

Highway 9 Design Guidelines Committee

MINUTES

MAY 21, 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), John Bratten, Vic Jones, Adam Orkin, Breda Hemphill, Rodney Reese, Dennis Potts, Anna Anton, Tom MacPherson, Rick Morhig, Jeff Walker (guest) Ann Hanlon, COO of North Fulton Community Improvement District, Eric S. Bosman, Urban Collage, Jim Summerbell and Gary Cornell from Jordan, Jones & Goulding

Agenda topics

5 MINUTES

APPROVAL OF MINUTES FROM MAY 7, 2009

DISCUSSION	None	
CONCLUSIONS	Approved minutes	
ACTION ITEMS	PERSON RESPONSIBLE	DEADLINE

45 MINUTES

NORTH FULTON COMMUNITY IMPROVEMENT
DISTRICT PRESENTATION

VARIOUS MEMBERS OF NFCID

DISCUSSION	<p>An introduction was made by Mr. Don Howard, Board Member of the NFCID along with Ann Hanlon, Chief Operating Officer of NFCID about the overall mission of the NFCID. Eric Bosman, Jim Summerbell and Gary Cornell presented the Blueprint North Fulton Plan which is a strategic land use and transportation plan. The plan fosters a collective vision for more sustainable development patterns in North Fulton. Careful studies of residential growth, traffic flow, pedestrian access and area attitudes have created a common direction for future development.</p> <p>After this general presentation, Mr. Bosman, Mr. Summerbell and Mr. Cornell discussed how they are working on branding the general area of North Fulton but at the same time understanding that each jurisdiction is different and unique and to work with each one to create design guidelines for each jurisdiction. The committee stated that they would like to be able to review it when it was completed.</p> <p>There were also discussions about how the CID has initiated transportation/construction projects to enhance and improve the CID. Much of this work was started because of the engineering/construction plans that were already done with the money collected from its members and then in turn those projects were "shovel ready" for the GA DOT to begin work.</p>	
CONCLUSIONS	The committee took away a lot of information that would help in creating the Design Guidelines for Hwy 9 and how as more property owners join the NFCID that it will in turn help the City and it's growth.	
ACTION ITEMS	PERSON RESPONSIBLE	DEADLINE
Once the NFCID finishes its draft of the design guidelines for the area, they will be contacting staff for it to be reviewed and commented by the Committee.	Robyn MacDonald	End of Summer

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15 MINUTES

ELECTION OF CHAIRPERSON

COMMITTEE MEMBERS

DISCUSSION	The committee nominated Adam Orkin to be the Chairperson for the committee. Prior to the vote, Vic Jones voiced his interest in the position and continued to explain his experience and qualifications.	
	Mr. Orkin had left earlier and was not present during this item on the agenda. After further discussions, the committee voted unanimously for a chair and co-chair simultaneously. Mr. Jones stated he would discuss with Mr. Orkin the situation and they would decide between the two of them who would fill each position	
CONCLUSIONS		
ACTION ITEMS		
	PERSON RESPONSIBLE	DEADLINE
Let the Committee know who would fill each position at the next meeting.	Vic Jones/Adam Orkin	June 18, 2009

15 MINUTES

DISCUSSION OF RESULTS OF THE VISUAL PREFERENCE SURVEY

STAFF

DISCUSSION	Robyn MacDonald asked the members who had not filled out the survey to go ahead and complete it as well as one other page that was excluded from the packet for the entire committee to complete.	
	There was general discussion about some of the results and how the more positive marks were given to more densely developed slides. The staff further discussed some of the cyclical aspect of planning over the decades.	
CONCLUSIONS	The additional responses would be recalculated and distributed to the Committee prior to the next meeting on June 18, 2009.	
ACTION ITEMS		
	PERSON RESPONSIBLE	DEADLINE
Staff will provide the results via e-mail to the Committee	Robyn MacDonald	Prior to 6/18/09

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.