



CITY OF DUNWOODY 2020-2040 COMPREHENSIVE PLAN TECHNICAL ADDENDUM



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A.1 REPORT OF ACCOMPLISHMENTS



Summary				
	Completed	Currently Underway	Postponed	Not Completed
Community Features	4	8	2	0
	29%	57%	14%	0%
Economic Development	1	2	2	2
	14%	29%	29%	29%
Intergovernmental Coordination	1	3	0	0
	25%	75%	0%	0%
Land Use	1	8	0	2
	9%	73%	0%	18%
Natural and Cultural Resources	1	2	1	2
	17%	33%	17%	33%
Transportation	3	11	0	1
	20%	73%	0%	7%
Total	11	34	5	7
	19%	60%	9%	12%



Item	Type	Project or Activity	Completed	Currently Underway	Postponed	Not Completed	Notes
Community Features							
CF1	Parks: Master Plan	Undertake Parks & Recreation Master Plan Update	X				Completed in 2017.
CF2	Parks and Open Space: Acquisition	Acquire new park and open space, per results of Master Plan priorities		X			This is always ongoing.
CF3	Parks: Facilities	Implement Brook Run Park Improvements		X			Phase I completed in 2020.
CF4	Parks: Facilities, Sustainability	Develop citywide greenway system/Multi-use path/Greenway construction		X			
CF5	Fire, 911, EMS	Undertake Fire, 911, EMS Study		X			
CF6	Stormwater: Infrastructure Projects	Install Culvert replacements		X			
CF7	Facilities	Develop and implement a plan to install electric vehicle charging stations on City property		X			Incoming municipal vendor is looking into this for 2021 and beyond.
CF8	Staff Research of Funding Sources	Identify available grant money		X			This is projected to be always ongoing.
CF9	Sustainability, Stormwater infrastructure project	Install a regional stormwater management solution in Dunwoody Village			X		This project was determined to be economically unfeasible
CF10	Facilities	Complete site location evaluation and financing plan locating City Hall, Police and other civic functions, including options for joint public-private partnership	X				
CF11	Sustainability, Facilities	Consider attaining Platinum Level Recertification in ARC's Green Communities Program			X		This project was determined to be economically unfeasible
CF12	Sustainability	Manage Litter Cleanup at volunteer events		X			Consistently part of the planning permitting process.
CF13	Cultural Arts	Endorse/Assist in the creation of an Arts Council	X				
CF14	Cultural Arts	Support the development of an Arts Study	X				

Item	Type	Project or Activity	Completed	Currently Underway	Postponed	Not Completed	Notes
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Economic Development							
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ED1	Research	Include specific questions for small business owners in the City's annual survey				X	
ED2	Business Development	Conduct Feasibility Study for innovation incubator/co-working space			X		This project was determined to no longer be a priority of the City.
ED3	Business Development	Work with GSU to make its entrepreneurship assets directly accessible to Dunwoody businesses			X		
ED4	Business Development	Establish additional incentives to further desirable development		X			
ED5	Research of Funding Sources	Identify available grant money	X				
ED6	Coordination	Work with Chamber to expand the Engage Dunwoody Program				X	
ED7	Research	Develop and maintain database of City's available and developable real estate portfolio		X			This is part of the financial asset review.

Item	Type	Project or Activity	Completed	Currently Underway	Postponed	Not Completed	Notes
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Intergovernmental Coordination

IC1	Intergovernmental Coordination	Coordinate with DeKalb County and Gwinnett County on improvements carried out along border	X				
IC2	Intergovernmental Coordination	Identify available grant money		X			This project is always ongoing.
IC3	Services, Sustainability	Ensure that any extended contract with DeKalb or new private contract in 2015 promotes recycling participation		X			This is always part of the consideration process during review.
IC4	Economic Development	Work with Sandy Springs and Brookhaven to solidify a unified marketing vision		X			

Item	Type	Project or Activity	Completed	Currently Underway	Postponed	Not Completed	Notes
Land Use							
LU1	Plan/Study, Sustainability	Update the Sustainability Plan		X			Completed in late 2020.
LU2	Regulatory/Infrastructure	Implement LCI recommendations for the Perimeter LCI, Georgetown/Shallowford and Dunwoody Village LCIs.		X			
LU3	Design & Character	Participate in Perimeter LCI update		X			
LU4	Design & Character	Update Master Plans for Georgetown/Shallowford and Dunwoody Village		X			
LU5	Regulation	Update the zoning ordinance		X			
LU6	Staff Research of Funding Sources	Identify available grant money		X			This is always ongoing.
LU7	Regulatory/ Sustainability	Develop ordinances that accommodate additional green building certifications		X			
LU8	Economic Development/Development Process	Periodically report on the comparative cost and timeliness of permitting processes in surrounding communities to that of Dunwoody's				X	
LU9	Plan/Study	Undertake Redevelopment Study of the Multi-family/Mixed-Use Character	X				
LU10	Regulation	Consider reducing the minimum acreage thresholds for use of the planned development district.				X	
LU11	Regulation	Consider incorporating Universal Design into requirements for new residential development.		X			

Item	Type	Project or Activity	Completed	Currently Underway	Postponed	Not Completed	Notes
Natural and Cultural Resources							
NCR1	Regulatory Incentives	Establish Incentives for large-lot land preservation				x	
NCR2	Sustainability	Develop Keep Dunwoody Clean and Beautiful Program		X			
NCR3	Sustainability	Conduct remote sensing analysis for City-wide assessment of trees			X		Not economically feasible for the City.
NCR4	Sustainability	Install demonstration green infrastructure project for water conservation		X			
NCR5	Sustainability	Develop a community garden at site of new City Hall				X	
NCR6	Sustainability	Maintain Gold Level Certification in ARC's Green Communities Program and consider attaining a higher level of certification.	X				

Item	Type	Project or Activity	Completed	Currently Underway	Postponed	Not Completed	Notes
Transportation							
T1	Infrastructure	Annual Road resurfacing		X			
T2	Infrastructure	New sidewalks		X			
T3	Infrastructure	Intersection improvements		X			
T4	Infrastructure	Traffic calming		X			
T5	Streetscape	Streetscape projects		X			
T6	Plan/Study	Comprehensive Transportation Plan Update	X				
T7	Operations	TMS/Signal management system study	X				
T8	Infrastructure	Road striping		X			
T9	Infrastructure	Sign replacement		X			
T10	Plan/Study	Construction of design standards and gateway and way-finding systems		X			
T11	Staff Research of Funding Sources	Identify available grant money		X			This is always ongoing.
T12	Sustainability	Endorse/assist with bike share program	X				
T13	Sustainability	Develop wayfinding signage to human scale activity		X			This is currently part of the ongoing 2020 sign code rewrite.
T14	Sustainability	Develop framework for Comprehensive Ped/Bike Plan and integrated into the CTP		X			This is part of the beginning steps that were started summer of 2020.
T15	Sustainability	Collaborate with neighborhoods to identify connectivity projects				X	This is part of the review of the trail system that was started in 2020.

B.1

REVIEW OF DUNWOODY Next COMMUNITY PARTICIPATION

The public involvement process for the City of Dunwoody Comprehensive Plan update spanned a multimonth process. The community outreach was initiated in November 2019 with a kick-off public hearing to City Council. The planning process was branded as Dunwoody Next and a Community Participation Plan was developed to help guide the community involvement throughout the process. A Sounding Board made up of a representative mix of residents and community stakeholders was formulated to help provide feedback on the planning and public involvement approach and general direction of the plan. Below is a brief summary of engagement opportunities with a focus on core elements of the community participation plan. The overall outcomes of the community involvement are reflected in the plan's vision and goals, priorities, and implementation plan. Public input, coupled with technical analysis and the reality of implementation practicalities, formed the basis of the plan update.

B.1.1 COMMUNITY PARTICIPATION TECHNIQUES The participation program was designed as to ensure a variety of mechanisms by which community members, including residents, businesses, property owners, area workers, and others with a vested interest in the community could be engaged. Specific participation activities included the following:

- Sounding Board, consisting of representative community members
- Web-based community survey
- A dedicated dunwoodynext@dunwoodyga.gov email address for public input
- Communications about the planning process and outreach via the City's regular communications channel, including weekly email blasts, press releases, and inclusion of events on the community calendar; emails were also sent to the planning team including input for consideration
- Public hearings to initiate plan
- Public hearings with City Council to transmit and adopt plan (planned, not yet complete)

What follows below is intended to provide additional information and context around the communication participation activities highlighted above. This includes supporting documentation related to Sounding Board meetings; advertising/communication of the plan process to the public; online public engagement survey results; and the Public Meeting.

Meeting Agenda



1. Welcome and Introductions
2. Elements of the Comprehensive Plan and Why we are Updating the Plan
3. Vision and Goals Discussion
4. Land Use Elements and Updates
5. Next Steps/Homework

What is a Comprehensive Plan?

- Broad Policy Document
 - Defends against litigation in zoning decisions
 - Used to inform and coordinate public investments and initiatives
- Developed in a process that includes intensive analysis and robust public engagement
- Written to provide direction for 10 to 20-year period after plan adoption.
- 5-Year update is typically a minor update to the existing plan, rather than a total overhaul

Why are we updating the Plan?

1. To respond to changing conditions and community desires
2. State requires regular Comprehensive Plan updates
 - Each QLG must prepare, adopt, maintain, and implement a Comp. Plan to remain eligible for state funding programs
3. DCA requires that cities and counties update specific areas of a comprehensive plans every 5 years
 - Dunwoody Plan last updated in 2015
 - Update must meet certain minimum requirements
4. Revisions to the Plan are required to capture updates to:
 - Analysis (Population and household projections)
 - Needs and opportunities facing the community
 - 5-year work plan (Action Plan)
 - Future land use/Character area maps and narratives
5. Incorporate findings & recommendations of recent planning efforts, including LCIs, Masterplans, and Zoning

2015-2035 Comprehensive Plan

Overview

- Adopted October 12, 2015
- Prepared in 2015, built upon the 2030 Comp Plan and several other subsequent studies
- Extensive public engagement efforts included press releases, an online survey, public workshops, an open house, sounding board meetings, and interviews with local leaders



2015-2035 Comprehensive Plan



Community Vision and Goals

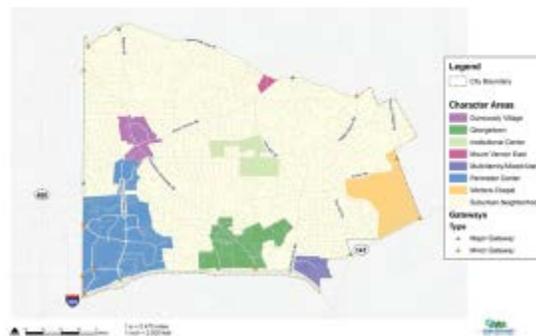
- **Vision:** *The City of Dunwoody strives to be a dynamic, innovative community where individuals, families, and businesses can thrive through all stages of life and career by encouraging a sustainable mix of land uses, facilities, and services.*
- **Goals:**
 - Preserve our neighborhoods
 - Nurture Dunwoody as a place to locate and grow business
 - Transform target redevelopment areas
 - Increase connectivity and enhance transportation options for all forms of travel
 - Expand the City's parks and greenspace and improve recreational opportunities
 - Make aging in place a more achievable reality
 - Grow the arts as part of what makes Dunwoody special
 - Maintain the commitment to sustainable practices

2015-2035 Comprehensive Plan



Community Policies

- **Community policies** were developed to provide guidance for local government officials for making decisions consistent with Community Goals. The policies set forth were intended to maintain Dunwoody's character as well as plan for future development.
- **Character areas** were also identified to provide policy direction for future development to be encouraged via implementation measures, primarily zoning.



2015-2035 Comprehensive Plan



Needs and Opportunities

GOALS	NEEDS AND OPPORTUNITIES							
	Preserve and improve neighborhoods	Work to ensure that all people in Dunwoody have access to quality jobs and services	Provide high quality recreational and leisure opportunities	Increase connectivity to major transit systems to all areas of the city	Improve accessibility to parks and recreational opportunities	Work to ensure that all people in Dunwoody have access to quality jobs and services	Work to ensure that all people in Dunwoody have access to quality jobs and services	Work to ensure that all people in Dunwoody have access to quality jobs and services
PRIORITY NEEDS AND OPPORTUNITIES								
1. Strengthen and enforce local development regulations and land use controls	*	*	*	*	*	*	*	*
2. Manage traffic	*	*	*	*	*	*	*	*
3. Improve and maintain the public rights-of-way	*	*	*	*	*	*	*	*
4. Maintain the character of Dunwoody	*	*	*	*	*	*	*	*
5. Encourage Dunwoody's small business and entrepreneurial environment	*	*	*	*	*	*	*	*
6. Ensure that the permitting process is straightforward and easy to understand	*	*	*	*	*	*	*	*
7. Strengthen Dunwoody's economic development efforts	*	*	*	*	*	*	*	*
8. Continue to strengthen relationships with local, regional, state, and federal partners	*	*	*	*	*	*	*	*
9. Encourage the construction of a greater variety of diverse affordable housing options	*	*	*	*	*	*	*	*
10. Encourage use of a wider range of transportation options	*	*	*	*	*	*	*	*
11. Improve transportation connectivity	*	*	*	*	*	*	*	*
12. Improve and update the City's transportation plan	*	*	*	*	*	*	*	*
13. Provide active recreational opportunities for all ages	*	*	*	*	*	*	*	*
14. Add new parkland and preserve greenways	*	*	*	*	*	*	*	*
15. Build upon existing resources to further support the cultural arts	*	*	*	*	*	*	*	*
16. Implement the Dunwoody Sustainability Plan	*	*	*	*	*	*	*	*

2015-2035 Comprehensive Plan



Community Work Program

- The **Community Work Program** outlines action items for achieving the Community Vision and Goals and addressing Community Needs and Opportunities. Action items included:
 - Policies
 - Ongoing efforts
 - Short term efforts (< 5 years)
 - Long term efforts (> 5 years)

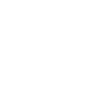
ID#	TYPE	PROJECT OR ACTIVITY	START DATE			RESPONSIBLE PARTY	EST. DURATION			FUNDING SOURCE
			MM	YY	DD		MM	YY	DD	
COMMUNITY DEVELOPMENT										
17.1	Policy Review	Review City Vision & Sustainable Dunwoody Plan	1	1	1	City Manager, Planning, Public Works	1	1	1	City Fund
17.2	Policy Review	Review City Vision & Sustainable Dunwoody Plan	1	1	1	City Manager, Planning, Public Works	1	1	1	City Fund
17.3	Policy Review	Review City Vision & Sustainable Dunwoody Plan	1	1	1	City Manager, Planning, Public Works	1	1	1	City Fund
17.4	Policy Review	Review City Vision & Sustainable Dunwoody Plan	1	1	1	City Manager, Planning, Public Works	1	1	1	City Fund
17.5	Policy Review	Review City Vision & Sustainable Dunwoody Plan	1	1	1	City Manager, Planning, Public Works	1	1	1	City Fund
17.6	Policy Review	Review City Vision & Sustainable Dunwoody Plan	1	1	1	City Manager, Planning, Public Works	1	1	1	City Fund
17.7	Policy Review	Review City Vision & Sustainable Dunwoody Plan	1	1	1	City Manager, Planning, Public Works	1	1	1	City Fund
17.8	Policy Review	Review City Vision & Sustainable Dunwoody Plan	1	1	1	City Manager, Planning, Public Works	1	1	1	City Fund
17.9	Policy Review	Review City Vision & Sustainable Dunwoody Plan	1	1	1	City Manager, Planning, Public Works	1	1	1	City Fund
17.10	Policy Review	Review City Vision & Sustainable Dunwoody Plan	1	1	1	City Manager, Planning, Public Works	1	1	1	City Fund
17.11	Policy Review	Review City Vision & Sustainable Dunwoody Plan	1	1	1	City Manager, Planning, Public Works	1	1	1	City Fund
17.12	Policy Review	Review City Vision & Sustainable Dunwoody Plan	1	1	1	City Manager, Planning, Public Works	1	1	1	City Fund
17.13	Policy Review	Review City Vision & Sustainable Dunwoody Plan	1	1	1	City Manager, Planning, Public Works	1	1	1	City Fund
17.14	Policy Review	Review City Vision & Sustainable Dunwoody Plan	1	1	1	City Manager, Planning, Public Works	1	1	1	City Fund
17.15	Policy Review	Review City Vision & Sustainable Dunwoody Plan	1	1	1	City Manager, Planning, Public Works	1	1	1	City Fund
17.16	Policy Review	Review City Vision & Sustainable Dunwoody Plan	1	1	1	City Manager, Planning, Public Works	1	1	1	City Fund
17.17	Policy Review	Review City Vision & Sustainable Dunwoody Plan	1	1	1	City Manager, Planning, Public Works	1	1	1	City Fund
17.18	Policy Review	Review City Vision & Sustainable Dunwoody Plan	1	1	1	City Manager, Planning, Public Works	1	1	1	City Fund
17.19	Policy Review	Review City Vision & Sustainable Dunwoody Plan	1	1	1	City Manager, Planning, Public Works	1	1	1	City Fund
17.20	Policy Review	Review City Vision & Sustainable Dunwoody Plan	1	1	1	City Manager, Planning, Public Works	1	1	1	City Fund



Tentative Schedule

	October 28, 2019	Kick-off meeting (City Council)
	January 2020	Sounding Board Meeting
	February 2020	Community Involvement Meeting
	March 2020	Sounding Board Meeting
	April 2020	Community Involvement Meeting
	May 2020	Sounding Board Meeting
	June 2020	Public Hearing (City Council) to collect public comments on draft plan
	June 2020	Submittal for Review
	July/August 2020	Report of Findings and Recommendations
	September 2020	Planning Commission Hearing
	October 2020	Adoption & notification (legal) by City Council
	October 31, 2020	Final Due Date

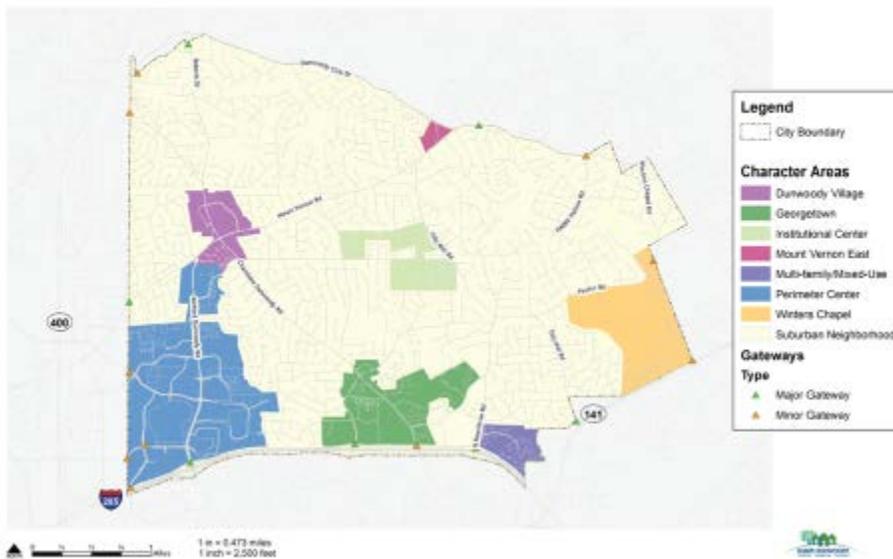
Sounding Board Meetings

- 
1. Vision and Goals
- 
2. Needs and Opportunities
- 
3. Work Program
- 
- 
- 

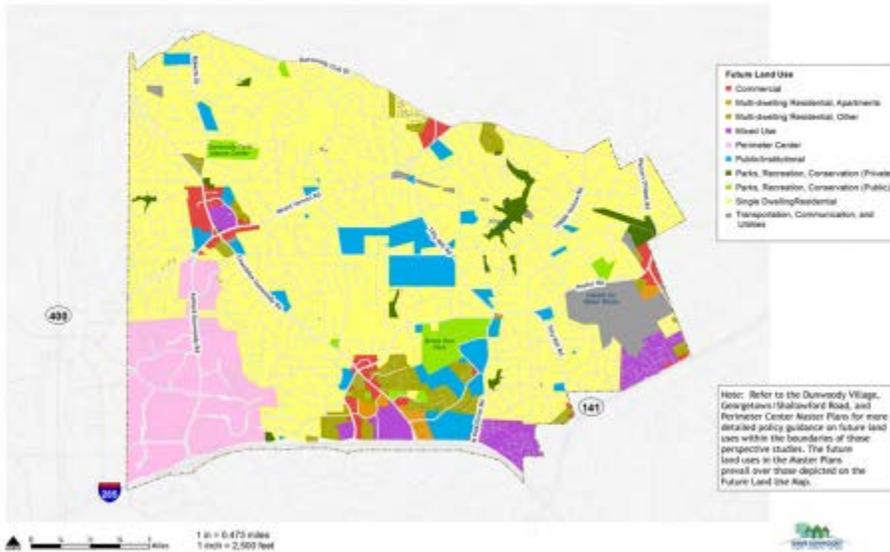
Vision and Goals

- **Vision:** *The City of Dunwoody strives to be a dynamic, innovative community where individuals, families, and businesses can thrive through all stages of life and career by encouraging a sustainable mix of land uses, facilities, and services.*
- **Goals:**
 - Preserve our neighborhoods
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 - Make aging in place a more achievable reality
 - Grow the arts as part of what makes Dunwoody special
 - Maintain the commitment to sustainable practices

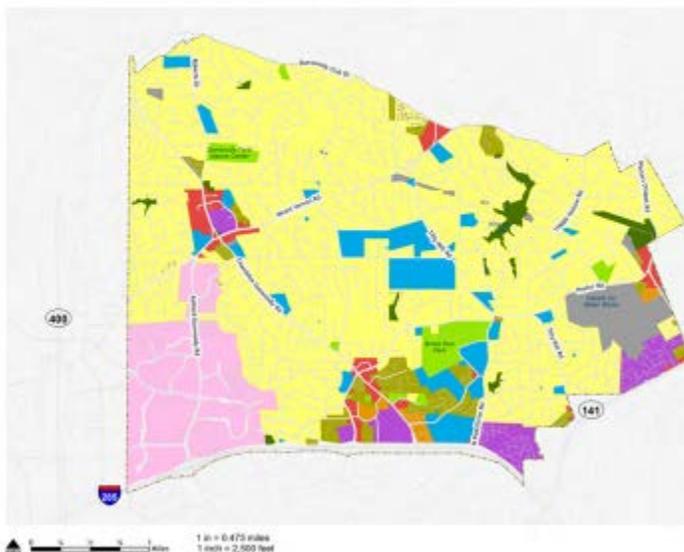
2020 Comprehensive Plan Updates



2020 Comprehensive Plan Updates



2020 Comprehensive Plan Updates



Land Use Updates:

1. Dunwoody Village District
2. Parks District
3. New Institutional District
4. Reduce Number of Single-Family Zoning Districts
5. Remove Expired Districts
6. Reconsider Land Uses along I-285 Corridor?

What's Next?



1. Review Character Areas for Sounding Board Meeting #2
2. Review Needs and Opportunities for Sounding Board Meeting #2

Questions?



B.2.1 SOUNDING BOARD #1 SIGN IN SHEET



4800 Ashford Dunwoody Road
Dunwoody, Georgia 30338
dunwoodyga.gov | 678.382.6700



Dunwoody Next Comprehensive Plan Update Sounding Board Meeting #1
Sign-up sheet

Name Michael Smith

Name Michael Starling

Name Richard McLeod

Name Bob Dallas

Name Brent Walker

Name John Olson

Name Eric Bosman

Name Emily Smith

Name Ryan Schlom

Lynn Deutsch Mayor
Eric Linton, ICMA-CM City Manager
Sharon Lowery, CMC City Clerk

Pam Tallmadge City Council Post 1
Jim Rittcher City Council Post 2
Tom Lambert City Council Post 3

Stacey Harris City Council Post 4
Joe Seconder City Council Post 5
John Heneghan City Council Post 6



Name Andrew Smith - ARC

Name Terri Polk

Name Katie Williams

Name Lynn Deutsch

Name ANN HANLON, PCID

Name _____

Lynn Deutsch Mayor
Eric Linton, ICMA-CM City Manager
Sharon Lowery, CMC City Clerk

Pam Tallmadge City Council Post 1
Jim Ritcher City Council Post 2
Tom Lambert City Council Post 3

Stacey Harris City Council Post 4
Joe Seconder City Council Post 5
John Heneghan City Council Post 6

B.3 SOUNDING BOARD #2 AGENDA AND PRESENTATION

Sounding Board Meeting #2 Agenda

Tuesday, March 10, 2020

City Manager's Conference Room

4800 Ashford Dunwoody Rd.

Dunwoody, GA 30338

Meeting Agenda



1. Revised Goal Statements
2. Needs and Opportunities Discussion
3. Character Areas Discussion
4. Hot Topics Discussion
5. Next Steps/Homework



Meeting Agenda



1. Revised Vision and Goal Statements
2. Needs and Opportunities Discussion
3. Character Areas Discussion
4. Hot Topics Discussion
5. Next Steps/Homework

Existing Vision and Goals

- **Vision:** *The City of Dunwoody strives to be a dynamic, innovative community where individuals, families, and businesses can thrive through all stages of life and career by encouraging a sustainable mix of land uses, facilities, and services.*
- **Goals:**
 - Preserve our neighborhoods
 - Nurture Dunwoody as a place to locate and grow business
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 - Maintain the commitment to sustainable practices

Proposed Revised Vision – Thoughts?

The City of Dunwoody will be a dynamic regional destination and a community where people can thrive - with a balanced mix of urban and suburban environments and amenities; high quality employment; housing and transportation options; and best-in-class infrastructure, facilities and services.

Proposed Revised Goals – Thoughts?

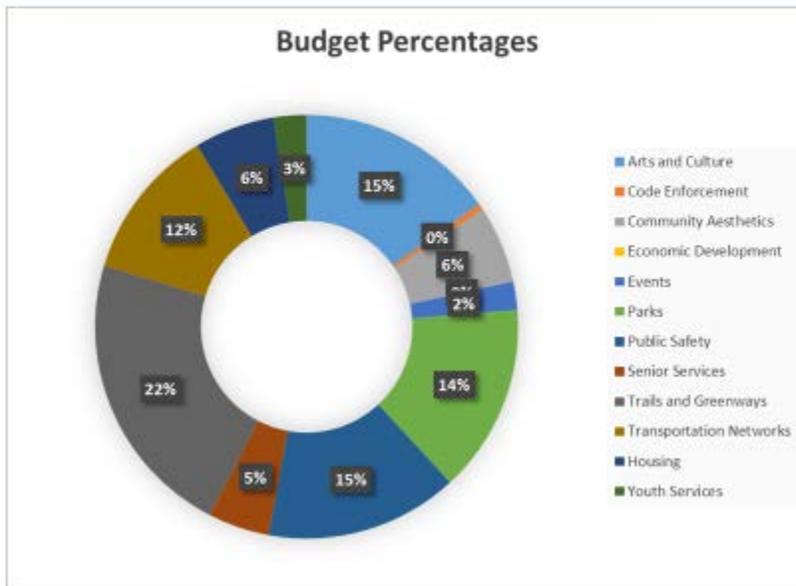
- Maintain and enhance Dunwoody's neighborhoods
- Foster a business-friendly climate
- Redevelop target areas with a vibrant mix of uses, transportation options, high quality design, and amenities
- Promote connectivity and choice for all modes of travel, including transit, biking, and walking
- Expand parks and greenspace in more locations across the City, and improve recreational opportunities
- Make aging in place an achievable reality for residents
- Cultivate and expand access to arts and culture as part of what makes Dunwoody special
- Maintain and strengthen the City's commitment to sustainable practices
- Leverage Dunwoody's location at the heart of growing job centers, transportation access and neighboring communities
- Continue to support relationships and coordination with neighboring cities, state and regional agencies, and the DeKalb County School District
- Expand and diversify housing options in the City

Needs and Opportunities

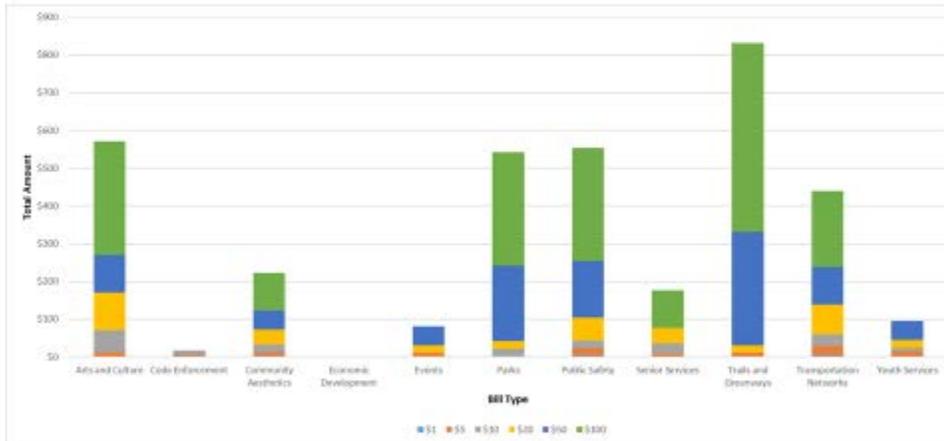
Public Open House Input – Key Takeaways

- Everything is still a priority!
 - Traffic/intersections/signal timing (#2, 12)
 - Walkability/sidewalk infrastructure (#3)
 - Gateways and beautification (#3)
 - Definition of “character” (#4)
 - Not seen as a destination (#5)
 - Economic development should be linked to target redevelopment areas (#7)
 - More transportation options (#10, 11, 12)

Needs and Opportunities



Needs and Opportunities



Needs and Opportunities

Sounding Board Input – Key Takeaways

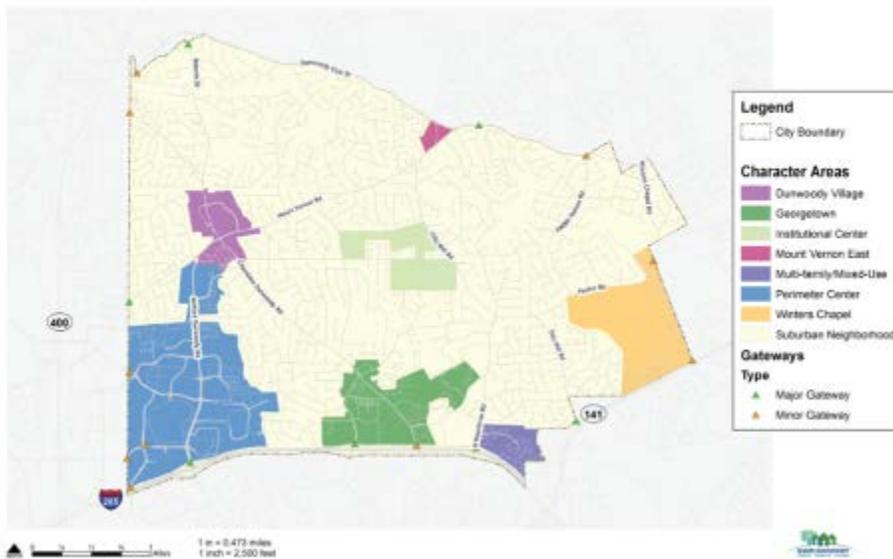
- Everything is still a priority! (and some new ideas)
- Tried to add/refine in Vision and Goals where appropriate
 - Gateways/wayfinding (#3)
 - Definition of “character” (#4)
 - Relationships w/ partners (#8)
 - Senior housing (#9)
 - Transportation (#10, 11, 12)
 - Preparing for transit and TOD both inside and outside Dunwoody
 - Biking, walking, micro-mobility
 - Parks/Recreation/Trails (#13, 14)
 - Arts and Culture (#15)
 - Leveraging location (somewhat fits with #8)
 - Housing choice/affordability (somewhat fits with #9)
 - Redevelopment – definition, prioritization, TOD, etc.

Needs and Opportunities

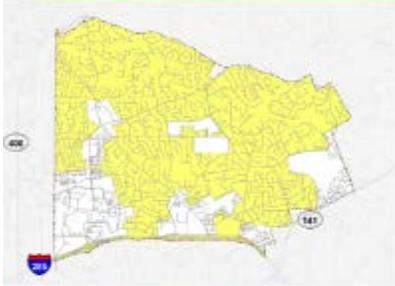
Two Ideas

- Recast these items more as assets to be built on and challenges to be addressed – and less as action or goal statements
- Better delineate between assets and challenges

Character Areas



Suburban Neighborhood



Key Characteristics:

- Stable, owner-occupied single-family residential
- Accessible sidewalks
- Extensive landscaping
- Access to parks, greenspace, and places of worship/schools
- Quality design and long-lasting building materials



Dunwoody Village

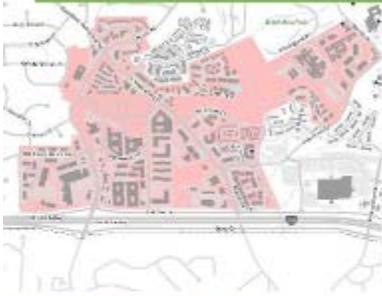


Key Characteristics:

- The "heart" of Dunwoody
- Pedestrian and bicycle amenities to increase connectivity
- Multi-modal transportation
- Public open space and "village green"
- Master planned design
- Mixed-uses



Georgetown



Key Characteristics:

- Pedestrian- and bicycle-oriented activity center
- Open space and greenways
- Single-family homes protected by buffering
- "Lifelong community," allowing options for aging in place
- Transitions between intense uses



Institutional Center



Key Characteristics:

- Academics, culture, and recreation
- Managed access and parking
- Buffers and landscaping



Mount Vernon East



Key Characteristics:

- Neighborhood-scale commercial node
- Pedestrian- and bicycle-friendly
- Defined gateways
- Public functional green space



Multi-Family/Mixed-Use



Key Characteristics:

- High density housing along I-285
- Mixed-use developments
- Appropriate transitions between uses
- Strong continuity between developments



Perimeter Center



Key Characteristics:

- "Livable" regional center
- Regional example of high-quality design
- Public gathering space and pocket parks
- "Live-work" environment
- Mixed-use, transit-oriented development



Winters Chapel



Key Characteristics:

- Attractive gateway to the City
- Mix of housing, shopping, and recreational options
- Functional green space
- Transitional buffer zones between uses



Gateways



Key Characteristics:

- Wayfinding signage
- Gateway features that define “arrival” to the City
- Maintained landscaping



Hot Topics

- Define “target redevelopment areas”
- Define “transportation options”
- Define “aging in place” and “senior housing”
- Define “arts and culture” and how it should grow
- Define “affordability” in housing

Sounding Board Meetings



1. ~~Vision and Goals~~
2. ~~Needs and Opportunities~~
3. Work Program

Tentative Schedule



October 28, 2019	Kick-off meeting (City Council)
January 2020	Sounding Board Meeting
February 2020	Community Involvement Meeting
March 2020	Sounding Board Meeting
April 2020	Community Involvement Meeting
May 2020	Sounding Board Meeting
June 2020	Public Hearing (City Council) to collect public comments on draft plan
June 2020	Submittal for Review
July/August 2020	Report of Findings and Recommendations
September 2020	Planning Commission Hearing
October 2020	Adoption & notification (legal) by City Council
October 31, 2020	Final Due Date

SOUNDING BOARD #2 SIGN IN SHEET



Sounding Board Meeting #2 March 10, 2020 9 am-11 am

City Manager's Conference Room

Dunwoody City Hall

Sign-in Sheet

Name Lorna Sherwin

Name Richard McLeod

Name Ann Hanson

Name Eric Bosman

Name Ady Bastien

Name John Olson

Name Brian Walker

Name Michelle

Name Daniel Gattis



Name Lynn Deutsch

Name ANN HANLON, PCIDS

Name Andrew Smith - ARC

Name EMILY SMITH - KIMLEY-HORN

Name Ryan Schlom - ARC

Name Teri Jane Pall

B.4 DUNWOODY NEXT EMAIL ADDRESS COMMENTS

The City of Dunwoody set up an email address for comments about the draft Plan to be received at dunwoodynext@dunwoodyga.gov. Two emails were received and a general synopsis of the responses are captured below.

- Concern about numbers in the draft Plan that may not reflect the number of cars from households in Dunwoody. Overall strong concern about increased traffic congestion and potential inability to properly manage infrastructure.
- Parks and greenspace over active recreational venues.
- Concerns about declining tax revenue to support infrastructure replacement.
- Questions about the wording of “maintain and improve” and a desire to be more specific about which conditions will be prioritized.
- Concern about higher density and reducing new single occupancy vehicles from increased density.
- There were suggestions for smarter mix-used developments, requiring businesses/developers to pay impact fees and not afforded tax breaks.
- Suggestions to be specific about goals for senior housing separately from encouraging more housing options in order for those looking for the “missing middle” to be successful.
- Encouragement to work with nearby cities to share amenities like outdoor venues/amphitheaters in order to conserve land and resources.
- Increase the size and effectiveness of buffers between land uses.
- Suggestions for parking decks to be policed and well-lit to encourage less drive through traffic in the community.
- Maintaining roads and replacing infrastructure should be priority over beautification efforts like flower planting.
- Concerns were expressed about overall financial health of the City and how COVID will impact this year’s comprehensive plan update.
- Suggestions were made to establish a true “aging in place” program such as the one in Beacon Hill, Boston and concern about senior-centric housing with COVID-19 outbreaks.

B.5 SOCIAL MEDIA POSTS

City of Dunwoody - Government
 May 19 · 🌐

The City of #Dunwoody is taking a new approach to seek additional public input as part of "Dunwoody Next," the Comprehensive Plan update for 2020. Starting today, community members are encouraged to go online to read the latest draft and provide feedback through a survey.

"The draft includes changes made after our first public input meeting in February," said Dunwoody Community Development Director Richard McLeod. "We planned another session in April but had to cancel it due to COVID-19. By moving the process online, we're providing the public with a safe and convenient way to participate."

Project page: <https://dunwoodyga.gov/dunwoodynext>
 Draft plan: <https://bit.ly/2TJGAZB>
 Survey link: <https://www.surveymonkey.com/tr/XD2JRG3>
 More details: <https://bit.ly/3bKyaRj>

May 18, 2020 Draft - For Public Review

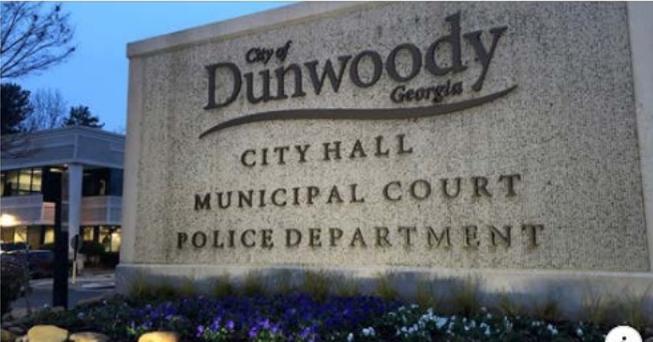


You and 11 others
 6 Comments 3 Shares

Like Comment Share

City of Dunwoody - Government
 February 20 · 🌐

We hope you can join us next Saturday to share your vision of what's next for #Dunwoody.



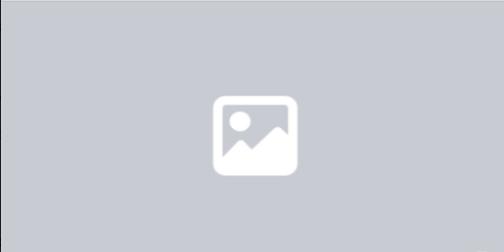
REPORTERNEWSPAPERS.NET
Dunwoody to hold Feb. 29 public input meeting on comprehensive plan update

Joe Seconder and 3 others

Like Comment Share

City of Dunwoody - Government
 June 8 · 🌐

We want to hear from YOU! #Dunwoody is tweaking its 20-year plan by defining the vision for the future. Find links to the comprehensive plan update + survey here: <https://dunwoodyga.gov/index.php...>
 #DunwoodyNext



AJC.COM
Dunwoody asks for online feedback on plan guiding next decade

8
 2 Shares

Like Comment Share

City of Dunwoody - Government
 February 2 · 🌐

Be a part of creating #Dunwoody's roadmap for long-range policy direction this Saturday, Feb. 8 from 1 to 3 p.m. at Dunwoody City Hall.
 #DunwoodyNext



REPORTERNEWSPAPERS.NET
'Dunwoody Next' comprehensive plan update kicks off Feb. 8
 The city of Dunwoody is beginning its "Dunwoody Next" comprehensive...

1

Like Comment Share



CITY OF DUNWOODY WEBSITE SNAPSHOTS

GOVERNMENT ▾ POLICE JOBS PROJECTS FOR RESIDENTS FOR BUSINESSES FOR VISITORS



SATURDAY, FEBRUARY 29, 2020 | 1:00 PM

Dunwoody Next Public Input Session

The City of Dunwoody will seek public input as part of Dunwoody Next, the Comprehensive Plan update for 2020. With guidance from Georgia's Department of Community Affairs, the City of Dunwoody revisits and revises its Comprehensive Plan every five years to help refine the community's vision for the future.

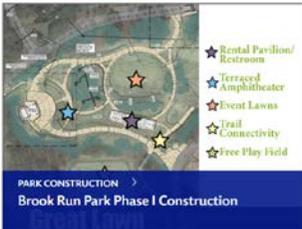
TAGS: Community Event

[Learn more](#) | [Add to calendar](#) | [Share](#) | [Map It](#)

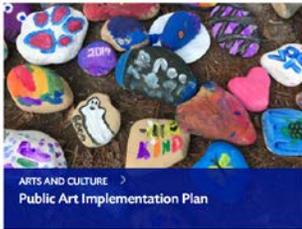
PROJECTS AND INITIATIVES



COMMUNITY DEVELOPMENT >
Comprehensive Plan - 5 Year Update



PARK CONSTRUCTION >
Brook Run Park Phase I Construction



ARTS AND CULTURE >
Public Art Implementation Plan

[View All](#)

MENT ▾ POLICE JOBS PROJECTS FOR RESIDENTS FOR BUSINESSES FOR VISITORS

COMMUNITY DEVELOPMENT

Comprehensive Plan - 5 Year Update

City of Dunwoody updates its Comprehensive Plan

Public input is an important part of "Dunwoody Next," the City's Comprehensive Plan update for 2020.

The City of Dunwoody seeks public input as part of "Dunwoody Next," the Comprehensive Plan update for 2020. With guidance from Georgia's Department of Community Affairs, the City of Dunwoody revisits and revises its Comprehensive Plan every five years to help refine the community's vision for the future.

"The Comprehensive Plan is a roadmap for long-range policy direction," said Dunwoody Community Development Director Richard McLeod. "We use it to guide decisions about land use, transportation, economic development, housing, infrastructure and more. This is an important part of our continued evolution as a young and growing city."

The 2020 update includes two important public input sessions. Community

RECENT PROJECT UPDATES

Current DRAFT of Dunwoody Next: 5-year Comprehensive Plan, 05-18-2020

For a three page summary of the comprehensive planning process, [click here](#).

To see a presentation on data about residents of Dunwoody and how trends shape comprehensive planning, [click here](#).

LINKS TO ADOPTED DRAFTS

Comprehensive Plan ADOPTED 10-12-15

Comprehensive Plan Appendix ADOPTED 10-12-15

Most Recent Project Phase - **COMPLETION and IMPLEMENTATION**



DUNWOODY CRIER ARTICLE

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Dunwoody to begin update of its Comprehensive Plan

Jan 27, 2020 0

[f](#) [t](#) [e](#) [p](#) [q](#)

DUNWOODY, Ga. — The City of Dunwoody will host public input sessions as part of “Dunwoody Next,” the comprehensive plan update for 2020.

With guidance from Georgia’s Department of Community Affairs, Dunwoody revisits and revises its comprehensive plan every five years to help refine the community’s vision for the future.

“The Comprehensive Plan is a roadmap for long-range policy direction,” Dunwoody Community Development Director Richard McLeod said. “We use it to guide decisions about land use, transportation, economic development, housing, infrastructure and more. This is an important part of our continued evolution as a young and growing city.”

The first public input session will be held on Saturday, Feb. 8 from 1 to 3 p.m. at Dunwoody City Hall, 4800 Ashford Dunwoody Road. The public will have a second chance to provide input during Lemonade Days at an informational booth set up between 1 and 3 p.m. on Saturday, April 25 at Brook Run Park, 4770 N. Peachtree Road.

A team from the Atlanta Regional Commission (ARC) will serve as project manager for this process, gathering input and providing analysis of opportunities and needs for the city. Later in 2020, recommended updates will be presented to the Dunwoody City Council for consideration.

The City has assembled a sounding board of staff and stakeholders to work with the ARC on the update.

TALK BACK TO THE CRIER

Letter from the editor | A season of unknowns

By JOE PARKER joe@appenmediagroup.com

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- 4 Dunwoody Farmers market, local vendors a...
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What do home buyers want in 2020?



NORTH ATLANTA 49, DUNWOODY 21

Warriors' ground game hands Dunwoody fifth loss

By **BOB FISCELLA**
For the Crier

CHAMBLEE, Ga. — Running on empty, Jackson Browne sang it, the Dunwoody Wildcats lived it against North Atlanta at North DeKalb Stadium on Friday night.

The Wildcats were running on empty after they were run over by a relentless Warriors' ground game led by the heroics of running back T.K. Mack.

The senior ran for over 100 yards and three touchdowns as the Warriors (5-3, 3-3) raced past Dunwoody (3-5, 2-4) 49-21, the Wildcats fourth loss in their last five games. Mack has rushed for over 1,300 yards this season.

"No question he's the best (running back) we have faced all year," said Dunwoody coach Mike Nash. "They had three guys who could flat out run the football. That is hard to defend. Our guys' effort was great. We just got outmanned."

It didn't take Mack long to warm up. On North Atlanta's third offensive play of the game, he found a small crease and scampered 49 yards for the game's first score. After Dunwoody missed a field goal on its next possession, Mack and

quarterback Wiley Hartley led the Warriors on a 10-play, 80-yard drive that resulted in a 14-nothing lead.

North Atlanta then recovered a perfectly executed onside kick, and on the very next play, Hartley connected with Tre' Mason on a 46-yard touchdown strike for a 21-0 lead. The Warriors never looked back.

"Offensively we were trying to slow it down due to their tough running game, and we were able to do that a little," Nash said. "However, when we got down early, especially after we lost a possession on the onside kick, we had to start trying to score quicker to get back in it. We still passed for 295 and had 353 overall yards, but we just couldn't quite keep up."

It didn't help the Wildcats cause when they lost their leading tackler, senior linebacker Isaac Anderson, to a shoulder injury in the first half. Linebacker Danny Megathlin filled in admirably with double-digits in tackles.

"Not surprising," said Nash. "Danny has great football IQ and great instincts. He is a very underrated player. He is always around the ball and doesn't miss tackles. He is very important to us."



Dunwoody senior **David Julian** is touchdown-bound after receiving the ball on a crossing pattern.

KEN LANGLEY/SPECIAL

Dunwoody now has back-to-back road games to finish the season, starting with Chattahoochee on Friday night in Alpharetta.

"It will be a tough task but our kids will be up to it," Nash said. "We need this win in order to have our best season in the last five-or-six years. (We hope) to send this senior class out the right way."

THE CITY OF DUNWOODY, GEORGIA NOTICE OF ZONING BOARD OF APPEALS MEETING

The City of Dunwoody Zoning Board of Appeals will meet on **Thursday, December 5, 2019 at 6:00 p.m.** in the Council Chambers of Dunwoody City Hall, which is located at 4800 Ashford Dunwoody Road, Dunwoody, Georgia 30338, to hear the following applications:

ZBA 19-19: Kurt Carlson, owner of 2326 Leisure Lake Drive, Dunwoody, GA 30338 seeks a variance from Chapter 27, Section 27-58 to encroach the street yard setback for construction of a detached garage. The tax parcel number for the site is 18 359 08 020.

4. Crunchbase.com — So I have no idea what this is but I wrote it down. The home page says "Discover innovative companies and the people behind them." This must be a sort of People Magazine that only focuses on entrepreneurs. Cool, (and very voyeuristic!)

5. Timanion.com — This one is close to my heart, and there is a story behind it. The short version is that Tina is a wonderful artist — think Andy Warhol but better — that Christina and I discovered when we camped out in our RV in the middle of a desert. We were in a state park named Homolovi, a sacred 4,000-acre ancient Hopi burial ground about 5 miles from Winslow, Arizona. This land at Homolovi is magic. Go to azstateparks.com. Watch the YouTube on the site.

For my other popular bookmarks, go to the longer version of this column on NorthFulton.com and click on "Opinion" in the main tool bar.

Also, send me your favorite bookmarks, and why, to RayAppen@gmail.com. In the subject line write "bookmarks." Include your name and the city you live in. If enough of you send in, I'll do a column of just yours!

Quote of the day: "I don't think it is a sin to be a little strong on cash when you are as big a company as we are." Warren Buffet whose company Berkshire Hathaway, at the time had like \$138 billion in cash parked on the side (as in not in the stock market). What does that tell you?

Topic for the next column: I am not sure but possibly writing about the future of the future, cul-du-sacs, labels, or possibly "words." I have a long list of column ideas - scraps of columns everywhere!

The state is not sending out absentee ballot request forms to every Georgia voter for the general election as occurred ahead of the primary, though a few counties like DeKalb have individually decided to send out those forms to all local registered voters. Ruffensperger said.

With huge numbers expected to vote by mail across the country during the pandemic, Christy McCormick of the U.S. Election Assistance Commission said absentee voters should plan to mail their ballots no later than a week before Nov. 3 to avoid the possibility of slowed delivery. Georgia voters can start mailing in their absentee ballots on Sept. 15. Early voting for the Nov. 3 election begins on Oct. 12.

reason I mention books in the cozy mysteries I write. My main character, Letia, belongs to a book club in the Cotswolds village of Astonbury. Once a month, she attends a meeting at the Book Nook on the High Street. My Atlanta readers will know I stole that name from the popular used book store in Decatur.

In the first book, "Bells, Tails, & Murder," Letia leads the discussion of Charlie Lovett's "The Bookman's Tale." In that novel, a North Carolina antiquarian bookseller relocates to an English village after his wife dies. There, he stumbles upon a book about Shakespeare forgeries that leads him to investigate the age-old mystery as to who Shakespeare was, if indeed the

populate the books.

For book three, "Whiskers, Wreaths, & Murder," which takes place in, you guessed it, December, I chose "Mr. Dickens and His Carol" by Samantha Silva as the book club selection. Dickens, the dog in my book, was very excited that a book about his namesake was featured. That book was released on Sept. 2. You may want to check to see if there are other parallels.

beyond those read for book club — are referenced throughout my books, and there are certainly enough to fill another column. Perhaps I'll revisit the topic of the books in my books one day and take a deeper dive. Stay tuned.

Author **Kathy Manos Penn** is a Sandy Springs resident. Find her cozy mysteries at the *Enchanted Forest* and an *Amazon*. Contact her at tkpenn119@gmail.com.

THE CITY OF DUNWOODY, GEORGIA NOTICE OF PUBLIC HEARING

The City Council will hold a public hearing on **Monday, November 18, 2019 at 6:00pm** located in the Council Chambers of Dunwoody City Hall, 4800 Ashford Dunwoody Road, Dunwoody, Georgia 30338 to kick off the 5-year update of the Comprehensive Plan."

THE CITY OF DUNWOODY, GEORGIA NOTICE OF PUBLIC HEARING

The City of Dunwoody Planning Commission will meet on **Tuesday, September 15, 2020 at 6:00 p.m.** in the Council Chambers of Dunwoody City Hall, which is located at 4800 Ashford Dunwoody Road, Dunwoody, GA 30338, for the purpose of due process of the following:

RZ 20-02: Peachland Housing group seeks to rezone the properties located at 5308, 5318, and 5328 Roberts Drive from their current R-100 (Single-dwelling Residential) District zoning classification to an R-50 (Single-dwelling Residential) District.

To join in via Zoom:

Join from a PC, Mac, iPad, iPhone or Android device:
Please click this URL to join. <https://us02web.zoom.us/j/89811318070>

Or join by phone:

Dial (for higher quality, dial a number based on your current location):
US: +1 929 205 6099 or +1 301 715 8592 or +1 312 626 6799 or +1 669 900 6833 or +1 253 215 8782 or +1 346 248 7799
Webinar ID: 898 1131 8070
International numbers available: <https://us02web.zoom.us/j/keFYCpmMzY>

THE CITY OF DUNWOODY, GEORGIA NOTICE OF PUBLIC HEARING

The City Council will hold a public hearing on **Tuesday, September 29, 2020 at 6:00pm** located in the Council Chambers of Dunwoody City Hall, 4800 Ashford Dunwoody Road, Dunwoody, Georgia 30338 to review the draft of the 5-year update of the Comprehensive Plan.

To join in via Zoom:

Join from a PC, Mac, iPad, iPhone or Android device:
Please click this URL to join. <https://us02web.zoom.us/j/82102738100>

Or join by phone:

Dial (for higher quality, dial a number based on your current location):
US: +1 312 626 6799 or +1 929 205 6099 or +1 301 715 8592 or +1 346 248 7799 or +1 669 900 6833 or +1 253 215 8782
Webinar ID: 821 0273 8100
International numbers available: <https://us02web.zoom.us/j/ucCgTVuaxX>



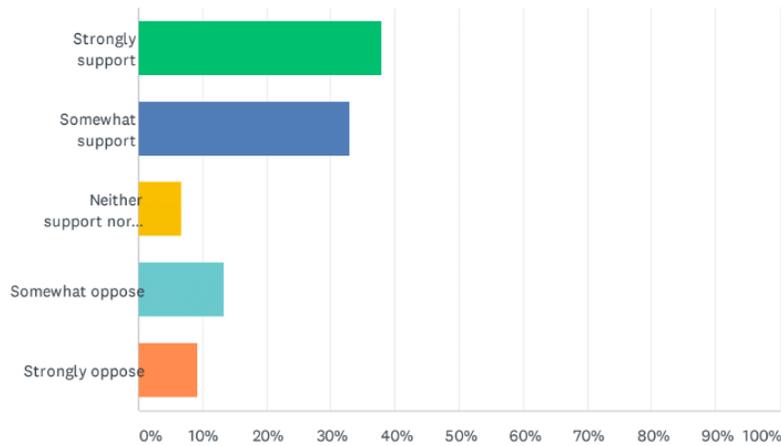
B.6 COMMUNITY SURVEY RESULTS

Community Feedback Survey

SurveyMonkey

Q1 How much do you support or oppose the revised Dunwoody Vision Statement? The City of Dunwoody will be a dynamic regional destination and a community where people can thrive – with a balanced mix of urban and suburban environments and amenities; high quality employment; housing and transportation options; and best-in-class infrastructure, facilities and services.

Answered: 119 Skipped: 1



ANSWER CHOICES	RESPONSES	
Strongly support	37.82%	45
Somewhat support	32.77%	39
Neither support nor oppose	6.72%	8
Somewhat oppose	13.45%	16
Strongly oppose	9.24%	11
TOTAL		119

Community Feedback Survey

SurveyMonkey

#	OTHER (PLEASE SPECIFY)	DATE
1	We are a suburban community, not urban	6/12/2020 10:31 PM
2	We have too much traffic already that our roads can't support. Our schools are also overcrowded. Fix that before you try to bring in more people	6/9/2020 11:45 AM
3	I'm very upset that nobody seems to care about protecting nature. Everybody seems to be cutting trees without replacing them. Soon we will be call Dontwoody!	6/7/2020 7:22 PM
4	The ideas are great, but there is no mention of how to work with DeKalb to address the overcrowding of our schools. There needs to be land designated to the development as the city continues to grow. If not, future residents may not chose to move here if the schools don't have the space for their children.	5/29/2020 10:31 AM
5	it doesn't mention the small town feel which I would like Dunwoody to continue to strive for	5/24/2020 2:17 PM
6	There is no mention of green spaces or park amenities	5/23/2020 11:58 AM



Q2 Following up to the previous question, why do you feel that way?

Answered: 93 Skipped: 27

#	RESPONSES	DATE
1	The overall vision is great however, we are not in any way supportive of extending the connectivity of trails. We have plenty of parks with trails that can be visited singularly, we share the road with runners and bikers daily and from a safety perspective, there is no need for these parks to connect. The specific and alarming issues that we have seen (living in a home that borders a park, is the lack of fencing, the lack of patrolling after dark and the refusal by the city to introduce how the residents in the neighborhoods that border parks will be safe. While the trail is great for well meaning people during daytime hours, the lack of oversight for what occurs when the sun goes down is unacceptable. Parks are important, safety of residents is priority.	6/19/2020 8:07 PM
2	I'd like to attract like-minded families and professionals to live, work, and be happy to live in Dunwoody	6/19/2020 8:13 AM
3	The Perimeter area has been developed far too much. I do not want to see any more high rise buildings.	6/18/2020 4:59 PM
4	Due to the proximity to Atlanta and I285, Dunwoody has the urban vibe but being in the OTP, the family friendly neighborhoods and green areas displays the suburban environment. Regarding transportation options, the proximity of highways and MARTA give us transportation options, although I strongly believe we have to enhance the walkable and bicycle areas. I also think the City and Police have great communication services, always in touch with the community, including thorough non conventional channels (Dunwoody Facebook Forum, per example.)	6/18/2020 2:30 PM
5	Like the employment opportunities it will provide. Like the forward thinking infrastructure proposed.	6/18/2020 12:44 PM
6	Oversaturation of multi-family residences and apartments does NOT support the historical nature of Dunwoody. NO MORE APARTMENTS.	6/18/2020 12:31 AM
7	This sounds quite generic. How will Dunwoody distinguish itself from pretty much every other city who strives for more or less the same goals? Also, why is there no mention of social/racial equity, sustainability and ethical/transparent governance in the vision statement?	6/17/2020 10:28 PM
8	I looks great on paper but I am always concerned with the amazing amount of trees that have been cut down in Dunwoody..	6/17/2020 9:29 PM
9	I will always have concerns about any and all new residential until the schools aren't overcrowded	6/17/2020 6:29 PM
10	Agree with everything but there is no mention of maintaining and strengthening public safety.	6/17/2020 5:39 PM
11	Dunwoody has always been a small quaint town. That has been nestled by the big city that is why people wanted to come here and we have not see the big city will be in our backyard but the small quaint town Not filling up pounds, cutting down trees, and kills our nature that is not what Dunwoody is about so sad to see what greed can do to a town	6/17/2020 4:31 PM
12	It covers most of the areas that needed change when compared to the last update	6/17/2020 4:30 PM
13	Dunwoody residents already pay comparatively higher property taxes than neighboring cities or counties with little by way of additional benefits. If the changes discussed in the plan are going to come at the cost of higher tax property tax rates for single-family ownership, living in the city may become untenable owing to the financials implications.	6/17/2020 3:54 PM
14	I would like more suburban and less urban, with a focus on increased green spaces and parks instead of tearing down trees for buildings. Instead repurpose buildings that already exist.	6/17/2020 3:27 PM
15	I would like to see less emphasis on an "urban" environment. The true character of Dunwoody is in the single-family neighborhoods. This should be the priority.	6/17/2020 3:23 PM
16	Has positive words	6/17/2020 2:37 PM
17	I generally think it is good but there are some priorities I'd like added.	6/17/2020 1:18 PM
18	Making Dunwoody a hub for big business will only make Dunwoody better and housing value will continue to grow.	6/17/2020 1:05 PM
19	Emphasis on suburbanism is ignoring Dunwoody's future in favor of its long gone past.	6/16/2020 5:00 PM

Community Feedback Survey

SurveyMonkey

20	I do not want to see Dunwoody turn into what Sandy Springs is turning in or even Brookhaven/Chamblee. Tall building, more traffic(we already have too much) all ruin the feel that Dunwoody currently has. I would like to retain the one story building and not increase more homes. As we add more homes means the schools get more overcrowded than they already are.	6/16/2020 8:17 AM
21	We will be spending too many \$\$\$ for this extensive program. We need the outer beltway and it will be easy to build and more effective routing of traffic. Also with pandemic will have fewer cars and trucks on the road,	6/13/2020 12:24 PM
22	This puts too much weight on the urban part of Dunwoody, which feels like a nod to more office buildings and shopping centers. The actual residents of Dunwoody want walkable and bikeable spaces, a community center, an entertainment district around Dunwoody village and new schools. This mission statement seems to prioritize Perimeter Center vs prioritizing things that will improve residents' lives.	6/13/2020 8:13 AM
23	The plan doesn't act realistically. By the time you implement something, it's outdated.	6/12/2020 11:13 PM
24	Because of our location and the fact that Dunwoody is primarily single family homes. Since the city refuses to widen roads, I don't want more density and the associated traffic.	6/12/2020 10:31 PM
25	Concerns for extending pictures limits closer to 285 perimeter. Concerns for spending money to add bike and walking paths. Concerns for the cost of these projects during a recession	6/12/2020 10:09 PM
26	Agree with all goals.	6/12/2020 5:10 PM
27	It's a good start, but it says nothing about increasing walkability and making the areas in Dunwoody meld into each other better. Sometimes it feels like this city is a giant parking lot. Would be nice to just get out and wander around places.	6/12/2020 4:13 PM
28	I think this kind of change will be positive for the people living in Dunwoody and specifically young families or singles. As a young working professional in my 30's with two young children, I would love for the community to grow and provide more spaces for gathering and further grow the diversity of the community.	6/12/2020 1:54 PM
29	Captures it all.	6/12/2020 1:13 PM
30	The vision statement could perhaps be worded a little better, but it does convey an intention to provide a high quality life experience to those in the community.	6/12/2020 12:19 PM
31	As a 43 year resident, I am partial to living in a dynamic City where forward vision and constant improvements are the currency of progress and vitality.	6/12/2020 11:34 AM
32	Above	6/9/2020 11:45 AM
33	The semi colon behind employment. Don't we want high quality housing and transportation options?	6/8/2020 10:12 PM
34	I would like to learn more about what was meant by "regional destination". Dunwoody is nice because it's a bit of a sleepy community the further away you get from the mall and craziness of Ashford-Dunwoody. I would not want to see that level of traffic move further east.	6/8/2020 5:29 PM
35	Dunwoody is a growing city with a variety of options for both residence and visitors.	6/8/2020 2:38 PM
36	Lots of big words with little substance behind the statement. It's not focused and could pretty much be a statement about any city in America.	6/8/2020 1:47 PM
37	Love to think of Dunwoody as a more thriving community where people find it safe and fun to live here	6/8/2020 1:47 PM
38	Without addressing traffic and overcrowding in the schools first, I think it would be irresponsible to add more high density housing.	6/8/2020 1:16 PM
39	With the population growth that this area has experienced and will continue to experience, I think the plan is going to help meet housing needs for both young professionals as well as growing families and people who choose to downsize but remain in the area.	6/8/2020 11:10 AM
40	The vision statement is a lot of fluff.	6/8/2020 7:05 AM
41	We need to protect trees!!!! And wild life. Not trying to copycat our neighbor cities. How about we make that our unique feature?	6/7/2020 7:22 PM



42	Dunwoody is somewhat dormant and feels old, yet a very nice place to live. It is time to revitalize the city.	6/6/2020 10:10 AM
43	Overly wordy. Plan contain what specifically we are proposing to do. Why do we need to say that we will work with surrounding jurisdictions? If that were not in the plan, I am sure our leaders would do this. How many times do we need to say we will have walk/bike path? When I see the word dynamic, it's a word that either means nothing or whatever the reader wants it to mean.	6/5/2020 11:25 PM
44	Believe that there is a tremendous amount of office/rental space still available and that those spaces be occupied before any new commercial buildings be built.	6/5/2020 11:05 AM
45	lack of convenient parking, taking away from the character of the area, constricting traffic, following trendy ideas that could be out of favor by the time any of this comes to fruition, not researching the overall concept other than looking at Decatur or Roswell. Look at similar projects in other cities to learn what works and what doesn't. Look at Crocker Park in Westlake Ohio, Baldwin Park and Winter Park Village in Orlando along with Celebration created by Disney, Look at Downtown Crown in Gaithersburg Maryland. I do not understand this fascination with Decatur and Roswell both of which we will not visit due to lack of convenient and free parking. Look at how long businesses last there long before the current Covid and other issues. If you want a destination location you need to provide for people coming in other than locals walking. There are not enough locals to support what you are trying to create. Pushing trendy architecture will backfire as it will have run its course by the time your overall concept is completed then everything will need to be rebuilt to the fad at that time.	6/4/2020 9:45 AM
46	Dunwoody should be kept more of a suburb as opposed to turning it into a urban environment	6/4/2020 9:04 AM
47	Original: "can thrive through all stages of life and career by encouraging a sustainable mix of land uses, facilities, and services" -- speaks to respecting the diversity of people in Dunwoody + a commitment to our natural resources, country-like feel, and quiet, respectful neighborhoods for people of all ages. The NEW proposed vision speaks of bureaucratic city planning, ignores and disparages the elderly, families, land, forests and sustainable goals that make Dunwoody great. We do NOT want to be a city of Atlanta wanna-be, we WANT to be a community and a quiet, respectful, nature-loving, off-the-beaten-path respite from the clamor of Urban/Sub-urban development!	5/29/2020 11:54 PM
48	I only live in Dunwoody for the short commute, and would not choose Dunwoody otherwise for its paternalistic tone (i.e. no amount of rules and regulations are enough) and high taxes. Also the police give tickets to get revenue, not to make Dunwoody safe.	5/29/2020 12:55 PM
49	I'm concerned that we will not become a regional destination due to competing options throughout the Northern suburbs.	5/29/2020 12:47 PM
50	I think "best in class" is something that Dunwoody is capable of and should definitely strive for across the board but especially infrastructure. I'd like to see amenities and businesses of the quality that could draw others from the metro and keep Dunwoody residents closer to home.	5/29/2020 11:41 AM
51	For 15 years, overcrowding of schools has been an issue in Dunwoody. DeKalb doesn't seem to listen and their projections and results are too small and too late. I am not surprised that the schools are busting at the seams and continue to have more trailers put in and overcrowded classrooms. If we are a city, then we either need to find more land to designate to school as the city continues to grow. We should think of other ways to resolve the overcrowding, maybe alter the grades (elementary k-6, middle 7-9, dhs 10-12, have and additional middle school, building the schools vertically is better than adding trailers - alternating school schedules could be another solution, working with GPC - maybe there is space that we could have another HS campus built there to decrease the commute of dual enrollment students that continue to increase)	5/29/2020 10:31 AM
52	I will be impacted by the plan	5/28/2020 7:51 PM
53	The statement feels a bit like it's trying to be all things to everybody. Every city/community in Atlanta wants to have high-quality employment, housing, transportation, infrastructure, etc. It's good Dunwoody wants that, but what makes the city unique?	5/27/2020 4:13 PM
54	Too much availability, transportation, affordable housing, etc. is exactly why we moved away from areas like Buckhead that are going down now with criminal elements, poor community.	5/27/2020 10:22 AM
55	Other than changing a few words, it is essentially the same plan. That's not a bad thing - I just	5/27/2020 9:00 AM

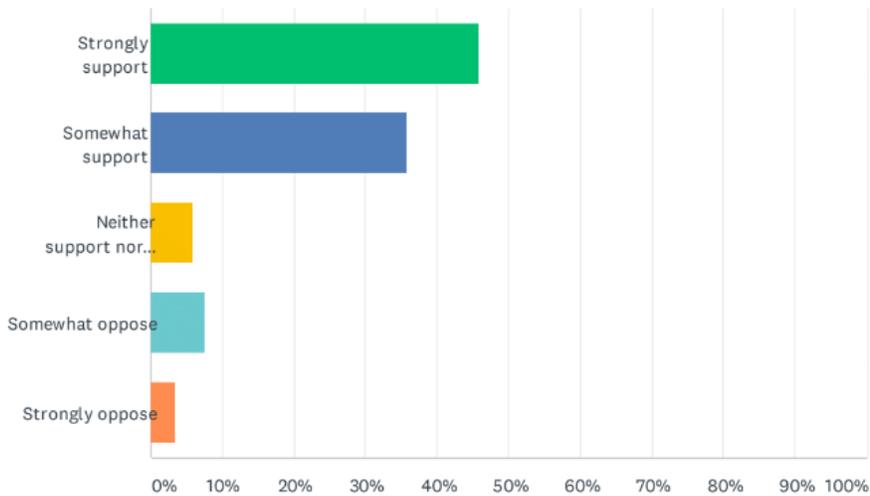
don't think these words ever really translate into exactly what they say. The market decides based on demographics and traffic counts, the plan vision is easily changed to fit what the market present, within its' outline.

56	I feel like Dunwoody is not focusing on existing residents, but rather on attracting developers for Dunwoody Village, Georgetown, etc, and adding multi unit housing with no plans to handle the already terrible traffic and cut thru traffic from Perimeter center.	5/26/2020 1:29 PM
57	Dunwoody (and Brookhaven) have been at the forefront of fascism, removing public amenities with no scientific basis for doing so, failing to return them even as this became more and more clear.	5/26/2020 9:07 AM
58	Why would priority be placed on being a regional destination rather than living and working in a safe community?	5/26/2020 6:54 AM
59	Suspicion of government motives	5/26/2020 6:40 AM
60	It's important to balance the business and transportation needs of the area with the neighborhoods, without favoring either.	5/25/2020 3:36 PM
61	see below	5/25/2020 2:18 PM
62	Big focus on development of many types, rather than maintenance and incremental improvement of what we have. We do not need to chase all idealistic goals (sustainability, bike-ability, housing for all, etc.	5/25/2020 11:30 AM
63	Would like to see more walk ability in Dunwoody similar to Roswell, Alpharetta, & Hendersonville, NC ; more of a Main Street in Dunwoody village; more outdoor central public spaces.	5/25/2020 10:00 AM
64	It's positive and doesn't shy away from growth met with balance.	5/25/2020 6:26 AM
65	That is the kind of place I want to live	5/24/2020 2:17 PM
66	Support most of plan, but disagree with city center vision, especially disagree with the addition of cross roads. Need more green, less cement. Without a "meaningful center" (Park, fountain, stage, whatever) and the store/restaurant fronts facing the center, we are just putting lipstick on a pig. The draw for walking and spending time in the area will not be achieved. Think of the square in Marietta or the walkability of Canton Street in Roswell. I am sure the challenges must be with the current owners of property in Dunwoody Village. But I wish we could totally redevelop the area inside Mt Vernon, Chamblee-Dunwoody, and Dunwoody-Village Pkwy. Use the natural topography (across from Village Burger) for multi-level parking so that the overall parking structure does not rise high above the area. Then redesign the rest of the interior in a planned way, rather than the ramshackle grouping of buildings that currently exist. Businesses serviced from alleys behind. Most restaurants and small shops facing the center. Grocery, Hardware, Automotive along busier road fronts. Improve walkability crossing Chamblee-Dunwoody.	5/24/2020 1:25 PM
67	What about the right to feel safe in one's home? or safe in the community? Allowing homeowner's to sell guns and assault rifles out of their homes does not make me feel safe or comfortable in a community that restricts home businesses (such as insurance broker or physical therapist) but allows assault rifles and silencer to be sold out of one's home with no limitations. Second amendment is about right to bear arms and not sell them from their house	5/23/2020 11:58 AM
68	I reviewed the presentation on residents of Dunwoody and how trends shape comprehensive planning. It is hard to get my buy in when the data used to support the comprehensive plan is misleading or erroneous at best. Two examples: Slide 6 Dunwoody has a proportionally large population over 70 to the 10 County Population. If you click on the data points in the powerpoint, the Atlanta data is rounded down or there are no males in the population over 80. Slide 17: Severely burdened households in Dunwoody: Almost everything is misleading. compiled from 2012-2016 data. No other slide uses data this old. The footnote indicates the Atlanta Metro AMI is \$67,500; however Dunwoody's median income is \$94,561. The plan cites data that I know is wrong or misleading so can't buy into it.	5/22/2020 11:59 PM
69	I want to keep a more suburban feel, not urban.	5/22/2020 11:01 PM
70	It's sort of namby pamby. What does it really mean? Where is the urban? Where is the suburban? How does Dunwoody define dynamic? Did you just torture a group of stakeholders until they wordsmithed that statement that was suggested by staff?	5/22/2020 7:08 PM

71	Sounds chic and modern. Out with the old , in with the new	5/22/2020 5:34 PM
72	Dunwoody needs to be able to change. As a renter in the area I am encouraged that I could possibly buy in this area if more real estate was available	5/22/2020 10:25 AM
73	If I wanted to live in a city, I'd live in Atlanta.	5/22/2020 4:33 AM
74	Sounds good and speaks to mix of urban and suburban with jobs.	5/21/2020 10:32 PM
75	The statement is ok, but it seems rather generic — not particularly specific to Dunwoody.	5/21/2020 9:46 PM
76	I like it b/c it does NOT mention the word diversity! Keeps focus on economics and personal values.	5/21/2020 10:59 AM
77	Some of the terminology sounds bigoted. "High quality employment" for example sounds like we look down on people that may work in our community for lower wages. It sounds snooty. There's also nothing in there about diversity of population and celebrating our cultural and racial differences.	5/21/2020 6:09 AM
78	It's too long ... focus! You can't be all things to all people.	5/20/2020 11:58 PM
79	i would like to live in a community where work and play are intertwined and where transportation options exist to diminish the impact of traffic.	5/20/2020 5:21 PM
80	Dunwoody has the potential to become the next Buckhead with focus on high paying jobs, logistical strength, and tourism.	5/20/2020 4:50 PM
81	This sounds great but traffic is a huge concern.	5/20/2020 2:37 PM
82	I'd like to see education included, particularly early childhood education 3 year old kindergarten, Pre-K, Kindergarten, early elementary.... these are vital development years that are falling behind in the state of Georgia.	5/20/2020 10:00 AM
83	Dunwoody needs to enhance the long term goals by updating single dwelling homes that dominate the city that have not been renovated. That way, it will entice a younger generation into the area that will ultimately spend more money in dunwoody village and potentially have a career in the perimeter center area.	5/19/2020 8:44 PM
84	Modest urban needs.	5/19/2020 7:53 PM
85	Don't like the word Urban, we should be more Suburban	5/19/2020 4:41 PM
86	The plan to both enhance neighborhoods and to foster a business friendly climate is schizophrenic. It's Jekyll and Hyde. Business, traffic, more and more people will never ever "enhance" a neighborhood. Especially if there is NO PLAN for providing a decent public education for the children living in the neighborhoods.	5/19/2020 4:41 PM
87	want to preserve more of the suburban feeling	5/19/2020 4:08 PM
88	Sounds like we will lose some of the hometown feel.	5/19/2020 2:20 PM
89	The plan seems to be a modern approach that enhances HOW we live and thrive in our community.	5/19/2020 1:55 PM
90	We cannot avoid our urban location, but can make our local retail areas and parks a better walkable amenity for residents.	5/19/2020 12:56 PM
91	High-density and "urbanized" areas are crime havens, requiring additional resources, offsetting the new income.	5/19/2020 12:55 PM
92	I really think Dunwoody should focus on infrastructure especially within the redevelopment of Dunwoody village.	5/19/2020 12:41 PM
93	We don't need anymore traffic. Keep Dunwoody the way it is and for everyone that isn't from Dunwoody originally, move on up to Cumming/Forsyth County.	5/19/2020 12:35 PM

Q3 How much do you support or oppose the identified goals of the draft Plan? -Maintain and enhance Neighborhoods.-Foster a business friendly climate.-Redevelop target areas.-Promote connectivity and choice for all modes of travel.-Expand parks and greenspace and improve recreational opportunities.-Expand housing choice and make aging in place an achievable reality.-Cultivate and expand access to arts and culture.- Maintain and strengthen the commitment to sustainable practices.- Leverage Dunwoody's location.

Answered: 120 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly support	45.83%	55
Somewhat support	35.83%	43
Neither support nor oppose	5.83%	7
Somewhat oppose	7.50%	9
Strongly oppose	3.33%	4
TOTAL		120

#	OTHER (PLEASE SPECIFY)	DATE
1	We do not support any form of recreational expansion, if it includes park connectivity.	6/19/2020 8:07 PM
2	Oppose redevelop of target areas. I do not want to see the village turn into what other local cities have done.	6/16/2020 8:17 AM
3	I would like to see more green space remain. I hope that nothing else will be developed in Brook run park	6/12/2020 12:25 PM
4	The goals do not have any metrics.	6/8/2020 7:05 AM
5	Again, please do something to protect the "green" look of our city instead of building more offices and Condos that only will make traffic even more miserable!	6/7/2020 7:22 PM
6	The goals support the OLD vision statement, not the new. Just saying! I support bullets 1,2,5, 7 and 8 and strongly oppose 3,4,6 and 9.	5/29/2020 11:54 PM
7	Traffic needs to be addressed, have been waiting for Dunwoody Village to feel more like a small town since we moved here - there needs to be places dedicated for the youth to go (ie an expansion of Village Burger or something like it - maybe even bring back drive in restaurants!)	5/29/2020 10:31 AM
8	Agree with some disagree with sum	5/26/2020 6:40 AM
9	Age in place is less of a goal imo and leverage location should be higher	5/25/2020 6:26 AM
10	I do not think we need to "leverage dunwoody's location"	5/24/2020 2:17 PM
11	What about achieving top-notch school system run by the city and not allowing the county to trample on our rights to have a good school system.	5/23/2020 11:58 AM
12	Again not enough detail. Aging in place? Why would seniors need or want big family homes?	5/22/2020 7:08 PM

Q4 Following up to the previous question, why do you feel that way?

Answered: 76 Skipped: 44

#	RESPONSES	DATE
1	See above post.	6/19/2020 8:07 PM
2	Dunwoody needs a facelift. I love living here but we could use some modernizing if we want to compete with other metro areas. More art in parks, clear sidewalks, more options for shopping, Clean up PIB and Tilly mill area. I'd like to see what's going on in Chamblee creep up to Dunwoody. Chamblee has really improved.	6/19/2020 8:13 AM
3	These are the basics for a better quality of life. Additionally, I do think the future of living is about the following goals, so Dunwoody would be following the world's trend. -Maintain and enhance Neighborhoods. -Foster a business friendly climate. -Promote connectivity and choice for all modes of travel. -Expand parks and greenspace and improve recreational opportunities. - Expand housing choice and make aging in place an achievable reality. -Cultivate and expand access to arts and culture. -Maintain and strengthen the commitment to sustainable practices.	6/18/2020 2:30 PM
4	Increased green space is vital! Connectivity and walk ability important.	6/18/2020 12:44 PM
5	The tree ordinance is a joke - the city itself does not appear to follow tree ordinance guidelines and it seems like EVERY property developed has clear-cut before building.	6/18/2020 12:31 AM
6	Maintaining and enhancing neighborhoods go hand-in-hand with promoting connectivity and expanding greenspace. Would it not make more sense to revise the order of the goals to reflect this? I also urge that fostering diversity and social/racial equality be made a goal.	6/17/2020 10:28 PM
7	Still concerned about too many trees being cut down!	6/17/2020 9:29 PM
8	While I support the idea of aging in place, I have concerns about any new condensed housing. I also don't think aging residents will walk places, and traffic is already terrible.	6/17/2020 6:29 PM
9	No mention of public safety; no mention of maintaining trees	6/17/2020 5:39 PM
10	-Promote connectivity and choice for all modes of travel. -Expand parks and greenspace and improve recreational opportunities. -Expand housing choice and make aging in place an achievable reality. -Cultivate and expand access to arts and culture.	6/17/2020 4:30 PM
11	Maintaining and enhancing the neighborhood is a great idea, but sometimes it just takes too long as was in the case of the Mt.Vernon and Vermack Road, which took close to five years to complete. If there are going to such projects, then those have to be time bound to a compact timeframe and complete on time with penalties to contractors who do not complete on time and budget who would bear the additional cost and not the tax payer.	6/17/2020 3:54 PM
12	I like the expansion of parks and green spaces, as well as the commitment to sustainable practices.	6/17/2020 3:27 PM
13	Please be mindful of what "expand greenspace" means. We don't want to create a greenway by taking property from Dunwoody homeowners. Yes, I'm looking at you Joe Seconder for this preposterous idea.	6/17/2020 3:23 PM
14	Foster a business friendly environment. We are already way too crowded with traffic issues, overcrowded schools. Too many high rises for a suburban area. Need more parks & greenspace instead	6/17/2020 2:37 PM
15	These are a little vague but generally I agree.	6/17/2020 1:18 PM
16	If by expanding housing choice means adding more apartments, then I strongly disagree. We have enough apartments already and our schools in Dunwoody can not support anymore multi-use housing.	6/17/2020 1:05 PM
17	We need to be careful about offering tax breaks/abatements to businesses	6/17/2020 12:28 PM
18	Aging in place, and the frequently stated goal of increasing homeowner value prevent Dunwoody from being somewhere young families can actually live. I support the edits from the previous master plan as a significant update to reflect our current high density, high cost reality.	6/16/2020 5:00 PM
19	We had a great little city until we started building large office towers. We were a bedroom community and now its almost downtown Atlanta.	6/13/2020 12:24 PM
20	All good, but I think Dunwoody needs to aggressively pursue a best in class walkable entertainment district; otherwise there is no reason for non Dunwoody residents to want to	6/13/2020 8:13 AM

	come here.	
21	You added a theater & classrooms to Dunwoody High School but you have even more trailers on the campus. Why are people being bused to Dunwoody. Every school in the county should have the same quality teaching. There shouldn't be a reason to bus a child from their neighborhood. Also not every child wants to get a college degree. Our school system doesn't offer technical training to teach a child to make a living with a trade.	6/12/2020 11:13 PM
22	Seems like you want to draw more people into an already crowded situation. The people of Dunwoody do NOT want mount Vernon to expand 2 lanes all the way through. NOR do they want additional lanes added to the two lanes already	6/12/2020 10:09 PM
23	Articulate of key objectives.	6/12/2020 5:10 PM
24	I like the goals listed. I think there can be a stronger focus on what "redevelop" means. Target areas like the Village need to be redeveloped, but in favor of residents and people who use the facilities.	6/12/2020 4:13 PM
25	I have anything further to elaborate on.	6/12/2020 1:54 PM
26	Accomplishing these goals will contribute to the successful of the vision	6/12/2020 12:19 PM
27	See first response.	6/12/2020 11:34 AM
28	It includes 'aging in place' as a goal.	6/12/2020 11:08 AM
29	Stop overbuilding our wonderful city	6/9/2020 11:45 AM
30	Maintain and enhance Neighborhoods = YES! Expand parks and greenspace = YES! Cultivate and expand access to arts and culture = YES! Sustainable practices = YES PLEASE!	6/8/2020 5:29 PM
31	I visit Dunwoody often and the city has plenty to offer to its guest.	6/8/2020 2:38 PM
32	Again, that's a big list and all in very generic terms	6/8/2020 1:47 PM
33	Love to see the neighborhoods enhanced and green space to create a better sense of community	6/8/2020 1:47 PM
34	I like the idea of maintaining neighborhoods, prioritizing green space, and connecting Dunwoody. Sustainability too.	6/8/2020 1:16 PM
35	The plan outlined above will help foster a welcoming environment where people will want to move and where businesses will want to follow.	6/8/2020 11:10 AM
36	There seems to be little emphasis on public safety.	6/8/2020 7:05 AM
37	Traffic as it is is horrible, with no prospects of improvement. If we add the indiscriminate cut of trees that can help the absorption of carbon dioxide soon the pollution in our city will be really bad.	6/7/2020 7:22 PM
38	Dunwoody is somewhat dormant and feels old, yet a very nice place to live. It is time to revitalize the city.	6/6/2020 10:10 AM
39	For parks, what are we planning do do with Austin? I would like to see the a few tennis courts, basketball courts like what we have at Pernoshal, a field for Lacrosse (which was missed in the Brook Run fields). No building and no theater. I am in favor of spending money on improving the Stage Door Player facility, which I love.	6/5/2020 11:25 PM
40	We don't need any more apartments. We need permanent residents who will take an active role in the growth and development of our great city.	6/5/2020 11:05 AM
41	The goals are directionally sound but the method of getting there is not	6/4/2020 9:45 AM
42	Don't support the continued building of apartments as Dunwoody has the highest ratio of housing to apartments close to 50%. Dunwoody has started to move away from it's core principals on the design on which it was founded. Some good and others not as much. We understand that some of the apt. housing which continues was approved years ago and was grandfathered in.	6/4/2020 9:04 AM
43	Dunwoody was attractive BECAUSE it was QUIET. Out of the way, reserved, woody, low traffic and development, reasonably priced yet safe. All the recent developments of the past 10 years	5/29/2020 11:54 PM

have made it NOISY, cluttered, deforested, high-traffic and chaotic. It is MUCH LESS pleasant now than 10 years ago.

44	I'd love to see all of those things accomplished for Dunwoody.	5/29/2020 12:47 PM
45	I would only comment to temper the "business friendly climate" in that I advocate this but NOT at the expense of the residents. I really don't want to see business interests veto or drown out residents' interests.	5/29/2020 11:41 AM
46	Preserving the past is important but moving forward is key for the true feeling of a city - addressing the much needed "downtown-mainstreet" and improving traffic is critical for this to happen	5/29/2020 10:31 AM
47	I agree with all those goals, but I would rank transportation the most important. Traffic is the most common complaint. Dunwoody has built-in advantages like a MARTA station and a highly-concentrated business district to really push multi-modal transportation and be a leader in decreasing car dependency. Expanding housing options addresses aging in place but should also address housing affordability. Do service/low-income workers and young people without kids have sufficient alternatives to owning a house?	5/27/2020 4:13 PM
48	These are all admirable goals, their implementation often takes on a form that may or may not be what is desirable. "...for all modes of travel." can easily become centered on the premise that everyone should be on bicycles.	5/27/2020 9:00 AM
49	Again, it's the addition of roads that disturb existing neighborhoods and the attitude of adding roads in a grid format to handle the existing traffic and additional traffic that will increase.	5/26/2020 1:29 PM
50	Love bullets 1-5 & 7. The last 2 items don't mean anything to me. Needs to be written for citizens to understand. It's missing an item about being a great place for businesses.	5/26/2020 6:54 AM
51	Some economic support Foster a business friendly climate. Disagree cultivate arts	5/26/2020 6:40 AM
52	We have enough parks and greenspace. The endless pursuit of "greenspace" and "parks" in every development wastes space and directly inhibits urbanization and walkability. "Business friendly" is usually code for corporate welfare. Company profits are at all-time highs; they don't need our money.	5/25/2020 3:36 PM
53	See below	5/25/2020 2:18 PM
54	Need to focus on function, not social ideals.	5/25/2020 11:30 AM
55	See previous answer	5/25/2020 10:00 AM
56	Our location is one of greatest assets and helps to drive and shape the other goals	5/25/2020 6:26 AM
57	that sounds like you want to bring more people here and it is crowded enough. the streets are full of cars, the parks are full of people, the schools are full of students... there is no more room	5/24/2020 2:17 PM
58	The trailers at the schools are a blight on Dunwoody. Paint can't hide the condition of the trailers and they are unstable sitting atop cement blocks. Why can't something be done about the overcrowding? What code inspector would allow unsafe trailers filled with mold and ants? Let's challenge the law and allow Dunwoody to stop being ruled by the county.	5/23/2020 11:58 AM
59	There is not enough focus on intersection improvement projects.	5/22/2020 11:01 PM
60	Why is Dunwoody asking for input now that the Plan has been written? Why not ask the people who contributed to the content of the plan if you got it right?	5/22/2020 7:08 PM
61	Less low income housing , sustain charter schools and improve bars/restaurant options	5/22/2020 5:34 PM
62	See 2	5/22/2020 10:25 AM
63	All sound ideas, but we should pick a few doable items and not ple in the sky marketing messages for selling Dunwoody	5/22/2020 4:33 AM
64	I'm not following on the aging in place need or how that can be achieved.	5/21/2020 10:32 PM
65	I believe these islands of neighborhoods can be isolating and pit neighborhoods against each other at times. Also, again there's nothing about enriching or celebrating the community, people, or cultures.	5/21/2020 6:09 AM
66	Overall okay but leaning hard into the social engineering. Governing should be about protecting	5/20/2020 11:58 PM



	and getting out of the way so the market and people can decide for themselves.	
67	It does not address affordability and NYMBYism.	5/20/2020 5:21 PM
68	I agree with all of these points, but alleviating traffic is also necessary. Promoting connectivity for all modes of travel doesn't solve the issue for most residents.	5/20/2020 2:37 PM
69	Same as before. We just moved to Dunwoody. We're 30 years old with a 4-month old. In the next 5 years, I will be considering Kingsley Elementry versus private school - my option in Dunwoody are limited. Kingsley is a Title One school, could our community better support the families that attend there to provide the support they need?	5/20/2020 10:00 AM
70	High density housing is not sustainable In this area due to traffic and overcrowded schools	5/19/2020 10:54 PM
71	Balanced multifunctional approach putting neighborhoods first.	5/19/2020 9:35 PM
72	Dunwoody needs to enhance the long term goals by updating single dwelling homes that dominate the city that have not been renovated. That way, it will entice a younger generation into the area that will ultimately spend more money in dunwoody village and potentially have a career in the perimeter center area.	5/19/2020 8:44 PM
73	As mentioned above, the "leveraging" of Dunwoody's location is not beneficial to the people who live here. Building up business is not beneficial to people who live here. What, exactly, will the increased tax base provide the people who live in Dunwoody? Wider roads? Cutting down huge swaths of trees to build more houses and "venues" and sports fields? Not sure how that enhances the neighborhoods. Sounds like more traffic, more noise, more trailers at the schools, no trees, no peace.	5/19/2020 4:41 PM
74	Encouraging redevelopment of target areas, trail connectivity and paving roads should be our City's primary focus.	5/19/2020 12:56 PM
75	Arts and culture are not roles of government. Expanding housing options will diminish the quality of life for single family homeowners.	5/19/2020 12:55 PM
76	Business friendly climate	5/19/2020 12:41 PM

Q5 What do you like about the draft Plan?

Answered: 57 Skipped: 63

#	RESPONSES	DATE
1	Love the idea of approaching commercial growth and allowing concepts that appeal to younger residents and families.	6/19/2020 8:07 PM
2	Expand greenspace and recreation areas. More access to arts and culture.	6/18/2020 4:59 PM
3	Enhance Dunwoody features, understanding its soul: live-work environment; Dunwoody is a city of trees; On the other hand, the Plan focus on improving relevant areas as pedestrian and bicycle-oriented environment; safe access to medical, recreational and other necessary services; and also also the need to meet aging, 55+ communities necessities.	6/18/2020 2:30 PM
4	Nice talk about pocket parks - WHERE are they?	6/18/2020 12:31 AM
5	More walking areas, more cultural areas	6/17/2020 9:29 PM
6	More parks!	6/17/2020 6:29 PM
7	Maintenance of greenspace	6/17/2020 5:39 PM
8	Nothing	6/17/2020 4:31 PM
9	continues fine tuning of the document to give the city support in court if challenged because Mayor and Council could choose to deny a redevelopment application if it does not cater to the policies in the plan	6/17/2020 4:30 PM
10	Thoughts about mass transit	6/17/2020 3:54 PM
11	I like that there is an increased focus on walking/biking and moving between each part of the city.	6/17/2020 3:27 PM
12	I like that it continues to emphasize the single-family nature of Dunwoody. We have the opportunity to have a real oasis right here in our little town. Let's not wreck it with overpopulating multi-family house.	6/17/2020 3:23 PM
13	Maintain & enhance neighborhoods & expand parks & greenspace	6/17/2020 2:37 PM
14	I like the parks/greenspace portion but really want tree canopy preservation, especially protection from real estate developers, to be an explicit goal. Also, I would like wooded greenspace to be specifically mentioned as something we need to preserve.	6/17/2020 1:18 PM
15	Bringing in more big business, green space and boosting up already existing neighborhoods	6/17/2020 1:05 PM

16	The increased emphasis on biking and walking as modes of transit as well as creating additional greenspace. However, recent planning approvals have seemed to immediately trash any greenspace requirement upon request from developers, completely invalidating the overlay district requirements	6/16/2020 5:00 PM
17	Oppose the expanded 285 expansion	6/13/2020 12:24 PM
18	I'm glad that green space is being upgraded. Families need the opportunities to stay in Dunwoody to have good family time. I'm glad sidewalks are being installed to make our neighborhoods more walkable.	6/12/2020 11:13 PM
19	The	6/12/2020 10:31 PM
20	Adding a YMCA would be nice.	6/12/2020 10:09 PM
21	Key goals make sense. Stages objectives to spread expenses.	6/12/2020 5:10 PM
22	I like that there is an expansion for greenspace and that there is an emphasis on arts and culture. We have a theatre here that the younger crowd really doesn't seem to know about and that's insane to me.	6/12/2020 4:13 PM
23	That there is a draft plan!	6/12/2020 12:19 PM
24	Love the idea of maintaining neighborhoods, love the intent around greenspace, and love the potential for the new Dunwoody village.	6/8/2020 5:29 PM
25	The plan to improve recreational opportunities is nice. Sandy Springs has kicked our butts in this department.	6/8/2020 1:47 PM
26	Redevelopment, parks, promote connectivity and all modes of transportation	6/8/2020 11:10 AM
27	It is comprehensive.	6/8/2020 7:05 AM
28	I like the idea to developing mixed used areas yet preserving nature and enhance transportation.	6/6/2020 10:10 AM
29	Aging in place as a goal	6/5/2020 11:25 PM
30	The addition of green space	6/5/2020 11:05 AM
31	Better equip housing and public space for seniors. Promote supportive land use patterns along Peachtree Industrial Boulevard to capitalize on the redevelopment of the GM site in Doraville.	6/4/2020 9:04 AM
32	parks enhancements; transportation enhancements; multiple living choices; aging in place	6/3/2020 9:26 AM
33	Nothing. You changed some key points and added a lot of fluff. It could all be said in 1/2 the space, much more clearly and transparently. Most of the documentation is pure rhetoric and says nothing.	5/29/2020 11:54 PM
34	no comment	5/29/2020 11:41 AM
35	It's diverse, addresses the needs of the city if we keep my talking points in mind that I stated above (schools/traffic/downtown-mainstreet feeling)	5/29/2020 10:31 AM
36	Not a big change	5/27/2020 9:00 AM
37	The more vibrant offerings in Dunwoody Village.	5/26/2020 1:29 PM
38	1-5 & 7 reflect why I love living in Dunwoody	5/26/2020 6:54 AM
39	See 4	5/26/2020 6:40 AM
40	Recognizing the need for multiple travel modes is critical to Dunwoody's survival. Despite the DHA's windmill-tilting, improved transportation infrastructure is good for everyone. The ability to get to work quickly, efficiently, and via a range of options improves property values. This includes rapid bus lanes, bike lanes, MARTA, and even 3 and 4 lane roads.	5/25/2020 3:36 PM
41	-Maintain and enhance Neighborhoods. -Promote connectivity and choice for all modes of travel. -Expand parks and greenspace and improve recreational opportunities. -Expand housing choice and make aging in place an achievable reality. -Cultivate and expand access to arts and culture.	5/24/2020 2:17 PM

42	Connecting biking, sidewalks, and public transportation. Like there is thought behind aging in place, and aging in Dunwoody.	5/24/2020 1:25 PM
43	Enhancement of parks and green spaces. However, need regulation of drones especially at Brook Run park. The noise/buzzing of the drones and the real risk that they are going to hit someone walking on the trail takes away from the pleasure of using the parks.	5/23/2020 11:58 AM
44	I like the focus on improving streetscapes in the gateway areas.	5/22/2020 11:01 PM
45	Modern vision.	5/22/2020 5:34 PM
46	Most points make sense. Location enhancing, parks, transportation options.	5/21/2020 10:32 PM
47	We're starting to get past the 1970's colonial Williamsburg era.	5/21/2020 6:09 AM
48	It covers a lot.	5/20/2020 11:58 PM
49	Revitalizing the Dunwoody Village to a modern standard	5/20/2020 6:26 PM
50	Focus on greenspace and walkability. We LOVE having the options to walk to dinner and CANNOT WAIT to have concerts start at Brook Run Park!	5/20/2020 10:00 AM
51	Parks, restoration and business focused.	5/19/2020 8:44 PM
52	Mall area density	5/19/2020 7:53 PM
53	Nothing.	5/19/2020 4:41 PM
54	making the area better for pedestrians and cyclists	5/19/2020 4:08 PM
55	It encourages continued smart growth and connectivity.	5/19/2020 12:56 PM
56	Protecting existing neighborhoods	5/19/2020 12:55 PM
57	Business friendly climate	5/19/2020 12:41 PM

Q6 What do you not like about the draft Plan?

Answered: 66 Skipped: 54

#	RESPONSES	DATE
1	see above post.	6/19/2020 8:07 PM
2	I want to be business friendly to the businesses in the Village area. I don't want large tax benefits going to those building the large buildings.	6/18/2020 4:59 PM
3	I did not see any project to address the environmental changes that will take place during the development of the Plan. I've noticed the removal of various trees in the construction at Dunwoody Baptist Church (Mt Vernon). I am especially concerned about the Perimeter Place: the pond currently harbors wild life (adult geese and just born goslings, egrets, turtles, fishes and several birds). Thus, I believe we should try to adjust the new enterprises with the current green areas. In fact, I'd love to hear that the pound would be preserved, its an oasis in the middle of the city and we could explore it in a touristic way.) Lastly, in my point of view, we cannot close our eyes to the fact that being near I285 and MARTA station can also bring violence to our community, as we experienced at Perimeter Mall in the end of May. Therefore, I believe we have to be prepared for any increase of crimes, developing plans to address it, strengthening and training our Police.	6/18/2020 2:30 PM
4	What is the 'future park at perimeter center' - more apartments? It has to STOP.	6/18/2020 12:31 AM
5	It is generic and uninspiring.	6/17/2020 10:28 PM
6	Not sure	6/17/2020 9:29 PM
7	New housing.	6/17/2020 6:29 PM
8	No mention of public safety or maintaining trees	6/17/2020 5:39 PM
9	to many places when the plan encourages rather than requires. Like giving lip service to ageing in place which only townhomes and no stacked flats have been built here in the years since the last plan update in 2015. In it's first decade the City spent \$ on Wayfinding studies twice. Never implemented except what the PCID implemented. Are we going to spend \$200,000 on a third study before taking any action on installing wayfinding? Looks like Pork to a third party...	6/17/2020 4:30 PM
10	Concerned it is not flexible enough to meet changing economy and demographics. Does nothing to address Dekalb County schools mess.	6/17/2020 4:25 PM



11	Not enough focus on addressing core issues such as traffic congestion on major thoroughfares such as Mt.Vernon. No thoughts on how to manage the planned enhancements without additional tax burden to Dunwoody residents The Dunwoody downtown district needs to be preserved so that it blends in with entities like the Spruill Farm House. However, development in the area seems to be focused around townhomes and and strip malls which don't fit into the overall aesthetic for that area. If the intent is to modernize, then might as well tear down all the historical objects of interest and rebuild everything to give it a uniform modern look.	6/17/2020 3:54 PM
12	I wonder about the Mixed Use areas, as these seem to be located in what are currently apartment heavy areas. I wonder how this will impact the individuals who live there, as it seems they might/will likely be priced out of their homes.	6/17/2020 3:27 PM
13	The city should be actively identifying a parcel of land in the Perimeter Center area that can be used for the construction of a new elementary school to service this area. You will not attract families to the area for single-family housing if you continue to completely disregard their wishes for quality schools. The Austin project was such a waste of money. If we were going to have a "new" school it was the cities duty to find land in a different area to build on rather than swap for something down the street. This "replacement" school was not a "new" school and has done nothing to ease our heavy burden of overcrowding. It's the cities duty to now identify other viable land before nothing is left. We are pleading for leadership!	6/17/2020 3:23 PM
14	Redevelop target areas and leverage Dunwoody's location is too vague	6/17/2020 2:37 PM
15	I am not sure that the Dunwoody Village update is a good idea at all.	6/17/2020 1:18 PM
16	Adding anymore apartments or condos	6/17/2020 1:05 PM
17	In multiple maps there are ponds marked as conservation that have been approved to be filled in. Also, while I understand some timetables are slow, as someone who lives and works in Dunwoody, with a young family, it would be nice for homeownership to be achievable and for me to be able to walk to a park with my children before they're too old for them. In the 5 years we've been here, one planned park adjacent to Perimeter has been canceled, and there is no meaningful way to get to another park without a car.	6/16/2020 5:00 PM
18	See the above issues	6/13/2020 12:24 PM
19	It seems to take forever to implement anything. Why does it take over a year to upgrade an intersection.	6/12/2020 11:13 PM
20	All this talk about aging in place, but older people do not prefer to walk to the grocery store. They like their space and driving 4 minutes to the grocery store. They don't want increased traffic They don't need additional parks. They need distance and a safe, uncrowded place to live.	6/12/2020 10:09 PM
21	Still feel that in 5 years, we will still have traffic congestion, not enough park/recreation, and not pedestrian/bike friendly community.	6/12/2020 5:10 PM
22	I don't like the emphasis on transportation and connectivity. I think the city should become more walkable before we start talking about how to better vehicle transportation.	6/12/2020 4:13 PM
23	I would like to see more green space remain. I hope that nothing else will be developed in Brook run park. I would also like to see larger sidewalks where people can bike and walk. Biking on the roads in Dunwoody is treacherous with the narrow bike lanes.	6/12/2020 12:25 PM
24	We have good and responsible people on the committee that took the time to consider the needs and potential of this community and I trust their decisions.	6/12/2020 12:19 PM
25	Too much new building of apartments	6/9/2020 11:45 AM
26	I have a lot of concerns about the I-285/400 managed lane expansion and infrastructure, but I trust Mayor Lynn's judgment, and I hope she will be able to fight the good fight for what is best for Dunwoody.	6/8/2020 5:29 PM
27	Dunwoody's location is actually part of the problem. Our neighborhoods are cut throughs to commuters and there is nothing in the plan to address that.	6/8/2020 1:47 PM
28	The plan does not address overcrowded schools, from the elementary level to the high school.	6/8/2020 11:10 AM
29	It is too long and too verbose.	6/8/2020 7:05 AM
30	Environmental consequences.	6/7/2020 7:22 PM

31	The lack of public transportation and allowing towers and billboards.	6/6/2020 10:10 AM
32	See above	6/5/2020 11:25 PM
33	To much commercial development	6/5/2020 11:05 AM
34	Please see response to question 2	6/4/2020 9:45 AM
35	Urban development, continued development of apartment complexes Prepare for I-285/400 managed lane expansion and infrastructure around gateways by supporting higher intensity land uses.	6/4/2020 9:04 AM
36	Dunwoody needs a community recreation center with fitness, gym and community pool. This rec center could support many community programs similar to Roswell's rec centers	6/2/2020 12:00 PM
37	1. DO NOT ALLOW townhomes and semi-detached and apartments, etc. to replace full standing single-use family homes with a minimum of 0.25-1 acre of land! 2. Partner with the existing Dunwoody small businesses to enhance investment in the area and provide job opportunities locally. Right now, the city does not encourage businesses to invest or grow or stay here. That needs to change. 3. Reinstate NCR5 and NCR6. Those are things that mean something and we're proud of! Reinstate NCR1 and NCR2. During this "lockdown" it was obvious that Dunwoody residents could use encouragement to understand that the use of trash cans and picking up after themselves is a vital community activity. The amount of trash spread across the neighborhoods is appalling. We WANT large land lot preservation. We do NOT want more development projects destroying the little green space that remains! 4. Invert the budget for new sidewalks and traffic calming in T2 to T4. We need reduced speeds and traffic, not more cement 5. I have no interest in funding T.6. "transportation" plan for \$100K - return the money to fixing the existing roads! 6. Are LU9&10 just an excuse to pay Interdev more money?	5/29/2020 11:54 PM
38	The details and plans for the Winters Chapel area has not meat or actual directives... as always, the east part of Dunwoody is undeserved by the city. Perimeter Center, Dunwoody Village, Georgetown... multiple pages, multiple updates, a clear priority of the current administration. Would love to see more than some wording edits to other areas because its really just written lip service.	5/29/2020 12:47 PM
39	Not enough emphasis on improving infrastructure and traffic flow	5/29/2020 12:31 PM
40	no comment	5/29/2020 11:41 AM
41	That the school issue/overcrowding was not addressed - we need a plan for where new schools would be built.	5/29/2020 10:31 AM
42	Cutting trees will not be right	5/28/2020 7:51 PM
43	Dunwoody should not "support higher intensity land uses" around gateways in response to managed lanes on I-285/400 unless those lanes include robust public transit options. Otherwise doing so will only exacerbate traffic congestion and the associated negative environmental affects.	5/27/2020 4:13 PM
44	I strongly disagree with removal of nice green areas around Dunwoody like the pond in the park area next to P.F. Chang's restaurant.	5/27/2020 10:22 AM
45	Not a big change.	5/27/2020 9:00 AM
46	Impact to existing neighborhoods- the Branches and neighborhoods adjacent to the village.	5/26/2020 1:29 PM
47	See above	5/26/2020 6:54 AM
48	See 4	5/26/2020 6:40 AM

49	Again, but louder: EVERY DEVELOPMENT DOES NOT NEED GREEN SPACE. It's literally a waste of land. If you want densification, drop the green space requirements. If you're worried about keeping the city green and full of trees, how about stop cutting down hundreds of them per year in our parks?	5/25/2020 3:36 PM
50	too commercial . The feel good buzz words. We are surrounded by urban areas two miles down the road. We will never be Avalon or Duluth city center or for the that matter any of the new areas being developed.	5/25/2020 2:18 PM
51	-Foster a business friendly climate. -Redevelop target areas. -Leverage Dunwoody's location.	5/24/2020 2:17 PM
52	Village Center plans. There is nothing I like about the plan. The overall vision I support, but the plan does not change the area enough to achieve the vision.	5/24/2020 1:25 PM
53	NO mention about improving the schools. Regulation of drones not included.	5/23/2020 11:58 AM
54	I don't like that there is an attempt to change the Williamsburg character of the Dunwoody village area. I believe that has a lot of character.	5/22/2020 11:01 PM
55	More houses	5/22/2020 5:34 PM
56	Outside of ageing call out..might be too many items	5/21/2020 10:32 PM
57	See above cultural statements.	5/21/2020 6:09 AM
58	Too much ... I would like to see more "Dunwoody" in it versus what appears to be outside people putting words in our heads.	5/20/2020 11:58 PM
59	We have a Title One school in our community, which means we have neighbors experiencing poverty - what are we, as a community, doing to help them? Insuring food banks and grocery stores are easily accessible via public transportation is just one example.	5/20/2020 10:00 AM
60	Need more involvement into East Dunwoody schools (Kingsley) that would attract people to that area and increase demand.	5/19/2020 8:44 PM
61	City village impact on neighboring homes. Do not Work with adjacent neighborhoods to explore connectivity options and preserve buffers adjacent to neighborhoods.	5/19/2020 7:53 PM
62	Everything.	5/19/2020 4:41 PM
63	need more strength in dealing with school overcrowding and coordinating/dealing with the county school board	5/19/2020 4:08 PM
64	It forgets to link economic efforts, required to increase tax revenue and incentives.	5/19/2020 12:56 PM
65	Using public funds to promote art and culture.	5/19/2020 12:55 PM
66	I think something should address having more trendy restaurants!!!	5/19/2020 12:41 PM

Q7 Do you have a recommendation for something else to be included in the draft Plan?

Answered: 63 Skipped: 57

#	RESPONSES	DATE
1	Would love to see specific information on Park Expansion, specifically for the Windwood North Park.	6/19/2020 8:07 PM
2	More attention to the elderly.	6/18/2020 4:59 PM
3	I did not see any project to address the environmental changes that will take place during the development of the Plan. I've noticed the removal of various trees in the construction at Dunwoody Baptist Church (Mt Vernon). I am especially concerned about the Perimeter Place: the pond currently harbors wild life (adult geese and just born goslings, egrets, turtles, fishes and several birds). Thus, I believe we should try to adjust the new enterprises with the current green areas. In fact, I'd love to hear that the pound would be preserved, its an oasis in the middle of the city and we could explore it in a touristic way:) Lastly, in my point of view, we cannot close our eyes to the fact that being near I285 and MARTA station can also bring violence to our community, as we experienced at Perimeter Mall in the end of May. Therefore, I believe we have to be prepared for any increase of crimes, developing plans to address it, strengthening and training our Police.	6/18/2020 2:30 PM
4	More green space	6/18/2020 12:44 PM
5	Where is the goal of retaining the nature of the city? We seem to be proudly getting a larger ant-hill. Enough is enough.	6/18/2020 12:31 AM
6	I strongly urge that fostering diversity and social/racial equality be made a specific goal.	6/17/2020 10:28 PM
7	Include a statement to support and strengthen public safety	6/17/2020 5:39 PM
8	Save the pond on Ashford Dunwoodie Road	6/17/2020 4:31 PM
9	How will the City " ■ Collaborate with neighborhoods to identify connectivity projects. (Short Term) (page 49)" the 2017 Comprehensive Transportation Plan update gave lipservice to the concept, but made responsibility for identification of Easements to any neighborhood who wanted connectivity before the City would get involved. The Public Works manager refused to give any indication that the City would actually pay for an easement and associated landscape screening. So nothing positive has happened on that topic in the last four years., since the Homeowner associations for any neighborhood do not have the \$ to fund easements and the associated costs.	6/17/2020 4:30 PM

10	Address Dekalb County school mismanagement - both academically and permitting/environmentally	6/17/2020 4:25 PM
11	Please try to not increase property taxes on account of this.	6/17/2020 3:54 PM
12	I believe it is important to show in these plans all the parcels of land the city currently owns. I was surprised to have read in the paper so many months ago that the city owned the Emory Medical building on Shallowford. What else does the city own?	6/17/2020 3:23 PM
13	Improve Dunwoody Village area. Quit building apartments—makes for overcrowded schools and traffic. Update Perimeter Mall	6/17/2020 2:37 PM
14	A general goal of protecting Dunwoody's tree canopy.	6/17/2020 1:18 PM
15	Dunwoody needs a community center. Many affluent suburban communities nationwide have gorgeous community centers (which have fitness centers, indoor and outdoor pools, rock climbing walls, meeting rooms, after school programs etc). I can't emphasize enough how desirable these are to prospective residents. The JCC is a model for this, but a taxpayer funded center for all would be very welcome.	6/13/2020 8:13 AM
16	Do not widen Mt Vernon. Just sink up the traffic lights to make traffic flow.	6/12/2020 11:13 PM
17	Less money spent	6/12/2020 10:09 PM
18	Would like to see addition of making Dunwoody Village more center of Dunwoody by rerouting traffic around core. Also making biking more feasible as transportation by re configuring bike lanes as dedicated/separated space from cars. Examples of these exist around Atlanta. Also the acquisition of more recreation and parks as opportunities arise. Also bike lane along power line ROW as long term goal.	6/12/2020 5:10 PM
19	PLEASE include something about making outdoor seating a PRIORITY. A lot of people who live here also work from home and the village's outdated codes that forbid outdoor seating are antiquated and don't fit what people in Dunwoody want at all. It would be so nice to have a glass of wine outside here either on a patio or a rooftop. Redevelopment should prioritize getting people OUTSIDE so that we can actually connect together as citizens.	6/12/2020 4:13 PM
20	Better multi use paths/sidewalks. Paths like you see in Hilton head where there's plenty of room for walkers and bikers. More and more people are biking and Dunwoody and I would love to see Dunwoody accommodate that.	6/12/2020 12:25 PM
21	Not at this time.	6/12/2020 12:19 PM
22	Stop building	6/9/2020 11:45 AM
23	Commitment to diversity and inclusion amongst all in the community	6/8/2020 10:12 PM
24	I will say this in every survey... I want to see more green space, parks and connected trails through the city. I was raised in Peachtree City, and they are truly a model when it comes to a connected city with their bike path system.	6/8/2020 5:29 PM
25	We need more emphasis on the neighborhoods and less on the big businesses that are increasing traffic around our neighborhoods.	6/8/2020 1:47 PM
26	I know schools fall within the county, but as a city, we should be pushing for less overcrowding... and until it is addressed, let's not add to the current problem.	6/8/2020 1:16 PM
27	Please include a plan to address overpopulation in the schools. There is only one middle and one high school for the entire city of Dunwoody and they are both bursting at the seams. We must address this as more families move to the area with all of the development and redevelopment outlined	6/8/2020 11:10 AM
28	The plan needs to be easier on the eyes. It was a bit much. I don't have any vision issues and the colors were overboard.	6/8/2020 7:05 AM
29	Let's start talking about protecting the environment.	6/7/2020 7:22 PM
30	To extend public transport to Marta station to avoid being chocked in traffic as it is happening now.	6/6/2020 10:10 AM
31	If we support aging in place, every new multifamily building must have 2 elevators in case one is out. Old people have trouble with stairs. My mother in law lives in a 4 story Condo with a single elevator, which is often out. When it happens on a Friday, they wait until Monday to fix it. This should not be allowed.	6/5/2020 11:25 PM

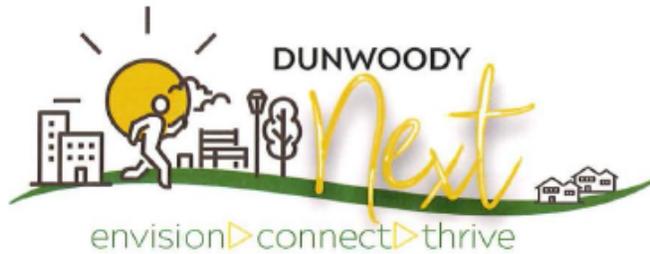
32	Think it through in terms of order of change. There is no thought currently being put into construction projects. Roads are resurfaced only to be torn up weeks later, new sidewalks are installed only to be torn up shortly after for utility issues, quality of road and sidewalk repairs are disgraceful.	6/4/2020 9:45 AM
33	Dunwoody has done some amazing things especially with developing parks which target all age groups. Would like to see a plan that focus on reduction the overall debt of the city making it more self sufficient and reducing resident property taxes.	6/4/2020 9:04 AM
34	Dunwoody needs a community recreation center with fitness, gym and community pool. This rec center could support many community programs similar to Roswell's rec centers	6/2/2020 12:00 PM
35	<p>1. A commitment to preserve the tree canopy in line with the greater Atlanta understanding and to ensure replacement actually covers and maintains tree coverage. This is all that makes the city quiet and cool 2. Reappraise the improvements slated for Brook Run based on the fact we no longer have the money to pay for them and they are devastating the ecology of that park! 3. Make transparent and discourage conflicts of interests (developers making the plans, contractors making the budget) -- there's an unfortunate level of corruption infecting the Dunwoody City government efforts. 4. Let each neighborhood create their own development plans for their areas based on what is most important to them. Stop trying to centrally dictate this. The perimeter area of Dunwoody obviously has it's own needs and interests that differ radically from Kingsley/Tilly Mill area. Why aren't our council-persons emailing/visiting/calling us to discuss the plan and get our input? Why is there only 1 public meeting which I thought was about Dunwoody Village Overlay, not the Comprehensive Plan, instead of a series of opportunities for us to propose meaningful input, rather than just being annoyed that this edited plan is put in front of us and we're told to put up or shut up? 5. Every single item should be tied</p> <p>to the proposed financial cost which we the taxpayers will bear. Only 1-2 of them are and most of the items are stated in ways that can be misinterpreted. 6. Be honest and direct -- for example: 4.1.2 MANAGE TRAFFIC CONGESTION IS A CHALLENGE THAT NEEDS TO BE ADDRESSED CREATIVELY ■ Make transportation improvements as part of implementation of the Dunwoody Comprehensive Transportation Plan. See transportation projects in the short term work program (Short Term). This isn't even proper English! It says nothing. Dunwoody residents are united in wanted reduced Traffic and improvements in congestion. This requires: - discouraging commuter traffic by enforcing no thru-traffic neighborhood postings and requiring Google/Waze to update their map applications to remove routes through Dunwoody neighborhoods - enforce posted speed limits - implement intelligent traffic signals - implement traffic calming in neighborhoods - give incentives for telecommuting such as reduced city taxes to businesses that operate out of homes/remotely (I still don't understand why occupational tax is charged when you're not "occupying" a commercially zoned establishment... ;-)) - introduce Dunwoody City provided high-speed internet to break the Comcast/AT&T monopoly and enhance remote work capabilities</p>	5/29/2020 11:54 PM
36	Get rid of the city and go back to being a part of Dekalb. It would be lower cost, and we wouldn't have nuisance tickets from the police.	5/29/2020 12:55 PM
37	Higher prioritization of connected multi-use paths within the city.	5/29/2020 12:47 PM
38	none at this time	5/29/2020 11:41 AM
39	Dunwoody Village if implemented correctly could be a truly amazing place for people to gather. It needs to be pedestrian/biker/family/teen friendly. There needs to be green space with a fountain and movies show at night & bands playing. Additionally, the streets throughout Dunwoody need to be improved (there are some that have been here for over 15 years and they need to be replaced) - it's important that it is wide enough for people to walk 2-3 side by side and enough room for people to pass. Also, the bike lanes are great, but am concerned that it is still dangerous for kids/teens to be riding in the street vs. the sidewalks. Traffic needs to be controlled especially on Roberts Rd - the traffic that comes from Spalding to Austin backs up because as the traffic continues to make a right on red, the cars that have waited to for the light to change so they can make a left have no where to enter. There should be a police person stationed there in the morning to control this because the crossing gards dont' think this is their responsibility.	5/29/2020 10:31 AM
40	Leave impacted neighbors	5/28/2020 7:51 PM

41	More emphasis on redevelopment of other nodes, not just the Village.	5/27/2020 9:00 AM
42	Businesses need to know they are welcome here. We can't draw new restaurants, small business owners, and large corporations without including this	5/26/2020 6:54 AM
43	Auto traffic study	5/26/2020 6:40 AM
44	The city is not an HOA. The Dunwoody Village changes should have put the council on notice that residents at large want less rigid developmental requirements, not more.	5/25/2020 3:36 PM
45	More green space and eliminate apartments in commercial Zones. More residential for seniors.	5/25/2020 2:18 PM
46	Ultimately I'd like to see stronger investment and vision implementation in the winters chapel/pib area. The east side of Dunwoody is woefully under addressed for infrastructure or growth. The excuse of property values being too high to encourage developers to invest there is a tired one. Build the vision, get Doraville and Peachtree corners involved (we'll have to take a stronger lead as we're financially more viable) and let's make the east side of Dunwoody as viable and desirable as the west side.	5/25/2020 6:26 AM
47	-Working toward reducing traffic I have read that cities (similar to ours) have lowered their speed limits to reduce cut through traffic - that may help. -work with school board to reduce overcrowding we need to be using the lot on shallowford as a school to reduce the overcrowding in the schools - there needs to be a school built there	5/24/2020 2:17 PM
48	See above	5/23/2020 11:58 AM
49	More transportation focus, as traffic is terrible and there are not other good modes of transportation available.	5/22/2020 11:01 PM
50	Put your land use and transportation plan together. Plan together with neighboring communities.	5/22/2020 7:08 PM
51	Concentrate on quick wins that will get more people on board	5/22/2020 4:33 AM
52	Improve centralized community activities and attract more young families.	5/21/2020 10:32 PM
53	I believe we should try to figure out the school issues. Perhaps that means funding city employees to manage a charter district application and conversion. Right now that process is all voluntary on behalf of parents. But what if it became a city staffed priority. Would our Fortune 2000 companies not want to be a part of such a major educational transformation?	5/21/2020 6:09 AM
54	NO! Should be less, not more. Focus and concentrate on one thing you can do well versus aiming for more than you can ever achieve.	5/20/2020 11:58 PM
55	N/A	5/20/2020 10:00 AM
56	Rezoning of southeast Dunwoody (Hightower district) out of Dunwoody High School district.	5/19/2020 8:44 PM
57	Dense commercial area near mall	5/19/2020 7:53 PM
58	I recommend it be completely gutted and a new one drawn up based on input from residents only. Door to door inquiry in the neighborhoods that are supposed to be enhanced by the atrocity that is currently called The Plan.	5/19/2020 4:41 PM
59	Would like more focus on building bike/pedestrian paths and creating a viable Dunwoody Village. Too much focus on the development near Perimeter.	5/19/2020 2:20 PM
60	Spell out and add economic incentives and components for the City's own benefit, and for real estate investors, even if not required by law.	5/19/2020 12:56 PM
61	Less government involvement	5/19/2020 12:55 PM
62	walkability and connected green spaces should be called out more significantly. sense of community and identity, consistent character and presentation while not stifling creativity or smart growth. reduced reliance on automotive means of travel. protection of and favorability towards established neighborhoods for infrastructure and connectivity.	5/19/2020 12:43 PM
63	More restaurants!!	5/19/2020 12:41 PM

B.7 Sign in sheets/Pictures from February 28, 2020 public meeting



4800 Ashford Dunwoody Road
Dunwoody, Georgia 30338
dunwoodyga.gov | 678.382.6700



Dunwoody Next Comprehensive Plan Update Public Input 2/28/2020

Name PHIL CRENSHAW Email [REDACTED]

Name R Weir Email [REDACTED]

Name Despina Lanas Email [REDACTED]

Name Anna Hill Email [REDACTED]

Name Sue Weinschenker Email [REDACTED]

Name Rosemary [unclear] Email [REDACTED]

Name Jim Riticher Email _____

Name Pam Tallmadge Email _____

Name Anzeen Mungani Email [REDACTED]

Name Shawn Feul Email [REDACTED]

Lynn Deutsch Mayor
Eric Linton, ICMA-CM City Manager
Sharon Lowery, CMC City Clerk

Pam Tallmadge City Council Post 1
Jim Riticher City Council Post 2
Tom Lambert City Council Post 3

Stacey Harris City Council Post 4
Joe Seconder City Council Post 5
John Heneghan City Council Post 6





Dunwoody Next Comprehensive Plan Update Public Input 2/28/2020

Name RICHARD THAYER Email [REDACTED]

Name Sam Shenbaga Email [REDACTED]

Name Robert W. James Email [REDACTED]

Name Carl Mobley Email [REDACTED]

Name Jodie Pearson Email [REDACTED]

Name John Heneghan Email [REDACTED]

Name MIKE MURRISKEY Email [REDACTED]

Name Debi Shendelman Email [REDACTED]

Name Hazel Segall Email [REDACTED]

Name Tricia Rochette Email [REDACTED]

Lynn Deutsch Mayor
Eric Linton, ICMA-CM City Manager
Sharon Lowery, CMC City Clerk

Pam Tallmadge City Council Post 1
Jim Riticher City Council Post 2
Tom Lambert City Council Post 3

Stacey Harris City Council Post 4
Joe Seconder City Council Post 5
John Heneghan City Council Post 6



Dunwoody Next Comprehensive Plan Update Public Input 2/28/2020

Name Stacey Hydriek Email: [REDACTED]

Name ROBERT WITTENSTEIN Email: [REDACTED]

Name Meredith Barclay Email: [REDACTED]

Name TERRI POLE Email: [REDACTED]

Name JOE SECONDER Email: [REDACTED]

Name ANN HICKS Email: [REDACTED]

Name PETER PETRECCA Email: _____

Name Tony Torbert Email: [REDACTED]

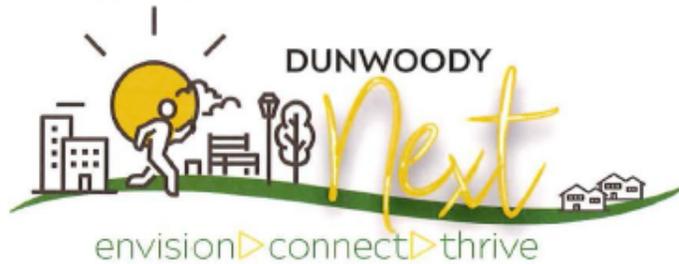
Name ANISHA AJINDIRA Email: _____

Name Ellen Holloway Email: [REDACTED]

Lynn Deutsch Mayor
Eric Linton, ICMA-CM City Manager
Sharon Lowery, CMC City Clerk

Pam Tallmudge City Council Post 1
Jim Riticher City Council Post 2
Tom Lambert City Council Post 3

Stacey Harris City Council Post 4
Joe Seconder City Council Post 5
John Heneghan City Council Post 6



Dunwoody Next Comprehensive Plan Update Public Input 2/28/2020

Name Max Lehmann Email _____

Name ADRIENNE DUNCAN Email [REDACTED]

Name David Ratonyi Email [REDACTED]

Name Felicia Voloschin Email [REDACTED]

Name Douglas SCHRIEFER Email [REDACTED]

Name Jim Wright Email [REDACTED]

Name Nancy Dreisbach Email [REDACTED]

Name Andrew GARDENBERGER Email [REDACTED]

Name CARLA MASECAR Email _____

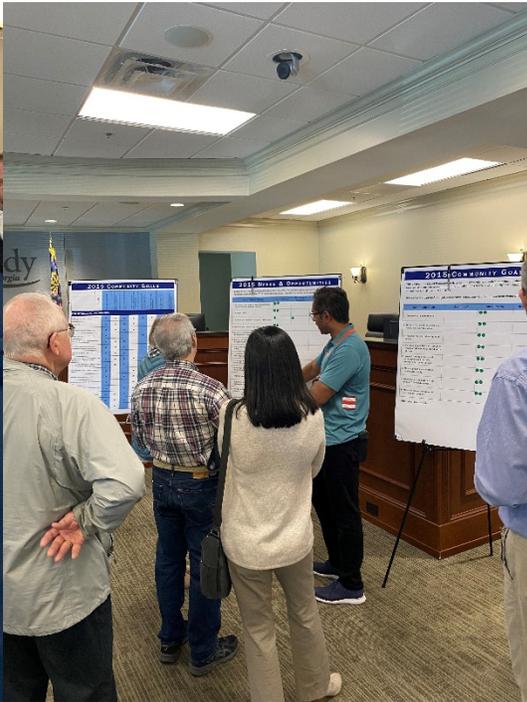
Name Amy McMorron Email [REDACTED]

Lynn Deutsch Mayor
Eric Linton, ICMA-CM City Manager
Sharon Lowery, CMC City Clerk

Pam Tallmadge City Council Post 1
Jim Riticher City Council Post 2
Tom Lambert City Council Post 3

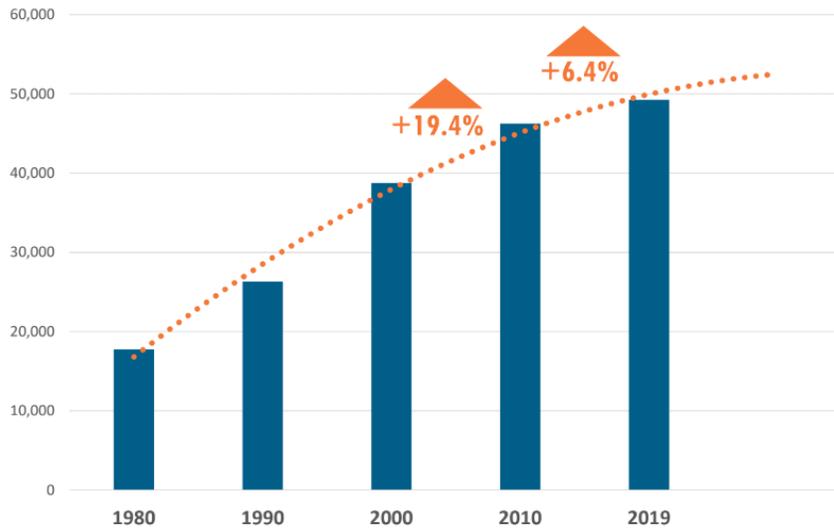
Stacey Harris City Council Post 4
Joe Seonder City Council Post 5
John Heneghan City Council Post 6





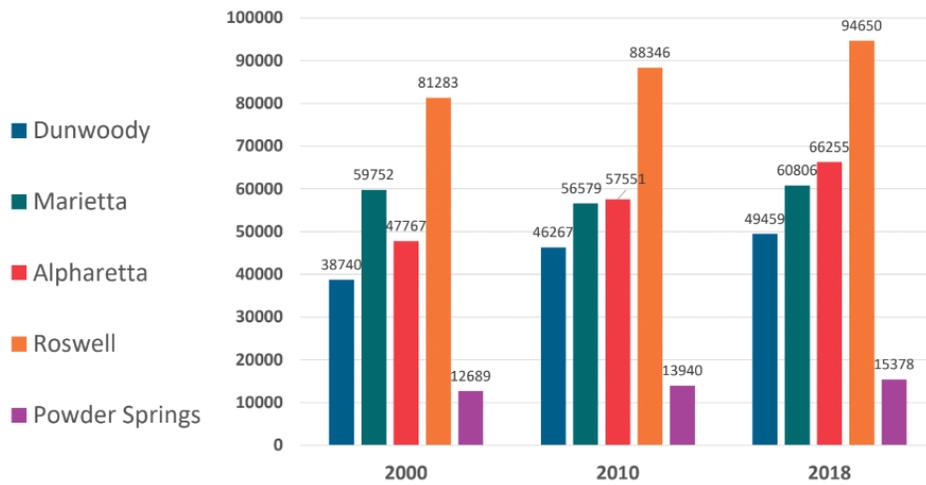
C.1 POPULATION AND HOUSING

POPULATION CHANGE



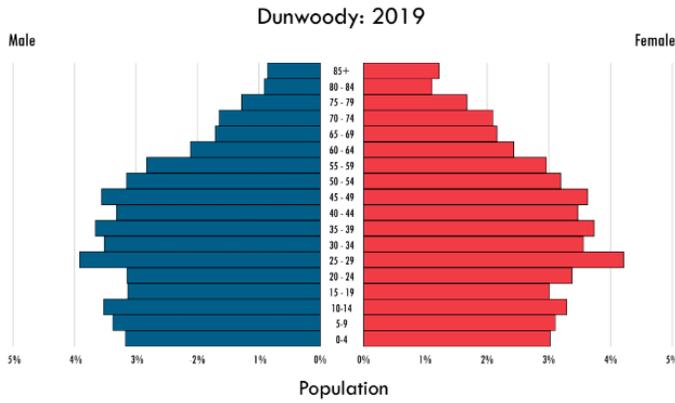
Data Sources: US Census; Esri Business Analyst

POPULATION COMPARISON



Data Source: US Census; American Community Survey

AGE DISTRIBUTION



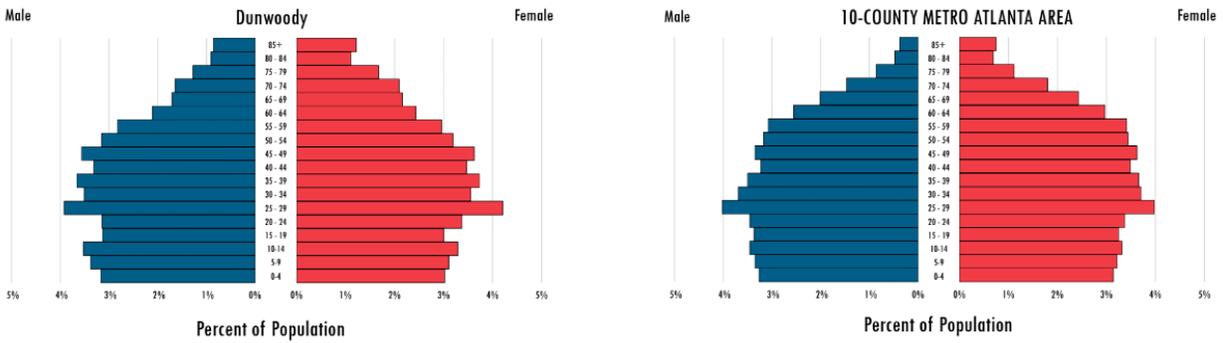
This population pyramid illustrates the distribution of age groups in Dunwoody.

The square-like structure of Dunwoody's population, with a bulge toward the middle ages, reflects the city's large economically active age group.

Data Source: Esri Business Analyst



AGE DISTRIBUTION COMPARISON



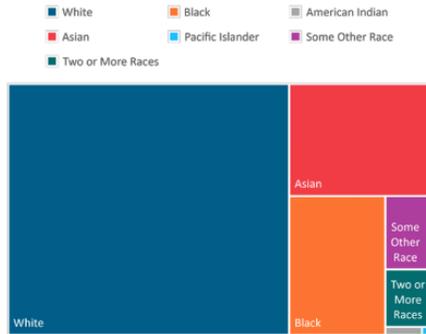
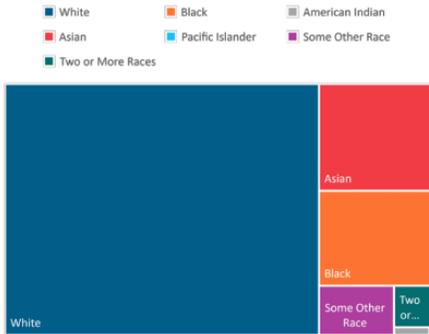
These charts depict a comparison between the age group proportions in the City of Dunwoody to those for the entire Atlanta Metro. The age-sex distribution in Dunwoody closely mirrors the distribution of the metro, though Dunwoody's population has a proportionally large over-70 population.

Data Source: Esri Business Analyst

RACIAL COMPOSITION

2010

2019



Between 2010 and 2019, the City of Dunwoody became more diverse.

The proportion of all residents of color, and residents who identified as two or more races increased, while the proportion of white residents decreased.

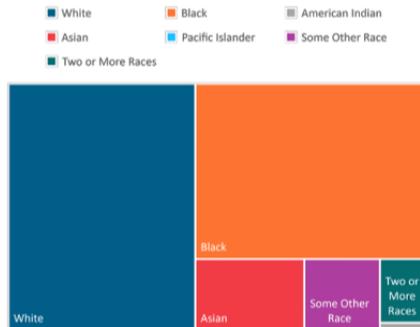
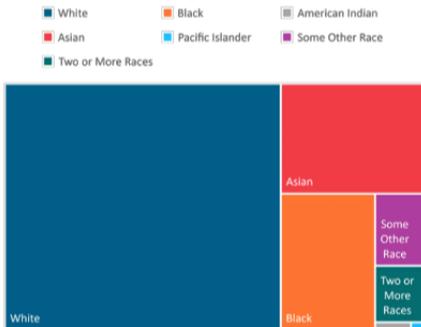
9.6% of residents of any race identified as Latino in 2010, and this percentage increased slightly, to 9.7% by 2019.

Data Sources: US Census; Esri Business Analyst

RACIAL COMPOSITION

Dunwoody
2019

10-COUNTY ATLANTA METRO
2019



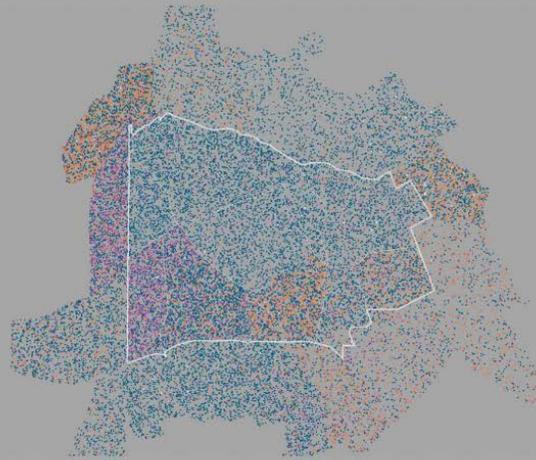
The racial distribution in Dunwoody reflects the racial distribution in the 10-county metro loosely, though Dunwoody is home to a smaller proportion of residents of color than the Metro Area.

Dunwoody's population is proportionately more white and Asian than that of the Metro Area.

Data Source: Esri Business Analyst

Dunwoody's Hispanic population is also smaller than that of the Metro Area, with Hispanic residents comprising only 9.7% of the population, while 12% of the Metro's population is Hispanic.

RACIAL DISTRIBUTION



Data Source: American Community Survey

METRO ATL HOUSING STRATEGY

SUBAREA 2

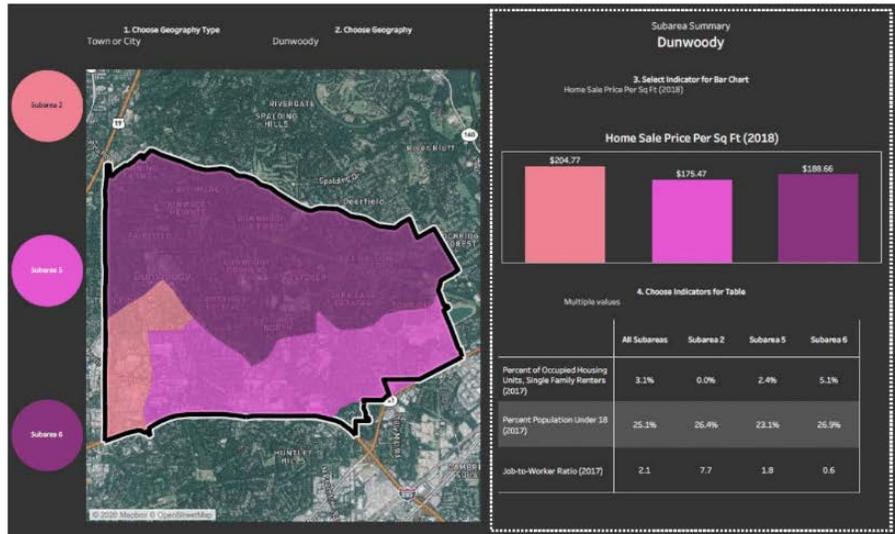
Neighborhoods near the city core and employment corridors, with a mix of newer and older higher priced homes and higher rents.

SUBAREA 5

Moderate-to-higher-priced suburban neighborhoods near employment centers with a mix of single family and multifamily units housing both renters and owners.

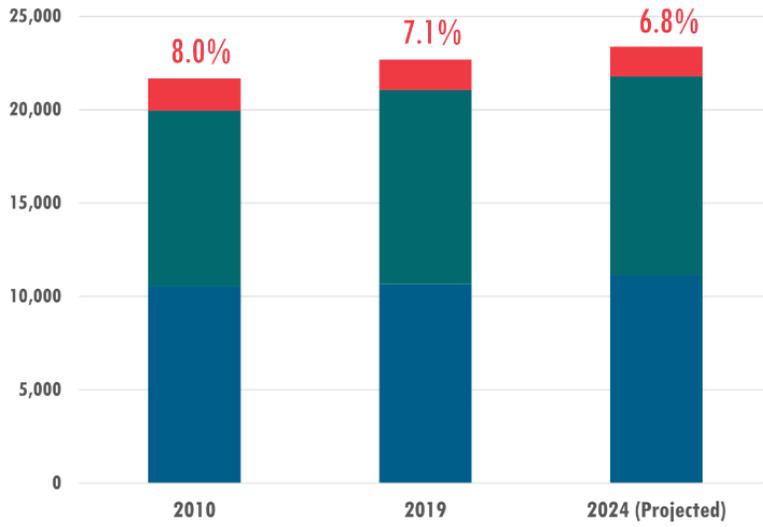
SUBAREA 6

Moderate-to-higher-priced suburban neighborhoods consisting almost entirely of single family homes.

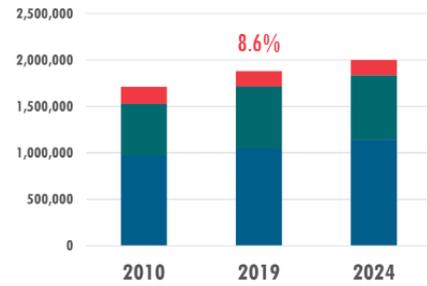


Data Source: metroATLhousing.org

HOUSING TENURE



10-County Atlanta Metro Occupancy Projections

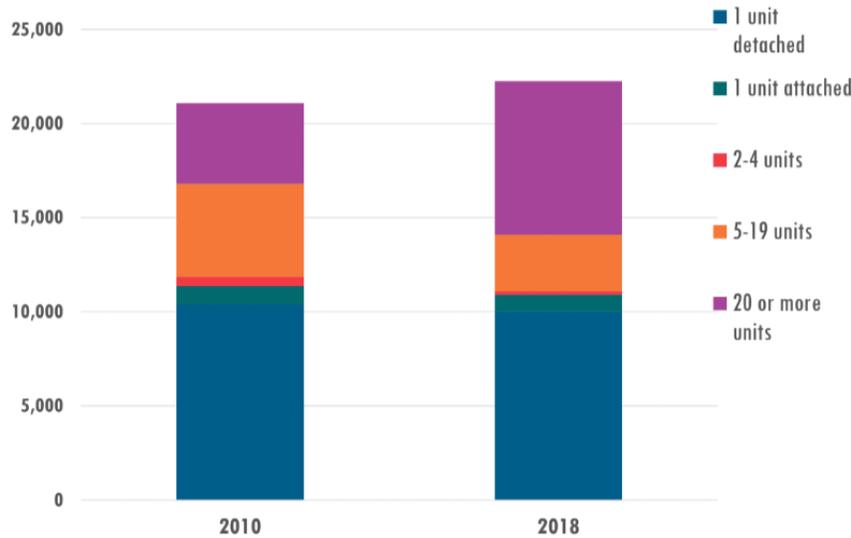


- Owner Occupied
- Rented
- Vacant



Data Source: Esri Business Analyst

HOUSING TYPES

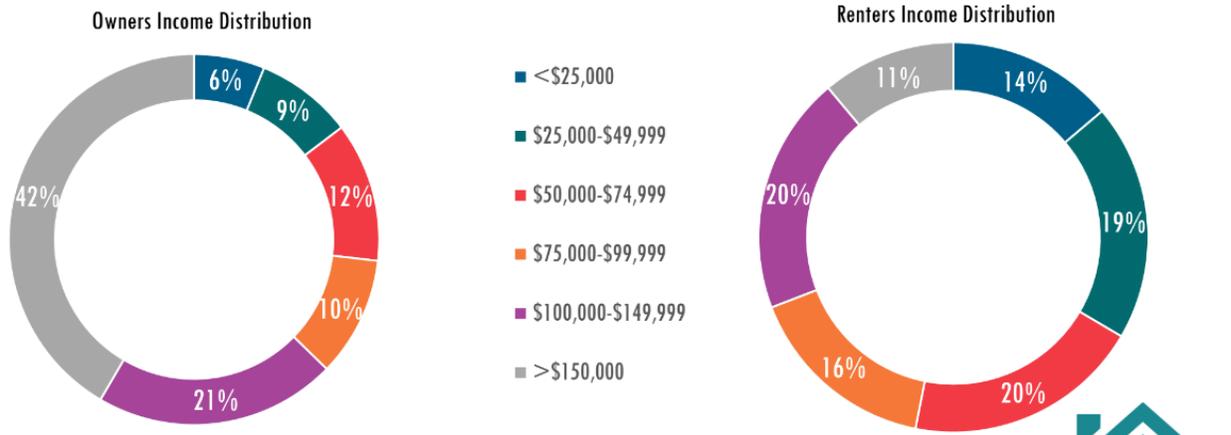


Dunwoody is experiencing a moderate shift in the composition of its housing stock. While the city has gained roughly 1,200 dwelling units, that growth has been concentrated in multifamily homes. Simultaneously, the proportion and count of single family homes have decreased.

Data Source: American Community Survey, 2018



HOUSEHOLD INCOME DISTRIBUTION: RENT V. OWN

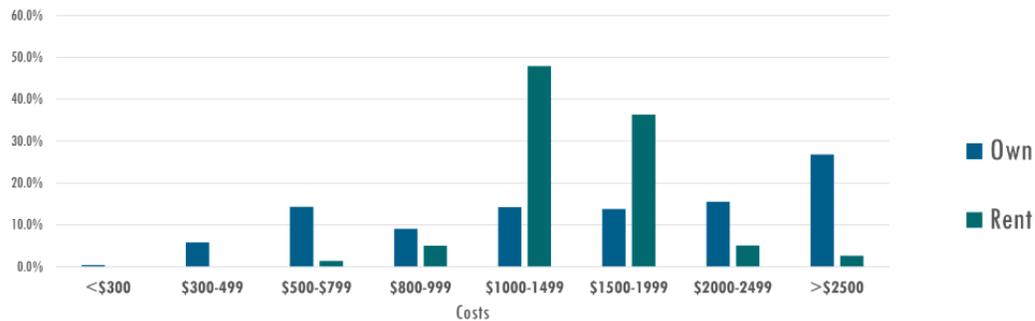


63% of homeowning households in Dunwoody have an income in excess of \$100,000 annually, whereas 31% of renters fall into that income category. The median income of renter households in Dunwoody is \$72,371, while the median homeowner annual income is \$131,287.

Data Source: American Community Survey, 2018



MONTHLY HOUSING COSTS: RENT V. OWN



The vast majority of renters spend between \$1,000 and \$1,999 on housing costs each month, while housing costs for homeowners are more evenly distributed. The largest percentage of homeowners spend above \$2,000 on housing costs monthly.

Data Source: American Community Survey, 2018



HOUSING EXPENDITURES

Area Median Home Value Estimates

American
Communities Survey
Estimate 2018:

\$418,800

Zillow Estimate, 2019
Average:

\$451,608

ESRI Business Analyst
Online Estimate 2019:

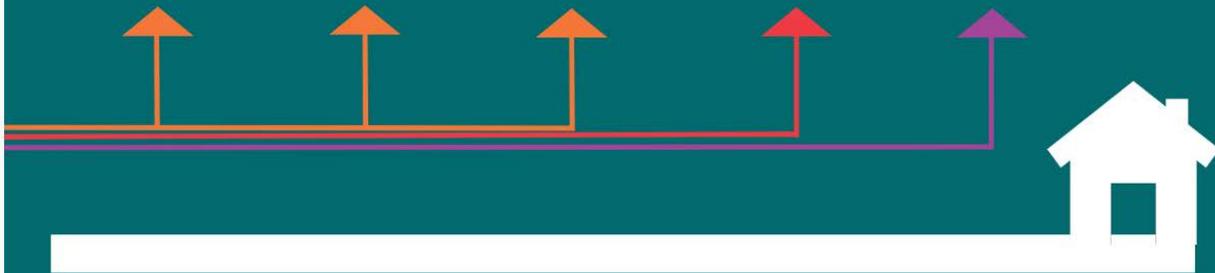
\$437,516

Selected Median Owner
Costs, 2018:

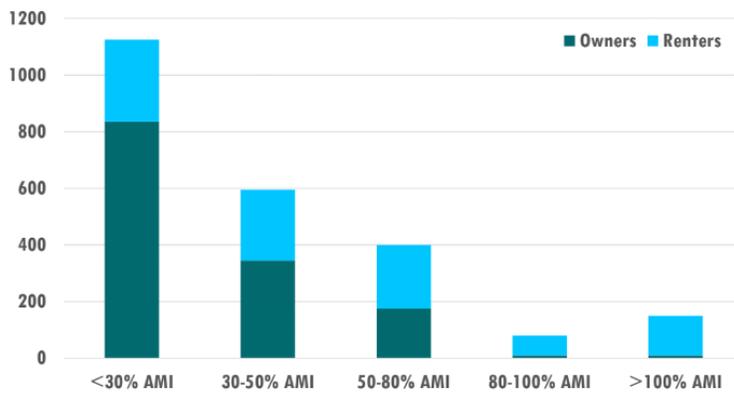
\$1,711/mo

Average Monthly Rent
2018

\$1,453/mo



SEVERELY COST BURDENED HOUSEHOLDS



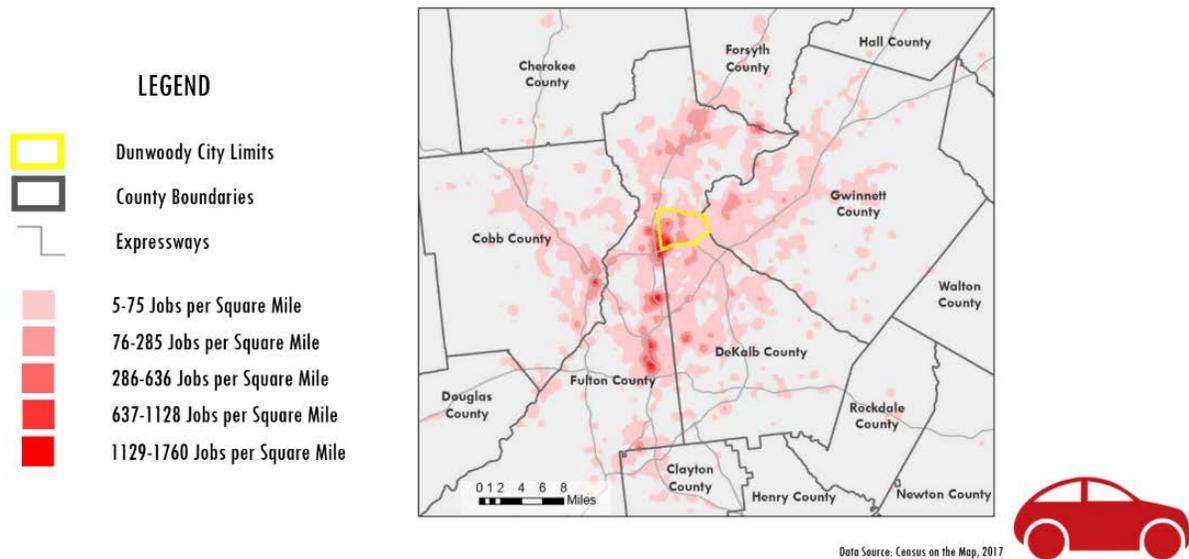
AMI — Area Median Income — is calculated by the U.S. Department of Housing & Urban Development. In 2016, the AMI for the Atlanta Metro Area was \$67,500.

Dunwoody's lowest income households struggle to pay for housing and other basic necessities. About a quarter of the city's households are cost burdened, paying over 30% of their income toward housing. In addition, roughly 12% of Dunwoody's households are severely housing cost burdened, paying more than 50% of their income toward housing.

Data Source: U.S. Department of Housing & Urban Development, CHAS 2012-2016 5-Year American Community Survey, Dunwoody City. Note: These are rough estimates.



WHERE DUNWOODY RESIDENTS WORK



C.2 DUNWOODY ECONOMIC DEVELOPMENT Dunwoody has long been considered an attractive place to do business due to strong public infrastructure, transportation access and geographic proximity to the regions educated workforce; however, we need to re-imagine economic development to fit Dunwoody’s unique circumstances and the current reality within the Metro Atlanta region. The days of economic development focusing only on recruitment of businesses are long past. We need to focus our efforts on a holistic approach that takes into account all of the factors that impact our economic performance such as walkability, education, quality of jobs, access to amenities, and transportation infrastructure.

C.2.1 CURRENT CONDITIONS The City of Dunwoody has grown rapidly since incorporation and the end of the “Great Recession.” Adding new commercial developments, mostly in-fill developments within the Perimeter Dunwoody Market:

- **Park Center** – State Farm selected Dunwoody for the site of their third Regional Employment Hub and started construction on the 21 acre site in 2014, completing Building I (602,000 SF) in 2016, Building II (670,000 SF) in, and Building III (440,000 SF) is scheduled for completion in 2021. A fourth building pad is being marketed as a development site for up to 700,000 square foot office building. Park Center will consist of 50,000 square feet of retail space constructed around a central green space and public plaza, fully integrated into the urban fabric of the area.
- **Twelve24** – Trammel Crow finished the new mixed-use project in early 2020 across the street from Park Center. The project consists of a 335,000 square foot office building and 177 room hotel. The four acre site was purchased from Perimeter Mall and was an under-utilized parking deck that was leased to MARTA and a surface parking lot. The Office and Hotel have direct access to the Dunwoody MARTA Station.
- **Perimeter Marketplace** – Branch Properties is re-developing 10 acres on Ashford-Dunwoody Road that was originally built in 1999 as three restaurants constructed around a storm water pond that acted as an amenity for the project. The new development will consist of a Grocery

Anchored Shopping Center with the Retail/Restaurants pulled up to Street. Although not urban in density, this design offers surface parking for the development but also creates street facing retail along Ashford-Dunwoody Road and Meadow Lane and creates a more walkable and connected site.

- **Hospitality** – Four new hotels have been constructed in Dunwoody since incorporation consisting of 593 rooms. The Hospitality sector represents a potential growth market for Dunwoody as business travelers and visitors look for more convenient options outside the urban core.

These in-fill developments, or more accurately re-developments, represent the future of Dunwoody's development patterns – high density development around the Dunwoody MARTA Station with less dense development occurring at the edges of the Market closer to the existing single-family residential.

C.2.2 UPDATED ECONOMIC DEVELOPMENT STRATEGY

Dunwoody's first economic development plan was created in 2011 and updated in 2015 during the Shape Dunwoody Comprehensive Plan update. These strategies were created during the depths of the "Great Recession" and during the resulting economic expansion respectively. Since that time, our economy and circumstances have changed. In addition, Covid-19 is re-shaping our economic future in ways we are only beginning to understand. Given these changing circumstances, Dunwoody needs to take a fresh look at our economy and develop a new strategy that is attuned to these new realities.

While the battle against COVID-19 has just begun, it is almost certain that the Pandemic will leave a lasting legacy on our economy. We are confronting a crisis unlike anything we've dealt with before, and the longer the crisis persists, the more likely we are to see transformative and lasting changes in consumer, employer, and worker behavior.

Prior to the outbreak of COVID-19, the Economic Development Department was planning to write a new Economic Development Strategy internally, using the update of the City's Comprehensive Plan as a starting point. However, the challenges and opportunities that we are now facing require a more thoughtful analysis of our economic position and more engagement with the community on what our long-term vision for growth and development looks like.

The Dunwoody Development Authority will take the lead on this conversation with support from Dunwoody Staff and include the following Boards as Stakeholders: Dunwoody Urban Redevelopment Agency, Discover Dunwoody, Dunwoody Perimeter Chamber, Dunwoody Representatives from the Perimeter CIDs, and the City Council.

C.2.3 REGIONAL ECONOMIC DEVELOPMENT

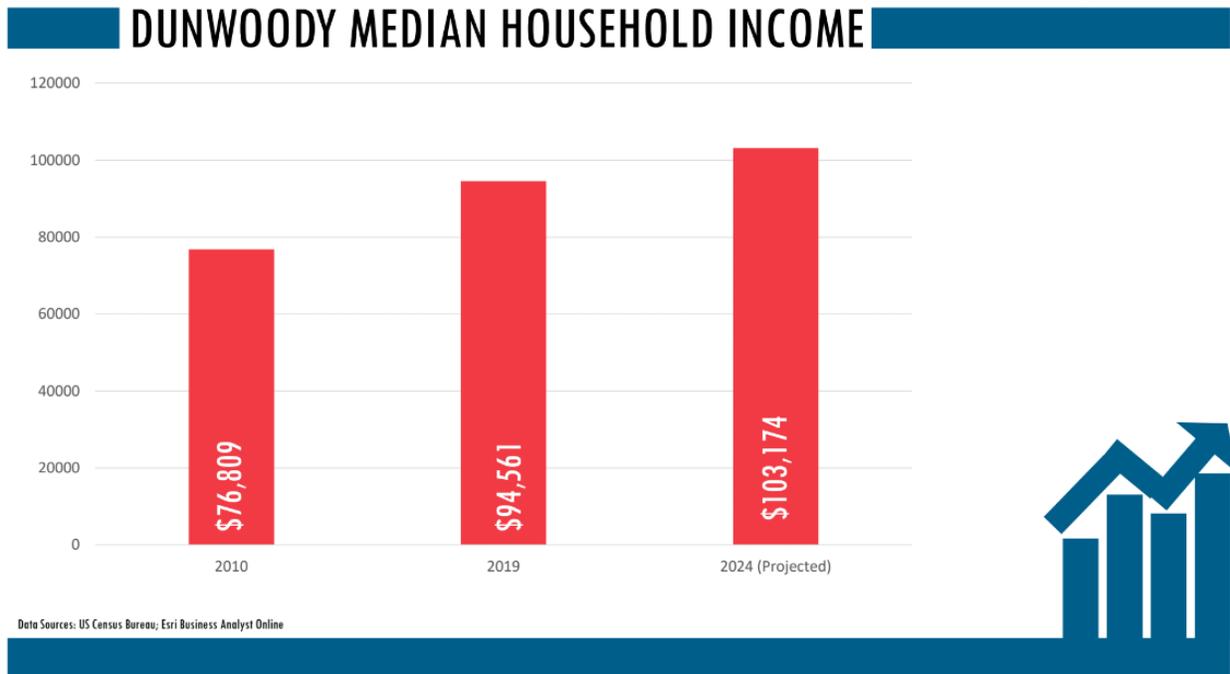
Ensuring metro Atlanta remains a vibrant, thriving community that is competitive on the global stage requires a comprehensive, actionable approach for economic development, education, economic mobility, and other critical factors. With a core goal of empowering upward economic mobility for all, CATLYST (<https://atlantaregional.org/atlanta-region/CATLYST>) is a strategy designed to improve regional competitiveness and collaboration throughout the 10-county region, which includes DeKalb County and the City of Dunwoody. CATLYST will ensure that metro Atlanta has good jobs, a well-trained workforce, and the regional collaboration needed to invigorate economic growth. CATLYST serves as the

Comprehensive Economic Development Strategy (CEDS) for the Atlanta region, and allows communities and organizations to receive grants and assistance from the U.S. Economic Development Administration for projects and technical assistance that support the four focus areas.

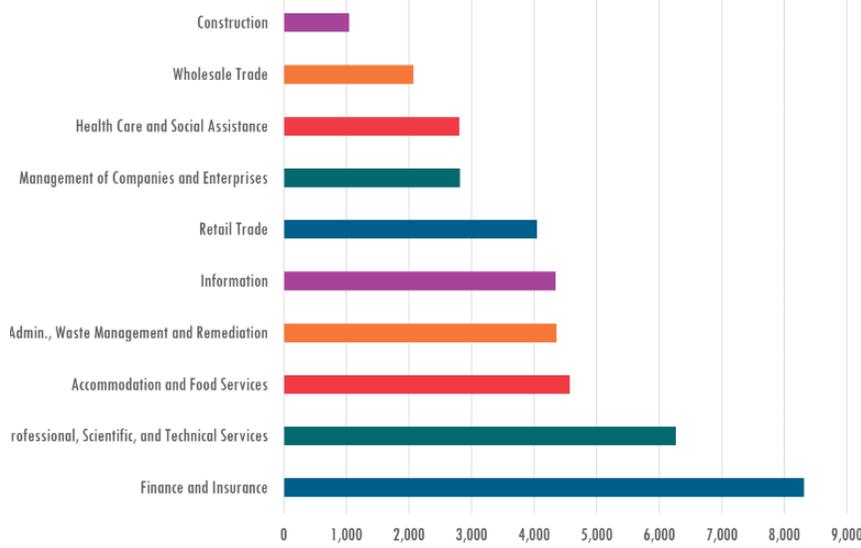
Maintenance and implementation of the plan occurs through the work of project teams consisting of leaders from across the region’s public, private, and nonprofit spheres. Work began in 2017 – after the development of the 2015 Shape Dunwoody plan – with an evaluation of the region’s economy, including data analysis and extensive outreach (interviews, focus groups, public forums, and workshops). This work built on the 2012 Regional Economic Competitiveness Strategy. The City of Dunwoody will work to continue coordination and collaboration with CATLYST as a high-level guide for local economic development policies, priorities, and initiatives.

C.2.4 ECONOMIC TRENDS AND INCOME

In the following section is presented the economic trends data from the Atlanta Regional Commission. This is a current 2020 snapshot of trends and indicators that will be used for decision making.



WORKPLACE AREA CHARACTERISTICS



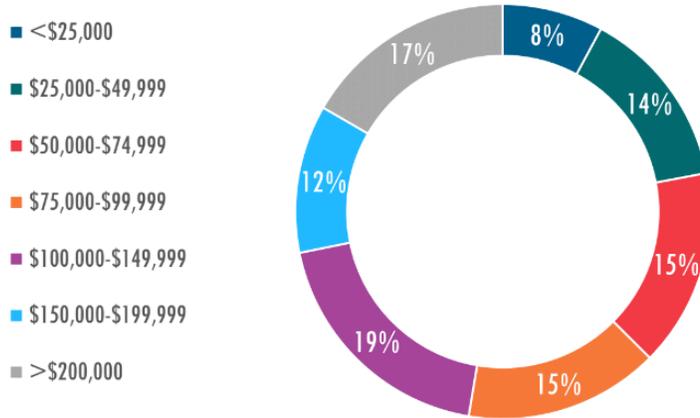
What jobs exist within Dunwoody?

In terms of employment, the largest industry within Dunwoody is Finance and Insurance by far, followed by Professional, Scientific, and Technical Services.

Note: This only represents the top ten Workplace Area Characteristics.
Data Source: US Census on the Map, Workplace Area Characteristics.



INCOME DISTRIBUTION

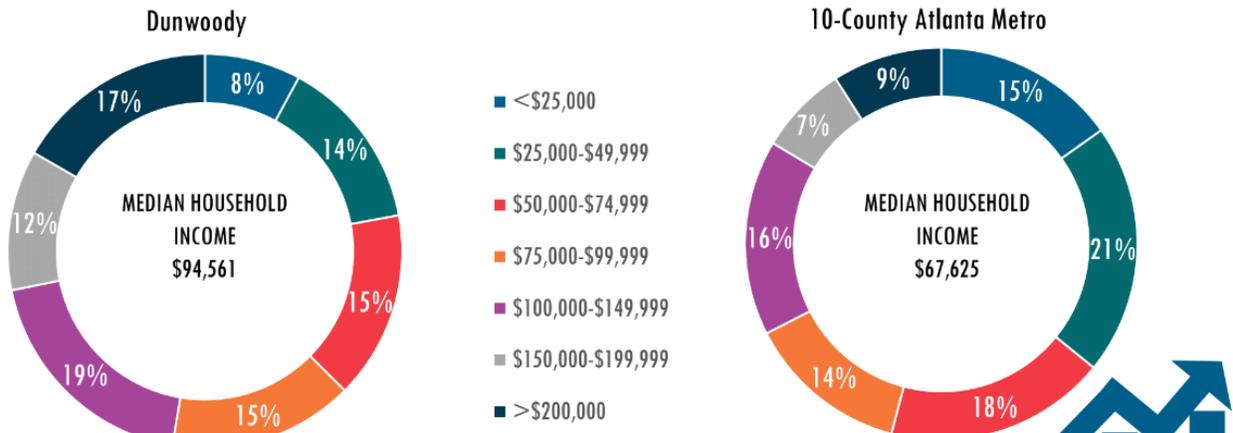


The median household income in Dunwoody in 2019 is \$94,561.
Most Dunwoody households make at least \$75,000 a year. 22% make below \$50,000 annually.

Data Source: Esri Business Analyst Online



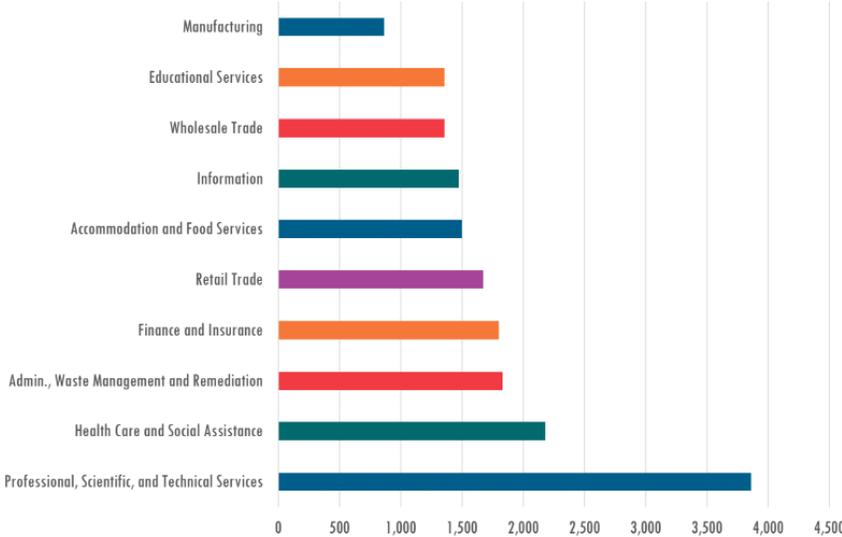
INCOME DISTRIBUTION COMPARISON



The City of Dunwoody has a large proportion of households earning well above the Metro Area's median household income.

Data Source: Esri Business Analyst Online

RESIDENT AREA CHARACTERISTICS



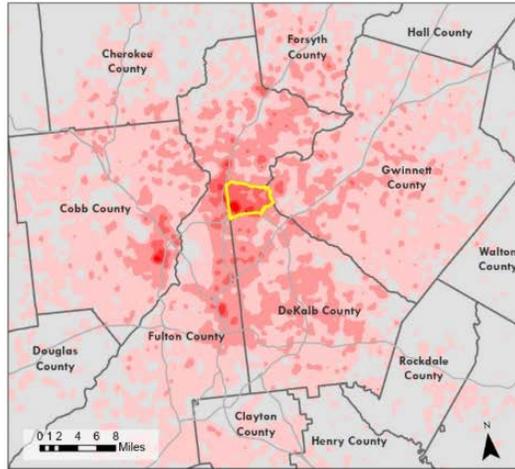
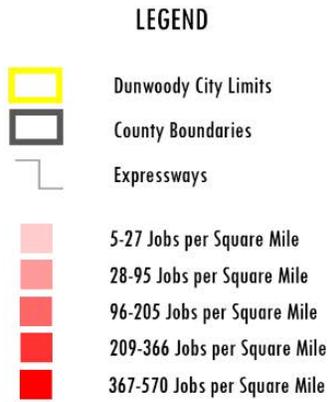
What industries do Dunwoody residents work in?

In terms of employment, the largest industry among Dunwoody's residents is Professional, Scientific, and Technical Services, followed by Health Care and Social Assistance.

Note: This depicts only the top 10 industries occupied by residents of Dunwoody. Others may be represented in the data that aren't shown here.

Data Source: US Census on the Map, Resident Area Characteristics.

WHERE DUNWOODY WORKERS LIVE



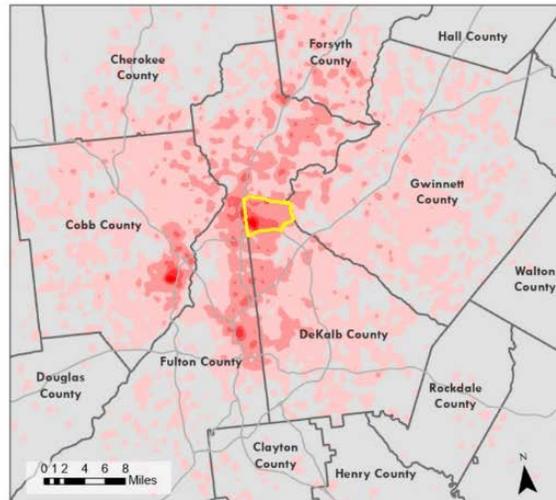
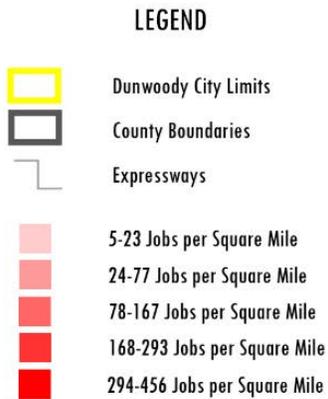
This map provides a visualization of where the people who work in Dunwoody call home.

During workdays, Dunwoody accommodates roughly 42,000 workers from outside the city, while only 19,000 Dunwoody residents leave the city for work, creating a daily influx of around 23,000 people.



Data Source: Census on the Map, 2017

WHERE DUNWOODY WORKERS LIVE



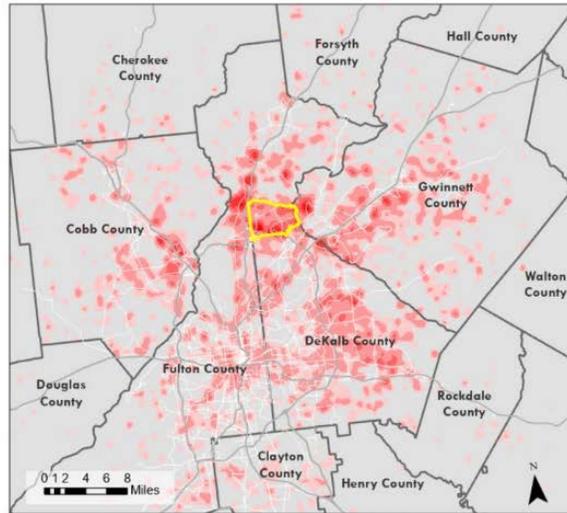
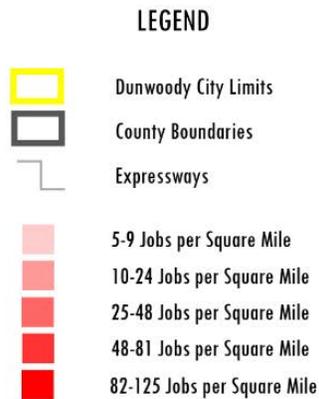
This map provides a visualization of where the people who work in Dunwoody call home.

This map is filtered to show only where people earning greater than \$3,333 per month (roughly \$40,000 annually) live.



Data Source: Census on the Map, 2017

WHERE DUNWOODY WORKERS LIVE



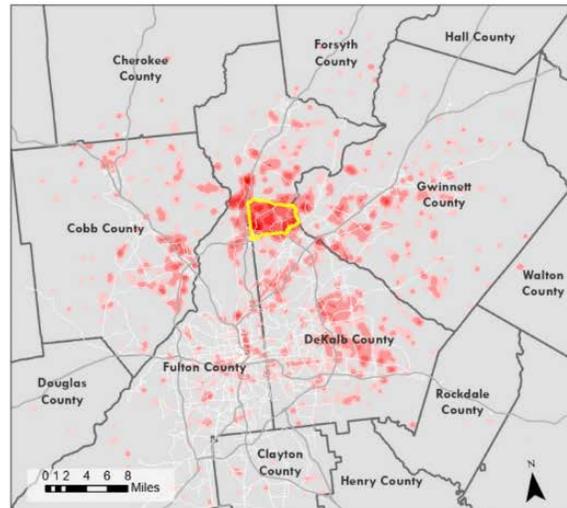
This map provides a visualization of where the people who work in Dunwoody call home.

This map is filtered to show only where people earning between \$1,251 and \$3,333 monthly (between \$15,000 and \$40,000 annually) live.

Data Source: Census on the Map, 2017



WHERE DUNWOODY WORKERS LIVE



This map provides a visualization of where the people who work in Dunwoody call home.

This map is filtered to show only where people earning less than \$1,250 monthly (\$15,000 annually) live.

Data Source: Census on the Map, 2017



C.2.5 ANALYSIS

Economic Development Partners and Resources

What follows below is economic analysis commissioned as part of the 2015 Shape Dunwoody plan, which has been used to help guide economic development strategy, policy and decision-making over the past five years. It is retained here in the current Dunwoody Next plan update because of its continued value

and use for reference and planning purposes until an updated Economic Development strategy is developed. Economic development is a “team sport” and requires partnerships, collaboration, and ongoing communication. Below is a list of existing and potential partners for economic development initiatives.

Local

- City of Dunwoody
 - Department of Economic Development
 - Department of Community Development
 - Dunwoody Development Authority
 - Urban Redevelopment Agency
 - Convention and Visitors Bureau of Dunwoody
- Dunwoody Chamber of Commerce and local businesses
- Public and private K-12 schools
- Georgia Perimeter College
- Perimeter Community Improvement Districts (PCIDs)
- Perimeter Business Alliance

County-level

- DeKalb County Development Authority
- DeKalb Chamber of Commerce
- DeKalb Workforce Development

Region- and state-level

- Georgia Power
- Atlanta Regional Commission
- Metropolitan Atlanta Rapid Transit Authority (MARTA)
- Georgia Department of Economic Development
- Technology Association of Georgia
- Georgia Economic Development Association
- Southern Economic Development Council
- Georgia Department of Community Affairs

Employment Changes during the Recession

Greater Dunwoody, like most communities, was hit hard by the Great Recession. The 2-ZIP code area lost 8 percent of its jobs between 2007 and 2010, a greater loss than Sandy Springs but less than in the remaining comparison geographies. Since then, Dunwoody has added over 2,000 of the approximate 3,000 jobs lost, the only city examined that has not fully recovered from the effects of the recession.

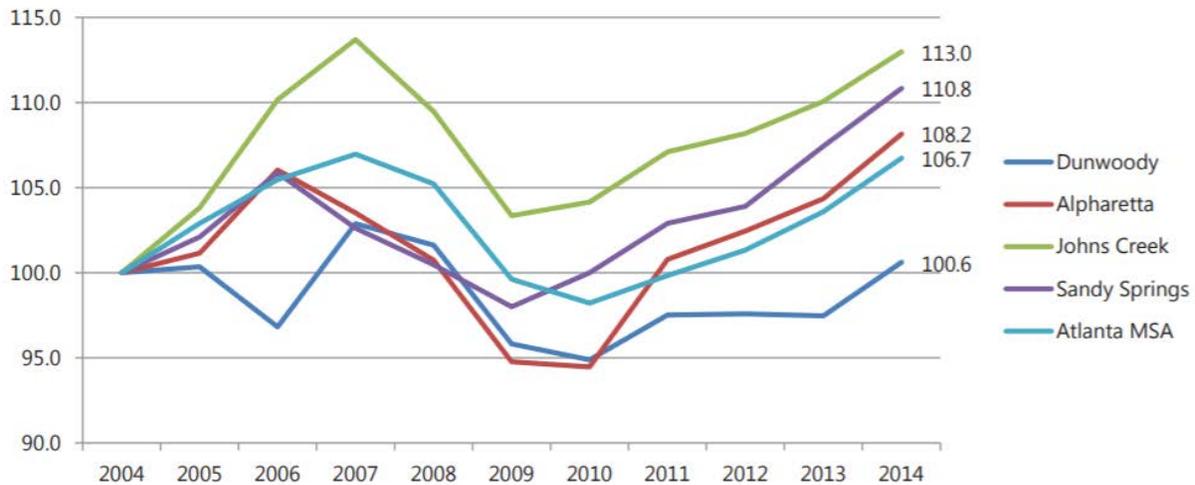
EMPLOYMENT THROUGH THE RECESSION

	2014	Before	During	Since
		2004-2007	2007-2010	2010-2014
Dunwoody	38,842	2.9%	-7.8%	6.0%
Alpharetta	46,991	3.5%	-8.7%	14.5%
Johns Creek	71,991	13.7%	-8.4%	8.5%
Sandy Springs	106,004	2.6%	-2.5%	10.8%
Atlanta MSA	2,611,377	7.0%	-8.2%	8.7%

Source: EMSI

The following chart indexes employment for an apples-to-apples comparison of employment growth over a ten-year period. Dunwoody's peak employment was in 2007 after a major decline. The lowest level of employment for Dunwoody was in 2010, along with Alpharetta and the Atlanta MSA, who continued to experience declines even after the recession's official end in June 2009. Alpharetta and Johns Creek hit their employment lows and began growing again in 2009.

EMPLOYMENT INDEX, 2004=100



Source: EMSI

Although Dunwoody's average annual wage is greater than that of the Atlanta MSA, it is significantly less than the comparison cities. Average annual wages in Dunwoody have increased at a pace on par with Sandy Springs and the Atlanta MSA. Between 2004 and 2014, Dunwoody's overall wage growth has lagged



behind that of Alpharetta and Johns Creek; however, wage growth in Dunwoody over the most recent five years has been more rapid than its northern counterparts.

AVERAGE ANNUAL WAGES

	2004	2009	2014	5-Year Change	10-Year Change
Dunwoody	\$42,922	\$47,529	\$52,829	11.2%	23.1%
Alpharetta	\$59,692	\$70,298	\$76,081	8.2%	27.5%
Johns Creek	\$53,512	\$63,083	\$68,504	8.6%	28.0%
Sandy Springs	\$55,504	\$61,754	\$68,699	11.2%	23.8%
Atlanta MSA	\$41,498	\$45,688	\$50,739	11.1%	22.3%

Source: EMSI

Economic Base Inventory

Location quotients (LQs) are a commonly-used measure for evaluating the composition of a local or regional economy. Location quotients measure the relative concentration of a given sector in a local economy – as measured by its share of total employment – relative to the national average for that same sector. If a location quotient is greater than 1.0 for a given sector, the community has a larger share of employment in that sector than the nation, indicating that such economic activities are more heavily concentrated in that community than the average American community. Firms operating in sectors that are highly concentrated in a given regional often “cluster” because there is some competitive advantage to be derived from that geographic location. Such advantages could include an abundance of a specific labor pool, proximity to key natural assets, or proximity to infrastructure needs such as a port or intermodal terminal, among many other potential advantages.

Many of Greater Dunwoody’s most concentrated sectors provide wages higher than the Greater Dunwoody average of \$52,829. Presented in the following table with location quotients higher than 1.10 and wages higher than the average highlighted in green, these sectors are Management of Companies and Enterprises (3.79), Professional, Scientific, and Technical Services (2.49), Finance and Insurance (2.30), Information (1.72), and Wholesale Trade (1.27). These sectors are knowledge-driven and have high percentages of jobs requiring college degrees, a good match with city residents since roughly two-thirds of adults aged 25 and up in Dunwoody hold at least a bachelor’s degree. An added competitive advantage is that of these highly concentrated, high-wage sectors, all but Finance and Insurance offer annual average wages higher than the U.S. average, which is a draw for prospective talent.

Dunwoody, on the edge of the I-285 corridor, in DeKalb County, and bordering Fulton and Gwinnett counties, is in a special geographical location. While Dunwoody is a suburb of the City of Atlanta, with the presence of MARTA and the large employers in the Perimeter Center area, it also has qualities of an urban city. Existing and prospective talent value quality of life options, and Dunwoody can provide the urban and suburban living options that appeal to various segments of today’s workforce. Most recently, State Farm’s investment to develop three roughly 20-story buildings to house its customer operations center along with street-level retail and restaurant space and a park. Companies cited the area’s access to hotel,

retail, and restaurant options, the existing strength of the Perimeter Center commercial district, proximity to Hartsfield-Jackson Atlanta Airport, and access to public transportation as strong assets. Because young professionals are becoming less car dependent, employers are becoming more attracted to cities with existing public transit infrastructure—in fact, State Farm’s new development is located on acreage across from and will connect to the Dunwoody MARTA station. Programs such as Perimeter Connects, a free transportation consultancy service for Perimeter area businesses launched by the PCIDs, are important steps to making Dunwoody easier and quicker to get around, qualities will make the area even more attractive to both prospective firms and prospective talent.

Dunwoody is the home of some of the region’s major employers, including Six Continents Hotels, Hewlett Packard, Cox Enterprises, and Bellsouth.net, each with over 800 employees located in Dunwoody. The City has a solid foundation of economic activity, and with redevelopment efforts and infrastructure improvements, Dunwoody has the opportunity to leverage its existing concentration of jobs to create other thriving job nodes in other segments of the city, but still geographically close to its Perimeter Center area.

ECONOMIC STRUCTURE, GREATER DUNWOODY, 2014

NAICS Code	Description	Employment	Location Quotient	5-Year Change	10-Year Change	Average Annual Wage	Percent of National Wage
Total		38,842		5.0%	0.6%	\$52,829	109.4%
54	Professional, Scientific, & Technical Svcs	6,081	2.49	-2.6%	16.1%	\$68,928	87.0%
56	Admin & Support & Waste Mgmt/Remediation Svcs	5,934	2.46	-0.4%	-7.5%	\$37,611	112.2%
44	Retail Trade	4,669	1.16	-4.9%	-12.0%	\$23,557	83.8%
72	Accommodation & Food Svcs	3,798	1.18	12.5%	20.1%	\$18,536	100.9%
52	Finance & Insurance	3,623	2.30	25.5%	7.1%	\$85,118	92.0%
62	Health Care & Social Assistance	3,483	0.72	6.4%	13.1%	\$41,652	93.0%
81	Other Svcs (except Public Administration)	2,197	1.18	3.7%	3.1%	\$25,689	97.6%
55	Mgmt of Companies & Enterprises	2,048	3.79	19.3%	14.8%	\$118,308	105.9%
42	Wholesale Trade	1,917	1.27	-6.6%	-35.2%	\$91,290	132.6%
51	Information	1,246	1.72	44.1%	-2.1%	\$94,358	107.9%
53	Real Estate & Rental & Leasing	953	1.49	10.1%	-10.7%	\$44,449	95.0%
23	Construction	659	0.32	3.0%	7.4%	\$45,548	96.7%
90	Government	641	0.11	-7.0%	7.6%	\$67,572	137.5%
71	Arts, Entertainment, & Recreation	580	0.90	15.7%	29.1%	\$18,132	56.7%
31	Manufacturing	347	0.11	2.1%	-32.4%	\$57,457	93.2%
61	Educational Svcs	317	0.32	5.0%	8.8%	\$46,762	125.2%
48	Transportation & Warehousing	164	0.13	92.1%	131.0%	\$52,075	107.1%
22	Utilities	106	0.76	-16.9%	-57.9%	\$93,901	97.2%

Source: EMSI

Note: NAICS codes 11 (Agriculture, Forestry, Fishing and Hunting), 21 (Mining, Quarrying, and Oil and Gas Extraction), and 99 (Unclassified) are excluded from this table. These sectors comprise less than 0.2 percent of jobs in the 2-ZIP code Greater Dunwoody region.

Employment Projections

The Atlanta Regional Commission (ARC) provides employment projections for every Transportation Analysis Zone (TAZ) in the ARC Travel Demand Model. The figures below display the projected employment densities for each Dunwoody TAZ based on this ARC model, for both 2015 and 2040. As of 2015, the Perimeter Center maintains an employment density of between 32 and 38 persons per acre, making it the densest employment center in the city. The southern portion of Dunwoody Village and



northern Perimeter Center area maintain an employment density of 12 persons per acre. The Georgetown area, the only other notable employment center as of 2015, maintains an employment density of 3.7 persons per acre. The remainder of the city is primarily residential and has an employment density of less than two persons per acre, with few employees found in the northern portions of the city.

ARC projections indicate a general continuation of past employment growth trends out to 2040. These projections indicate that the western portion of Perimeter Center will increase employment density to 45 persons per acre, while the remainder of Perimeter Center will remain near 2015 levels of employment. The northern portion of Dunwoody Village will increase in density to 2.4 persons per acre, indicating growing employment in the central Village. The Georgetown Area will also experience increased employment density, growing to 6.4 persons per acre. These trends reflect the densification and growth of the southern portions of the city as Atlanta urbanization spreads outwards from the metropolitan core. The northern, residential portions of the city are expected to retain their minimal employment densities while Perimeter Center will continue to grow. Dunwoody Village and Georgetown are expected to grow as local employment nodes, and the implementation of master plans for these areas will need to occur to ensure that they grow into the vision the City of Dunwoody and its residents have.

C.2.6 NEEDS, OPPORTUNITIES AND RELATED WORK PROGRAM ITEMS: The following needs and opportunities have been identified as a result of an analysis of economic trends as well as a series of interviews and community workshops. It is important to note that quality economic development also depends on the successful implementation of community development needs, particularly those related to Dunwoody's infrastructure.

- Encourage Dunwoody's small business and entrepreneurial environment.

Dunwoody benefits from its healthy Perimeter Center area, which is concentrated in the southwestern corner of the city and serves as a strong anchor for the city's economy. Dunwoody has an opportunity to leverage this major jobs center with large employers, presence of young professionals looking for ability to spin-off or build firms from high-tech innovations and a vibrant retirement community ready for after-retirement opportunities, proximity to the City of Atlanta and its assets, and the presence of MARTA to encourage small business creation and growth in other areas of the city.

Action Items:

- Implement development tasks in the Dunwoody Village Master Plan, Georgetown Master Plan, Urban Redevelopment Plan, Sustainability Plan, and Transportation Plan to attract additional local serving businesses as well as destination businesses, particularly restaurants and retail in economic nodes outside of the Perimeter Center area.
- Include specific questions for small business owners in the city's annual survey
- Work with Georgia State University to make its entrepreneurship assets directly accessible to Dunwoody businesses and talent.
- Establish additional incentives to further desirable development in city. Examples of best practice tools to consider that can be paired together for eligible projects include but are not limited to tax allocation districts (TADs), tax abatement bonds, redevelopment bonds, lease-revenue financing, and the EB-5 Immigrant Investor Program. Take advantage of Georgia

Department of Community Affairs tools such as its Redevelopment Fund and its Energy Rebate Program.

- Ensure that the permitting process is straightforward and easy to understand and follow.

It is important that Dunwoody understands its level of competitiveness relative to nearby communities, including but not limited to Sandy Springs, Chamblee, Roswell, Brookhaven, and Buckhead, in terms of the ease of business owners to obtain permits.

Action Item:

- Periodically compare the cost and timeliness of permitting processes in surrounding communities to that of Dunwoody's.
- Strengthen Dunwoody's economic development efforts.

Dunwoody is lead economic development organization and currently has several protocols in place to ensure that city officials understand the needs of existing businesses and that the city competes for relocation projects. The City funds and staffs a business retention and expansion program that visits over 100 businesses per year and has created beneficial programs such as Engage Dunwoody, which is a partnership with the Dunwoody Chamber of Commerce to connect its firms to nonprofit entities to build a better community. However, there is always room for improvement. This recommendation is to continue existing efforts and to build on the foundation the City of Dunwoody Department of Economic Development has laid.

Action Items:

- Continue to regularly engage business community in feedback on city needs and concerns and vice versa.
- Continue business retention and expansion visits.
- Expand follow-up efforts after receiving business feedback. o Work with chamber to expand the Engage Dunwoody program.
- Develop and maintain database of the city's available and developable real estate portfolio.
- Make accessible a list of all real estate redevelopment opportunities sorted by character area.
- Continue to strengthen relationships with local, regional, state, and federal partners.

Cooperation and regionalism are hallmarks of successful communities. This is especially true of Dunwoody, which is closely tied to Sandy Springs because of the shared Perimeter Center area despite being located in different counties. Similarly, Dunwoody shared retail areas with other cities on its borders. Dunwoody is also a recognized suburb of the City of Atlanta and benefits from the close proximity to Atlanta's assets as well as the metro's labor shed. These relationships are and can be increasingly mutually beneficial as the City of Dunwoody and its local partners continue to build their relationships across city, county, and even metro lines.

Action Items:

- Encourage a conversation between local chambers of commerce in the cities in and near the Perimeter Center area and the PCID Business Alliance regarding combining and/or coordinating efforts.
- Work with Sandy Springs and Brookhaven to solidify a unified marketing vision.
- Continue building rapport with Metro Atlanta Chamber and Atlanta Regional Commission and leverage regional resources and opportunities.
- Continue working with the City of Sandy Springs to host state project managers for joint tours of the cities to highlight economic development opportunities.

C.3 NATURAL AND CULTURAL RESOURCES

Following is an inventory of Dunwoody’s many natural and cultural resources highlighting protected features that may impact future development. See Appendix D. Consistency with Regional Water Plan and Environmental Planning Criteria, for a description of how water resources are being protected. The Natural Resource Map displays the location of many of resources described below.

C.3.1 WATERWAYS The Chattahoochee River runs about a mile north of the City of Dunwoody. There are a few creeks such as Ball Mill Creek, Nancy Creek, and North Fork Nancy Creek running within the city limits. These water bodies are protected by the Georgia Stream Protection Ordinance which requires a 25-foot wide buffer immediately adjacent to all waters of the state in its natural state. This ordinance applies to all waters of the state as defined by the Georgia Environmental Protection Division. The Dunwoody Stream Protection Ordinance requires an additional 50-foot wide buffer immediately from the state buffer. There are several lakes and ponds located within the city limits including Mount Vernon Lake and Kingsley Lake. The city also has a DeKalb County Water Works plant within its boundary. The wetlands of Georgia are protected by the Department of Natural Resources Georgia Environmental Protection Division which sets Environment Planning Criteria for developing land use with respect to wetlands.

C.3.2 WATER SUPPLY WATERSHED The City is entirely within the Chattahoochee River Watershed, but not all of it is within the water supply watershed portion of the river. Those parts of the City draining into Nancy Creek, which is a tributary of Peachtree Creek, are not in the Chattahoochee water supply watershed as Peachtree Creek enters the Chattahoochee downstream of the public water supply intakes on the river in the Region. The watershed portion of the Chattahoochee is subject to the requirements of the Part V Environmental Planning Criteria of the 1989 Georgia Planning Act, which require protection measures in public water supply watersheds throughout the state. The criteria are administered by the Environmental Protection Division of the Georgia Department of Natural Resource and vary with the size of the watershed. Under these criteria, in large water supply watersheds (over 100 square miles, which includes the Chattahoochee) with river run intakes, the only requirements are limitations on hazardous material and waste handling and storage.

C.3.3 PRIME AGRICULTURE LAND: There is no prime agricultural land within the City of Dunwoody limits.

C.3.4 UNDEVELOPED / FOREST LAND According to existing land use, the city has approximately 95 acres of land assigned as Undeveloped / Forest Land.

C.3.5 GROUNDWATER RECHARGE AREA The northern region of the city, mostly north of Mount Vernon Highway and east of Roberts Drive, is designated as Groundwater Recharge Area. The recharge area has

been designated as the probable area of thick soil. The area falls under the “Most Significant Groundwater Recharge Areas of Georgia” published in 1989 in Georgia Geologic Survey Hydrologic Atlas 18 map. The Groundwater Recharge Areas are protected by Department of Natural Resources which has set Environmental Planning Criteria for storage and disposal of hazardous and agriculture wastes design of septic / drain systems and new developments.

C.3.6 FLOODPLAIN The city has approximately 250 acres of land as flood plain, mostly 100 year floodplain. Some of the areas along North Fork Nancy Creek and near the Brook Run Park have been mapped as 500 year floodplain.

C.3.7 PROTECTED MOUNTAIN: There are no protected mountains within the City of Dunwoody limits.

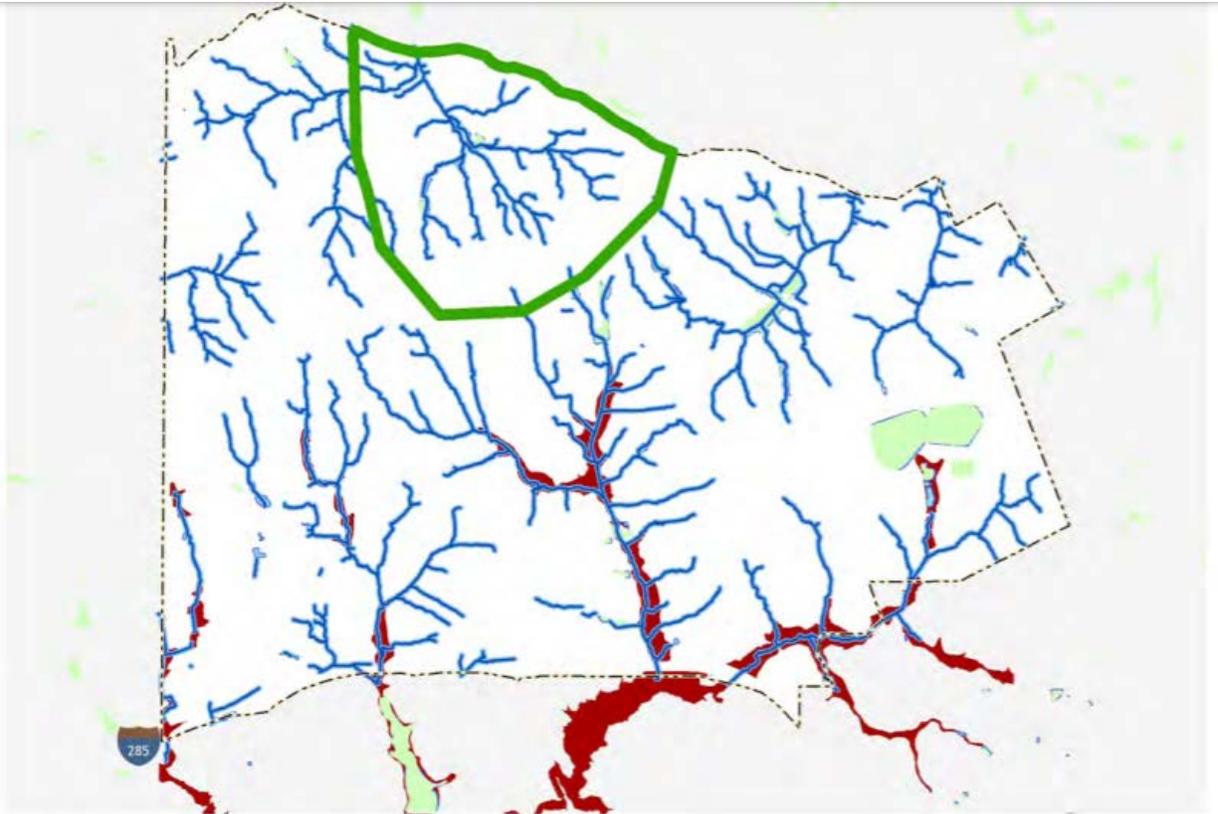
C.3.8 PROTECTED RIVER: There are no protected rivers within the City of Dunwoody limits.

C.3.9 LIST OF ENDANGERED SPECIES:

- Bird: Bald eagle (*Haliaeetus leucocephalus*)
- Fish: Bluestripe shiner | (*Cyprinella callitaenia*)
- Plant: Bay star-vine (*Schisandra glabra*); Black-spored quillwort (*Isoetes melanospora*); Flatrock onion (*Allium speculae*); Granite rock stonecrop (*Sedum pusillum*); Indian olive (*Nestronia umbellula*); Piedmont barren strawberry (*Waldsteinia lobata*); Snorkelwort (*Amphianthus pusillus*)

C.3.10 PARKS AND OPEN SPACES See the Community Facilities Assessment for description of the local parks in Dunwoody.

C.3.11 SIGNIFICANT HISTORIC RESOURCES The preservation of historic resources provides cultural, educational, and economic benefits for a community. Historic sites are among the top destinations for Georgia’s tourists, and tourism is one of the largest and fastest growing industries in the state, creating thousands of jobs and millions of dollars in revenue annually. Preservation of irreplaceable assets such as these have immeasurable benefits in maintaining the City of Dunwoody as a unique community as the city continues to experience changes linked to rapid growth and development. Although historic preservation has become more important as more structures age, it is also about timing as some structures have not been saved or preserved in a timely manner. This is an impetus for the City of Dunwoody to plan to undertake a city-specific Historic Resources Inventory. There has not been an inventory covering the area aside from National Register nomination research and documentation and extensive work by the Dunwoody Preservation Trust.



Water Resources Map

-  City Boundary
-  Ground Water Recharge Area
-  Streams
-  75 ft Stream Buffer
-  Wetlands
-  Lakes
-  Floodplain

The synopsis included here is from the resources found at the DeKalb History Center, the Historic Preservation Division of the Department of Natural Resources and the Dunwoody Preservation Trust.

Cultural Resources including historic structures and sites as well as structures and sites known to be lost, is included in this section. The figure also identifies the one house, Cheek-Spruill House, listed on the National Register and the Donaldson-Banister House which has a National Register nomination pending. It is important to note resources lost in the recent past because they play an important role in the development of Dunwoody and could also be resources for archeological work in the future. This map could be used as the baseline for a local historic resources survey.

Potential archeological resources as identified in the State Archeological GIS database are also noted on the map. As a policy to prevent potential looting, the state does not reveal unprotected sites by a specific location or type.

Property types identified include single dwellings, churches, cemeteries, commercial, industrial, transportation, and agricultural. The area considered Dunwoody prior to incorporation is not exactly the same as the formal city boundaries. The Dunwoody Preservation Trust has a historic marker program (18 properties) which shows the name of the resource and the date constructed. The Dunwoody Preservation Trust has decided to leave the historical markers up in these areas because historically this was considered “Dunwoody”.

The date of construction of the properties surveyed range from the mid-1800’s to the mid-1900’s. There is a large amount of ranch style neighborhoods that have not been evaluated. Some of the resources are considered to be threatened due to their condition or due to change in the land use. None of the historic resources is protected by local ordinance.

C.3.12 SIGNIFICANT RESOURCES INVENTORY Many of the residences in the area are associated with agricultural uses. They would be considered Victorian Vernacular and retain landscape elements and some outbuildings. Some of these were once part of a small farm while others were located at crossroads communities. Many of the houses have become endangered or lost as land uses change. Those located on large parcels are endangered in the process of subdivision and developed for residential and commercial uses.

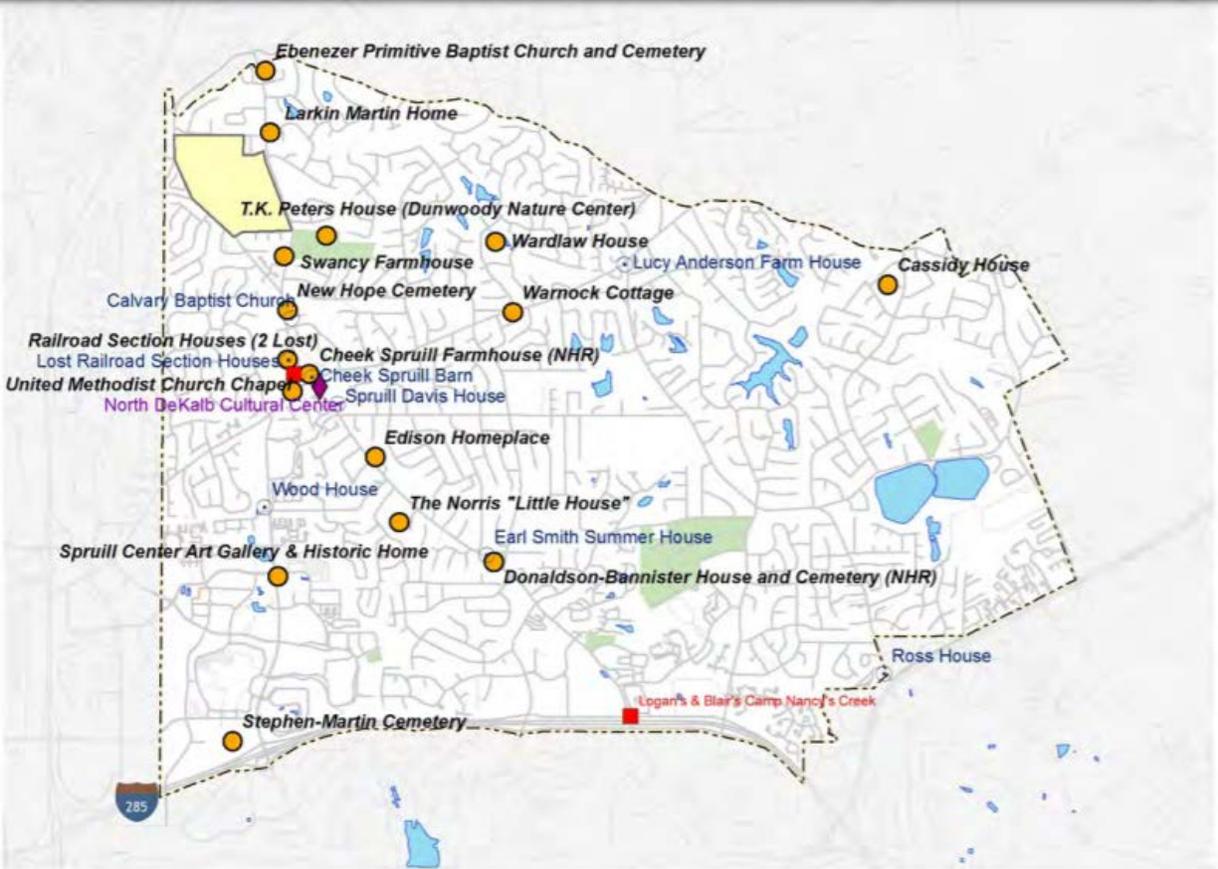
Commercial Resources The commercial resources in the area have been lost. There is documentation of commercial buildings, cotton gin and a medicinal laboratory and store in the Chamblee Dunwoody Road and Mount Vernon Road area, in the vicinity of the area known as Dunwoody Village.

Industrial Resources

Very few industrial buildings, if any, were located in the City of Dunwoody.

Institutional Resources

- Government Buildings - There are no historic government buildings in the City of Dunwoody.
- Schools - There are no historic schools left in the city. The first private “school” was held at the Ebenezer Baptist Church which is still standing, although the school has long since disbanded.



Cultural Resources Map

- City Boundary
- Cultural Center
- Historic Marker
- Historic Site/Structure
- Potential Archaeological Resources
- Lost Historic Site/Structure

Transportation Resources

Dunwoody grew from a rural, agricultural town as a result of the construction and operation of the Railroad which began operation in 1881 and remained through 1921. This railroad connected Roswell, Chamblee and Dunwoody to Atlanta. One historic railroad section house still remains and houses the Chamber of Commerce. The other two section houses were lost to development pressures. These structures were built to temporarily house railroad workers while rails were being repaired. In 1994, some of the tracks for the railroad were found along Chamblee Dunwoody Road.

Rural Resources

Since DeKalb developed as an agricultural area, most of the historic resources in unincorporated DeKalb County could be considered to be rural resources.



Dunwoody is considered a crossroads community, which are frequently located at the intersection of two or more roads and are located throughout unincorporated DeKalb County.

Crossroads communities were the hub of activities and services in the farming communities. A variety of community institutions were located near the major intersection with residential development extending along the roads. The main crossroads area was Chamblee Dunwoody Road and Mount Vernon Road.

A description of some of the key resources are as follows:

- Cheek-Spruill Farm (c. 1881 and 1909 addition) This structure is known as the heart of Dunwoody. It was a rallying point by the Dunwoody residents when encroaching development threatened it. It is currently the headquarters of the Dunwoody Preservation Trust. The house was built in 1881 and was one story. It was originally the home of Jobberry Cheek who had a saw mill, cotton gin and corn and flour mill across the street. The second story was added in 1909. It is an “L” shaped folk Victorian farm house. This house was purchased by the Spruill family and Mrs. Florence Spruill lived here until she died. The community was able to move and save the associated smokehouse and shed barn as well as marked trees.
- Donaldson-Bannister House and Cemetery (c. 1870) This is one of the last surviving farmsteads with a family cemetery. There are seven marked graves and twenty without inscriptions. Some changes were made to the structure in the 1930’s which are attributed to the Williamsburg style.
- Edison home place (1931) This was the first brick house in Dunwoody. It is a single family bungalow.
- The Last Rail Section House (c. 1880) This was a two room house where the section hands stayed while they worked on the railroad. There were three of these houses until 1994. There is eyewitness documentation that there may have been more. Two sections of rail were found when the other two were removed. The structure is unchanged except for the addition of railings and steps. The original bead board ceiling is still present.
- The Warnock Cottage (c. 1913) Mr. William Warnock built a log cabin near Ashford Dunwoody Road. He then purchased the land where this Victorian Cottage sits. Vinyl siding has been added over the original wood and the back porch has been enclosed.
- The Swancy Farmhouse (c. 1889) This property features a farm/rural landscape with a tin roofed farm shed. This house would have been just below the junction of the railroad as it turned down Chamblee Dunwoody Road.
- The Norris “Little House” (c. 1901) This was the vacation cottage of the family who owned the Norris candy company. There were a number of other vacation houses in the area.
- The Wardlaw House (c. 1929) This was another vacation home similar to the Norris “Little House”.
- Larkin Martin House (c. 1840, oldest surviving home in Dunwoody). Once of the home of Larkin Martin, an early member of Ebenezer Primitive Baptist Church. The home was originally part of a 300 acre estate, which subsequent owners sold off for residential development, including property now called Sellers Farm and the Mill Glen subdivision.
- Cassidy House (C. 1930). Built originally as a hunting lodge and summer home for Mrs. Clara B Cassidy.

Religious Building and Cemeteries

The City of Dunwoody has not conducted an inventory of archeological and cultural resources within its boundaries. There are a number of religious buildings and church cemeteries in the area that need to be outlined here not included here.

- **Dunwoody United Methodist Church:** The original church was organized in 1903. The original frame church is no longer in existence. The existing Chapel was constructed in 1941 and sits across the street from where the original church sat.
- **Ebenezer Primitive Baptist Church:** Established in 1829 and is known as the oldest church in Dunwoody. It is now bricked but still active. A discussion of this building and associated cemetery is provided under cemeteries.

Church Cemeteries with existing congregations: Where the church is still active, the cemetery is generally maintained. Many of these churches have a cemetery maintenance committee that raises funds and is responsible for the maintenance of the cemetery. The cemeteries can be categorized as follows:

- **Ebenezer Primitive Baptist Church:** Established 1829 This church is the oldest church in Dunwoody. The Yellow River Primitive Baptist Association was active in the area during the 1820's. Ebenezer may have been a result of these efforts. A brick exterior has been applied to this structure but would have been wood originally. Sources note that the congregation is about 50 members, who still sing in the Sacred Harp or Fa-So-La tradition. The cemetery has a large pre-war section and monuments. Some vandalism has occurred.

Church Cemeteries where the churches no longer exist: In some cases, a church congregation has moved or disbanded. As a result, the church building no longer stands or is in a state of disrepair and the cemetery is abandoned. One example of a church cemetery in Dunwoody is the New Hope Cemetery. New Hope Cemetery dates back to 1859 and was originally associated with the New Hope Presbyterian Church, which was disbanded in 1917 and the building was removed. Founding families of Dunwoody such as Cheek, Duke, and Spruill can be found buried here.

- **Family Cemeteries:** These are located within what is or was a family's farm or property. Family cemeteries are often small and not maintained and are abandoned.
- **Donaldson-Banister House and Cemetery:** This house was built along the railroad. This is one of the oldest houses in the area. It is the last farmstead which features a family cemetery.
- **The Martin/Spruill Cemetery:** This cemetery dates to at least 1866. It is currently hidden between commercial and office space. It is the resting place of many of the Stephen Martin family and many of the Spruills. The grave of Mr. Martin and his second wife are marked with a rare custom of surrounding the grave with a rock wall. The Dunwoody Preservation Trust has a marker here and because of its hidden location not much vandalism appears to have occurred. This cemetery was at one time in the back of the Spruill farmstead.

Several trends adversely affect the preservation of cemeteries. Over time, some have disappeared while others have deteriorated.

• **Development and encroachment of development:** As the City of Dunwoody has become more urbanized and agricultural production has declined, former farms, where family cemeteries were located, have changed land uses to residential, commercial, or industrial. Also large swaths of property associated with religious structures have been subdivided. Removal of vegetation and grading of land adjacent to burials can change the topography of the soil, the drainage, the pattern of stormwater flow, and the stability of the soil. This could have an adverse effect on burials by increasing run-off and soil erosion. Water and soil erosion can shift marker placement, destabilize markers and unearthen stones.

• **Abandonment:** Many family cemeteries have been neglected or abandoned as land use patterns have changed, descendants have moved away or died, the family property has been sold and younger generations have been unaware of the cemetery, thus leaving no one to care for it. In these cemeteries, vandalism and vegetation can go unchecked.

• **Natural Environment:** The natural environment, freeze/thaw cycles, acid rain and unchecked vegetation can negatively affect walls, stones, markers and paths. Invasive vegetation can attach itself to stones and trap water and soils that can harm it. Diseased limbs or trees can fall and shatter stones and walls. An overgrown and uncared for site can fall prey to vandalism.

• **Vandalism:** Cemeteries are an easy target for vandalism. Lack of security, infrequent visitation, overgrown grounds and a neglected appearance can make cemeteries attractive to vandals and thieves. Removal of stones and fences by theft leaves graves unmarked and destroys the integrity of the cemetery.

The Abandoned Cemeteries and Burial Grounds legislation in Georgia protects cemeteries from development.

As presented here, the content from the various research data provides an overview of the potential historic resources in Dunwoody. These are significant on a local level, and there may be many more specific names and locations that can be added should the city decide to conduct or administer a new historic resources survey or receive further input from citizens. The new survey should start by utilizing the research materials presented here.

A historic resource commission or historic preservation commission would be recommended if the city finds concentrations of structures that could represent historic districts, or individual structures that are eligible and have potential to be listed on the historic register. A historic preservation commission or review board would also be recommended if the city implements local historic preservation guidelines at any time in the future.

Lost Historic Site/Structure

These structures or sites were added to raise awareness in the Dunwoody Community about the lack of protection for existing historic resources and to document areas that might be available for further archeological research. While not an exhaustive documentation, Cultural Resources Map provides the general location for some of the notable sites. The initial list was procured from Lynne Byrd from the Dunwoody Preservation Trust.

C.4 COMMUNITY FACILITIES AND SERVICES

Following is an overview of the community facilities and services available to Dunwoody residents and businesses. The Community Facilities Map at the end of this section shows the locations of local facilities.



See the Intergovernmental Coordination Assessment for a list of services agreements with other government entities, of which DeKalb County is a major provider.

C.4.1 GENERAL GOVERNMENT

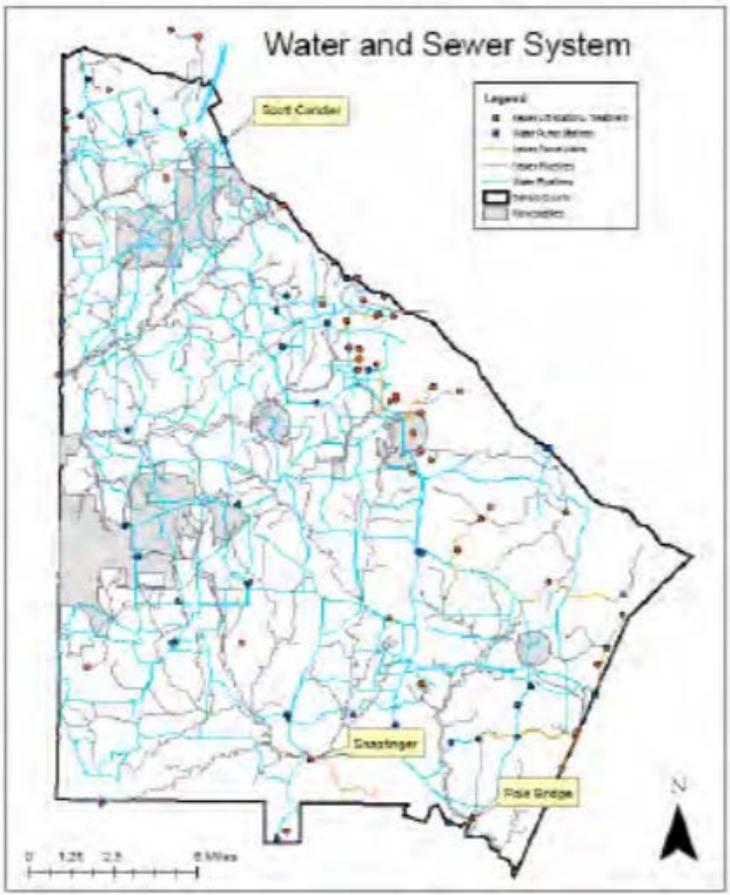
Dunwoody is governed by a Mayor and City Council. The City Council is comprised of the Mayor and six members who are elected to Posts 1 through 6. Each person desiring to offer as a candidate for councilmember shall designate the council post for which he or she is offering. The mayor and councilmember's serve for terms of four years and until their respective successors are elected and qualified. The City Council enacts ordinances and resolutions, adopts an annual budget, establishes the tax levy, and otherwise takes such actions as necessary for the security, welfare, and interest of the city.

The City Manager is tasked to independently organize and manage the daily operations of Dunwoody's city government in accordance with local ordinances, laws and policies prescribed by the elected officials. The City Manager's responsibilities and authorities include orchestrating the full spectrum of activities of the city and making key decisions to keep day-to-day operations running smoothly.

C.4.2 WATER SUPPLY AND WASTE WATER

The Water and Sewer Systems map depicts the County water and sewer facilities that serve all of DeKalb County, including the City of Dunwoody. The map is from the 2025 DeKalb County Comprehensive Plan, and much of the assessment below is also from that document.

Water and Sewer Systems Map, DeKalb County



Source: DeKalb County 2025 Comprehensive Plan

Distribution and Treatment Systems

DeKalb County provides direct water delivery service to the unincorporated areas of the County and some of the Cities. The County relies on Lake Lanier to supply its fresh water for residential and commercial customers. The County’s Department of Water Resources manages drinking water, stormwater, and wastewater.

Water System

DeKalb County currently holds a water withdrawal permit from the Georgia Department of Natural Resources Environmental Protection Division, allowing a maximum daily withdrawal of 150 million gallons. In 2006, the County averaged withdrawals of approximately 90 million gallons per day. The County supplies water to its 225,000 customers through two Water Filtration Plants, each of which can draw water from two separate Raw Water Intakes located on Lake Sydney Lanier. There are approximately 3,271 miles of water lines in the County, ranging in size from 2” to 78”. Approximately 64 million gallons of distribution storage is available, with pumping capacity to raise water pressure in local areas to acceptable levels, situated at various locations in the system.

Wastewater System

In total, there are approximately 254,000 sewer customers in DeKalb County. These customers are served by 2,000 miles of sewer pipeline. Because the county's drainage patterns rarely conform to political boundaries, the county has established a number of shared facilities and joint use agreements with adjacent municipalities and counties.

C.4.3 PUBLIC SAFETY

Police Department

Dunwoody established its own police protection services on April 1, 2009. The City police force relies upon 40 sworn officers and 8 civilian employees serving to provide public safety. The current City Hall location satisfies the immediate office space operational needs. However, identifying a long-term facility should be considered as there are many needs unmet at the current location such as, adequate space for evidence storage, parking that is secured and available 24 hours a day, 7 days – a – week, availability that police services require. Dunwoody relies on DeKalb County to provide much of its incarceration services.

DeKalb Fire Department

Fire protection is provided to the City of Dunwoody through an agreement with the DeKalb County Fire Department. DeKalb County has three stations in the city: Station 12, Station 18 and Station 21. In addition, Fulton County operates a fire protection facility just north of the city, which is also available for service in Dunwoody through a mutual aid agreement between the two counties. In addition to these local facilities, DeKalb County's other fire stations provide backup to the stations located within the city limits, making Dunwoody one part of a county-wide network of fire protection facilities.

Mutual support between stations is not rare; it is the essence of good fire protection planning. All stations do not serve the same types of land uses, nor do they all have the same apparatus. It is the strategic placement of personnel and equipment that is the backbone of good fire protection. Thus, as patterns of development and demand change over time, the specific apparatus housed in the facilities within the city limits should be expected to change in order to meet those needs.

C.4.4 EDUCATIONAL FACILITIES

Public vs. Private Education

Many residents in Dunwoody have the option of choosing public or private education. It has been estimated that 30-40% of school age children attend private educational facilities. A number of private educational institutions are located in the Dunwoody area.

DeKalb County Public Schools

The DeKalb County School System (DCSS) serves more than 101,000 students in 143 schools and centers, and 14,000 full-time employees, including 6,000 teachers. The school district is governed by a nine member Board of Education [seven district representatives and two at-large representatives] who are elected for four year terms.

- 84 Elementary schools
- 20 Middle schools

- 21 High schools
- 20 Centers

(Includes: 14 Magnet Programs, 7 Theme Schools, 104 state-funded Pre-K classes, 6 Title I funded Pre-K classes, 3 Montessori programs, 1 science planetarium, 1 Open Campus High, 1 alternative school, 5 alternative programs, 3 vocational/technical schools, 6 exceptional student centers, 1 international center)

The district has many comprehensive programs and initiatives to support student learning. A sampling includes: International Baccalaureate Diploma, Magnet and Theme School Choice programs, Montessori, Advanced Placement and joint enrollment classes, nine Parent Centers, After School Extended Day programs, Driver Education, English Language Learner (ELL) Studies, Gifted Education, DeKalb Online Academy, The Early Intervention Program (EIP) for K-5 and the Remedial Education Program for grades 9-12, and the Dropout Roundup.

Georgia Perimeter College

Georgia Perimeter College opened its third campus, the Dunwoody Campus, in 1979. The school owns 100 acres off of Womack Road at its intersection with Tilly Mill Road. The Dunwoody campus has the largest enrollment of any of the Georgia Perimeter College campuses, at approximately 8,000 students.

American InterContinental University (AIU Dunwoody)

Founded in 1970, American InterContinental University offers a wide range of Associate, Bachelor's and Master's degree programs AIU Dunwoody has a recognized forensics programs, but offers many other degree programs as well, including Associate's, Bachelor's and Master's degrees in Business Administration (with many career-relevant concentrations available); Bachelor of Fine Arts in Visual Communications with concentrations in Digital Design and Animation; a Master's degree in Information Technology that offers multiple concentrations in IT career fields ; and a Bachelor of Science in Criminal Justice, just to name a few.

C.4.5 PARKS & RECREATION

As the table below shows, the City of Dunwoody owns and manages has approximately 190 acres of park land. A detailed inventory of the facilities and plans for each park can be found in the Dunwoody 2011 Parks, Recreation and Open Space Master Plan.

Park/Facility	Classification	Acres
Brook Run	Community/Large Urban Park	102
Donaldson-Chesnut House	Special Use/Neighborhood	3
Windwood Hollow	Neighborhood	35
Vernon Springs	Mini	0.5
Dunwoody Park	Community	35
Dunwoody Nature Center	Natural Area	NA (located in Dunwoody Park)
North DeKalb Cultural Arts Center	Special Use	6
Perimeter Park	Natural Area/Neighborhood	3
Pernoshal Park	Neighborhood	5

C.4.6 HOSPITALS

Though no traditional hospitals are located within the City of Dunwoody, the nearest such facility is Northside Hospital, roughly 3 miles away from Dunwoody Village. There is one specialized medical facility in the city limits: Peachford Hospital. Peachford, in existence since 1973, is a treatment facility that focuses on emotional, behavioral and substance abuse problems.

C.4.7 LIBRARIES

Library services are provided to the citizens of Dunwoody through the DeKalb County Public Library, which is made up of 22 branches in the county. There is a single library branch in the city itself, available to all residents. Collection materials may be requested from other branches within the system and delivered to the Dunwoody branch for use or check-out.

C.5 INTERGOVERNMENTAL COORDINATION

This section provides an inventory of existing intergovernmental coordination procedures and agreements with other local governments and governmental entities. This chapter will provide an overview of existing coordination mechanisms related to the implementation of Dunwoody's comprehensive plan.

C.5.1 DEKALB COUNTY GOVERNMENT

Dunwoody relies heavily on the existing infrastructure and institutional support that DeKalb County provides for a variety of services and facilities. Under intergovernmental agreements the county provides the following services:

- Elections
- Property Tax Collections/Tax Billing
- Fire
- 911
- Public Safety Dispatch
- Medical Examiner
- Emergency Management (Joint Agreement)
- Libraries
- Water Treatment/Water Distribution
- Refuse Collection
- Recycling Programs

Besides these services, the county is also responsible for the following:

- Sheriff/Jail & Evictions
- Animal Control

- EMS
- Sewer
- Water Treatment/Water Distribution
- Wastewater Collection & Treatment
- Landfill
- Health & Social Services – Physical health/Environmental Health, Hospital, Mental/Substance Abuse, Welfare, Senior Services

C.5.2 GEORGIA REGIONAL TRANSPORTATION AUTHORITY (GRTA)

GRTA assists the Governor's office to develop transportation policies. GRTA partners with state and regional agencies to prioritize transportation plans and programs and cooperatively establish investment priorities and resource allocations to accomplish GRTA's mission. GRTA/GDC measure effectiveness in improving air quality, mobility, accessibility and land use practices, and in reducing congestion. GRTA/GDC encourages land use practices that promote efficient use of transportation investments. GRTA develops transit plans for areas within its jurisdiction.

GRTA coordinates transit services to provide seamless and accessible connections within the areas of its jurisdiction. GRTA implements transit services through a combination of entities including local transit authorities, cities, counties and private operators. The entity is also tasked with reviewing Developments of Regional Impact (DRIs). The entity has the ability to give approval for the use of transportation dollars in big development projects.

The City of Dunwoody Public Works (Transportation Planning) and Department of Community Development (Planning Division) coordinate with GRTA on a variety of issues.

C.5.3 GEORGIA DEPARTMENT OF TRANSPORTATION (GDOT)

GDOT is charged with the responsibility of developing the prioritization of projects that will be developed and constructed in areas less than 50,000 in population. GDOT does this in cooperation with county and city officials. GDOT has several partners, which includes organizations representing transportation operations (rail, ports, bikeways, public transit, aviation and highways), their employees, environmental and conservation groups, as well as interested citizens. Review and input is received through numerous annual regional forums, as well as a yearly meeting with each county. The city currently has three state maintained roads, necessitating coordination with GDOT.

Georgia DOT is governed by a 13-member State Transportation Board which exercises general control and supervision of the Department. The Board is entrusted with powers which include: naming the Commissioner; designating which public roads are encompassed within the state highway system; approving long-range transportation plans; overseeing the administration of construction contracts; and authorizing lease agreements. Board Members are elected by a majority of a General Assembly caucus from each of Georgia's thirteen congressional districts. Each board member serves a five-year term.

C.5.4 METROPOLITAN NORTH GEORGIA WATER PLANNING DISTRICT

The Metropolitan North Georgia Water Planning District (Metro Water District) was created by the Georgia General Assembly in 2001 to establish policy, create plans and promote intergovernmental coordination of all water issues in the District from a regional perspective. The Metro Water District includes fifteen counties and over ninety cities within the metro Atlanta region.

The primary purpose of the Metro Water District is to develop regional and watershed-specific plans for stormwater management, wastewater treatment and water supply and conservation.

The Metro Water District generates funding from state appropriations and per capita local government dues. The Metro Water District operates on a calendar year budget. It is governed by an elected/appointed Governing Board, which sets policy and direction. Plans and policies are guided by the Board Executive and Finance Committees, the Technical Coordinating Committee and the Basin Advisory Councils. Staffing is provided by the Atlanta Regional Commission (ARC) Environmental Planning Division.

Local governments and utilities are responsible for implementing the plans at the local level. Compliance with the plans is enforced through the Georgia Environmental Protection Division's permitting process.

C.5.5 GEORGIA DEPARTMENT OF NATURAL RESOURCES

The Department of Natural Resources has statewide responsibilities for the management and conservation of Georgia's natural and cultural resources. Most of this work is conducted by DNR's six operating divisions which include: Coastal Resources Division, Environmental Protection Division, Historic Preservation Division, Pollution Prevention Assistance Division, Parks, Recreation & Historic Sites Division and Wildlife Resources Division. The Board of Natural Resources, which is appointed by the Governor, oversees rulemaking for the agency.

C.5.6 GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS (DCA)

The Georgia Department of Community Affairs was created in 1977 to serve as an advocate for local governments. On July 1, 1996, the Governor and General Assembly merged the Georgia Housing and Finance Authority (GHFA) with the Department of Community Affairs. Today, DCA operates a host of state and federal grant programs; serves as the state's lead agency in housing finance and development; promulgates building codes to be adopted by local governments; provides comprehensive planning, technical and research assistance to local governments; and serves as the lead agency for the state's solid waste reduction efforts.

C.5.7 FEDERAL EMERGENCY MANAGEMENT AGENCY

On March 1, 2003, the Federal Emergency Management Agency (FEMA) became part of the U.S. Department of Homeland Security (DHS). The primary mission of the Federal Emergency Management Agency is to reduce the loss of life and property and protect the Nation from all hazards, including natural disasters, acts of terrorism, and other man-made disasters, by leading and supporting the Nation in a risk-based, comprehensive emergency management system of preparedness, protection, response, recovery, and mitigation.

Most importantly, FEMA has to coordinate with local governments to ensure that development only occurs within areas not limited by flood plain regulations.

C.6 TRANSPORTATION

The transportation element of the comprehensive plan update provides an assessment of the ability of the local transportation system to serve the needs of the community throughout the planning period. Dunwoody conducted a Comprehensive Transportation Plan (CTP) in 2017. This section of the Dunwoody Comprehensive Plan provides a brief update to that plan, with a focus on changes that have either been effected or funded during the interim. It also identifies transportation needs that may have been overlooked in the previous plan or arisen since the time of that plan's completion.

C.6.1 ROAD NETWORK

Dunwoody's transportation network is shaped by the duality of its major development patterns. The City is home to both a major regional employment and activity hub in Perimeter Center and an original Atlanta suburb. The area features both major highways designed to accommodate commuter traffic to and from major employment centers and small, suburban local roadways with cul-de-sacs and unstriped lanes. This contrast in roadway design is displayed in Figure C.6.1, where the predominance of two lane roadways in Dunwoody is visible. Arterial roadways only grow to three to four lanes near major activity centers such as Perimeter Mall, Georgetown Shopping Center, and Dunwoody Village. Center turn lanes provide turning storage on only a few arterial segments. I-285, which makes up the city's southern boundary, and GA400, which traverses Sandy Springs just west of the city boundary, deliver vehicles to the busy Perimeter Center on the city's west side. Ashford-Dunwoody Road, Perimeter Center West, and Hammond Road, once suburban arterials, have been widened to four to six lanes to carry the great number of vehicles traveling to the Perimeter Center area for work during the week and shopping on the weekends. The remaining portion of the existing Dunwoody road network reflects the suburban style of the area's development in the 1960s. Neighborhoods and residences are connected to the system of larger roads, arterials and collectors, with smaller local roads. This structure is visible in Figure C.6.2. Arterials and collectors provide the organizing framework of the system, but these roads wind along the contours of the land, rather than having been arranged in grid pattern. In the residential portions of the city, all collector roads and most arterials are two lanes. This suburban-style network configuration limits connectivity and contributes to the bottlenecks throughout residential areas during peak hours.

Adding capacity to the Dunwoody road network may initially reduce congestion on the city's local roads; however, as Dunwoody residents are keenly aware, there are external costs associated with wider roads. Furthermore, the phenomenon of induced demand indicates that, as roadway capacity grows, demand will also grow over the long term to match new capacity levels, ultimately leading to congestion levels similar to those prior to the capacity improvement. Dunwoody residents are unwilling to surrender any portion of their neighborhoods' personalities, safety, and livability to increase throughput on their local roads. Dunwoody's location—between the suburbs further north and many commuting destinations to the south (I-285, Dunwoody's own job center at Perimeter Center, access to I-285, and the Atlanta Midtown and Downtown employment areas)—mean that it is likely that even widened roads would experience congestion soon after their upgrades are completed. However, responding to immediate and medium-term traffic issues is a policy that the City takes into consideration. The City, where possible, projects traffic to 20-25 year demands and will make design recommendations on that model. These conditions indicate that the implementation of multi-modal improvements is a critical strategy for improving connectivity throughout Dunwoody.

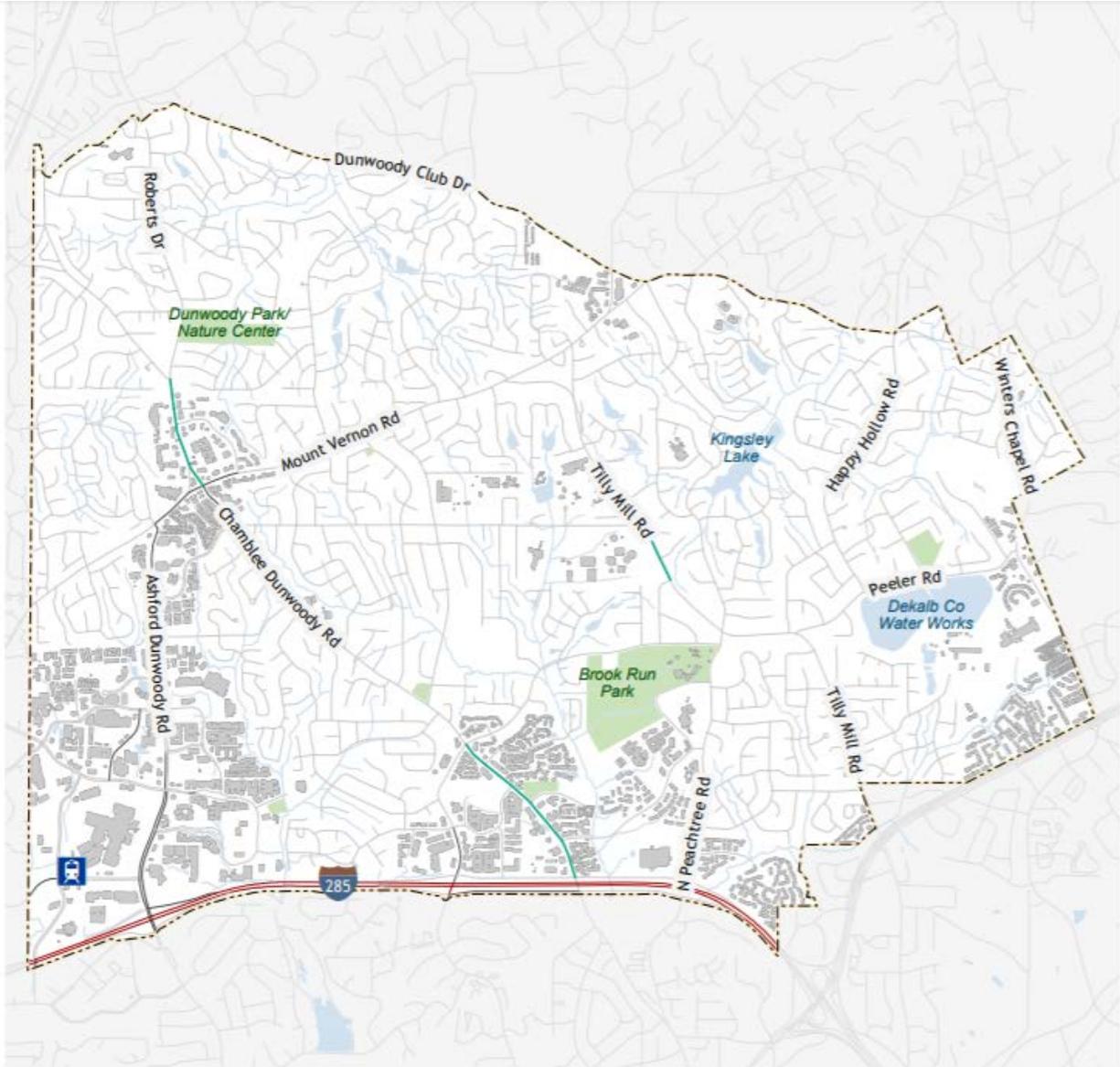


Figure C.6.1 Dunwoody Roadway Laneage

Number of Travel Lanes

- 1 - 2 — 5 - 6 City Boundary Lakes
- 3 - 4 — Center Turn Lanes Non-Residential Buildings — Streams
- Parks Rail Station

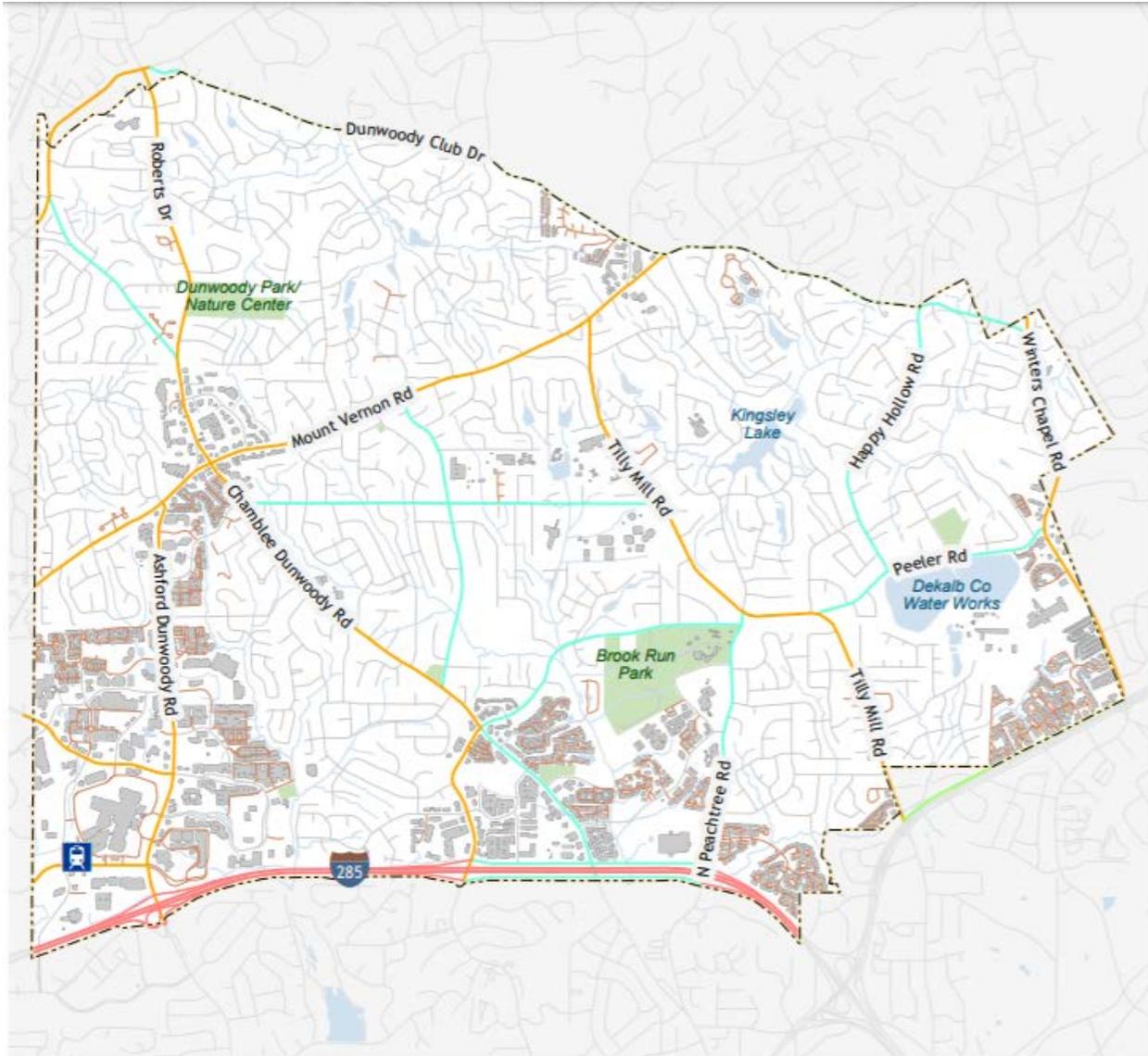


Figure C.6.2. Dunwoody Roadway Functional Classification

Functional Class

- Interstate Principal Arterial — Urban Collector - - - City Boundary [] Lakes
- Interstate Ramp — Urban Local [] Non-Residential Buildings — Streams
- Urban Freeway — Private [] Parks [] Rail Station
- Urban Minor Arterial

Traffic is a real issue in Dunwoody, one so large that one workshop participant noted that it threatens to overshadow the city’s many assets. Dunwoody residents feel like they live a short drive away from Atlanta’s many activity centers, except during peak hours when slow-moving commuting traffic takes over their roads. The strains placed on the Dunwoody network during peak periods create a need for additional operational improvements that would aim to optimize safety and transportation network performance

rather than vehicle volumes. These improvements include continuous center turn lanes and new turning lanes at intersections, and may include traffic calming measures to deter excessive speeds during non-peak hours. Public input so far indicates a willingness to invest in these types of improvements selectively.

C.6.2 CONGESTION AND DELAY

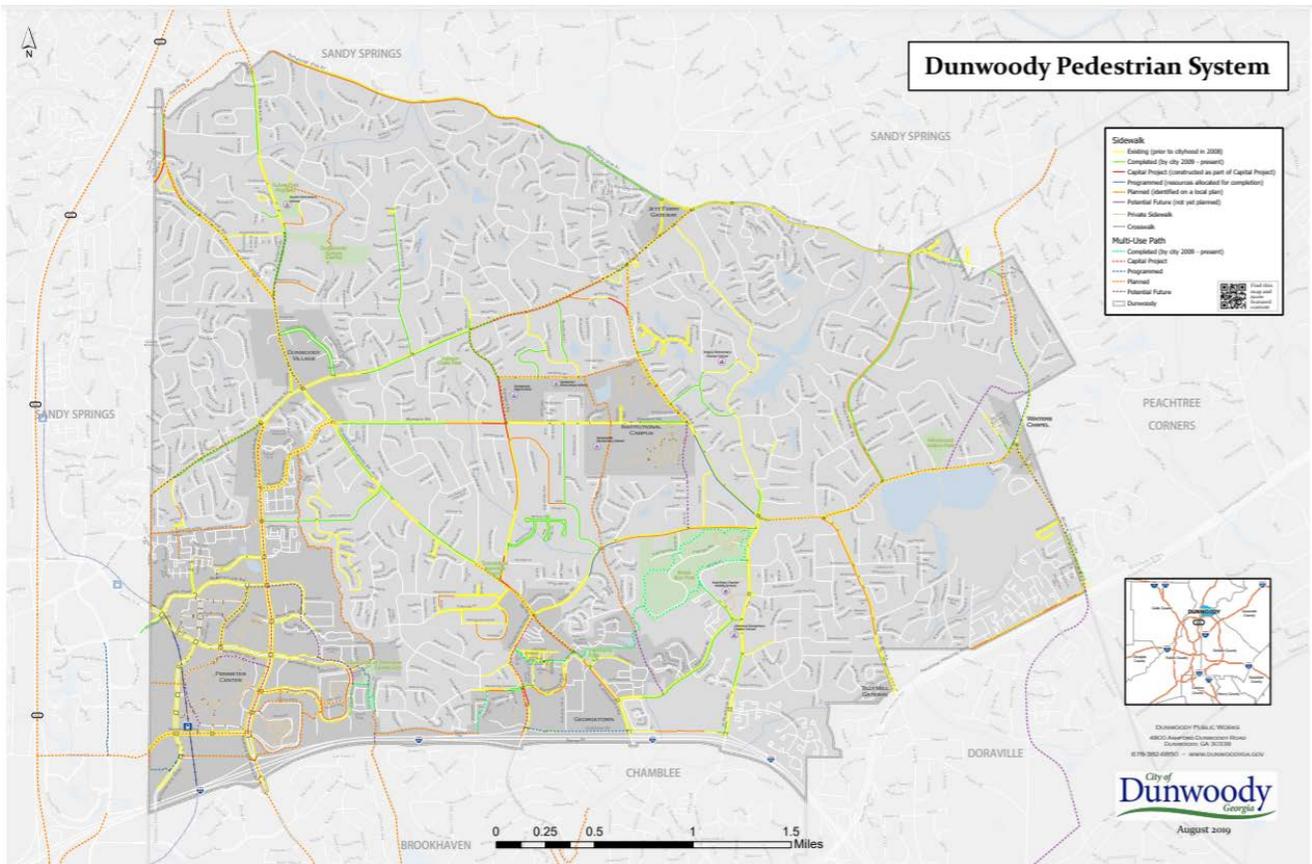
At the initial set of public workshops, attendees were asked to identify those intersections that they spent the most time sitting at on the way to or from work or errands. Public input indicated that seven intersections were causing the most delay. The intersection of Mount Vernon Road at Ashford Dunwoody Road was the intersection of topmost concern in this exercise, which stands to reason given its location in the Perimeter Center area, Dunwoody's employment center. Four of the identified intersections form a cluster in northwest Dunwoody: Perimeter Center at Ashford Dunwoody Road, Chamblee Dunwoody Road at Mount Vernon Road, Chamblee Dunwoody Road at Roberts Drive, and Chamblee Dunwoody Road at Womack Road. Tilly Mill Road at Womack Road is located in the eastern portion of the city, surrounded by residential uses. The pattern of the locations of publicly identified intersections indicates that congestion and delay is not limited to Perimeter Center, where one would expect commute-related congestion, but is a problem across the city.

C.6.3 I-285 AT GA-400 INTERCHANGE RECONSTRUCTION

GDOT's reconfiguration of the interchange at I-285 and GA-400 (PI #0000784), as well as PCID adding a lane to the I-285 westbound on ramp from Ashford-Dunwoody Road (PI # 0017430) will allow for easier, safer travel through the north side of the perimeter and increase access to and from Dunwoody, especially the Perimeter Community Improvement District (PCID) employment center. The project is larger than its name suggests; it includes the reconstruction of existing ramps between I-285 to GA-400 and collector distributor lanes that would extend across I-285 and up GA-400. Barrier-separated collector-distributor lanes in Dunwoody as included in the project would extend from GA-400 west of Dunwoody to approximately .75 miles east of Ashford-Dunwoody Road. Construction started in 2016 with the project continuing through 2021.

C.6.4 ALTERNATIVE MODES

This section considers how well the mobility needs of the community are met by alternative transportation modes, transit, pedestrian infrastructure, bicycle lanes and multi-use trails. Dunwoody is currently served by multiple MARTA bus routes, a MARTA rail station, and nearby access to two additional rail stations. Regional bus services are also available through the Georgia Regional Transportation Authority (GRTA). Dunwoody also offers a growing bicycle facility network. In addition to these public facilities, a variety of private shuttles operate in the area and provide circulator service and connectivity to MARTA for employees of various firms at Perimeter Center.



Transit

The MARTA Dunwoody Rail Station is located on MARTA's north-south red line within Perimeter Center at Hammond Drive and Perimeter Center Parkway Northeast. The station offers a parking deck with 1,048 spaces. In addition, there are MARTA stations just outside the city in Sandy Springs to the west and at Medical Center to the south.

In the Perimeter Center, employers increasingly see the access to MARTA rail as an asset. State Farm and KDC Real Estate Development are jointly developing a 2.2 million square foot mixed use project that will eventually house 8,000 State Farm employees as well as retail and other uses. Site selection for that development considered access to and from transit, and the new buildings will be across from and connect to the Dunwoody MARTA station.

Access from the Dunwoody station to surrounding land uses is discouraging on foot. The overall style of development in the area is auto-centric, and the station is separated from uses across Hammond Drive by six lanes of traffic, and from Perimeter Center mall by a large surface parking lot. The City's Comprehensive Transportation Plan recognized this issue and prioritized pedestrian and bicycle links between transit and community destinations. It suggested that the walking environment be made more inviting through adequate sidewalks, buffers from vehicular traffic, and compatible adjacent land uses, as well as streetscaping facilities such as benches, bus shelters, and shade trees.

Further out from the rail stations, transit use becomes less attractive. Because local roads are so congested during peak hours, the drive to a transit station on the far west side of the city might be the most arduous portion of a commuter's journey to work. Many find it easier to continue on to their employer via one of the nearby interstates once the local roads have been negotiated.

Buses in Dunwoody operate on two-lane roads in mixed traffic under congested conditions. Since MARTA bus routes in Dunwoody all feed into one of the nearby rail stations, the efficacy of bus transit diminishes with distance from the rail system. Increased multimodal connectivity may allow Dunwoody residents and employees better access to regional transit. While roadways are congested, increased bicycle and pedestrian infrastructure that connects directly to Dunwoody Station offers a transit connectivity solution which is not affected by automobile traffic. This may increase the attractiveness of transit for regional trips to and from Dunwoody.

There are also opportunities to coordinate private shuttle services and to develop public circulator services as a means of reducing total vehicle volume on the roads in and around Perimeter Center. This strategy received a lot of support in initial public workshops, as did shuttle service on thoroughfares in the more residential portions of the city. A public Dunwoody circulator with short headways and direct connectivity with MARTA rail would greatly enhance the area's utilization of its regional rail access, an extremely valuable transportation asset.

Alternatively Fueled Vehicles

Dunwoody residents expressed a desire for more electric vehicle charging stations at major activity centers. Development codes that require these facilities in major hubs such as Perimeter Center, Georgetown, and Dunwoody Village may facilitate growth of this infrastructure, increasing the viability of alternative vehicle usage in the Dunwoody community. Designated parking for alternatively fueled vehicles may also increase their attractiveness. Currently, the City offers electric charging stations at Brook Run Park and at the Dunwoody Nature Center.

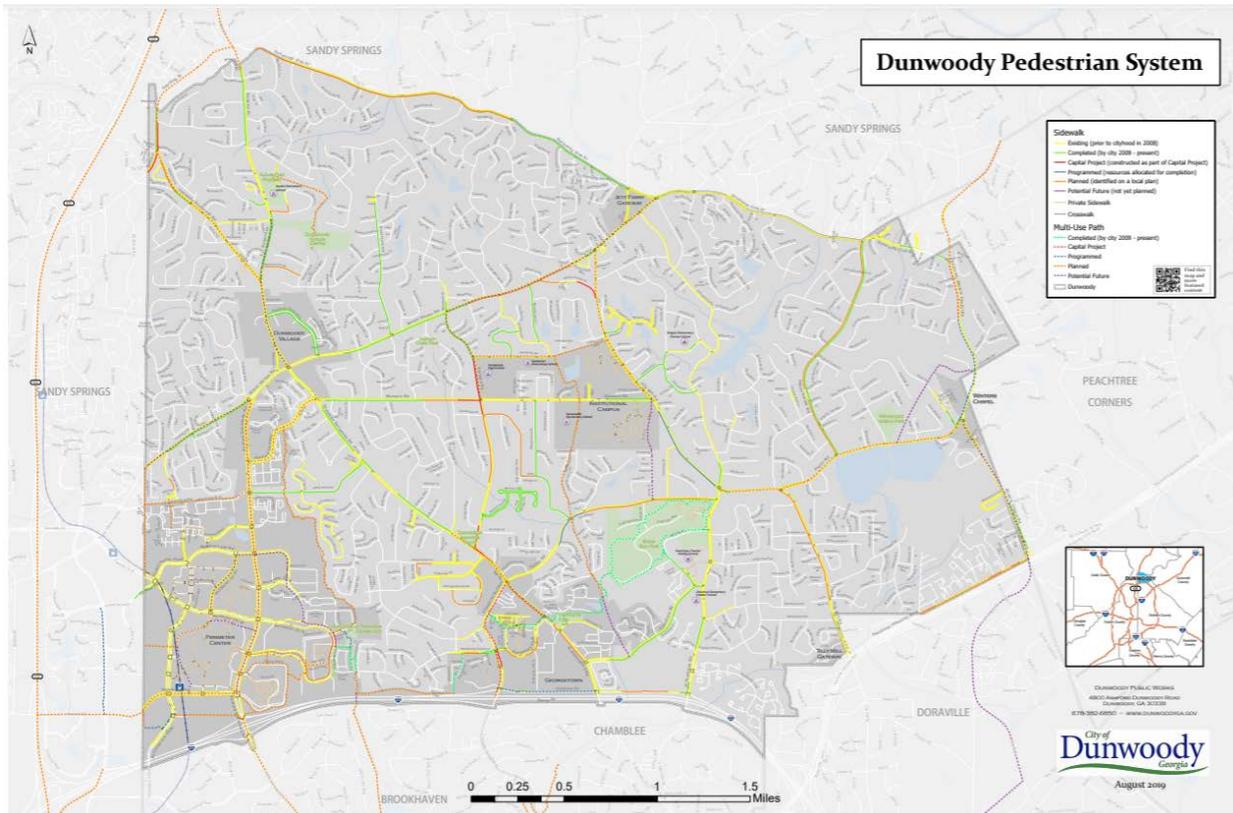
Sidewalks

The 2011 CTP recommended the implementation of the 2010 Sidewalk Improvement Policy. To this end, the city established a program for the prioritization of sidewalk improvement projects and planned for the construction of new and improved segments annually. Sidewalk standards specified in the CTP include an eight-foot wide sidewalk with a four-foot buffer in the Dunwoody Village and Georgetown areas, five-foot sidewalks with two-foot buffers in neighborhoods, and sidewalks in the PCID area to be built to their standards. In some cases, the CTP recognized, a wider buffer may be necessary. The below figure displays the existing and planned trail and sidewalk network in Dunwoody, as well as the progress made since the 2011 CTP.

Dunwoody is a very active community, where people spend time outdoors with their family in the evenings and on weekends. Much of the walking and biking traffic that Dunwoody must accommodate is recreational in nature rather than for transportation. Tilly Mill Road and Mount Vernon Road both have strong recreational activity. Improvements made in these locations, such as filling in gaps in the sidewalk network, should seek to provide room for people to walk side by side.

Residents attending the goal-setting workshops walked most often to Dunwoody Village, Brook Run Park, Georgetown Shopping Center, the Dunwoody Library, and the Nature Center. Even more residents were

interested in walking to Brook Run Park and Dunwoody Village if the pedestrian conditions were enhanced. Increased trail connectivity and improved sidewalks may also benefit Dunwoody employees who may wish to explore and use services in the community located near their workplaces. Improved walking conditions will allow these individuals to feel more comfortable making use of Dunwoody's restaurants, recreational facilities, and other services over the course of their work days.



Bike Lanes

Bicycling provides a key alternative transportation mode and recreational activity for both urban and suburban communities. Bicycles contribute to an active lifestyle and provide a means to bypass automobile-generated congestion along arterial roadways. While Dunwoody residents bicycle primarily for recreation and health, increased bicycle infrastructure will allow this mode to serve as a primary alternative to driving for trips to major activity centers.

Due to the suburban roadway network seen throughout Dunwoody, walking is often not a viable mode for trips to activity hubs. However, the increased speed offered by bicycles allows for the lengthier trips dictated by a roadway network which lacks access through neighborhoods on many corridors. While bicycling for transportation purposes is uncommon among Dunwoody residents, it may become a crucial mode as the importance of transit grows due to roadway congestion. While walking may never be adequate as the primary connectivity mode to transit for Dunwoody, bicycles have the potential to fulfill this need as infrastructure grows.

Dunwoody's 2011 CTP called for an enhanced and expanded bicycling network. Whereas the Perimeter Center area was home to the City's only bicycle lanes prior to 2011, bicycle infrastructure now supports several key Dunwoody arterials, including Chamblee Dunwoody Road and Mount Vernon Road. Further enhancements to this growing network are planned to allow direct connectivity with Dunwoody Station and to increase neighborhood access to local activity centers.

While the currently planned bicycle facility network in Dunwoody is adequate, it does not provide optimal connectivity to Dunwoody Station or between the three major activity centers of Dunwoody Village, Perimeter Center, and Georgetown Shopping Center. Additional trails or bicycle lanes may be necessary to fully connect Dunwoody residents with their preferred recreational sites and to the regional transit network.

Dunwoody residents indicated during the workshop process their preferred bicycling destinations. These consist of the region's key activity centers and recreational facilities. Bicycle infrastructure that is able to connect the sites listed below through a safe and efficient network will greatly enhance the bikeability of Dunwoody for residents who wish to enjoy the recreational opportunities in their City with their families. This enhanced network will also allow increased connectivity to transit that will grow in importance over coming decades due to automobile congestion.

- Brook Run Park
- Georgetown Shopping Center
- Perimeter Mall
- Ashford Place Shopping Center (Ashford Dunwoody)
- Dunwoody Village

Trails and Paths as a Solution to Connectivity Issues

Connectivity issues abound in Dunwoody. The city's suburban-style roadway and sidewalk network winds around a natural stream network, both of which are impediments to through-travel for cars and pedestrians alike. Dunwoody residents have expressed an interest in travelling around their city on foot and safely away from the vehicular traffic that clogs their streets. In addition, they would like to be able to reach park space on foot or on bicycle from their neighborhoods in safety. A wider trail network, such as Dunwoody is in the midst of developing, that would connect to Brook Run Park's popular trail and out through the city would aid in retrofitting Dunwoody for pedestrian connectivity.

Due to Dunwoody's unique combination of suburban and urban development, trails which separate cyclists and pedestrians from cars and allow shortcuts which bypass the meandering roadway network are a critical strategy for increasing multimodal connectivity in the community.

C.6.5 PARKING

With the possible exception of peak Christmas shopping season, there is an excess of surface parking in Dunwoody. Dunwoody Village and Georgetown have large surface parking lots, and Perimeter Mall is surrounded by surface parking on all sides. In a car-centric area such as Dunwoody, convenient parking is essential to merchants and restaurants. At the same time, massive parking lots are inconvenient and uninviting for pedestrians walking around these areas, or trying to access them from bus and rail stops.



As the value of land in Dunwoody makes large paved areas attractive for redevelopment, the city's residents and employees are enthusiastic about being able to walk to restaurants and services from their homes and jobs. Dunwoody Village in particular has residents' support as a future multi-use node. These identified multi-use nodes may benefit from the removal of surface parking and implementation of alternative mode infrastructure, below or above ground parking decks, street parking facilities, and parking lots which are relocated behind mixed land uses rather than in front of them to facilitate a more comfortable walking environment.

C.6.6 TRANSPORTATION RECOMMENDATIONS

As a young and growing city, Dunwoody must prioritize the creation of an effective, attractive, and sustainable transportation system. While regional enhancements to the highway network help to accommodate Dunwoody's major developments, local initiatives are necessary to provide residents and employees with the infrastructure that they need to live healthy, active, and rewarding lifestyles. The Dunwoody Comprehensive Transportation Plan, approved in 2011, is the foundation of the City's ongoing transportation improvement efforts. Only minor additions to this plan are proposed for this update. Dunwoody should complete a full Comprehensive Transportation Plan Update in 2016 to ensure that current and future needs continue to be met by the original 2011 plan.

Regional Planned Projects

Planned projects include bicycle and pedestrian improvements in the Georgetown area, managed lanes and a potential rapid transit project on I-285.

Other recommendations for transportation improvements come from the Perimeter Community Improvement Districts' (PCID) plans, the Georgetown 2011 master plan, the Dunwoody Village master plan, and the Winters Chapel Road study. Dunwoody should strive to coordinate with PCID and other stakeholders to implement the detailed, neighborhood-level recommendations found in these plans.

PCID Plans

PCID's planning strategies are to further urbanize with smaller blocks and to add bike lanes and trails to enhance connectivity to the MARTA station at Perimeter Center. The City of Dunwoody should coordinate with PCID to ensure that all resources are leveraged and that the PCID planning vision for Perimeter Center aligns with the City's goals such as small intersection projects to improve intersection traffic flow.

Georgetown Plan, 2011

The Georgetown Plan recommended the following:

- New city park on the site of the Pipe Farm
- Streetscape improvements on Shallowford Road and Chamblee Dunwoody Road
- New roadways between Shallowford Road and Chamblee-Dunwoody Road to break up blocks and provide east-west connectivity
- On-street bike route on existing Old Spring House/Dunwoody Park Road plus its new roadway extension and eastward on Peachford Road

- New pedestrian trails and paths throughout site and connecting to Brook Run Park as well as to points west.
- Access management corridor on Chamblee Dunwoody Road at the entrance to the city
- Operational improvements at intersections

Dunwoody Village

The Dunwoody Village Plan recommended the following:

- Breaking up the block with a new grid of internal roads
- Adding mixed uses and condos
- Adding a civic area for a city hall
- Including open spaces along the periphery (by streams)
- New streetscape improvements along Mount Vernon Road, Dunwoody Village Parkway (recently completed), Chamblee Dunwoody Road, Ashford Center/Womack Road
- New pedestrian paths connecting directly into neighboring communities
- Intersection improvements at nearly all intersections
- Access Management along Chamblee-Dunwoody Road through the village

Winters Chapel Road Study

The Winters Chapel Road Study recommends a variety of enhancements to the study corridor, most of which align with a complete streets vision for the roadway. These recommendations include:

- Landscaping, including street trees every forty feet along the roadway where overhead utilities do not interfere
- Improved crosswalks that are Americans with Disabilities Act (ADA) compliant and highly visible
- Bus shelters at all stops south of Peeler Road which increase the convenience and desirability of transit
- Five foot wide sidewalks for most of the corridor where they do not currently exist
- Pocket parks which beautify the corridor and provide an attractive pedestrian environment
- Site furnishings, such as benches, trash receptacles, and pedestrian lighting, which improve the pedestrian environment

Dunwoody Comprehensive Transportation Plan, 2017

The 2017 Comprehensive Transportation Plan (CTP) serves as the leading document for transportation recommendations for the City of Dunwoody. It provides a detailed project list that includes safety, operational, and bicycle and pedestrian improvements and should be referred to for project-specific information.

The CTP recommended the following strategies to optimize and improve existing transportation infrastructure:

- A complete streets policy
- Adoption of an access management policy
- Implementation of the city's Pavement Management Analysis Report recommendations

The CTP also identified the need for a continuous center turn lane along the following five roadway segments:

- Mount Vernon Road between Ashford Dunwoody Road and Mount Vernon Place.
- Mount Vernon Road between Mount Vernon Place and Dunwoody Club Drive
- Mount Vernon Road between Dunwoody City Limit and Ashford Dunwoody Road
- North Peachtree Road between North Forrest Trail and Peachford Road
- Tilly Mill Road between Peeler Road and Peachtree Industrial Boulevard

Residents of Dunwoody have expressed that traffic is degrading the quality of life in the community. Besides the effect on quality of life, cut-through traffic can contribute to residents' perceived level of safety and the ability to use the street zone for other purposes, such as walking and biking. Traffic calming is one means to be able to maintain connectivity and traffic flow for vehicles while lessening the negative effects of excessive speed and traffic volume, particularly on neighborhood streets. The City adopted a traffic calming policy in 2009 and should continue working with neighborhoods and community residents to implement the City's adopted traffic calming policy.

Operational and signal timing recommendations were also provided in the CTP. These include Automated Traffic Management Systems and Intelligent Transportation Systems implementation in the Perimeter CID as well as Dunwoody Village and Chamblee Dunwoody Road, North Shallowford Road, and North Peachtree Road corridors, as well as signal timing, controller upgrades, and signal interconnection. Additionally, the City now has a state-of-the-art fiber optic fed traffic control center that can help with responding to immediate needs and overall much improved monitoring.

Alternative Modes

The Dunwoody CTP provided extensive recommendations for alternative transportation modes. The following sections reflect the policies approved in this CTP and evaluate the progress made on proposed sidewalks, trails, and bicycle facilities since 2011.

Transit

The CTP recommended increased coordination between PCID and the City in terms of transit and circulator services. While many private shuttle and circulator services exist in the Perimeter Center area, these services may also prove useful to Dunwoody residents who cannot comfortably walk or bike to the Dunwoody MARTA station, but still prefer a regional transportation alternative to driving.

The CTP also recommended a possible shuttle service between Georgia Perimeter College and Dunwoody MARTA Station. Ultimately, Dunwoody should strive to increase bicycle and pedestrian connectivity to existing transit assets in order to leverage its unique proximity to a major regional rail network.

Sidewalks and Pedestrian Facilities

The CTP recommended the implementation of the City's Sidewalk Improvement Program, first proposed in 2010. This program prioritizes improving routes to schools, pedestrian safety, and connectivity to commercial and community centers, parks, and transit. Dunwoody should strive to continue work on its Sidewalk Improvement Program as funding becomes available.

Bicycle Facilities

The CTP recommended implementation of a bicycle facility network designed to serve both dedicated cyclists, whose primary means of transportation is a bicycle, and recreational users. Dedicated, striped bicycle lanes were recommended as the primary facility type for the proposed bicycle network, while off-street trails were also proposed where appropriate.

Trails

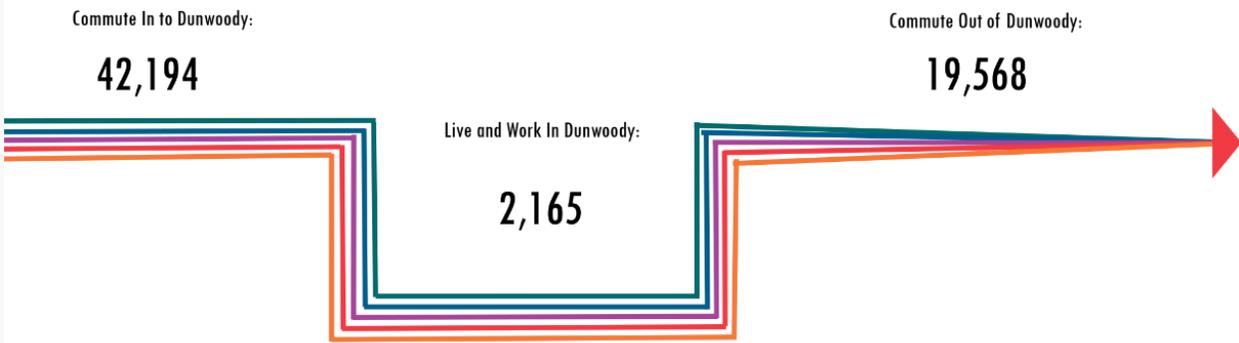
The CTP recommended that the city seek additional trail connections to destinations throughout the City along utility easements as part of its Parks and Greenspace Plan. It is stipulated that a multi-use trail should be wide enough to accommodate two-way bicycle and pedestrian use without conflict. Ten 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. When 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 or for transportation use. The City should pursue the possibility of a multi-use trail within the power line easement that bisects Dunwoody that would connect with the already planned trails along Peeler Road towards Brook Run Park.

Proposed Improvement Updates

The CTP provides an extensive foundation for Dunwoody's transportation projects and policies. The City's progress towards implementation of the sidewalk, trail, and bicycle facility portions of the CTP is noteworthy. Many of the proposed improvements, however, are still needed but not yet implemented. This plan reaffirms the need to implement these policies and projects.



WORK COMMUTES



Data Source: US Census on the Map, Inflow/Outflow Analysis



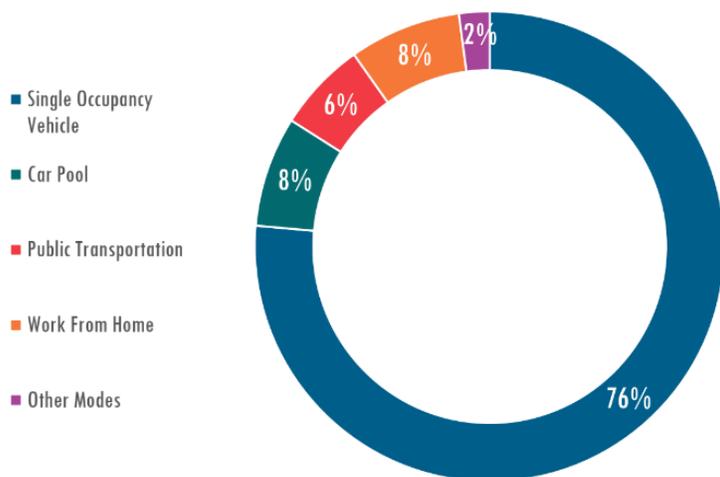
COMMUTE TIME



Data Source: American Community Survey, 2018



MODE OF TRANSPORTATION



84% of Dunwoody residents use a car to get to work each day. The vast majority of those drive alone, while 8% carpool. 6% of residents use public transportation, 8% work from home, and another 2% use alternative modes of transportation such as walking or biking to get to work.

Data Source: American Community Survey, 2018



C.7 LAND USE

Land uses are, in many ways, the basic building blocks of a community's plan. The relationships and connections between land uses drive many of the other topic areas addressed by a city's Comprehensive Plan. The Georgia Department of Community Affairs' (DCA's) Minimum Standards and Procedures for Local Comprehensive Planning require that communities with zoning, or equivalent land development regulations subject to the Georgia Zoning Procedures Law, prepare a Land Use Element as part of their Comprehensive Plan. DCA also *recommends* the preparation of a Land Use Element for communities that

are considering new land development regulations, include Target Areas in their comprehensive plan, and/or wish to improve aesthetics of specific areas or protect the character of specific parts of their community. Dunwoody meets all of these specifications, and therefore the City's plan needs to include this Element.

The Land Use Element of the Dunwoody Next Plan represents one of the plan's critical components and is primarily addressed in Sections 2.4 (Character Areas) and 2.5 (Future Land Use) of the main plan document. These sections provide the vision of how the City of Dunwoody intends to grow, develop, mature, and change over the coming years. The Character Areas Map and accompanying descriptions comprise both a visual and narrative representation of the City's future development policy. This section was originally developed as part of the City's inaugural Comprehensive Plan and was refined through the 2015 Shape Dunwoody and the 2020 Dunwoody Next plan development processes. The Future Land Use Map specifies the preferred future use of land in the City on a parcel-by-parcel basis. The map and accompanying descriptions supplement the Character Areas section to provide City officials with more detailed guidance to inform future zoning/rezoning, development, and capital investment decisions. In addition to the Character Areas and Future Land Use sections of the main plan document, land use is also addressed throughout the Vision, Goals, and Needs and Opportunities sections of the plan.

C.7.1 UNIVERSAL DESIGN CRITERIA

Universal design is a concept that is incredibly important to the residential land use - the largest part of the land use in Dunwoody. The concepts of universal design help to ensure that residents of all ages can thrive in their home throughout the course of their life. Residents have indicated that ageing in place is a concept that should be encouraged within the City and following these criteria is a step towards expanding the livability of the City of Dunwoody. Universal design addresses several key elements of the home, including entry, bedrooms, bathrooms, kitchens, and overall circulation. Following is a sample list of universal design criteria that should be evaluated and considered for possible adoption by the city. Such criteria would be included in every floor plan where universal design is required.

- Entry

Step less - At least one entry into the home shall be step less with a maximum ½" threshold.

Covering - Must provide weather protection at the step less entry and front entry (if different) by installing a structural cover that extends out at least 5' from the door.

Entry Lighting – Install exterior motion-sensor lighting at the front and back entry doors.

- Bedroom

Ground floor – At least one room shall be located on the ground floor, which is a bedroom or can be converted to a bedroom in the future. This room must be located within close proximity of a ground floor bathroom which meets the bathroom criteria.

Carbon monoxide detectors – Provide carbon monoxide detectors outside all bedrooms.

Bedroom lighting – Provide switched overhead lighting (recessed or ceiling mounted) in all bedrooms.

• Bathroom

Ground floor – At least one full bathroom shall be located on the ground floor.

Clear Space – Ground floor bathroom should provide 3' of clear space in front of the toilet and 30" x 48" clear space in front of a sink. At a minimum, center of toilet shall be placed 16"-18" from any side wall, cabinet, or tub.

Reinforcement – All full bathrooms shall have reinforced walls surrounding all sides of shower/tub area, on side walls or toilet area and at towel bar walls. Reinforcement shall be ¾" structural plywood or 2" lumber.

Towel bars – Towel bars shall be installed no higher than 48" from finished floor, and must be rated for falls and reinforced properly.

Bathtub - Provide one bathtub with a wide enough rim section for sitting (minimum rim depth of 10") or an inset tub with built-in seat/deck.

Power outlets – Provide power outlets on each side of bathroom vanities where double sinks occur. Outlets should be no higher than 44" from finished floor.

Flooring – Shower and bathroom flooring surface shall be slip resistant with a frictional coefficient of at least 0.6. Exceptions may apply if alternative methods create slip resistance (i.e. added grout due to small tiles, etc.)

Bathroom lighting – In all bathrooms, in addition to general lighting, install overhead lighting directly over shower/bathing area.

• Kitchen

Clear Space – Provide 5' diameter clearance in u-shaped kitchen or 42" minimum aisle space for other kitchen configurations. If island(s) create space constraints, the floor must be finished under the island and island must be portable or pedestal style.

Kitchen Vent and Hood Controls – Install kitchen vent and hood controls so they are easily reached while seated. A remote switch or front-cabinet mounted switches are good options.

Garbage Disposal – Install garbage disposal switch so it is easily reached while seated.

Light switch - Primary light switch in kitchen should be easy to reach and not on the backsplash.

• Overall Clearances and Circulation

Exterior Doors – All exterior doors shall be a minimum of 36" wide

Interior Doors – All interior doors shall be a minimum of 34" wide. Reach-in storage doors are exempt from this requirement.

Hallway widths – All hallways shall be a minimum of 42" wide (48" is preferred). Exceptions may occur where architectural relief is provided, such as archways, where 39" is acceptable.

Travel path – Ground floor shall have a step less path of travel.

- Multi-level homes (if applicable)

Stairway design – Stairways shall be a minimum of 48” wide with electric power outlets install at the top and base of stairwell to accommodate future stairway elevator installation. Stairs should have 7 to 7.5/11 to 12 rise over run ratio, have equal risers, and graspable handrails on at least one side of stairs.

OR

Elevator – install an elevator that reaches all levels of the home,

OR

Stacked closets: - Install one set of stacked closets with knock-out floor for future elevator shaft conversion. Allow 8” for recessed elevator pit in slab. Allow for minimum 32” clear opening and proper overhead clearances (96” minimum). Size closets to match standard elevator shaft requirements. Install 2” x 12” blocking requirements in wall. Make electrical provisions for power and lighting for elevator equipment.

- Accessories

Kitchen faucet - Install pull out spray faucet at kitchen sink

Faucet handles - Use lever style handles on all faucets.

Light switches - Install illuminate or LED locator light switches in all bathrooms and bedrooms that are either rocker, touch or motion-sensitive.

Door handles – Use lever style handles on all doors. Entry door should be thumb-lever or lever style with locking mechanism.

Overhead Lighting – Provide switched overhead lighting (recessed or ceiling mounted) in all common spaces and hallways.

Ceiling Fan – Either install a ceiling fan, or install wiring and ceiling fan rated electrical box with brace for future ceiling fan installation in all bedrooms and the living room.

Security – install a security alarm with remote alert feature.

- Convenience

Power outlets – provide a minimum of one electrical outlet in all hallways.

HVAC – locate HVAC filter near floor level where top of filter is no more than 42” from finished floor.

Garage – Where one car garage is provided, it shall have a minimum overall width of 14’. Where a two car garage is provided it shall have a minimum overall width of 22’.

Windows – Operable windows shall be easy to use with opening hardware within easy reach. Windows intended for viewing and/or egress shall be installed with sills no higher than 36” from the floor.

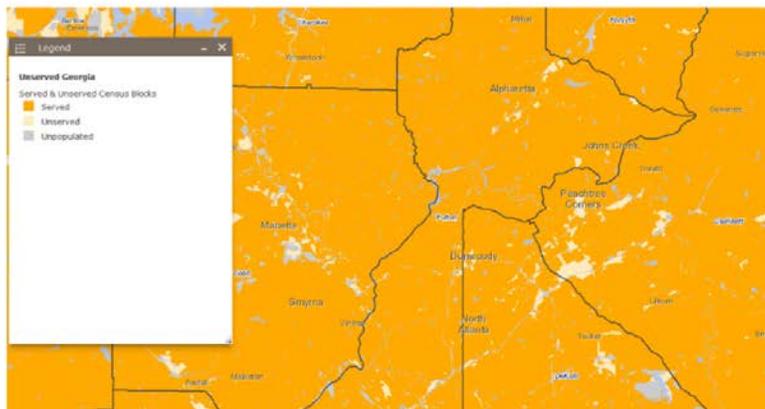
C.8 BROADBAND SERVICES ELEMENT

The Georgia Department of Community Affairs' (DCA's) Minimum Standards and Procedures for Local Comprehensive Planning require that all communities statewide include a Broadband Services Element in their plan. The overarching goal of this element is to emphasize the importance of broadband deployment across the state, and to stress that broadband services should be considered as important as other necessary utilities.

According to the most recent available data from the Federal Communications Commission (FCC) and the Georgia Broadband Center, only 1% of households and businesses in DeKalb County were unserved by broadband as of 2017. This is against the background of the FCC reporting that as of 2017, 8% of locations statewide were unserved by broadband. This information is illustrated in the visual below, which shows that the vast majority of Dunwoody is served by broadband. Some pockets of unserved locations can be observed in the Perimeter Center area. One of these pockets appears to be the current Park Center/State Farm redevelopment area, which was likely underway as a construction site in 2017 when this data was recorded. Other unserved pockets may be representative of extensive surface parking, undeveloped lots, or simply older developments.

Broadly, Dunwoody staff and leaders should actively promote the deployment of broadband services throughout the City, including to currently unserved areas. City officials should take necessary steps to achieve state certification as a Broadband Ready Community or designation of facilities and developments as Georgia Broadband Ready Community Sites.

BROADBAND AVAILABILITY



According to the most recent available data, only 1% of households and businesses in DeKalb county were unserved by broadband in 2017. The FCC reports that in 2017, 8% of locations statewide were unserved by broadband.

Source: Federal Communications Commission (FCC), 2017; Georgia Broadband Center, 2017



D CONSISTENCY WITH REGIONAL WATER PLAN AND ENVIRONMENTAL PLANNING CRITERIA

The City of Dunwoody development regulations include a series of provisions that maintain consistency with state environmental planning criteria. These criteria include the Metropolitan North Georgia Water Planning district plans and the Part 5 Environmental Planning Criteria of the Georgia Planning Act that are administered by the Environmental Protection Division (EPD) of the Georgia Department of Natural Resources. Following is a detailed description of how this consistency is accomplished.

D.1 WATER RESOURCES

DeKalb County and its member municipalities have adopted Part V of the Georgia Planning Act, the environmental planning criteria developed by the Department of Natural Resources (DNR). These standards include requirements governing development in water supply watersheds, groundwater recharge areas, and river corridors (DNR Rules for Environmental Planning Criteria). Dunwoody has all of these natural features, except river corridors, so only parts of the City's development will be subject to these requirements.

WATER SUPPLY WATERSHEDS

The Georgia EPD Environmental Planning Criteria define a water supply watershed as land in a drainage basin upstream of a governmentally owned public drinking water supply intake. The Criteria divide water supply watersheds by size (small, or less than 100 square miles, or large, 100 square miles or greater) and type of intake (direct river intake or from a reservoir). The greatest restrictions are in small water supply watersheds and in large water supply watersheds that are above a public water supply reservoir. All of the City of Dunwoody is in the Chattahoochee River Watershed, but not all of the city is within the Chattahoochee Water Supply Watershed. Those portions of the city draining into Nancy Creek, which is a tributary of Peachtree Creek are not in the water supply watershed, as Peachtree Creek enters the Chattahoochee downstream of the intakes. The Chattahoochee Water Supply Watershed is a large water supply watershed that is upstream of direct river intakes and is not tributary to a water supply reservoir. In such watersheds, there are minimum criteria as per Section 391-3-16-.01(6)(b), Criteria for Water Supply Watersheds, Minimum Criteria for Large Water Supply Watersheds of the Georgia EPD Rules for Environmental Planning Criteria related to limitations on hazardous materials and waste handling and storage.

Stream Buffers

While buffers are not required in the City of Dunwoody under the Part 5 Criteria, Stream Buffer Protection is addressed through adoption of a Stream Protection Ordinance as required under the Metropolitan North Georgia Water Planning District's District-wide Watershed Management Plan. The City has adopted a Stream Buffer Protection Ordinance (Dunwoody Code of Ordinance, Chapter 16, Article II, Division 4 – Stream Buffers), which is equivalent to the District Model Ordinance, and requires a 50-foot undisturbed vegetative buffer and an additional 25-foot impervious surface setback (total of 75 feet) along all streams meeting the ordinance definition. In addition, all state waters in the City are subject to the 25-foot Georgia State Sedimentation and Erosion Control Buffer.

Groundwater Recharge Area

A portion of Dunwoody is within a groundwater recharge area, mostly north of Mount Vernon Highway and east of Roberts Drive. In the Piedmont region of Georgia, most groundwater is stored in overlying soils, particularly those with thicker soils. To protect our groundwater from pollution, DNR has implemented regulations regarding landfills, hazardous waste disposal, chemical storage, agricultural waste, septic tanks and drain fields, wastewater irrigation and spreading, permanent storm infiltration basins, and new wastewater treatment basins.

Communities seeking to promote water supply protection measures could seek low impact development and other techniques for increasing on-site infiltration of stormwater within groundwater recharge areas.

Wetlands

Dunwoody has several different types of wetlands, many of which are riverine wetlands associated with streams. According to DNR rules, local governments must consider wetlands in their planning decisions, mapping and identifying them in land use plans. DNR outlines a number of considerations that must be addressed and the minimum types of wetlands that the city must identify. Under federal policy, development should not alter or degrade wetlands without showing that there will be no adverse impacts or net loss of wetlands. The City of Dunwoody's Stream Buffer Ordinance helps protect wetlands and wetland features that are found along streams.

Floodplains

Dunwoody has 250 acres of land within 100-year floodplains, which means that the probability of a flood reaching the 100-year flood elevation on such land in any given year is 1 in 100, or 1 percent. Most of the 100-year floodplain areas in the City are located along stream corridors, such as the North Fork Nancy Creek and some areas near Brook Run Park. City regulations, including a Floodplain Management/Flood Damage Prevention ordinance required under the Metropolitan North Georgia Water Planning District's District-wide Watershed Management Plan, manage the use of floodplains and other flood-prone areas. The goal is to minimize stream modifications, reduce flood hazards and protect beneficial uses such as water quality protection. Under City requirements, development in floodplain areas may not alter flood characteristics or create hazardous velocities of water. Development in the floodplain is also restricted to public parks, agriculture, dams, bridges, parking areas, fences, and signs and sign structures.

D.2 METROPOLITAN NORTH GEORGIA WATER PLANNING DISTRICT PLANS AND ORDINANCES

The Metropolitan North Georgia Water Planning District was created by the Georgia General Assembly in 2001 to establish policy, create plans and promote intergovernmental coordination of all water issues in the District from a regional perspective. The District includes 15 counties and over 90 cities within Metro Atlanta, including DeKalb County and the City of Dunwoody.

The primary purpose of the District is to develop regional and watershed-specific plans for watershed management, wastewater treatment, and water supply and conservation. The Water Supply/Conservation and Wastewater elements of the Plan are generally implemented through water and wastewater service providers. For the City of Dunwoody, that is DeKalb County Public Works. The Watershed Management element of the Plan include local management measures that are to be undertaken by all jurisdictions in the District. These measures include Model Ordinances that are to be

adopted by all local jurisdictions in the District, covering policy areas such as post-development Stormwater Management, Floodplain Management and Flood Damage Prevention, Stream Buffer Protection, Illicit Discharges and Illegal Connections, and Litter Control. The City has adopted all of the required ordinances.

The goal of the district is to develop comprehensive regional water resources plans that protect water quality and water supply in and downstream of the region, protect recreational values of the waters in and downstream of the region, and minimize potential adverse impacts of development on waters in and downstream of the region. The planning district also facilitates multi-jurisdictional water-related projects and enhances access to funding for water-related projects among local governments in the district area. The district develops regional and watershed-specific plans for stormwater management, wastewater treatment, water supply, water conservation, and the general protection of water quality. The planning district comprises all local governments within a 15-county area, including DeKalb County.

