

MEMORANDUM

To: Mayor and City Council

From: Mindy Sanders, Capital Projects Manager

Date: February 9, 2015

Subject: **Discussion of Georgetown Gateway project Conceptual Design**

ITEM DESCRIPTION

Discussion of conceptual design alternatives developed for the Chamblee Dunwoody-Georgetown Corridor, from I-285 to North Shallowford Road/Peeler Road, including pedestrian improvements on Cotillion Drive.

BACKGROUND

The need for improvements along Chamblee Dunwoody Road is identified in both the Georgetown/North Shallowford Master Plan and the city's Comprehensive Transportation Plan (CTP). The purpose of the project is to improve traffic flow and enhance the pedestrian and bicycle facilities along the corridor.

The Georgetown/North Shallowford Master Plan also identifies the goal to enhance the area's identity, character, and appearance as a gateway into the City of Dunwoody. Streetscaping elements such as landscaping, pedestrian lighting, utility burial, and providing a consistent cross section are all being considered to create a more inviting space for the community.

Grant funding totaling \$840,000 has been awarded thus far for this project through the Atlanta Regional Commission's (ARC) Last Mile Connectivity program and Transportation Alternatives Program (TAP) based on these stated objectives.

Public Involvement

The city has conducted extensive public outreach for this project. Before beginning any concept design work, the city held an open house for Georgetown area property and business owners. The attendees were provided an opportunity to assert their opinions on the biggest problems within this section of Chamblee Dunwoody Road, and what their concerns were with the proposed project. There was much support from these stakeholders for improvements to the operations and the visual appeal of the corridor. Right of way impacts, impacts to parking, and driveway access were expressed as concerns.

Three concepts were developed for the Chamblee Dunwoody Corridor and two concepts for the pedestrian improvements along Cotillion Drive with considerations given to the concerns of the stakeholders. A public information open house was held on December 11th, 2014 to present the concepts and gather additional input from the community.

Representatives of the City and the design consultant were present to provide information and receive feedback. It is estimated that over 100 residents were in

attendance. The written comments submitted by the public provided a wide variety of feedback and suggestions. Over 40 written comments have been received as a result of the public meeting for this project. Support for decorative streetscape elements, burying the utilities from Cotillion Drive to Old Springhouse Drive and providing a multi-use trail on Cotillion were noted within the comments.

A community preference survey was also conducted online to gather stakeholder input about these improvements. Survey results revealed a preference for making the area more walkable and encouraging high-quality development. Most survey respondents (74%) believed that the area needed extensive redevelopment.

ALTERNATIVES

Description of viable alternatives presented at the public information open house for the corridor improvements are included below:

Alternate A: Buffer Separated Bike Lanes with Sidewalks

Two 11' wide travel lanes separated by a 13' wide shared turn lane with 5' wide bike lanes, separated by a 3' wide painted buffer.
10' wide sidewalks and 5.5' wide landscape buffer on both sides

Alternate B: Multiuse Trail/Sidewalks Concept

10' wide travel lanes separated by a 13' wide shared turn lane
12' wide multiuse paths and 5.5' wide landscape buffer on both sides

Alternate C: Multiuse Trail and Sidewalk Hybrid

10' wide travel lanes separated by a 13' wide shared turn lane
12' wide multiuse paths and 5.5' wide landscape buffer on both sides*

*Path narrows to 10' on the east side south of Dunwoody Park

The City's Comprehensive Land Use Plan, states as a goal to "redevelop [the Georgetown area] into a pedestrian and bicycle-oriented activity center" by 2030. Therefore, these proposed designs go beyond minimum accommodation for pedestrian and bicycle traffic to promote an environment where non-motorized travelers feel welcome. With the long-term goals in mind, these proposed designs are also intended to be flexible to anticipate land use changes as the corridor becomes more pedestrian-scaled.

All alternatives for the corridor improvements involve minimal right-of-way acquisition and are equal to one another in total width. Each alternative also maintains, approximately, the existing roadway widths between Cotillion Drive and Old Spring House Lane while requiring some additional roadway widening in certain sections between Old Spring House Lane and Peeler Road to accommodate a center turn lane and pedestrian refuge islands at strategic crossing locations.

Descriptions of viable alternatives presented at the public information open house for the pedestrian improvements along Cotillion Drive are included below:

Alternate A: Sidewalk Alternate

5' wide sidewalk with a 6' wide landscape buffer

Alternate B: Multi-use Trail Alternative

10' wide multi-use trail with a 6' wide landscape buffer

It is anticipated that both of these alternatives would fit within the existing right of way.

RECOMMENDED ACTION

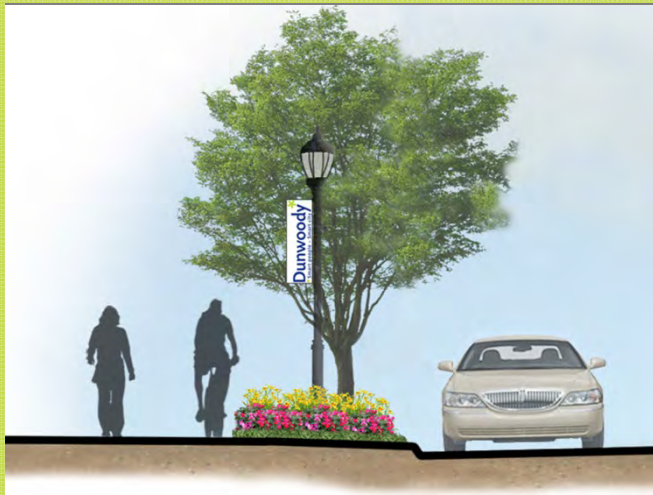
Staff recommends Alternate C for the Chamblee Dunwoody Corridor and Gateway. Furthermore, staff recommends proceeding with preliminary design plans for the Cotillion Drive Pedestrian Improvements, striving for the footprint displayed in the Multi-use Trail Alternate, but prepared to scale back either the surface width and/or length of the multi-use trail segment should this design become cost prohibitive or otherwise infeasible.

GEORGETOWN GATEWAY – Dunwoody, Georgia

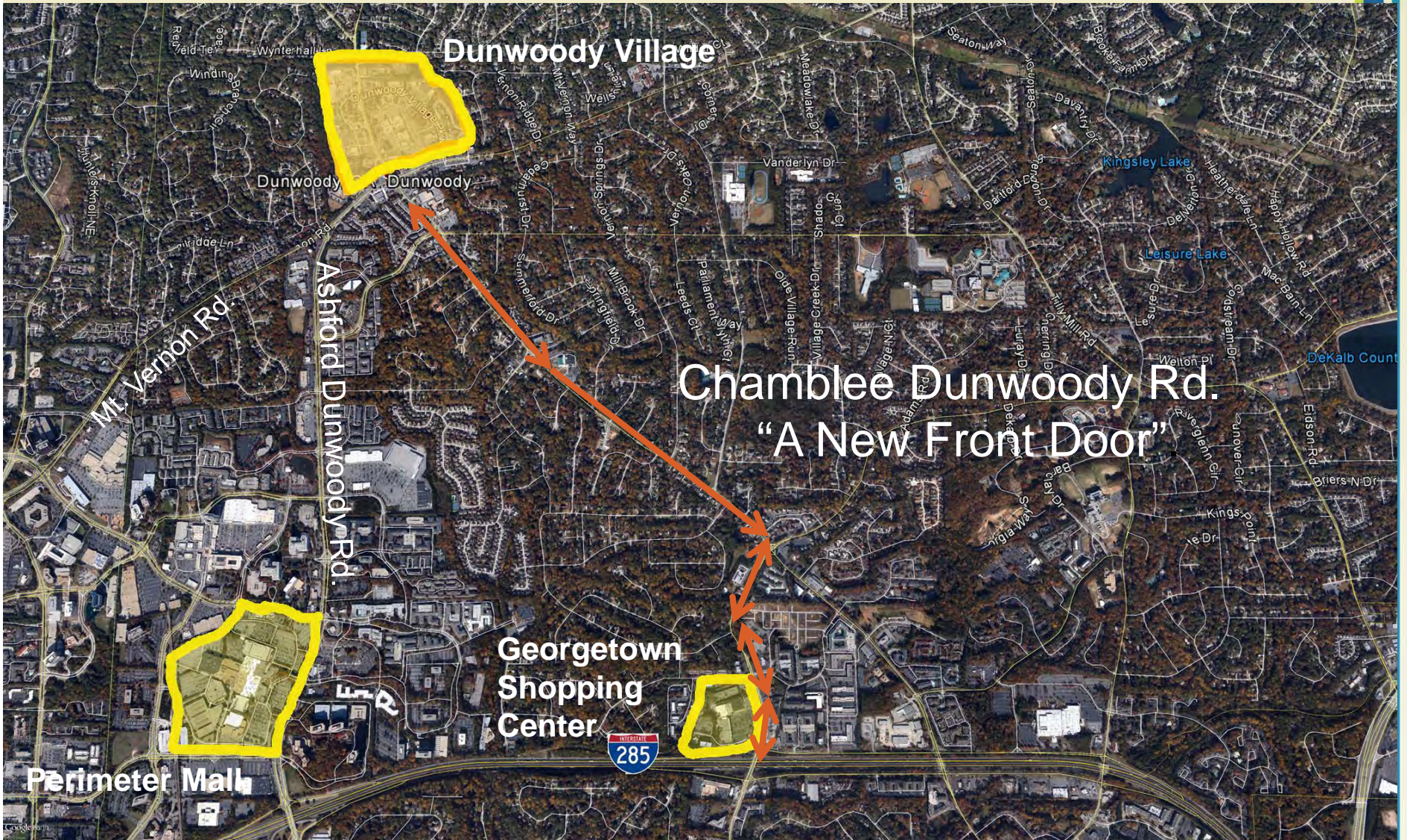
Quality of Life



Livability

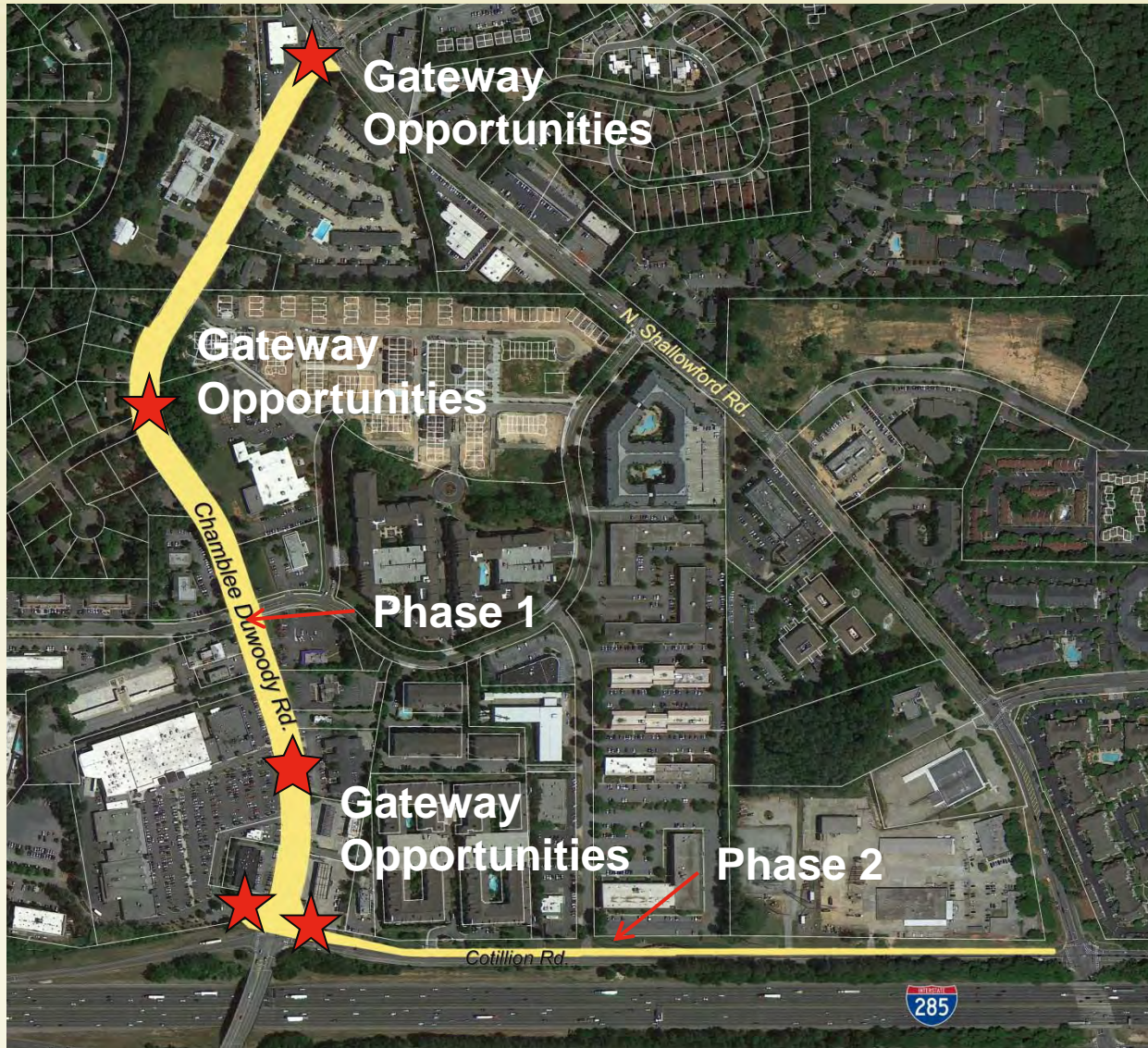


GEORGETOWN GATEWAY – Key Transportation Route



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GEORGETOWN GATEWAY – Project Limits



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GEORGETOWN GATEWAY – Dunwoody, Georgia

Chamblee Dunwoody Road A Gateway: A New Front Door to the City



- **First and lasting impressions**
- **Promoting health and wellness by providing safe facilities for all users, “A Complete Street”**



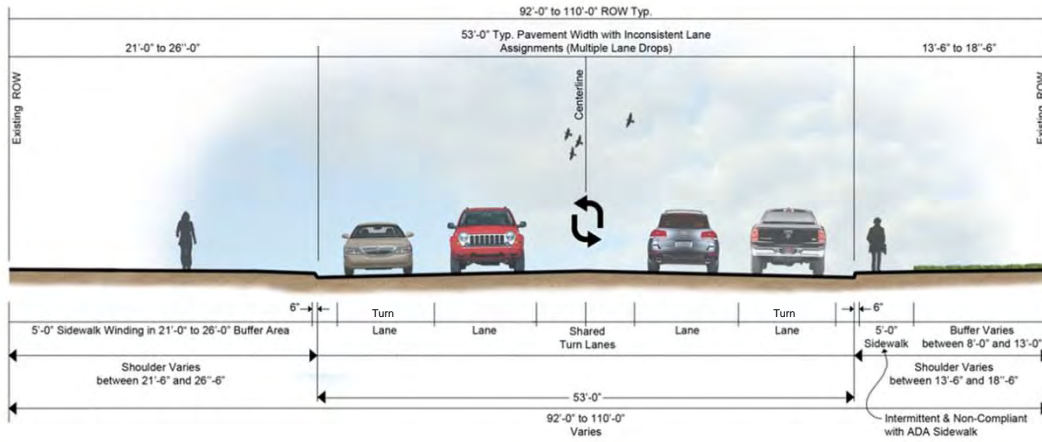
GEORGETOWN GATEWAY – Dunwoody, Georgia

Great Streets = Memorable Experiences



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GEORGETOWN GATEWAY – Existing Conditions



GEORGETOWN GATEWAY – Existing Conditions



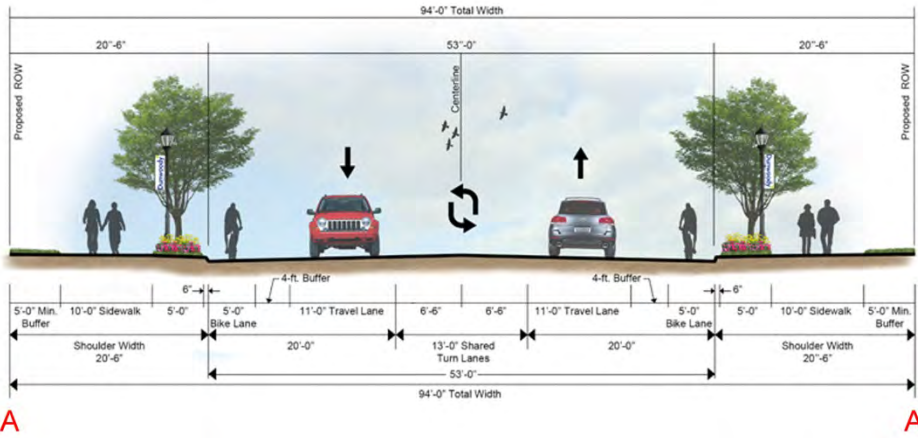
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GEORGETOWN GATEWAY – Existing Conditions



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Georgetown Gateway – Buffered Bike Lanes Concept



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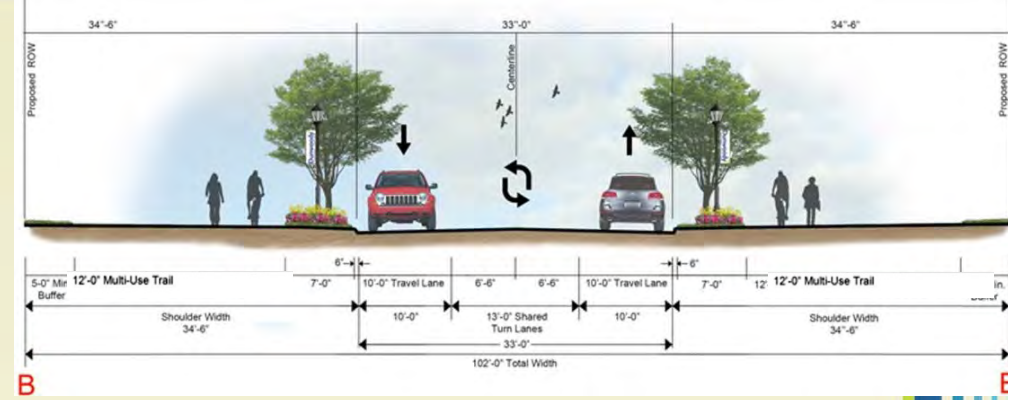
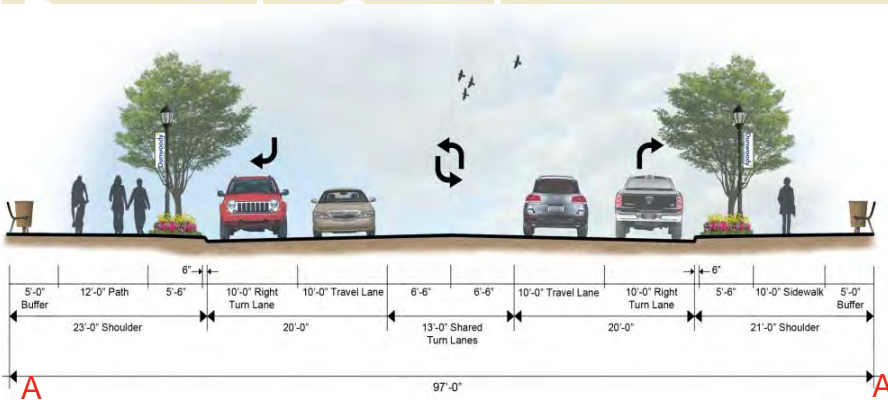
Dunwoody
Smart people – Smart city

Chamblee-Dunwoody Road Multimodal Improvements
Alternate A: Buffered Bike-lanes

Dunwoody
Smart people – Smart city

AECOM

Georgetown Gateway – Multi-Use Trail/Sidewalks Concept



Dunwoody
Smart people - Smart city

Chamblee-Dunwoody Road Multimodal Improvements
Alternate C: Multi-use Trails and Sidewalks

URS
Systems

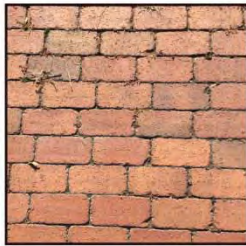
Dunwoody
Smart people - Smart city

AECOM

GEORGETOWN GATEWAY – The Dunwoody Inspiration



GEORGETOWN GATEWAY – The Dunwoody Inspiration



Gateway...

Placemaking...



Health & Infrastructure...



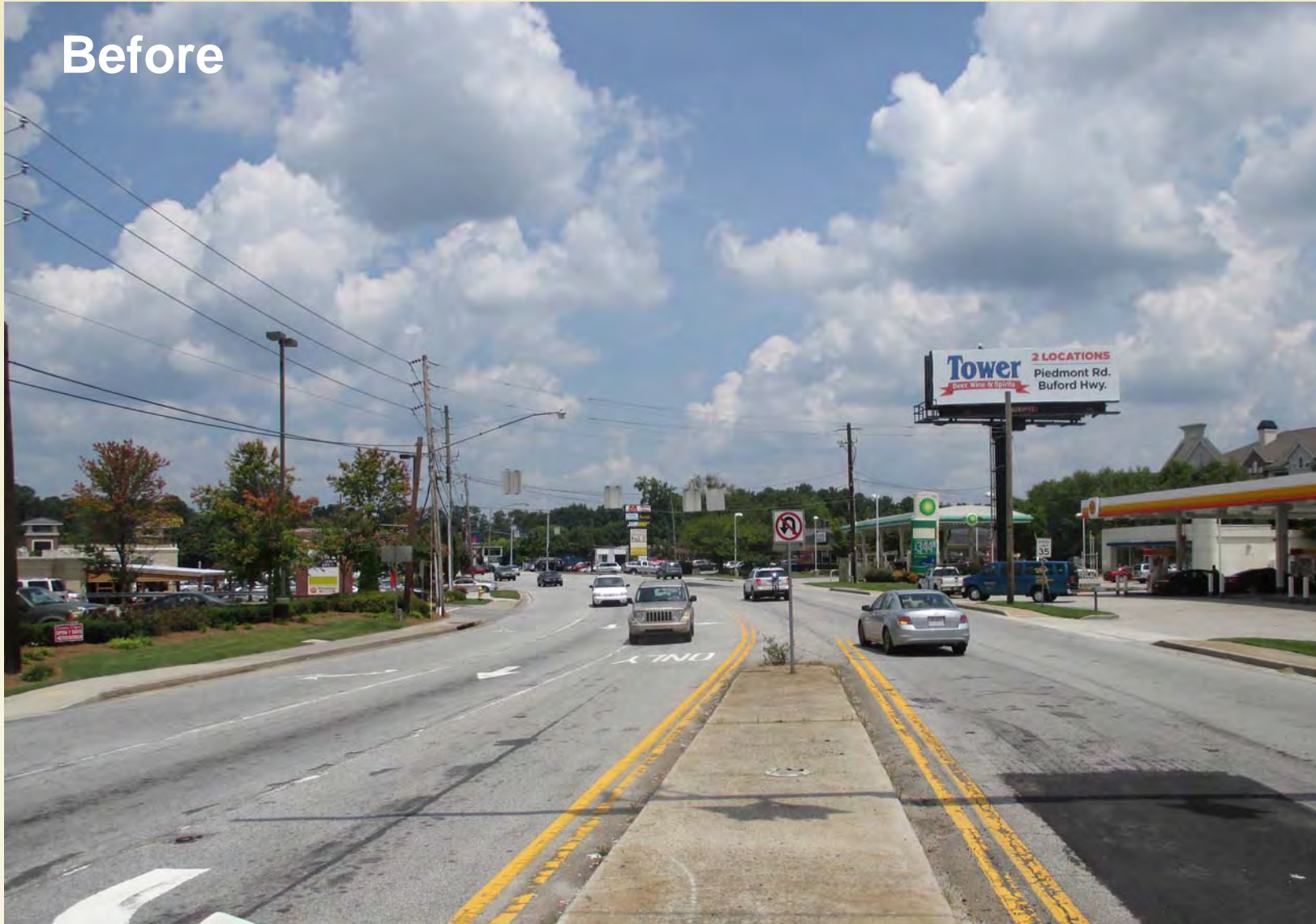
GEORGETOWN GATEWAY – Street Trees



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GEORGETOWN GATEWAY – Concept Perspective

Before



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GEORGETOWN GATEWAY – Conceptual Rendering

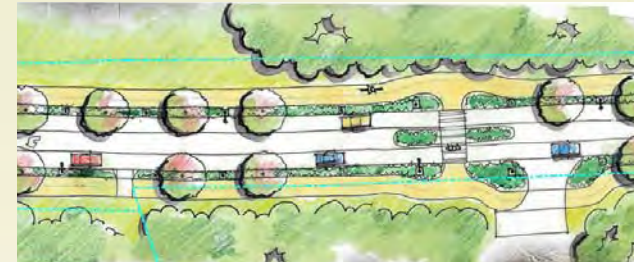
After



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Georgetown Gateway Improvements – Dunwoody, Georgia

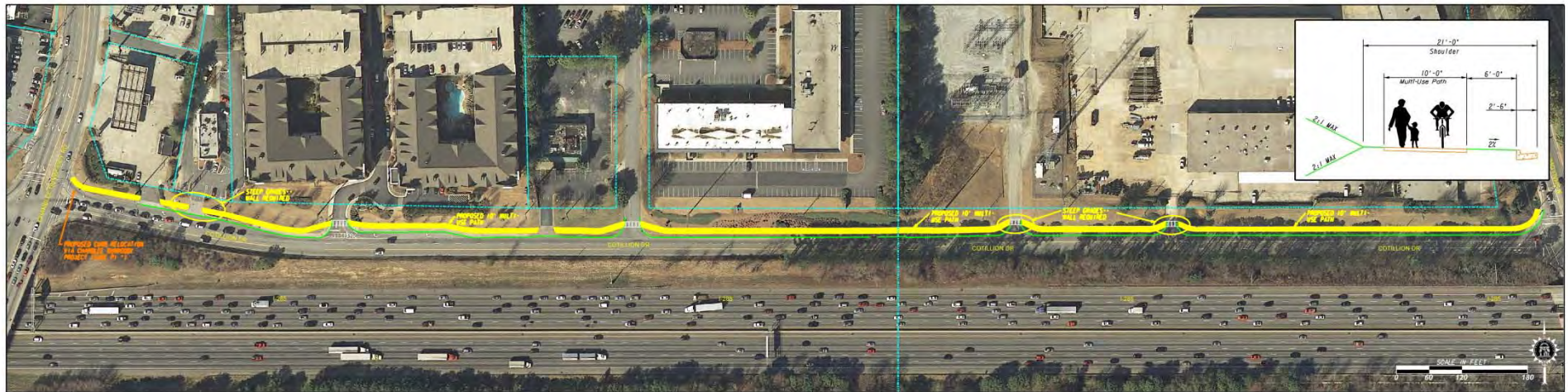
- Pedestrian Refuge Islands
- Improved consistency of lane configurations (weaving)
- Turn lane improvements at Cotillion and Chamblee Dunwoody Rd. Intersection
- New surfacing and curbs
- New lighting/mast arms
- Streetscape features
- Multi-Modal Facilities



Cotillion Road – Dunwoody, Georgia



Sidewalk Alternative



Multi-use Trail Alternative

Georgetown Gateway – Dunwoody, Georgia

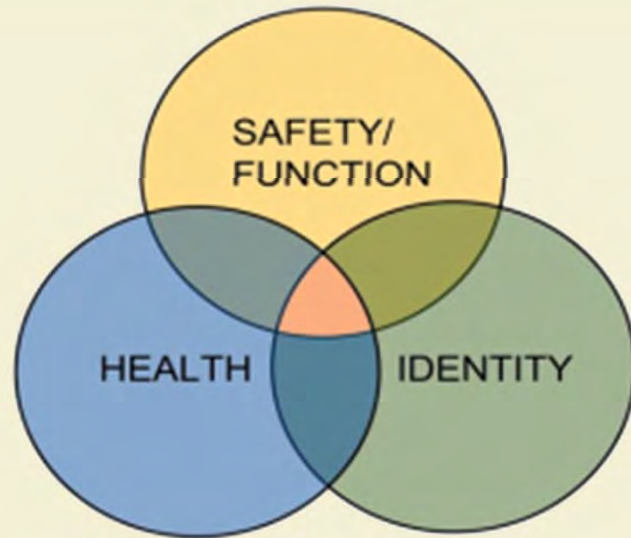
Next Steps:

- **Complete the Scoping Document**
- **Prepare and submit Concept Report for GDOT's review and approval**
- **Conduct the NEPA process as necessary**
- **Prepare Preliminary Construction Plans**
- **Prepare Final Construction Plans**
- **Let project for construction**



GEORGETOWN GATEWAY – Dunwoody, Georgia

Quality of Life



Livability



Connectivity