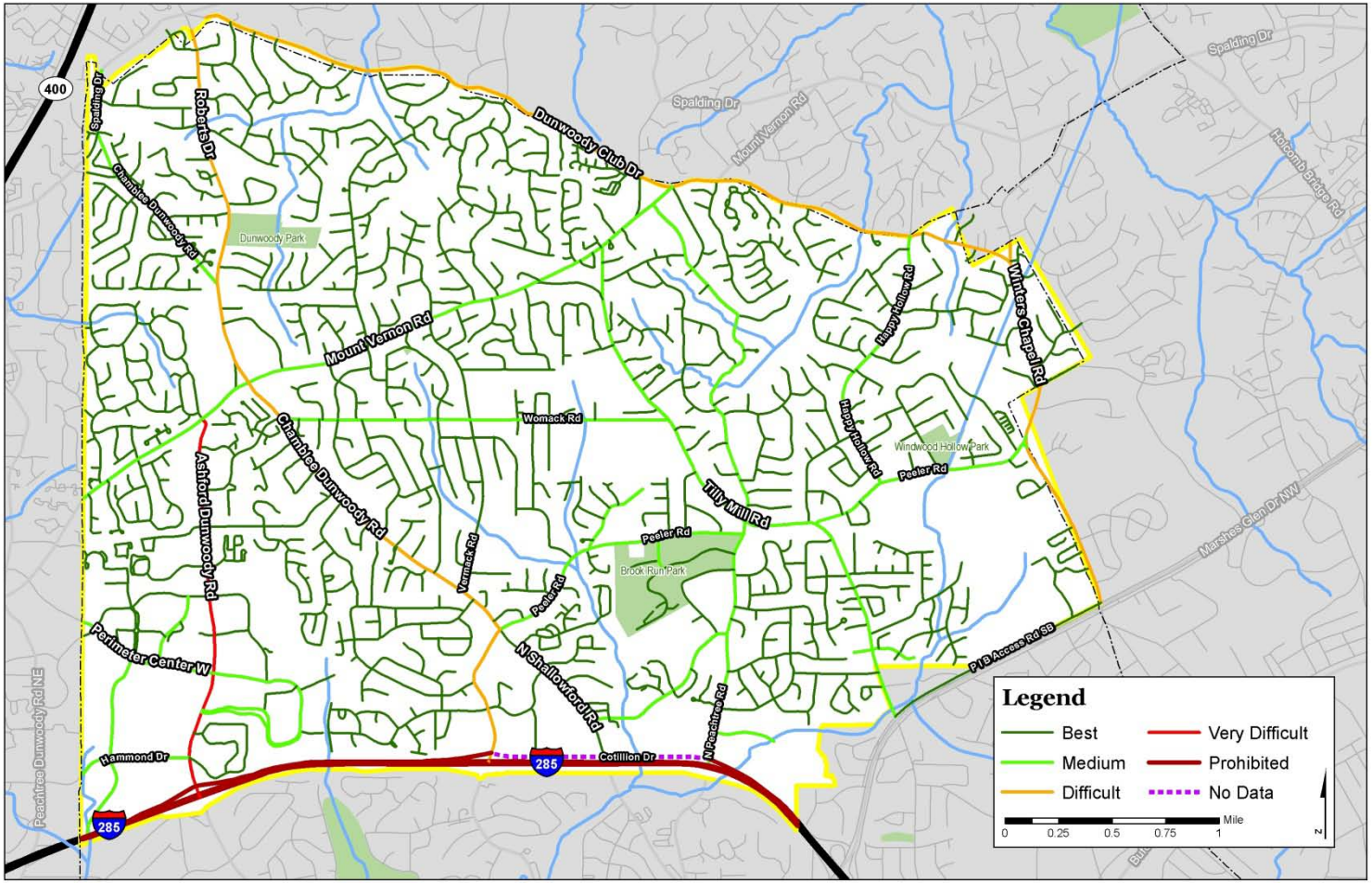
A multi-use trail should be wide enough to accommodate two-way bicycle and pedestrian use without conflict. Ten feet to 14 feet is the suggested width for a trail that will accommodate such mixed uses. Trails built in Georgia are typically 12 feet wide, which is usually the minimum required for projects 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.

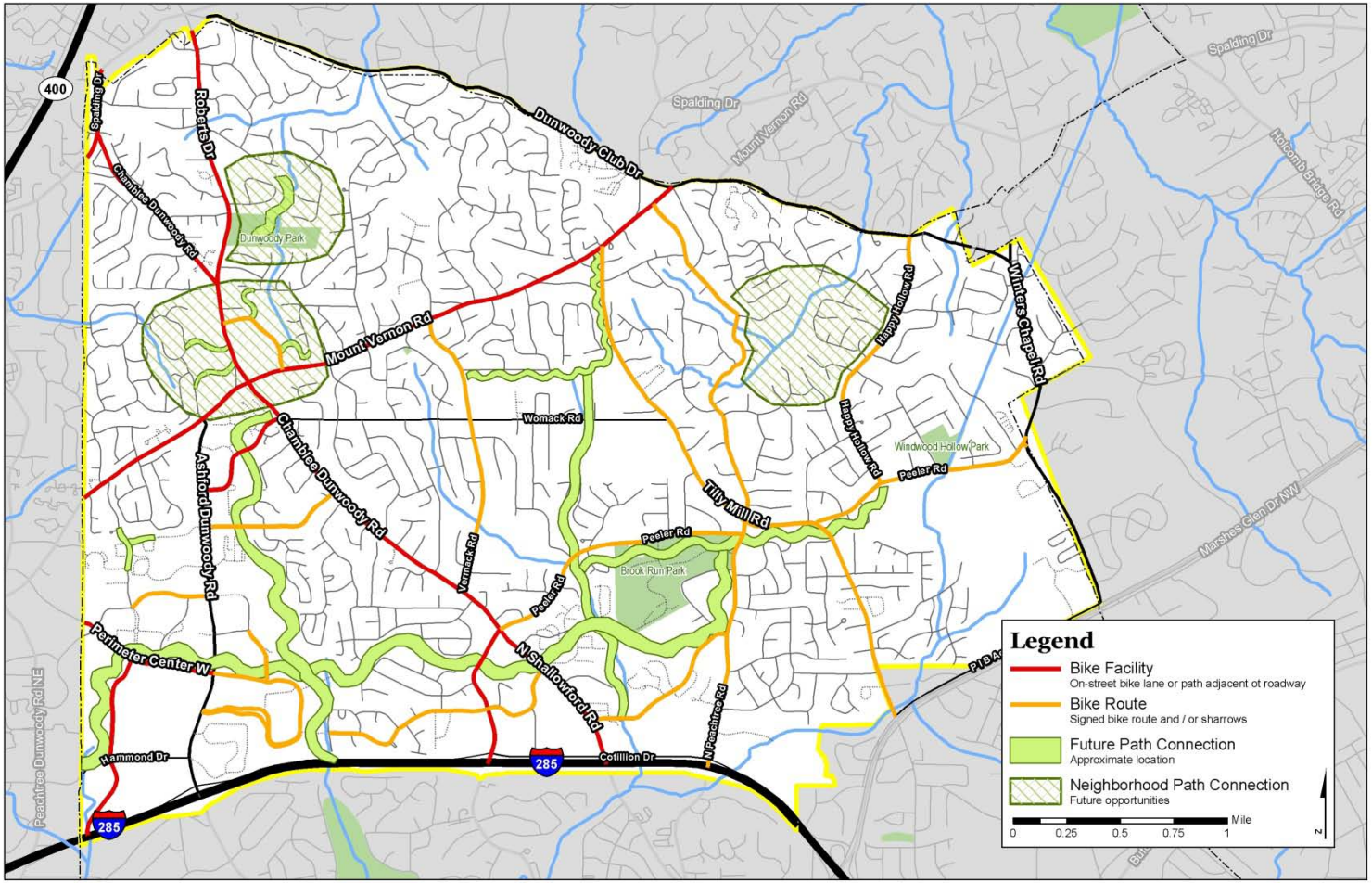
Transit

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

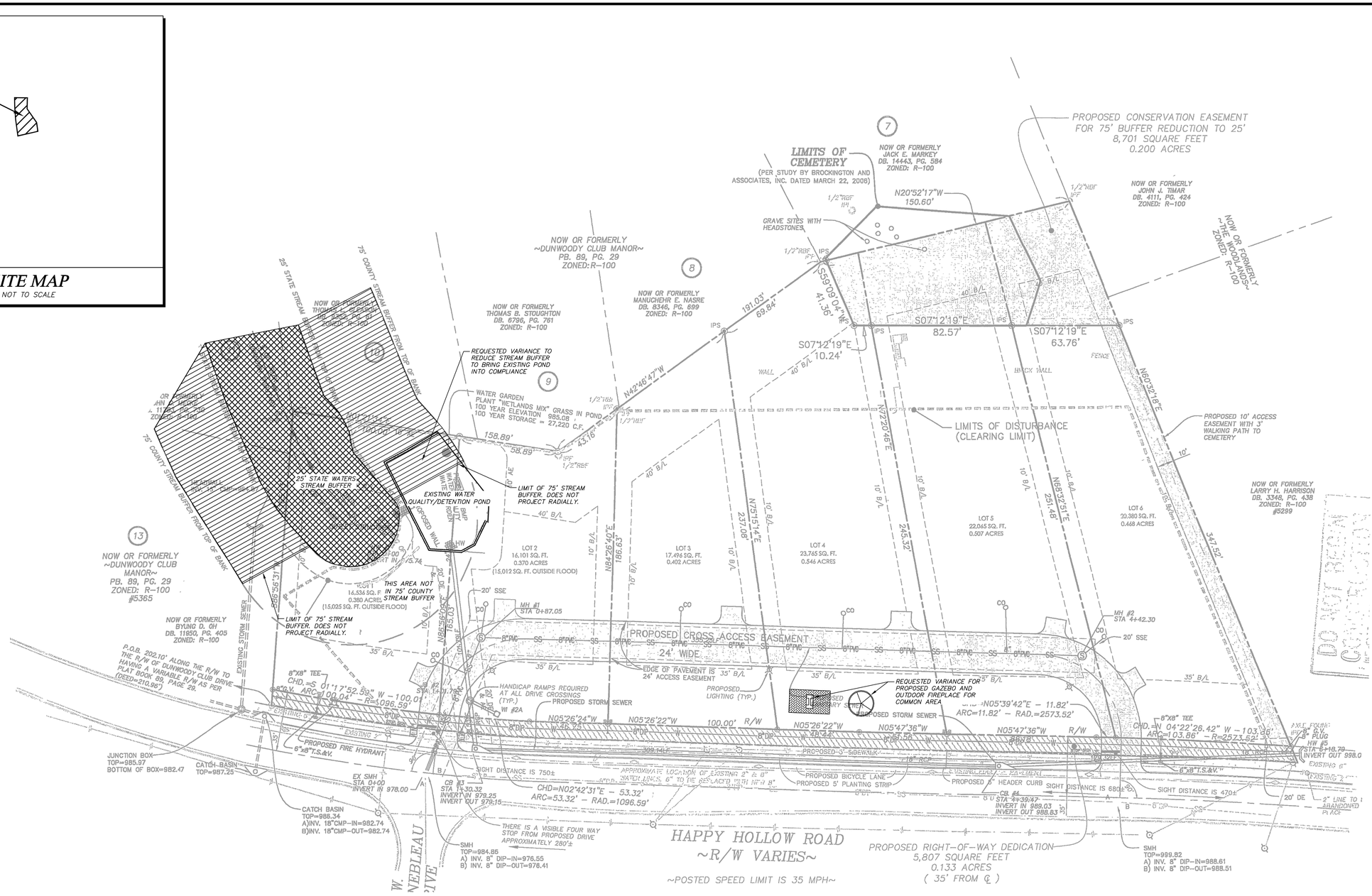
Source: DeKalb County CTP



Map 13: Dunwoody Bicycle Network

SITE

SITE MAP
NOT TO SCALE



REQUESTED VARIANCES

1. *COUNTY STREAM BUFFER REDUCTION TO ACCESS EXISTING WATER QUALITY/DETENTION POND TO BRING INTO COMPLIANCE*
2. *ALLOWANCE OF PROPOSED GAZEBO AND OUTDOOR FIREPLACE IN COMMON AREA ON FRONT OF LOTS.*

LEGEND

IPF	IRON PIN FOUND		LAND LOT LINE
IPS	IRON PIN SET	X	FENCE
CMF	CONCRETE MARKER FOUND	T	TELEPHONE LINE
R/W	RIGHT OF WAY	G	GAS LINE
℄	CENTER LINE	W	WATER LINE
P	PROPERTY LINE	SS	SANITARY SEWER LINE
STA.	STATION	P	POWER LINE
L.L.	LAND LOT	C.B.	CATCH BASIN
B.M.	BENCH MARK	J.B.	JUNCTION BOX
INV.	INVERT ELEVATION	D.I.	DROP INLET
○	MANHOLE	Y.I.	YARD INLET
○	PROPERTY CORNER	W.I.	WEIR INLET
☆	POWER POLE	M.H.	MANHOLE
☆	FIRE HYDRANT	CO	CLEANOUT
☆	LIGHT POLE	WM	WATER METER
ICV	IRRIGATION CONTROL VALVE	WV	WATER VALVE
		GW	GUY WIRE
		T.S.&V.	TAP,SLEEVE AND VALVE

CONTACT:
BRAD HUGHES @ (770) 519-1668

WOODALL PRESERVE

SITE VARIANCE PLAN

FOR

Rockhaven Homes
11 LUMPKIN STREET
SUITE 200
LAWRENCEVILLE, GEORGIA 30046
PHONE: 770-519-1668

LAND LOT 311
6th DISTRICT

DUNWOODY
GEORGIA

"WE PROVIDE SOLUTIONS"

PLANNERS AND ENGINEERS COLLABORATIVE
SITE PLANNING @ LANDSCAPE ARCHITECTURE @ CIVIL ENGINEERING @ LAND SURVEYING
350 RESEARCH COURT @ NORCROSS, GEORGIA 30092 @ (770)451-2741 @ FAX (770)451-3915 @ WWW.PECATL.COM

REVISIONS:

NO.	DATE	BY	DESCRIPTION

SHEET TITLE

SITE VARIANCE PLAN

SCALE: 1" = 30'
DATE: AUG 2, 2012
PROJECT: 05051.00A

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

VR
SHEET

Waiver Request Justification

5325 Happy Hollow Road
Dunwoody, GA 30360
Zoned R-100
Parcel ID 06 311 02 038

The 5325 Happy Hollow Road property site is zoned R-100 and is located near Dunwoody Club Drive in the City of Dunwoody. The property was proposed to be developed per the Dekalb County approved plans (3-7-2007) DP # 07056 and File #10083. Per the approved permit, utilities (storm, sanitary sewer and water lines), a detention pond, private alley (drive) and bike lane were installed but the homes were never built. The 24 ft. private alley constructed by others has only two vehicular access points onto Happy Hollow Road with a lushly landscaped common area with an existing fireplace and arbor for the residents creating more of a neighborhood character.

We wish to request the following waivers:

1. **We wish to obtain a waiver from Sec. 16-482 (i) & Sec.16-487 & Sec. 16-492 to accept the existing private drive as previously constructed with 24' asphalt pavement width and no further improvements.**
2. **We wish to obtain a waiver from Sec. 16-487 to accept the existing half-street pavement width on Happy Hollow Road (approx, 14 feet) as previously constructed resulting in an 11 foot travel lane and a 3 foot bike lane (a reduction from the required 4 feet).**

Private Alley:
We wish that the City accept the existing private alley as it is constructed. The drive has a slight slope directing drainage to the landscaped common area that acts as a filter strip cleaning the runoff before being directed to the existing storm structure at the north end of the common area.

Bike Lane:
There is a bike lane across the entire frontage of this development only. (There is no other bike lane on either side of this development.) However, the current drive lane + bike lane dimension on the east side of Happy Hollow Road is 14 feet from the centerline to the edge of pavement. We are requesting to reduce the bike lane from 4 feet to 3 feet.

Rec'd 8/16