

Highway 9 Design Guidelines Committee

MINUTES

APRIL 16, 2009

4:00 PM

EXECUTIVE CONFERENCE ROOM,
CITY HALL

MEETING CALLED BY	Alice Wakefield, Community Development Director
TYPE OF MEETING	Regular Meeting
FACILITATOR	Alice Wakefield, Robyn MacDonald, Michele McIntosh-Ross
NOTE TAKER	Robyn MacDonald
TIMEKEEPER	Robyn MacDonald
ATTENDEES	Terry Herr (Milton DRB Chairman), Marie Latta (Disabilities Coordinator), John Bratten, Vic Jones, Adam Orkin, Roger Festa, Breda Hemphill, Rodney Reese, Dennis Potts, Anna Anton, Tom MacPherson, Cary Jeff Walker (guest), Sara Leaders (Public Works), Clyde Johnson (TSAC), James Fowler (Kimley-Horn), Ed Ellison (Kimley-Horn)

Agenda topics

5 MINUTES

APPROVAL OF MINUTES

DISCUSSION	Committee members requested to see minutes prior to meeting to review.	
CONCLUSIONS	Staff will send via e-mail minutes prior to meeting.	
ACTION ITEMS	PERSON RESPONSIBLE	DEADLINE
Send April 2 and April 19 meeting minutes via e-mail	Robyn MacDonald	Prior to next mtg.

30 MINUTES

SR 9 ACCESS MANAGEMENT PILOT PROGRAM

ED ELLISON (KIMLEY-HORN)

DISCUSSION	Ed Ellison introduced himself from Kimley-Horn, the Transportation Consultant for the City Transportation Plan that is currently in progress. Mr. Ellison explained the task of creating an access management program along Hwy 9 beginning at Bethany Bend Road north to the Forsyth County Line. The goal is to create a plan that can be implemented as development continues along this portion of SR 9 to provide safe and sensible vehicular access into and out of Hwy 9. It is Kimley-Horn's hope to use it as a pilot program that can be utilized in other parts of the city. There were questions from the committee regarding what the GA DOT would require for right of way for the future widening of Hwy 9. Staff stated that as parcels came in for rezoning or development, 55 feet from centerline to be dedicated for a total of 110 feet. At this point, there have been no specific engineering/design for the widening of Hwy 9 by the GA DOT. Mr. Ellison stated he was at the meeting to hear what the committee's opinions/plans were for the Design Guidelines and the committee wanted to get input regarding the future plans/design for the corridor. It was suggested by Mr. Johnson, the chairman of the Transportation Stakeholders Advisory Committee (TSAC) that a couple of members from the Hwy 9 Design Guideline Committee attend some of TSAC's meetings.	
CONCLUSIONS	Will continue to have participation with each other and to keep each other up to date on progress. Kimley Horn expects to have their study completed by the beginning of 2010.	
ACTION ITEMS	PERSON RESPONSIBLE	DEADLINE
Continue to have interaction with the SR 9 Access Management Pilot Program.	Robyn MacDonald	Ongoing as needed

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45 MINUTES

VISUAL PREFERENCE SURVEY

ROBYN MACDONALD/ALICE WAKEFIELD

DISCUSSION	<p>Various members brought pictures to be used for the visual preference survey. A couple of members who were not present at the previous meeting was not aware of the assignment. Staff stated that they will send out the minutes and/or provide the needed information for those who are not present at a meeting.</p> <p>There was a lengthy discussion about how to proceed with the process of the visual survey. A question came up weather density should be a factor in considering the design guidelines. Also, what would drive the type of guidelines? Should it be a theme/type of overall look or should it utilize the existing infrastructure/aesthetics of the corridor?</p> <p>Staff stated that we could look at height but no density since it is the responsibility of the CPAC and the results of the Comprehensive Plan. Brenda Hemphill and Rodney Reese presented their ideas of how to go about the process. Mrs. Hemphill discussed for example how there are many types of four board fences, but that it created a theme that became a thread to unify the area. Attached is a handout that Rodney Reese distributed with his ideas.</p> <p>Staff stated that they will compile the pictures collected as well as additional ones (deadline Friday, April 24th) and create the visual preference survey categorized by the following: landscape, lighting, signage, architecture, hardscape/paving and amenities. In addition, to look at the different types of streets such as undivided state route, 4 lane divided and a 2 lane undivided.</p> <p>In addition, Staff will provide a large map of vacant properties to have a charette to pinpoint various areas for different types of design standards.</p>	
CONCLUSIONS		
ACTION ITEMS	PERSON RESPONSIBLE	DEADLINE
Continue to collect various pictures showing streetscapes, landscapes, buildings, etc for a visual preference survey	Everyone	April 24, 2009
Compile photos into a visual preference survey to be presented at the next meeting	Staff	April 30, 2009
Provide SR 9 Overlay Map with vacant properties and their specific zoning classification to use for the charette.	Staff	April 30, 2009

City of Milton
Highway 9 Overlay
4-16-2009
Submitted by Rodney Reese

The overlay ordinance must be easily managed by city staff. Promote creativity but minimize confusion and multiple interpretations.

Names
Street Name - Milton Nine (something) for street name.
Two districts – Bethany Nine District
Webb Nine District

With existing recent construction having mixed architecture and many approved zonings in place it may be difficult to define an architectural theme and get some sense of continuity.

All new development to be LEED, Earthcraft or Greencraft certified neighborhoods and buildings. See if federal/state/private grants and tax credits are available as development incentives.

Developments must be both highway friendly and pedestrian friendly for sustainability.

Provide pedestrian underpasses with mini parks about every 1000 feet - name parks for horse breeds, native trees or owners of land prior to 1960. Provide pedestrian paths in rear setbacks and/or buffers with automobile parcel interconnectivity. The paths could be constructed of same standard material as Milton Trail based on projected traffic counts.

Provide pull off lanes and shelters for bus stops about every 1000 feet between underpasses. This would have to be a looped community bus route. It could be a Marta bus with very distinct identification or logos-no advertising on exterior of bus.

Where mini parks and bus pull off lanes are donated to the city, allowable density can be increased by suggested 50%. Additional parking requirements must be underground. There would have to be some restraints related to no increase in building foot print area and a required increase of green space. This is where architectural standards need to be implemented. This might also promote mixed uses with offsetting parking demands.

Parking requirements may be met by paving access lanes with paved parking for routinely required spaces, gravel parking (shaved slate over compacted crusher-run or other foundation underlay with curb stops to define space) for lunch and other rush hours, grassed parking (sod with approved foundation underlay and curb stops to define spaces) for seasonal demands. Do we want parking in front, rear or balanced?

Set guidelines as to desired mix of retail, office, single family, multi-family for sustainability and a true community node. Ranges and not hard rules should be set so as to not hamper successful development.

We need to set a tentative date for completion of draft ordinance if this hasn't been done. Let's be efficient and not make this a career project.