

MARTA STATION AREAS

SMALL AREA PLAN

Sandy Springs, Georgia

DECEMBER 2016

The MARTA Station Areas Small Area Plan has been prepared as an addendum to The Next Ten: Comprehensive Plan for Sandy Springs, Georgia.

While the Comprehensive Plan provides the overall policy framework and actions, this Small Area Plan provides a vision and an implementation path for the North Springs and future Northridge Station areas.



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VISION

The MARTA Red Line provides rapid and reliable transit access for Sandy Springs residents and businesses. Three of the four MARTA stations serving Sandy Springs are in close proximity, and are within the City's boundaries. While there are opportunities to improve all of the station areas, this Small Area Plan focuses on the North Springs Station, the current end of the line station in Sandy Springs, and future Northridge Station, proposed by MARTA as per Connect 400 initiative.

The vision for the North Springs Station area is focused on improving the pedestrian and bicycle accessibility between this station and the surrounding community, and to provide an opportunity for people to live and work closer to this MARTA station. In addition, future transit-attractive development in the form of high quality residential uses, including townhomes and condominiums, has been envisioned for this station area in ways that preserve and enhance natural resource amenities in this area.

Additionally, the plan for the future Northridge Station area is envisioned to fit within the existing neighborhood context, with residential and office uses, green space amenities, and strong pedestrian and bicycle connectivity.

PRIORITY ACTIONS

North Springs Station Area

- Create a central pedestrian access spine to better connect North Springs Station with Peachtree-Dunwoody Road
- Integrate small retail/commercial uses within the station area as an amenity for commuters
- Promote high quality housing with an emphasis on home ownership (townhomes, condominiums) along Peachtree-Dunwoody Road
- Connect the station area with the west side of GA 400 via a signature pedestrian bridge
- Preserve the natural resource areas (existing creek, green space) and promote these as amenities for future residential development

Future Northridge Station

- Create a walkable and bikeable connection to the future "neighborhood" scale station from surrounding residential neighborhoods and commercial nodes along Roswell Road
- Promote high quality residential development with an emphasis on home ownership in the station area
- Integrate the future PATH400 extension with the station area

BACKGROUND

CHALLENGES

NORTH SPRINGS STATION AREA

While serving as an end-of-the-line collector station, the North Springs Station currently has poor accessibility for both pedestrians and bicycles, and only limited visibility from Peachtree-Dunwoody Road. Moreover, the lack of direct connection of the station to southbound GA 400 adds to traffic confusion and to the traffic volume at the GA 400 interchange at Abernathy Road. Additionally, there is no direction connection between the station area and the office areas west of GA 400, including Glenlake Parkway.

FUTURE NORTHRIDGE STATION

Two alternative station area locations have been considered within the scope of this play --- these are based on MARTA's Connect 400 study which identifies potential transit alternatives along GA 400 to serve the communities in the northern end of Sandy Springs and beyond. The alternative locations are both located near the Northridge Road interchange of GA 400. Since these are located adjacent to established and proposed neighborhoods, the planning challenge is to blend each of these potential station area locations with existing and proposed neighborhoods.

OPPORTUNITIES

NORTH SPRINGS STATION AREA

There an is opportunity to improve both bicycle and pedestrian connections from existing neighborhoods, and from areas on the west side of GA 400, to the North Springs Station area – particularly the Glenlake Parkway office area. Other opportunities are presented with the extent of available and developable land in the station area, and the opportunity to improve the visibility of this area from Peachtree-Dunwoody Road while, at the same time, preserving and adding to the area's natural resource areas.

FUTURE NORTHRIDGE STATION

This future MARTA station area presents opportunities for better multimodal (especially bicycle and pedestrian) connections, high quality and marketable development around the station areas, and the establishment of a development pattern that will transition respectfully and appropriately to the adjacent single family neighborhoods.

The plans for these two station areas have been informed by an active community outreach process (including discussions with MARTA officials), lessons learned from previous plans, and best practices from cities across the nation.

COMMUNITY ENGAGEMENT PROCESS

OVERALL KICK-OFF [COMPREHENSIVE PLAN AND SMALL AREA PLANS]

City Council
City Staff

PROJECT KICK-OFF AND INFORMATION GATHERING

Stakeholder Meeting
Area Residents
Business Owners



PLAN DEVELOPMENT

Stakeholder Meeting
Area Residents
Business Owners
City Staff
Community Meeting



FINAL PLAN

City Council
Advisory Committee
Community Meeting



ADOPTION

City Council

2015

JUL

2016

MAR

JUL-OCT

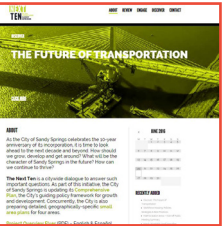
NOV

DEC '16

-
FEB '17

OUTREACH TOOLS

Website



Social Media



Online Polls



Mobile Workshops



Festivals



STUDY AREA

FUTURE NORTHRIDGE STATION AREA
STUDY BOUNDARY

NORTH SPRINGS STATION AREA
STUDY BOUNDARY

COBB COUNTY

DUNWOODY

BROOKHAVEN

BUCKHEAD

ATLANTA

0 0.25 0.5 1 MILE

PREVIOUS PLANS & RECOMMENDATIONS

Sandy Springs Framework Plan

Sought to engage the community to collaborate with transportation engineers to improve walkability and pedestrian safety in the neighborhoods along the MARTA north line.

Livable Sandy Springs Plan

This plan introduced recommendations to increase the connectivity of pedestrian and bicycle networks to improve general walkability in the areas of Sandy Springs where MARTA services are not available.

Sandy Springs Tax Allocation District Redevelopment Plan

This plan utilized public-private partnerships to create walkable and dense '21st Century Urban Villages' that would be supported by MARTA services.

Perimeter Focus – LCI Study

This plan advocates for transit-oriented development (TOD) in the area surrounding the Dunwoody MARTA Station.

Sandy Springs MARTA Station Area Plan – LCI

This plan provided specific strategies for improving the imbalance of jobs to housing units around the Sandy Springs MARTA Station.

Sandy Springs Comprehensive Plan 2027

This plan suggested further implementation of mixed-use zoning to address the 'jobs to housing unit' imbalance throughout the study area.

Comprehensive Transportation Plan

Site level recommendations for transforming the Dunwoody MARTA station area into a more urban, pedestrian friendly environment. The plan identifies new street connections, areas for redevelopment and pedestrian/bicycle circulation in and around the station.

Perimeter @ The Center – Future Focus 2011 LCI 10-Year Update

Outlines major projects that would improve multi-modal connections and access to the three MARTA stations and transform existing suburban office groupings to livable mixed-use centers.

Transit-Oriented Development: Implementation Strategy Assistance

Further established the need for TOD development along existing MARTA Station and by outlining the success TOD has already brought to the area.

Bicycle, Pedestrian, and Trail Implementation Plan

This plan illustrated existing pedestrian and bicycle infrastructure could be rated as 'fair to poor' and outlined strategies for strategic improvement (several of which fall in the North MARTA station area).

MARTA Connect400 North Line Extension Plans (Ongoing)

MARTA is studying an extension of its Red Line to Alpharetta, with a preliminary scoping report finished in mid-2015.

1998

2001

2003

2002

2003

2007

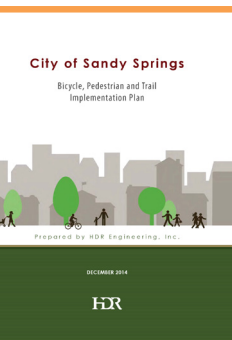
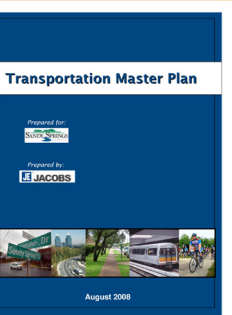
2008

2011

2013

2014

2015



ASSETS TO BUILD ON - NORTH SPRINGS STATION AREA



EXCELLENT **LOCATION**

GA 400, I-285
Perimeter Center area
Adjoining communities



PROXIMITY TO **ELITE CORPORATIONS**

Fortune 500 companies (eg., Mercedes HQ, Cox, UPS, Newell Brands, etc.)



DEVELOPABLE **LAND**

Available land for development around the station
Transit-oriented uses
Opportunity to live-work near station area

ASSETS TO BUILD ON - FUTURE NORTHRIDGE STATION AREA

GREAT **LOCATION**

Highway access - GA 400
Roswell Road mixed-use/commercial centers



SERVE **NORTHERN NEIGHBORHOODS**

Potential neighborhood station to serve residential communities in the northern section of the City



NEAR **NATURAL RESOURCE AND RECREATION AREAS**

Chattahoochee River National Recreation Area
Overlook Park
Golf Courses



MARTA STATION AREAS TODAY



MARKET UNDERSTANDING

NORTH SPRINGS STATION AREA



STRENGTHS

- Transit already in place
- Beautiful residential neighborhoods
- Access to GA 400
- Adjacent to Perimeter Center

CHALLENGES

- Limited pedestrian and bicycle access
- Competitive environment with Perimeter Center infill opportunities

OPPORTUNITIES

- Availability of undeveloped and underdeveloped land
- Potential for mixed-use transit oriented development

POPULATION
 1,856

HOUSEHOLD
 10% OWNERS
90% RENTERS

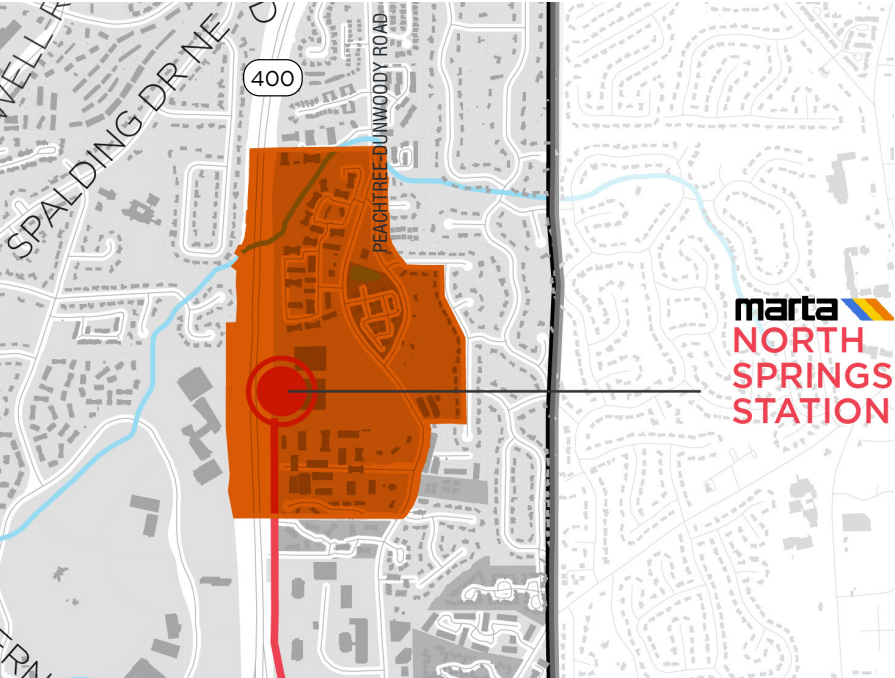
MEDIAN AGE
 29.8

MEDIAN HOUSEHOLD INCOME
 \$64,442

AVERAGE HOUSEHOLD SIZE
 1.97

MEDIAN HOME VALUE
 \$229,167

North Springs Station Area Boundary



Source: RCLCO Small Area Plan Market Analysis, 2010 Census, 2015 Census Estimates, ESRI (2015), CoStar (2015)

MARKET UNDERSTANDING

FUTURE NORTHRIDGE STATION AREA



STRENGTHS

- Good access to GA 400 and close proximity to Roswell Road
- Would provide transit access for residents in the adjoining areas
- Surrounded by multiple types of land uses

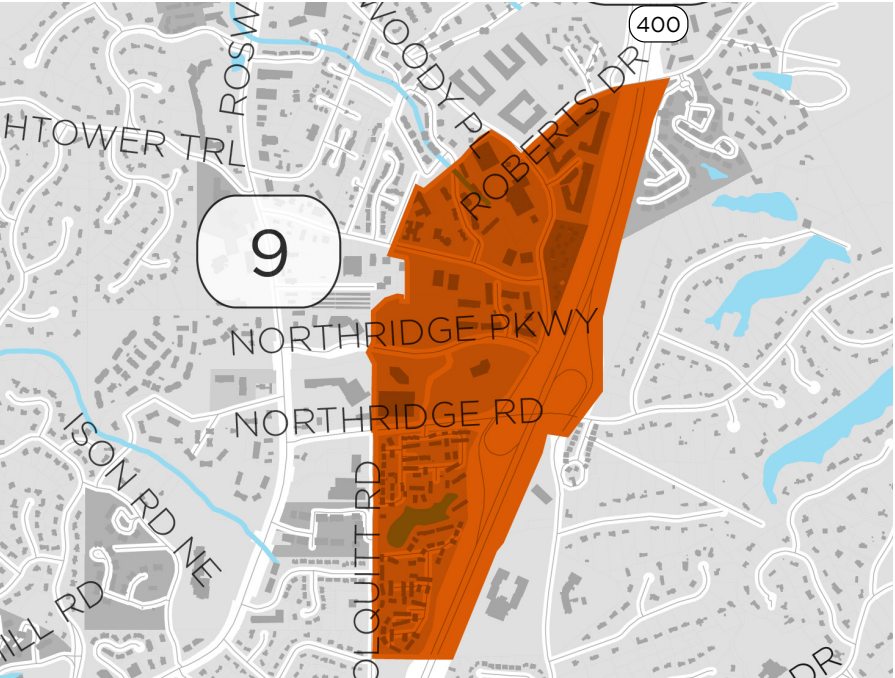
CHALLENGES

- Established single-family neighborhoods around the MARTA station limit the amount of TOD catalyzed by the new station
- Limited connectivity and compatible land use opportunities between the existing industrial uses and new MARTA station

OPPORTUNITIES

- Invest in placemaking around MARTA station
- Could spur redevelopment of undeveloped and underdeveloped sites

Future Northridge Station Area Boundary



Source: RCLCO Small Area Plan Market Analysis, 2010 Census, 2015 Census Estimates, ESRI (2015), CoStar (2015)

POPULATION
 2,117

HOUSEHOLD
 25% OWNERS
75% RENTERS

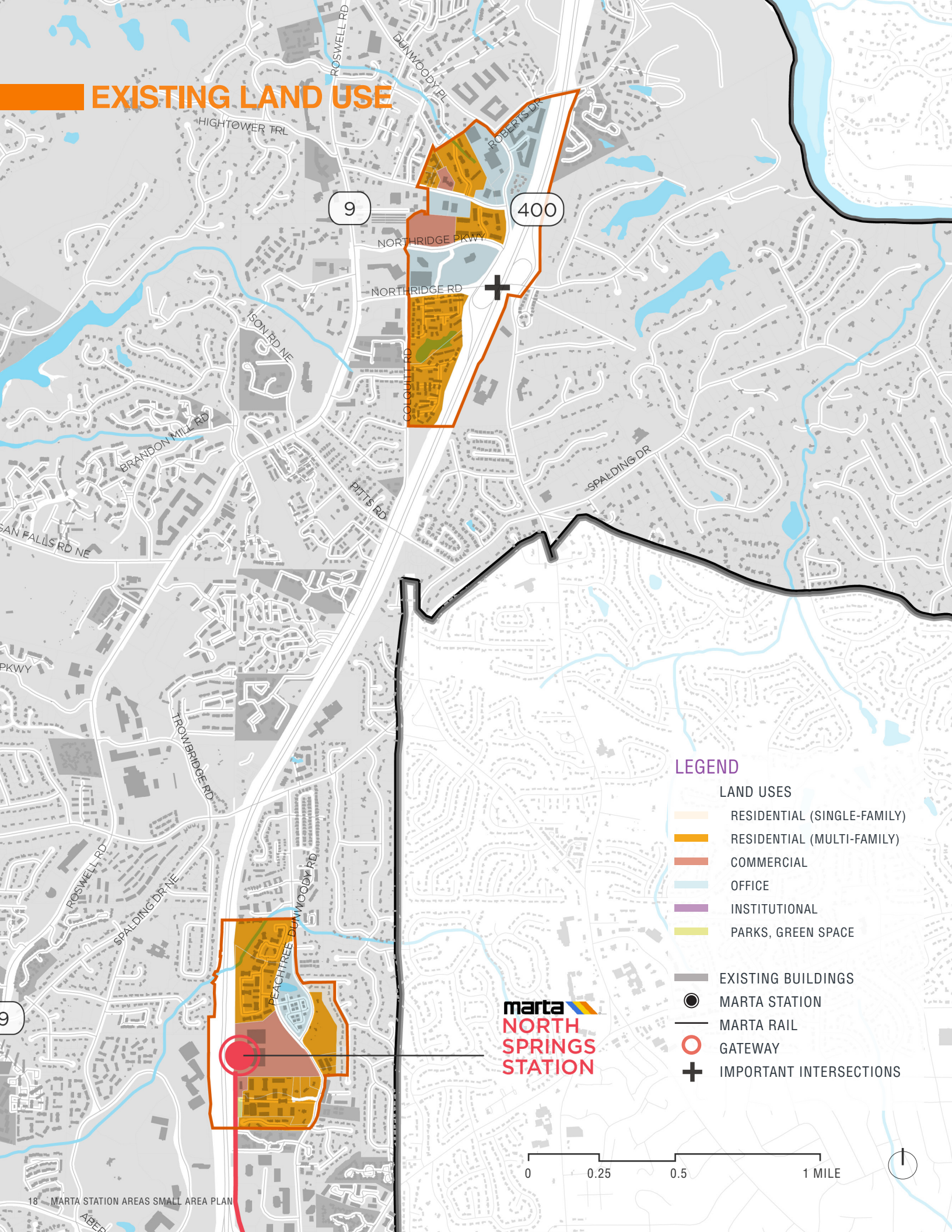
MEDIAN AGE
 33.6

MEDIAN HOUSEHOLD INCOME
 \$64,721

AVERAGE HOUSEHOLD SIZE
 2.11

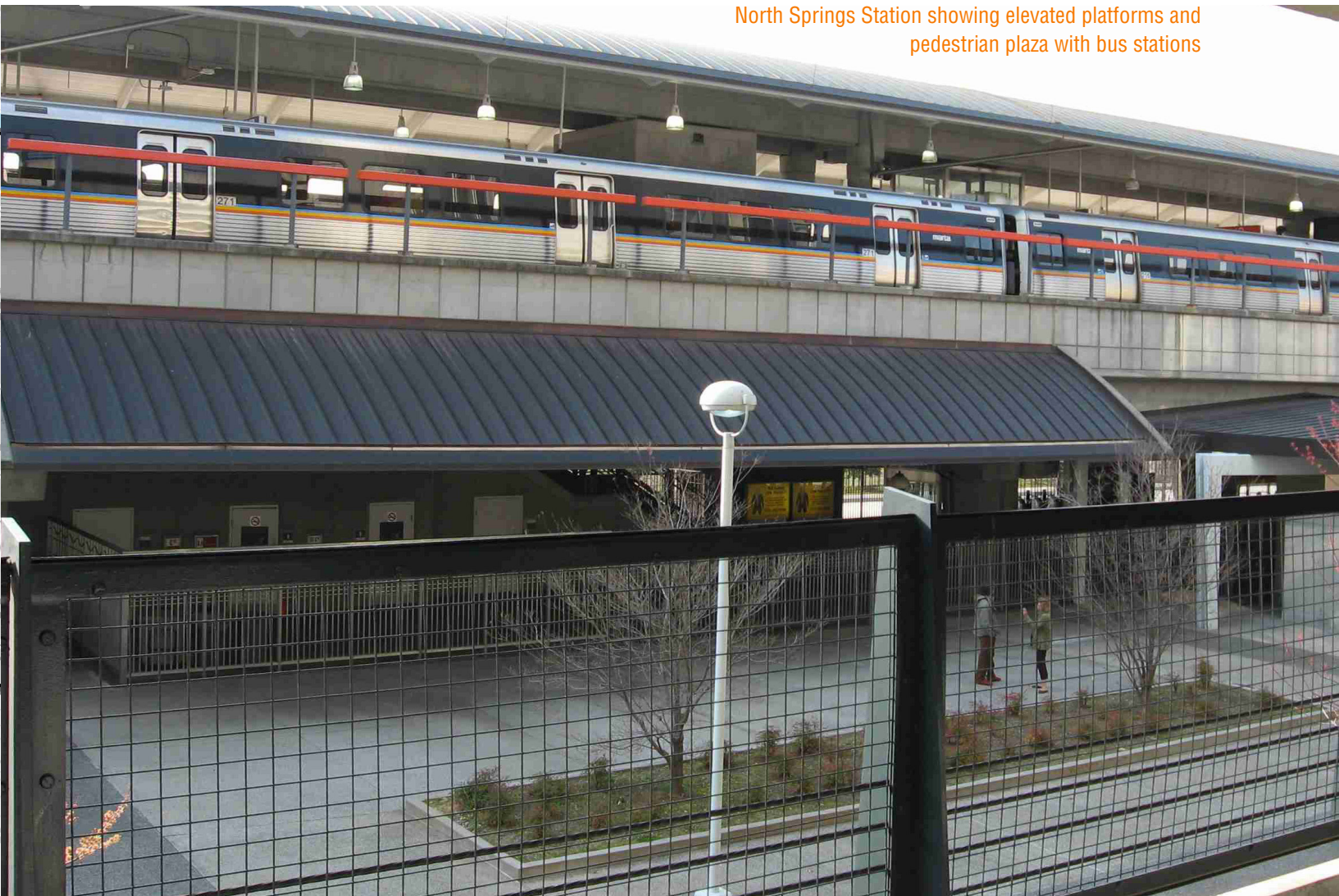
MEDIAN HOME VALUE
 \$337,500

EXISTING LAND USE



PHYSICAL CHARACTER

North Springs Station showing elevated platforms and pedestrian plaza with bus stations



TRANSPORTATION

NORTH SPRINGS STATION AREA: CIRCULATION AND ACCESS

The North Springs MARTA station, the current northern terminus of the Red Line, opened in 2000 as a commuter-focused park-and-ride station with direct freeway ramp access from Georgia 400. Envisioned as a key contributor to regional mobility for the northern Atlanta metro area, the station has remained one of the most heavily-used throughout the MARTA system since its opening.

However, the North Springs station is not immediately well connected to the local surface street network. It is accessed from Peachtree-Dunwoody Road, but has no direct access to the west side of Georgia 400.



MARTA North Springs Station, Sandy Springs, GA

TRANSPORTATION

FUTURE NORTHRIDGE STATION AREA: CIRCULATION AND ACCESS

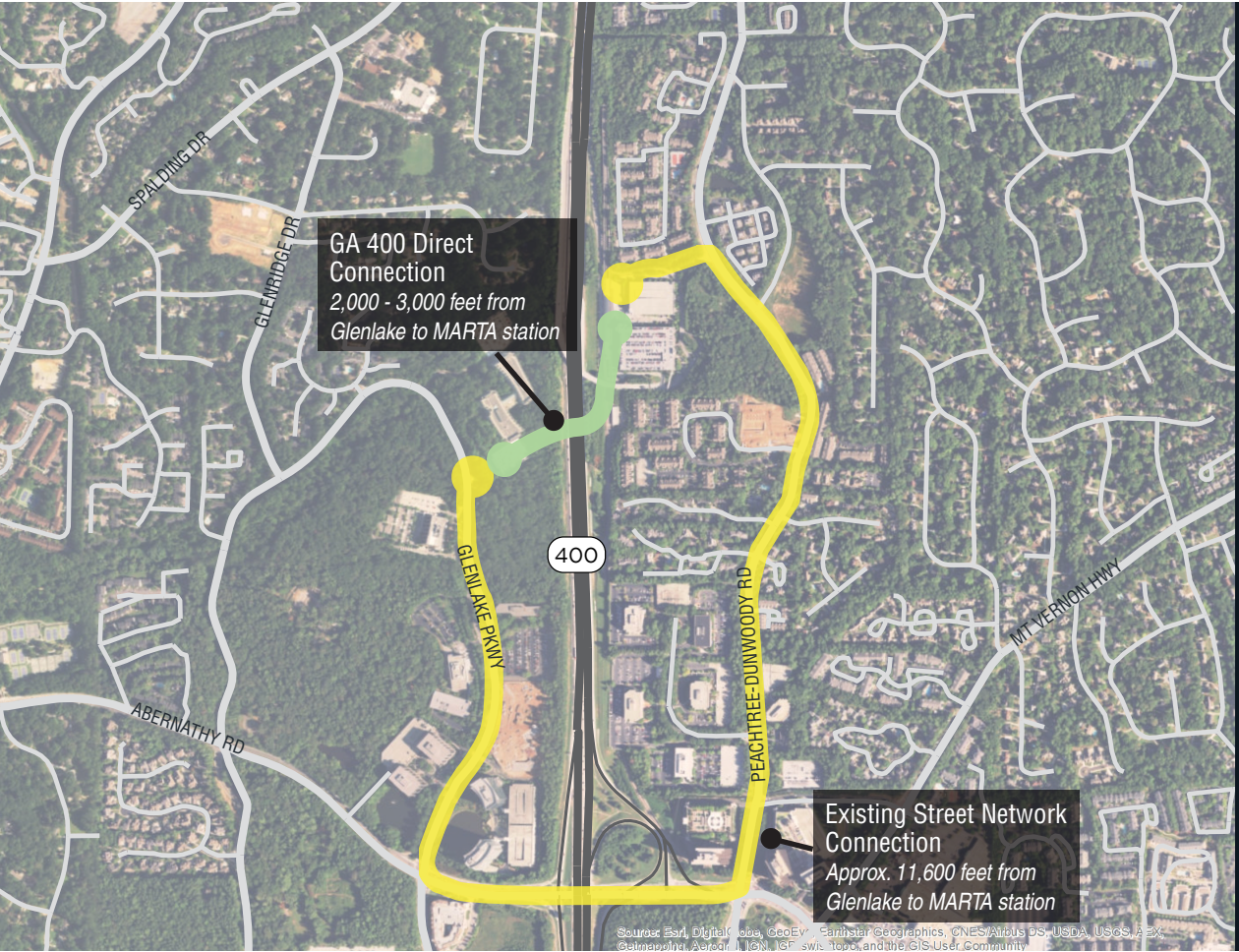
In MARTA's Red Line expansion plans through its Connect 400 initiative, the first new station north of North Springs would be located adjacent to, or north of, the Northridge Drive/Georgia 400 interchange on the west side of the freeway. This area has one of the largest concentrations of multi-family residential, commercial, and industrial land uses in northern Sandy Springs, and the potential west side location for the station places it near the Roswell Road corridor.



GA 400 Interchange at Northridge Road, Sandy Springs, GA

CONNECTIONS TO THE CITY’S STREET NETWORK: NORTH SPRINGS

One of the greatest opportunities of the North Springs MARTA station—but also one of its greatest challenges—is to expand its walk-up commuter shed (i.e., the area within which people are willing to walk to/from the station whether from their homes or their places of work) through better serving the west side of GA 400. However, the freeway currently has no crossings in the surface street network between Spalding Drive and Abernathy Road. Using the street network to reach the west side of GA 400 is a trip of over two miles, and it requires passing through large intersections already experiencing high traffic volumes and congestion levels in peak hours. This effectively removes this side of the highway from being a transit-accessible destination, although private shuttle services connect it to other stations.

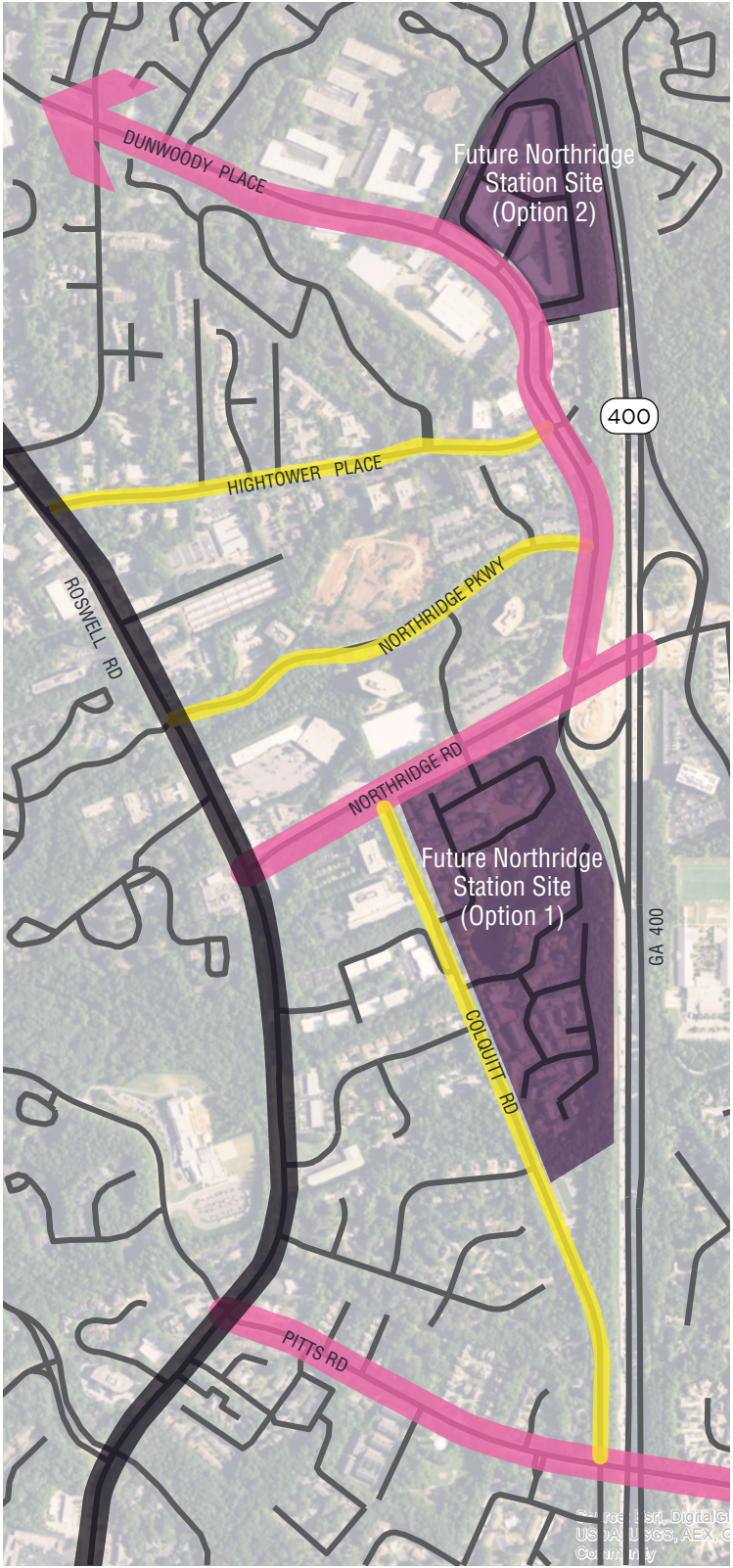


CONNECTIONS TO THE CITY’S STREET NETWORK: NORTHRIDGE AREA

Local street circulation in this part of the city is limited, however, the station areas currently rely on Northridge Road, Dunwoody Place Road and Hightower Place for access. These streets do not currently have bicycle and pedestrian connections to tie the station areas to a larger transit shed area, and although all streets have sidewalks, pedestrian travel is complicated by the large intersections and a limited number of protected crossings on these major streets.

Although the area offers significant redevelopment potential through its large parcels and, in many cases, mature land uses nearing the end of their economic life-cycles, contributing to street network and connectivity options will be an important part of making any future MARTA stations accessible to a larger service area.

In addition, both Northridge Road and Dunwoody Place are major streets with already-wide cross sections; this space offers potential for repurposing lane widths and other elements of the street for bicycle lanes and enhanced pedestrian facilities.



THE PLAN



CONCEPT THEMES

FOR THE NORTH SPRINGS MARTA STATION:

- Develop a land use strategy for the parcels between the station and Peachtree-Dunwoody Road to complement design and construction work already underway
- Protect the natural resource of the existing stream corridor adjacent to the station, while providing enhanced green space for the larger neighborhood
- Build upon the existing station by increasing non-vehicular connectivity including extension of PATH400 to and across Peachtree-Dunwoody Road and potentially to the west of GA 400

FOR THE FUTURE NORTHRIDGE MARTA STATION:

- Develop the MARTA Station as part of an integrated mixed-use development, with a variety of residential and community serving retail within walking distance
- Establish a finer-grained street and block network to facilitate vehicular and pedestrian movement to the new station
- Integrate a future PATH400 extension with a street network that accesses the new station

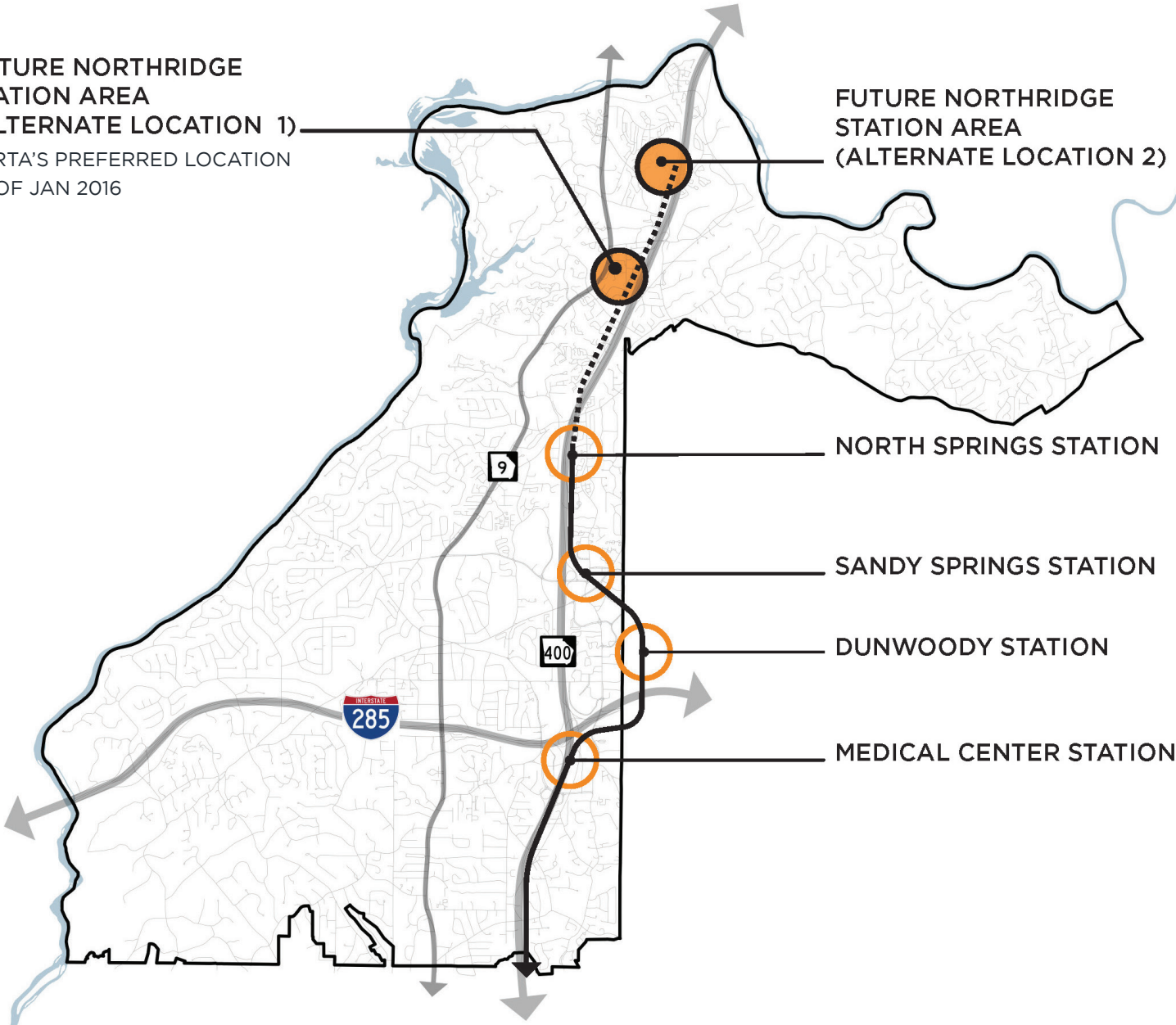
STATION AREA LOCATIONS

Though addressed in one consolidated plan document, the visions and concepts for the North Springs MARTA and future Northridge MARTA Stations are different, yet complementary. Both plans seek to create an environment where using public transit is an easy and pleasant experience, one that can be integrated into everyday patterns of living and working. At North Springs Station, this will be achieved by leveraging and building on existing assets

(such as the existing parking structures and roadway network) with improvements to the urban realm. At the future Northridge Station, this will be achieved by evaluating, from the outset, the potential of adjacent parcels for their ability to be redeveloped as part of a comprehensive mixed-use, transit-oriented environment.

FUTURE NORTHRIDGE STATION AREA (ALTERNATE LOCATION 1)
MARTA'S PREFERRED LOCATION AS OF JAN 2016

FUTURE NORTHRIDGE STATION AREA (ALTERNATE LOCATION 2)

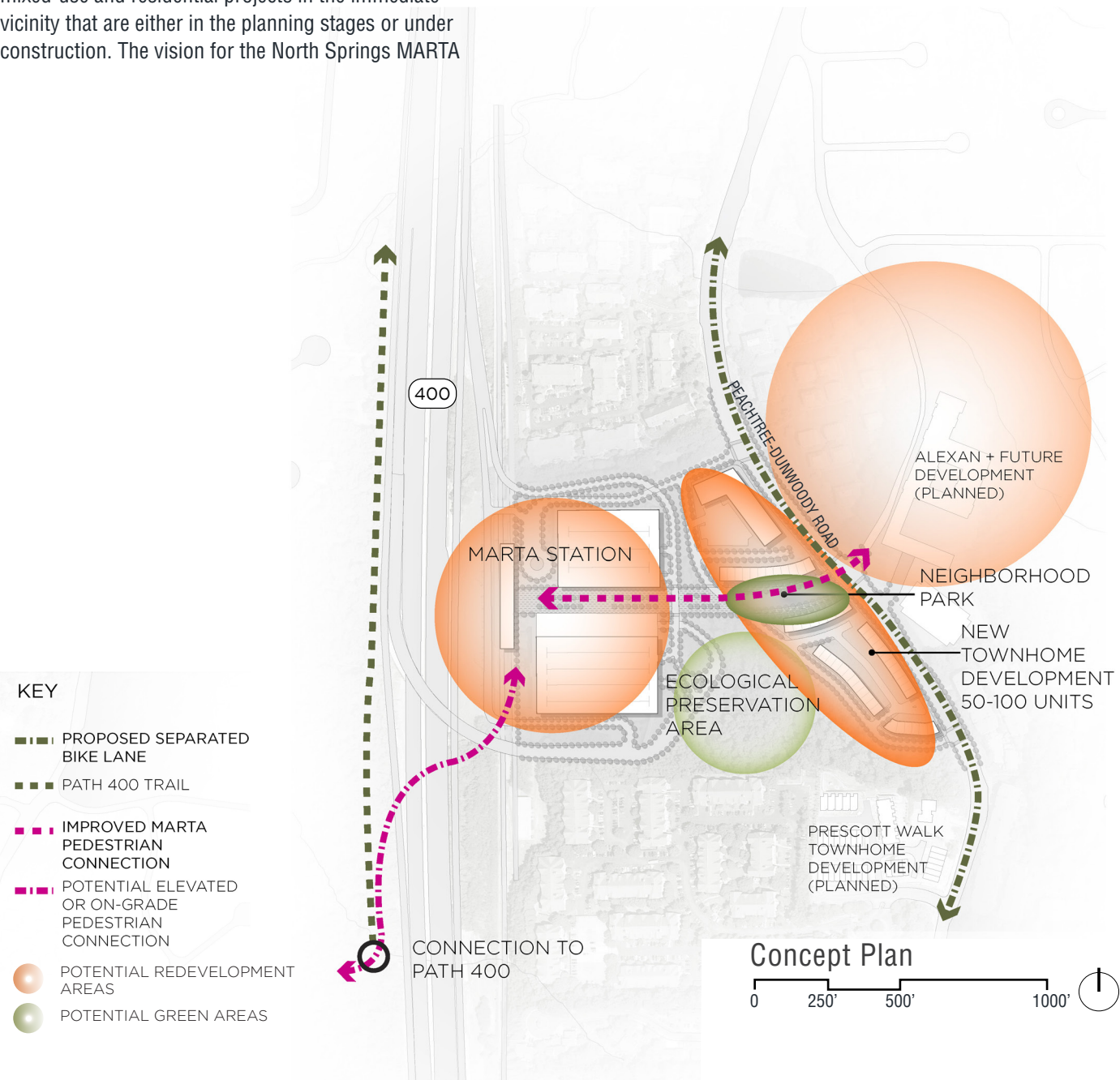


MARTA North Springs Station, Sandy Springs, GA

NORTH SPRINGS STATION FRAMEWORK

As the current terminus station for the northern part of the MARTA system, the North Springs MARTA station today acts as a commuter hub; the station and its parking structures accommodate many riders who are traveling by car from origination points outside of Sandy Springs. Access ramps to and from GA 400 provide direct access to the parking garage, limiting the impact of traffic on neighborhoods to the east. However, local traffic can access the station from Peachtree-Dunwoody Road. Concurrent with development of this SAP, there are at least three mixed-use and residential projects in the immediate vicinity that are either in the planning stages or under construction. The vision for the North Springs MARTA

station is to realize the potential of the station area for mixed-use development, while understanding that there are few parcels beyond those already in play that may be redeveloped in the next ten years. At the same time, this plan promotes the importance of improving connections to the station and enhancing appearance and the provision of amenities for transit users. This plan seeks to create a context for North Springs MARTA Station that helps it transition from a terminus station to a station situated as part of an integrated transited-oriented environment.



NORTH SPRINGS STATION

ILLUSTRATIVE PLAN

The illustrative plan shows a vision for the station area that proposes modest improvements, including creation of parking and plaza space, to provide a more connected urban realm to and across Peachtree-Dunwoody Road.

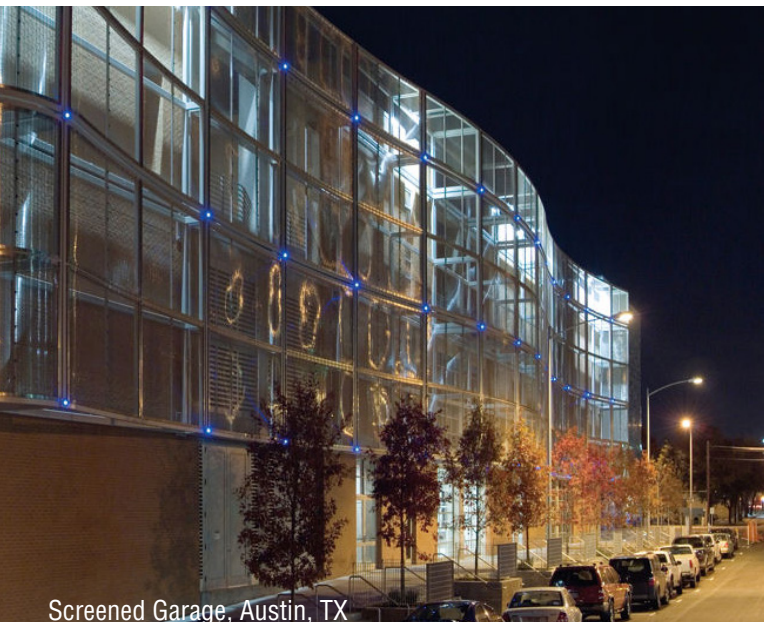




Transit Plaza, Pasadena, CA



Screened Garage with Public Art, Santa Monica, CA



Screened Garage, Austin, TX



Garage with Landscaping & Rooftop Amenity/Recreation Area



Townhomes Facing Public Walk, Brambleton, VA

NORTH SPRINGS STATION PLAN ELEMENTS

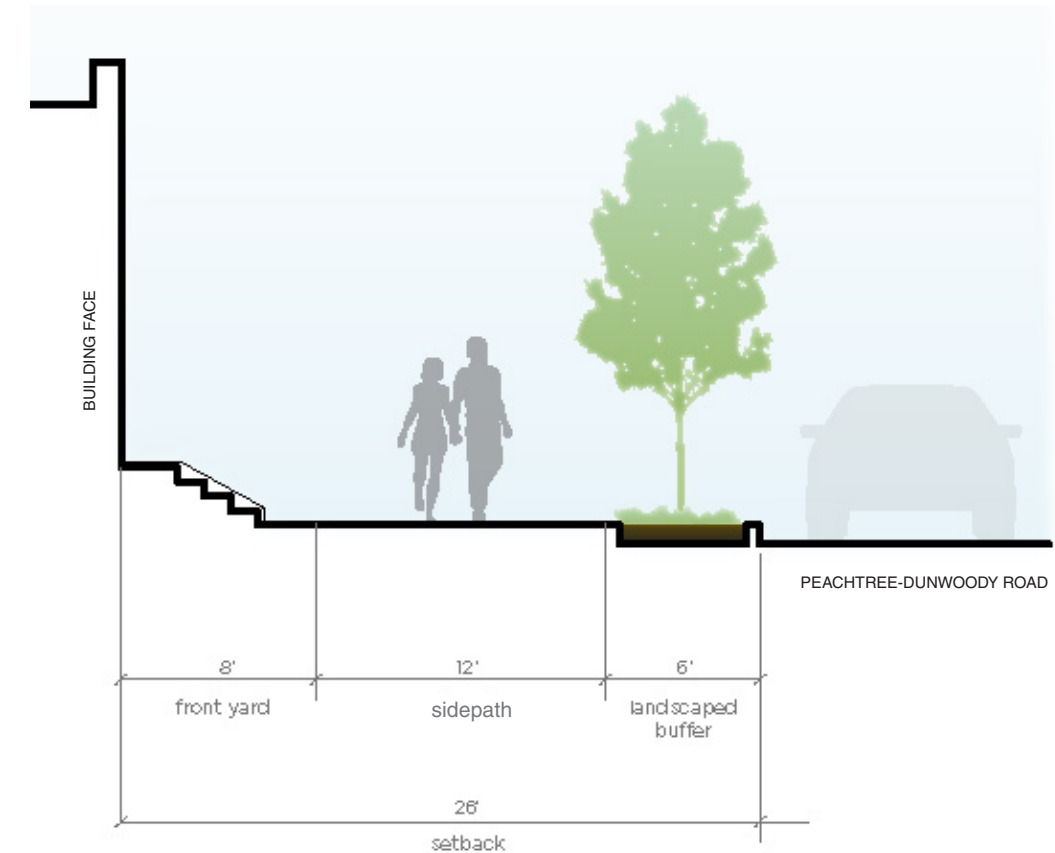
ROADWAY, PEDESTRIAN & BIKE NETWORK

The existing roadway network, including access to the MARTA garages and station will be largely unchanged as part of this plan. However, to facilitate access to new residential development to the east of the MARTA Station, the plan proposes construction of a local roadway that runs parallel to Peachtree-Dunwoody Road. The purpose of this roadway is to provide additional access to and from the new residential developments.

Development along the west side of Peachtree-Dunwoody Road should provide an adequate setback for an off-street shared bicycle and pedestrian pathway, with the idea that, in the future, it may be possible to provide a continuous pathway connecting back to the planned network south of Abernathy Road

(for more information, reference the Perimeter Center Small Area Plan). Enhanced pedestrian connections across Peachtree-Dunwoody Road should also be implemented. These include enhanced connections at the MARTA Station access roadway (to the north) and across Hunters Crossing Drive. Given the curve of Peachtree-Dunwoody Road as it comes from the south, enhanced connections may involve traffic calming and flashing pedestrian signals in advance of the intersection.

In addition, construction of a pedestrian and bicycle bridge spanning GA 400 is proposed. The purpose of this connection would be to provide more direct access to MARTA riders who work and live in developments around Glenlake Parkway.



Section showing relationship of buildings and streetscape along Peachtree-Dunwoody Road

The dimensions shown here are minimum dimensions and meant to be flexible to allow for additional streetscape improvements during detailed design process

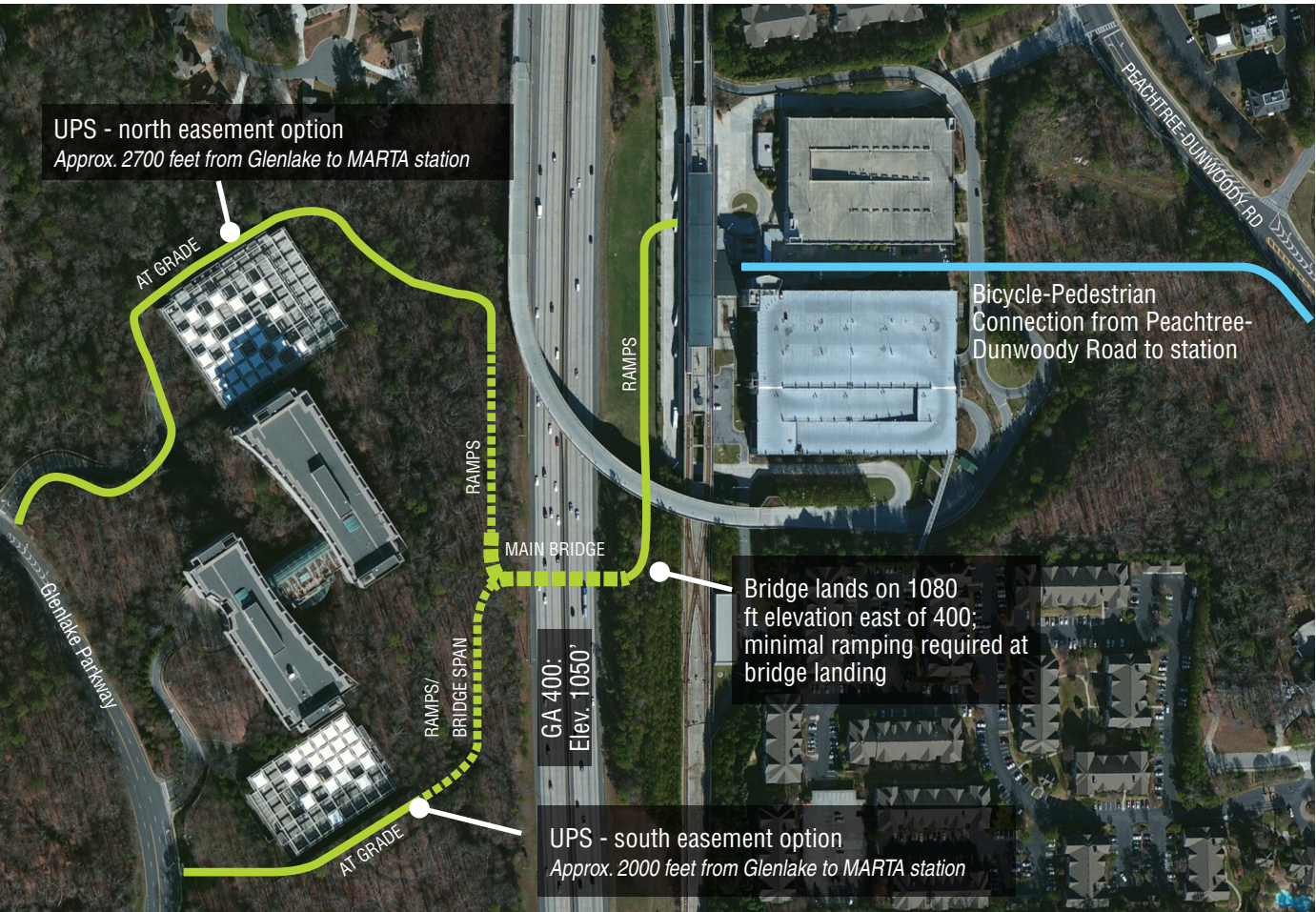
NORTH SPRINGS STATION PLAN ELEMENTS

GA 400 CROSSING

As mentioned before, a critical element of the plan is a pedestrian and bicycle bridge spanning GA 400 and allowing direct access to the North Springs Station. This connection would provide more direct access to MARTA riders who work and live in developments around Glenlake Parkway and would increase the accessibility of the station. Currently, a transit rider with a destination west of GA 400 would have to walk south to Abernathy Drive, or north to Spalding Drive, to cross GA 400, a trip of up to two miles that virtually eliminates walking as an option for these potential riders to the station area. On the station side, this bridge could potentially land adjacent to the south border of the MARTA station parcel and continue out to Peachtree-Dunwoody Road. On the west, this bridge could tie into and across one of the office

parcels and into a point on Glenlake Parkway. This western crossing could also provide an opportunity to connect with a future PATH400 trail extension should it be aligned west of GA 400.

This concept is presented in two options from Glenlake Parkway, and each would involve securing an easement on UPS property to allow the trail connection to reach the GA 400 right-of-way. A southern option that follows a more direct path and connects to Glenlake Parkway closer to Abernathy Road is likely to be the more feasible alternative.



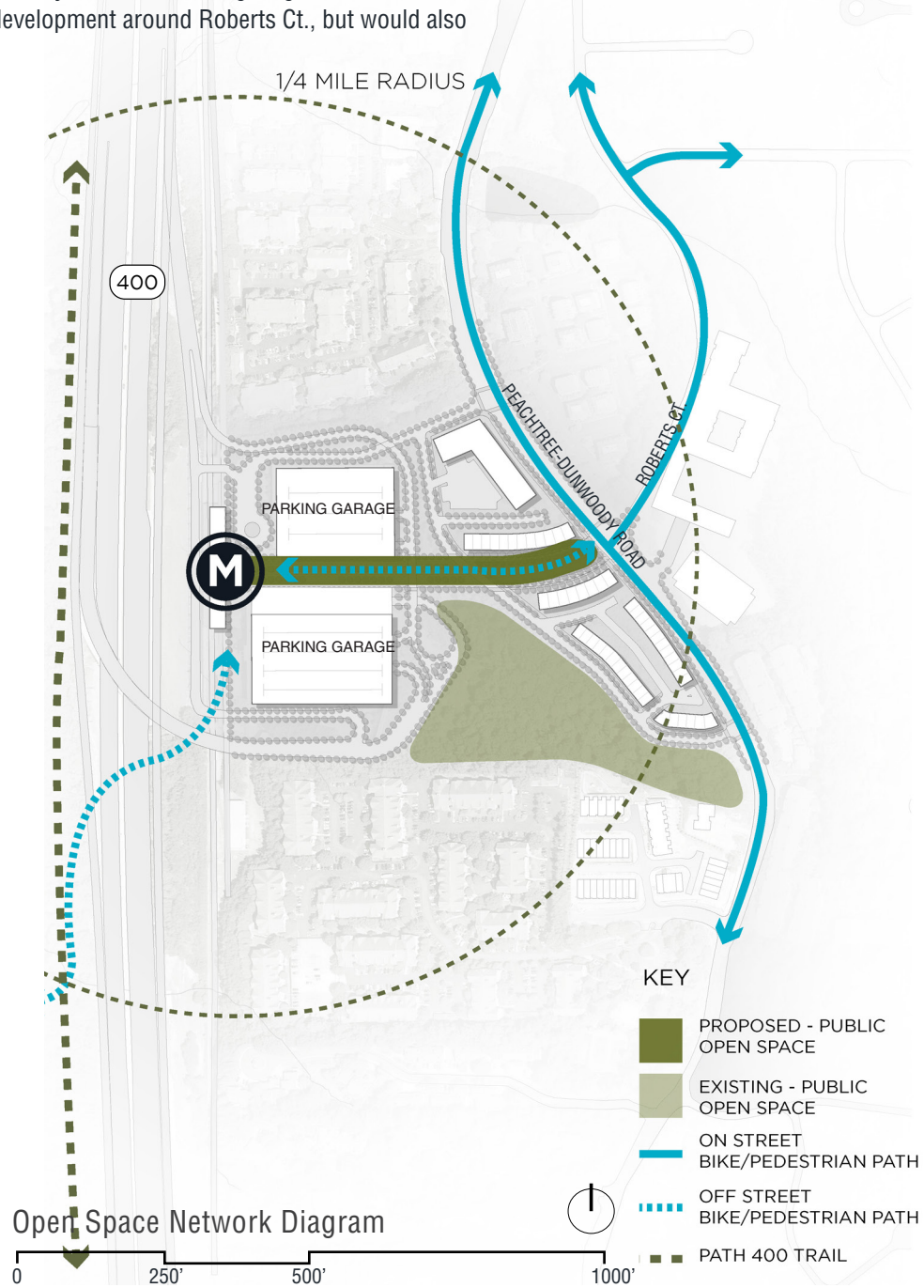
NORTH SPRINGS STATION PLAN ELEMENTS

PROMOTE A NETWORK OF GREEN/OPEN SPACES

A key part of this plan is providing an enhanced user experience for those approaching the station on foot. The plan proposes that the area between the parking garages be developed as a hardscaped pedestrian plaza, and that the existing garages be screened and/or enhanced with public art. This pedestrian plaza would link into a green area between the residential development that would provide pedestrian access to points north, via a new crossing at Hunters Crossing Drive. This green area would provide an intuitive way to access existing neighborhoods and new development around Roberts Ct., but would also

provide an amenity space for these residents. The park could be programmed with a small children's play area, a dog run, or other potential uses that may not be found in the immediate neighborhood.

Another important component of this plan will be protection of any existing natural resources, including the stream on the east portion of the MARTA Station site. This stream corridor can provide a green buffer between the station development/parking and future residential uses to the east.



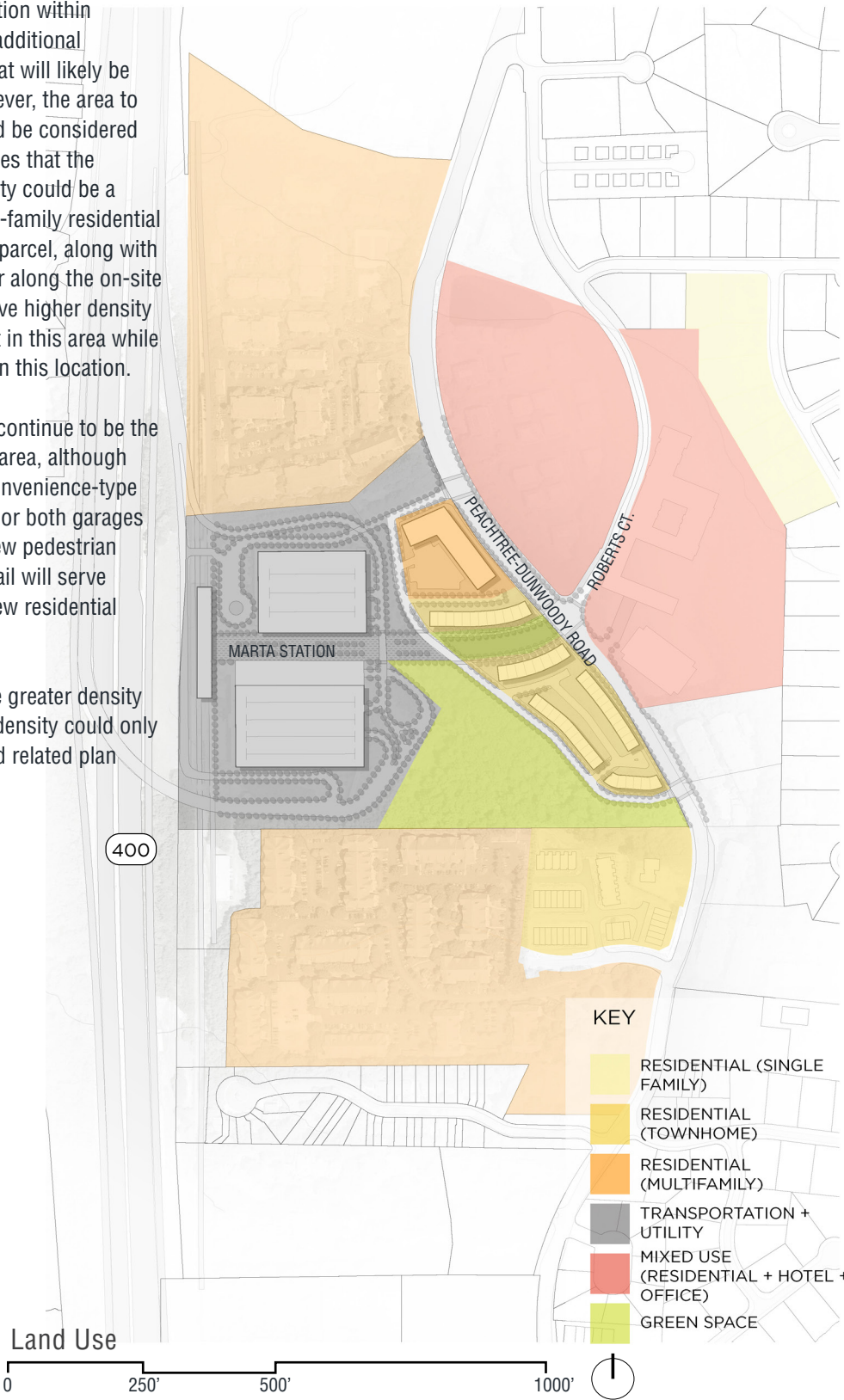
NORTH SPRINGS STATION PLAN ELEMENTS

LAND USE

With three known development projects currently either in planning or under construction within a quarter mile radius, there are few additional parcels in proximity to the station that will likely be redeveloped in the near future. However, the area to the east of the MARTA garages could be considered for redevelopment. This plan proposes that the most appropriate use for this property could be a combination of townhome and multi-family residential products. The size and shape of the parcel, along with the potential need to provide a buffer along the on-site stream, will make it difficult to achieve higher density multi-family residential development in this area while still accommodating parking needs in this location.

The MARTA commuter garages will continue to be the predominant use in the core station area, although this plan recommends that small, convenience-type retail be provided at the base of one or both garages (per market demand) fronting the new pedestrian plaza between the garages. This retail will serve MARTA commuters as well as the new residential developments.

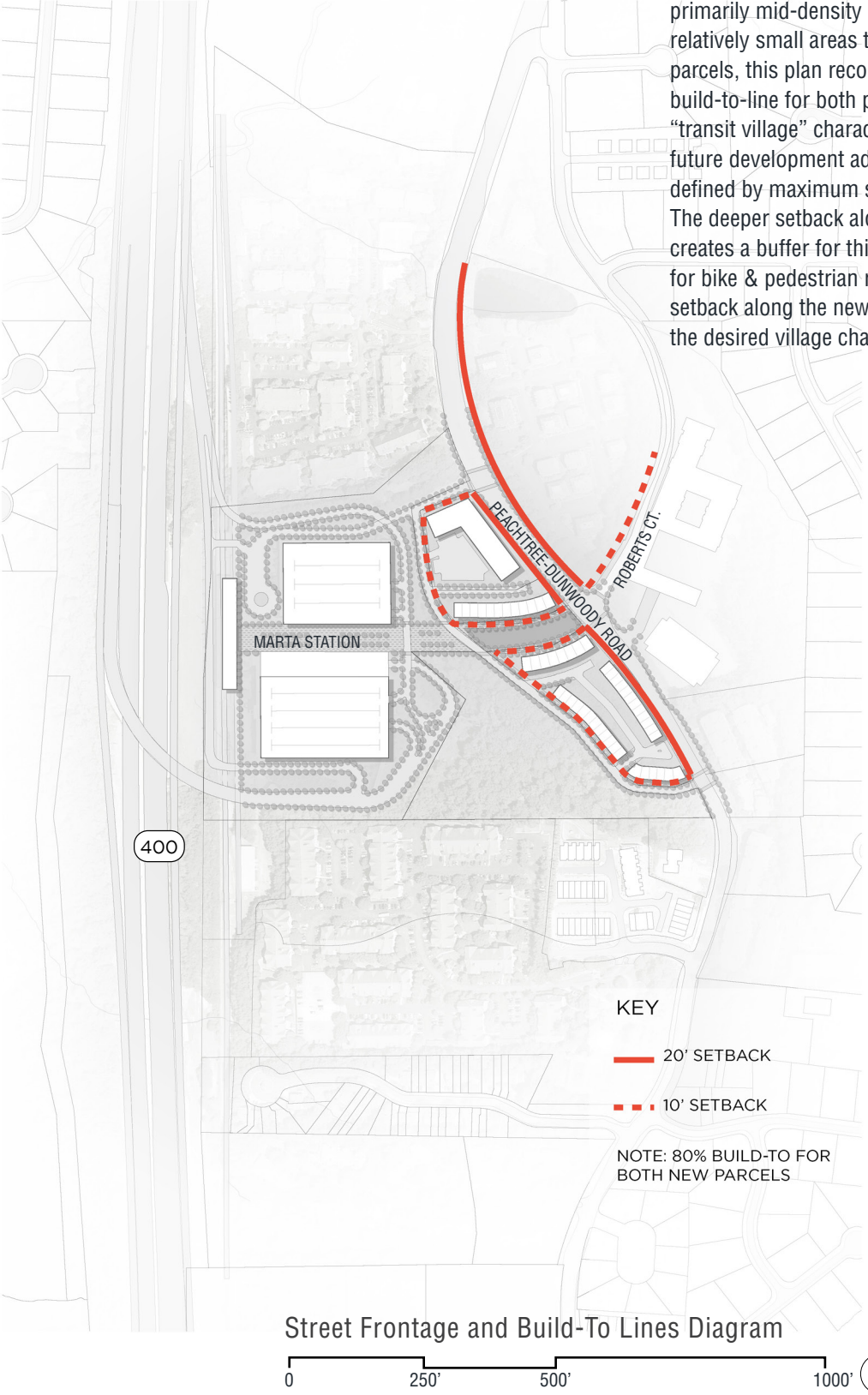
Please note that this area could have greater density as MARTA evolves. Any changes in density could only be made after careful City review and related plan amendments.



NORTH SPRINGS STATION PLAN ELEMENTS

STREET FRONTAGE AND BUILD-TO-LINES

The North Springs Station planning area includes primarily mid-density residential uses. Given the relatively small areas taken up by the development parcels, this plan recommends a minimum 80% build-to-line for both parcels in order to create a “transit village” character. The manner in which future development addresses public streets is further defined by maximum setback lines of either 10’ or 20’. The deeper setback along Peachtree Dunwoody Road creates a buffer for this busy thoroughfare, and allows for bike & pedestrian realm improvements. The 10’ setback along the new access road and park maintains the desired village character.

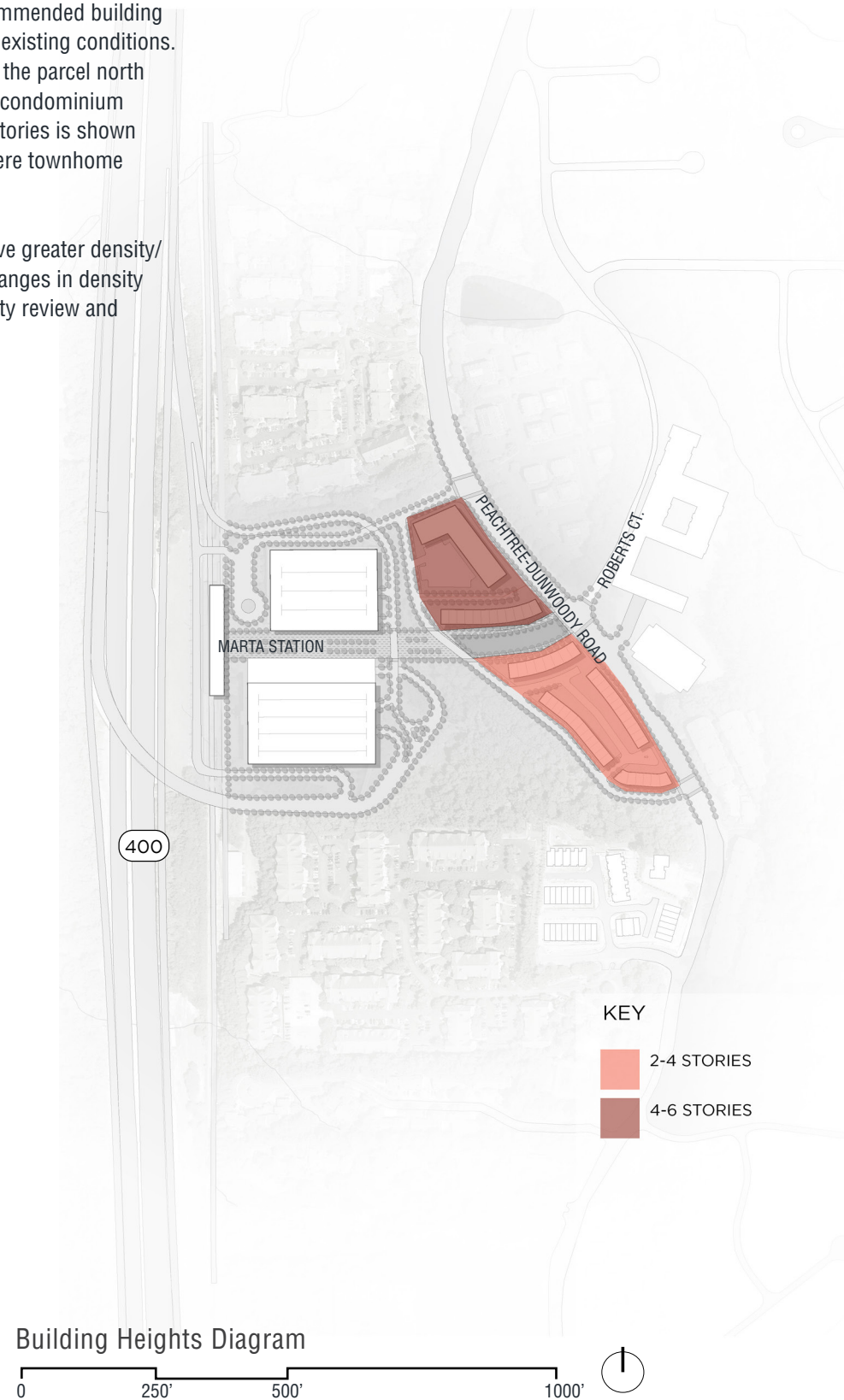


NORTH SPRINGS STATION PLAN ELEMENTS

BUILDING HEIGHTS

The building height strategy sets a range for each development parcel based on recommended building typology and response to adjacent existing conditions. A range of 4-6 stories is shown on the parcel north of the park where a higher-density condominium is recommended. A range of 2-4 stories is shown on the parcel south of the park where townhome development is recommended.

Please note that this area could have greater density/ heights as MARTA evolves. Any changes in density could only be made after careful City review and related plan amendments.



MARTA North Springs Station



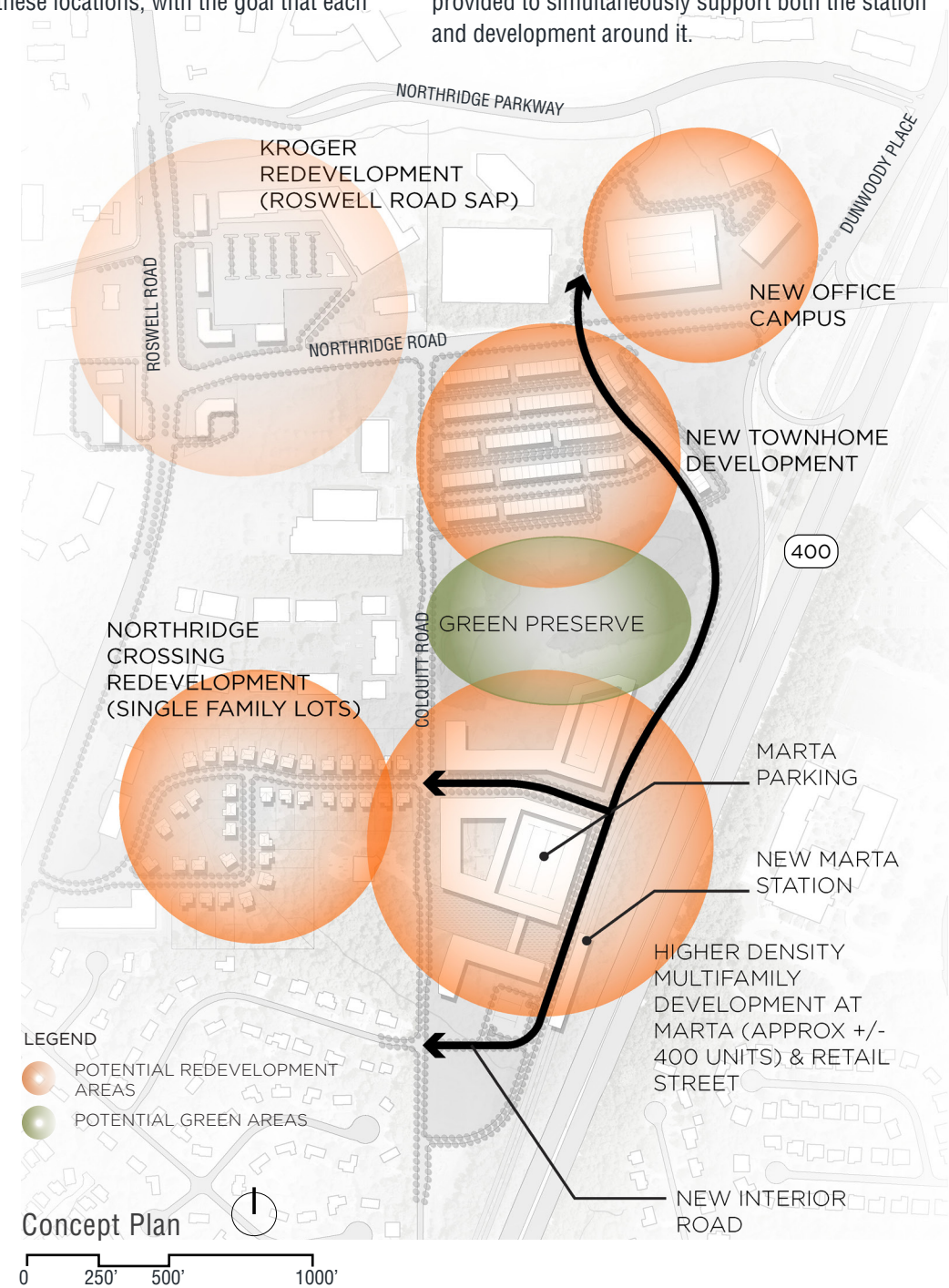
MARTA North Springs Station

FUTURE NORTHRIDGE STATION AREA - OPTION 1

CONCEPT FRAMEWORK

The Future Northridge MARTA station is still in the planning stages. Prior to the beginning of this plan, MARTA and other agencies had begun a site selection and evaluation process as part of the Connect 400 Red Line extension project. This study has proposed two primary options for potential station locations to the west of GA 400 near Northridge Road. This plan has developed planning options to correspond with both of these locations, with the goal that each

location will be able to accommodate a mixed-use transit oriented development strategy for parcels surrounding the station from the outset. This means that the development form would support access to the station in a more urban setting, and that parking for the MARTA stations will be integrated into surrounding building uses allowing potential sharing agreements with MARTA so that parking can be provided to simultaneously support both the station and development around it.

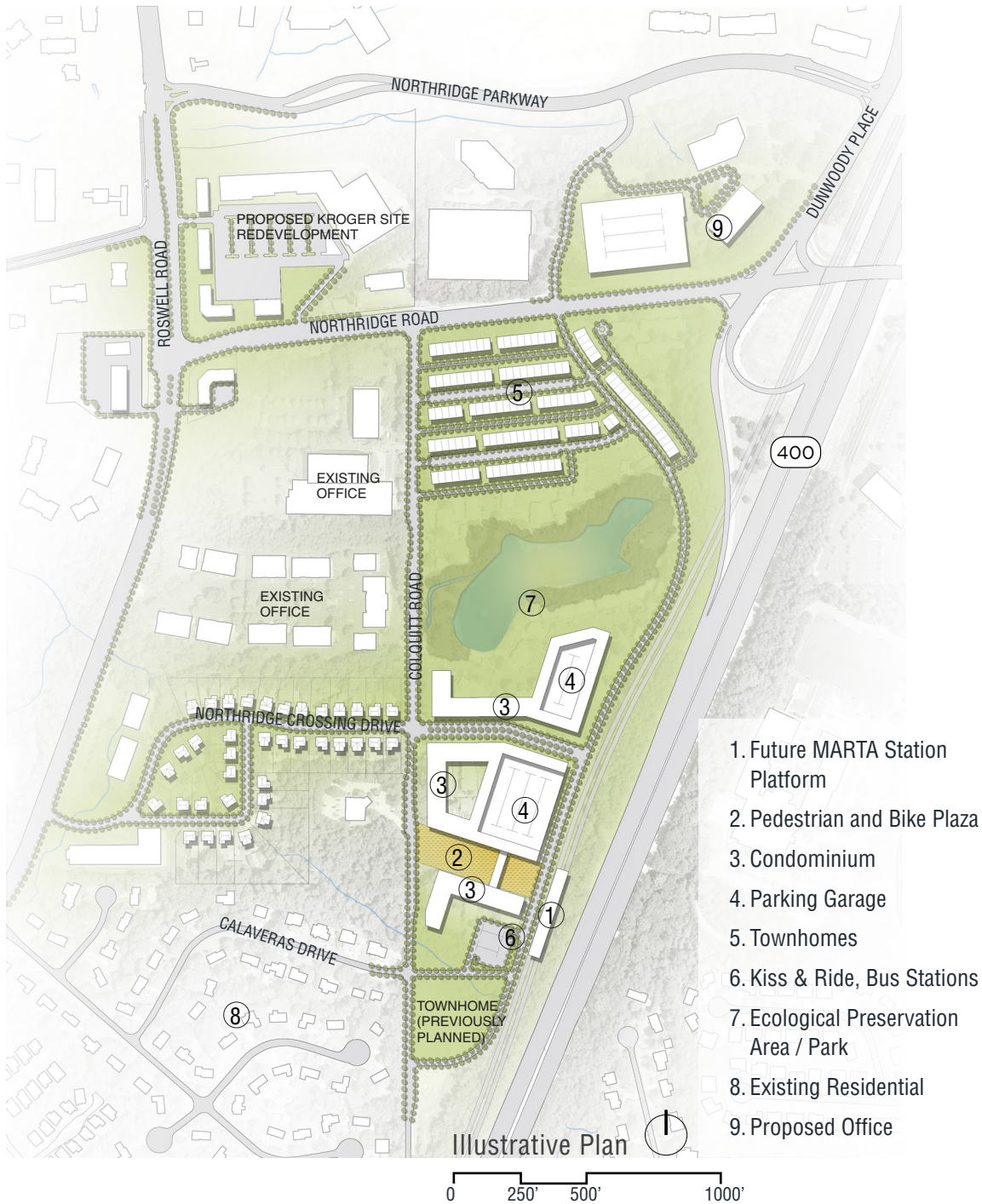


FUTURE NORTHRIDGE STATION AREA - OPTION 1

CONCEPT ILLUSTRATIVE PLAN

The illustrative plan for the future Northridge Station shows an evolution of the Option 1 concept that was shared at community workshops in July 2016. The overall planning strategy remains the same – a new roadway network is planned that provides access to

the MARTA station and to new development parcels west of GA 400. The housing on these parcels will be redeveloped and the existing lake will be retained as the middle of a natural preserve open for neighborhood use.

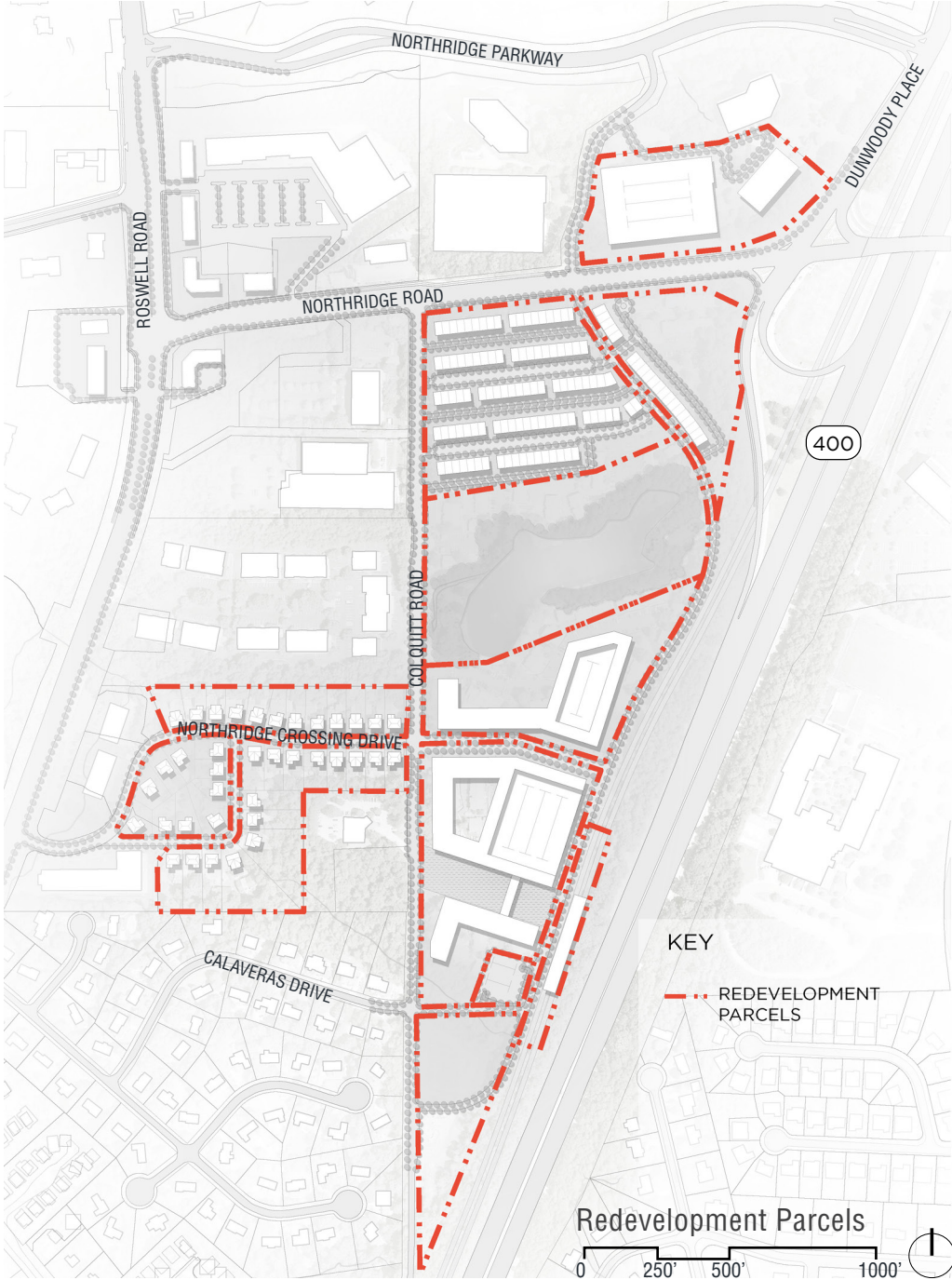


FUTURE NORTHRIDGE STATION AREA - OPTION 1

REDEVELOPMENT PARCELS

Closer to the MARTA station, a mixed-use development with higher density housing will be developed. According to MARTA's Transit Oriented Development Guidelines, Neighborhood Stations consist of "multi-family residential... with retail, restaurant, and service-oriented offices" and low-to mid-rise buildings between 2 and 8 floors in height. The development planned at this location

will be consistent with these guidelines, with community-focused ground level retail planned at the base of multi-family building construction. Though Neighborhood Stations downplay the need for dedicated parking, there may be MARTA parking at this location; if this is the case, building facades should conceal the parking (via building "wrapping") on at least two sides.



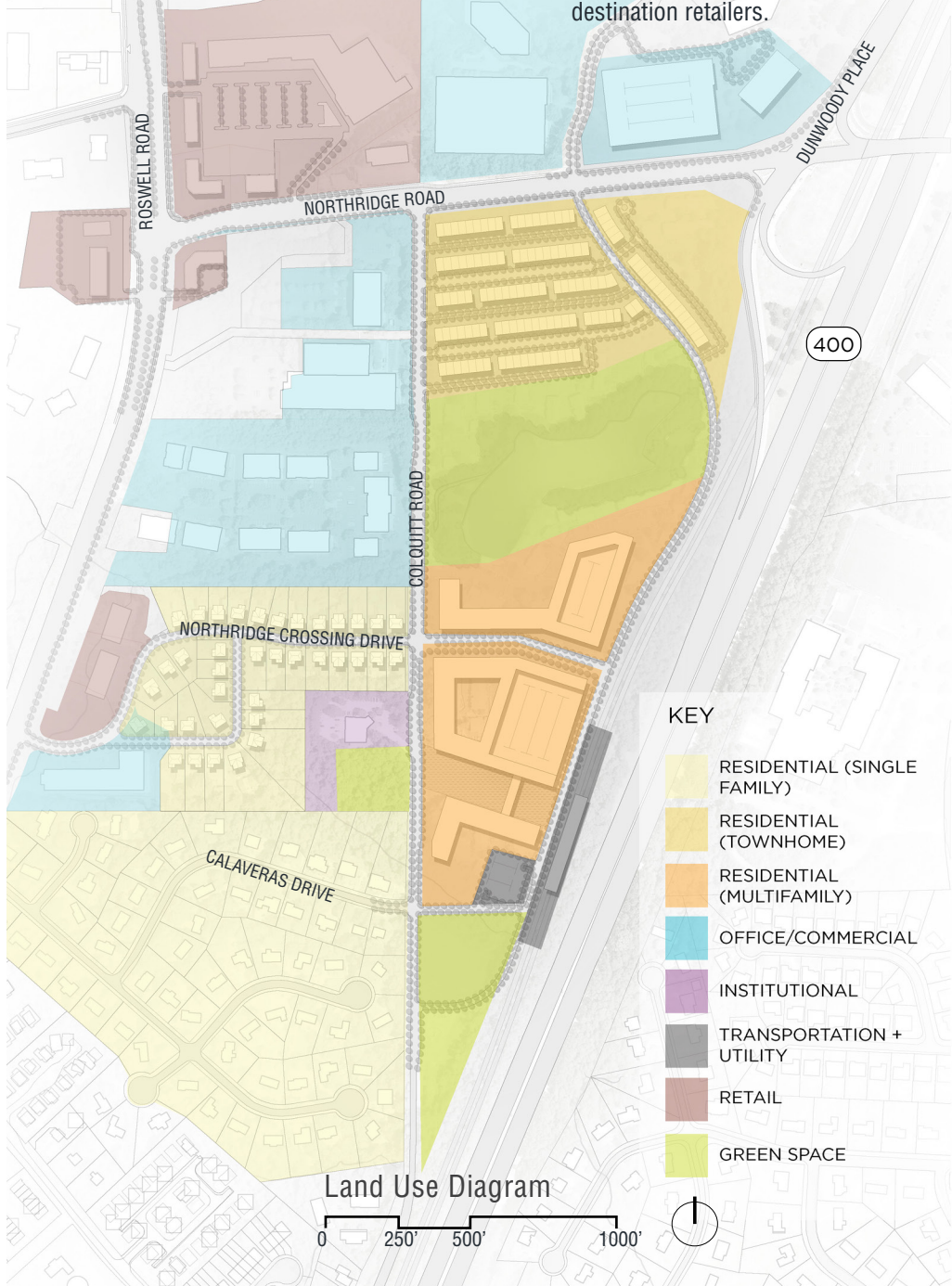
FUTURE NORTHRIDGE STATION AREA - OPTION 1

LAND USE

Land use in this area will be primarily residential, particularly in the parcels south of Northridge Road. A mix of housing types is recommended, including townhomes, single-family homes, and condominium buildings, all emphasizing home ownership. The market study completed for this small area indicated the potential for office demand. This plan proposes accommodating future office north of Northridge Road, on the site of one of the existing office buildings. This may be possible through development of an additional office building where surface parking

exists today, which will likely require development of structured parking.

Due to the site's proximity to the established Roswell Road corridor, demand for stand-alone retail may be low. However, as detailed in the previous pages, community serving retail in the developments closest to the MARTA station would be encouraged. This retail would provide convenience services and goods to local residents and commuters and may help eliminate additional vehicle trips to drive-to destination retailers.

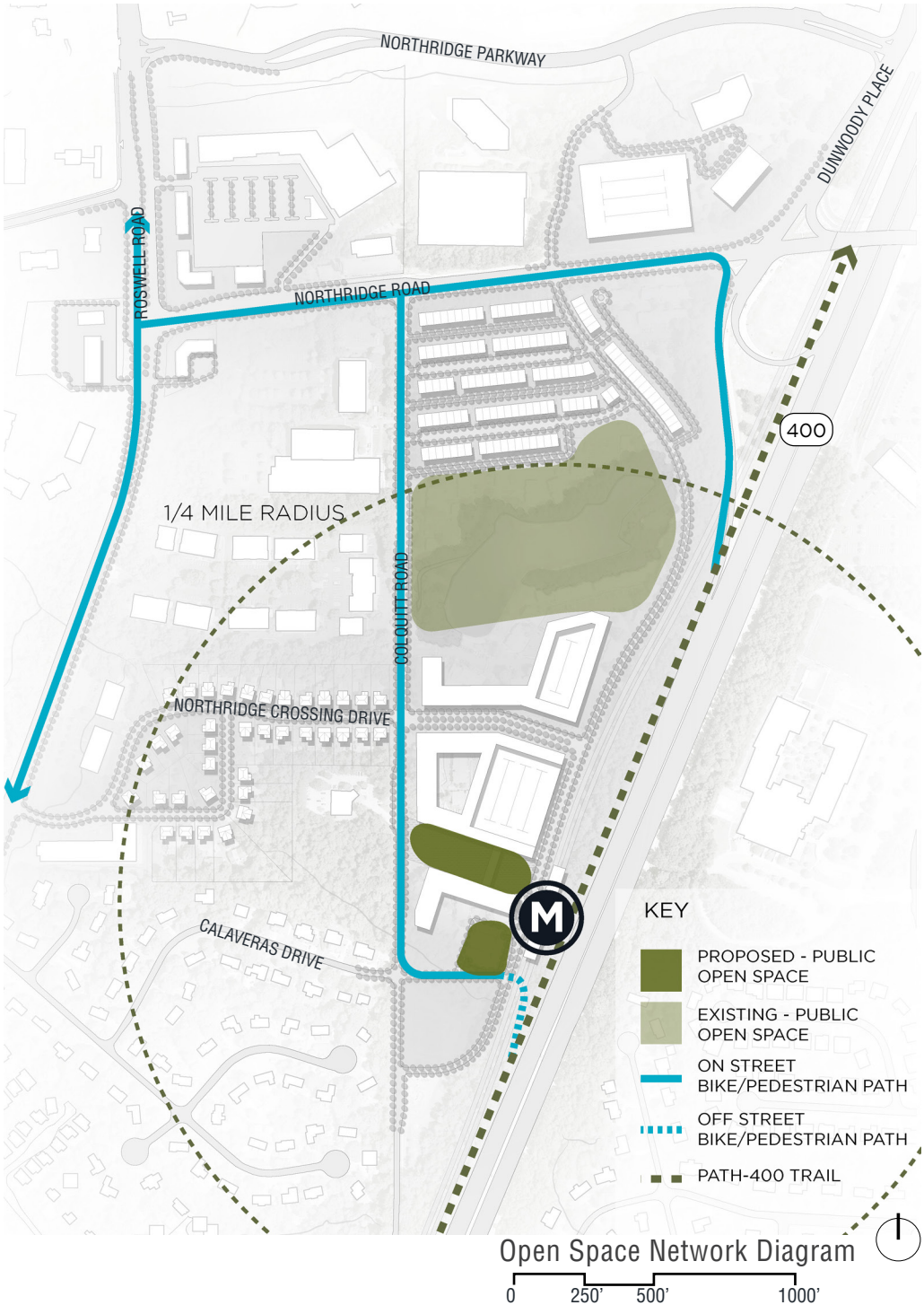


FUTURE NORTHRIDGE STATION AREA - OPTION 1

GREEN/OPEN SPACE, PEDESTRIAN & BIKE NETWORK

The new roadway network planned for the future Northridge MARTA station will provide primary access to the station down Colquitt Road from Northridge Road on the southern side, and then east on a new roadway that extends from Northridge Cross Drive

to a new frontage road that abuts the MARTA tracks. This roadway will be complemented by a secondary access route provided south from Northridge Road and from points further south on Colquitt Road. Access to MARTA parking, bus drop offs and any park and ride functions will be provided by of this new MARTA frontage road. New building entries and



FUTURE NORTHRIDGE STATION AREA - OPTION 1

GREEN/OPEN SPACE, PEDESTRIAN & BIKE NETWORK

primary facades will be located off Colquitt Road and other east/west streets. Though Neighborhood Stations are intended to minimize park and ride functions, the future Northridge Station plan includes a generous turnaround at its southern end, which can also serve as a drop-off for riders exiting from private vehicles.

The PATH400 trail extension is also envisioned run to the west of GA 400, with potential crossover locations from the east identified in the Perimeter Center Small Area Plan (principally at Abernathy Road or by way of a new pedestrian bridge at the North Springs station, which is detailed on page 32 of this plan). It is envisioned that the trail is integrated in some way with the MARTA frontage road, either as a protected bicycle/pedestrian pathway, or as a signed bike lane with sidewalks. Off-street walking paths will be provided through the green area that surrounds the lake.

As MARTA concepts evolve, in cases as and when MARTA rail is elevated, opportunities for a connective linear green space should be explored underneath the elevated rail portions. PATH400 extension should be integrated with the linear green space in such cases and should include pedestrian and bike trails along with amenities including rest areas. Other neighborhood recreation amenities should also be included in the design of such a linear green space and should be well-connected from the adjoining residential neighborhoods.

It is also envisioned that there will be some type of connection (either pedestrian or vehicular) that extends Colquitt Road north, between the existing Northridge Shopping Center/Kroger and office developments, extending the local network to Northridge Parkway.



Multi-Use Path adjacent to Rail, Charlotte NC



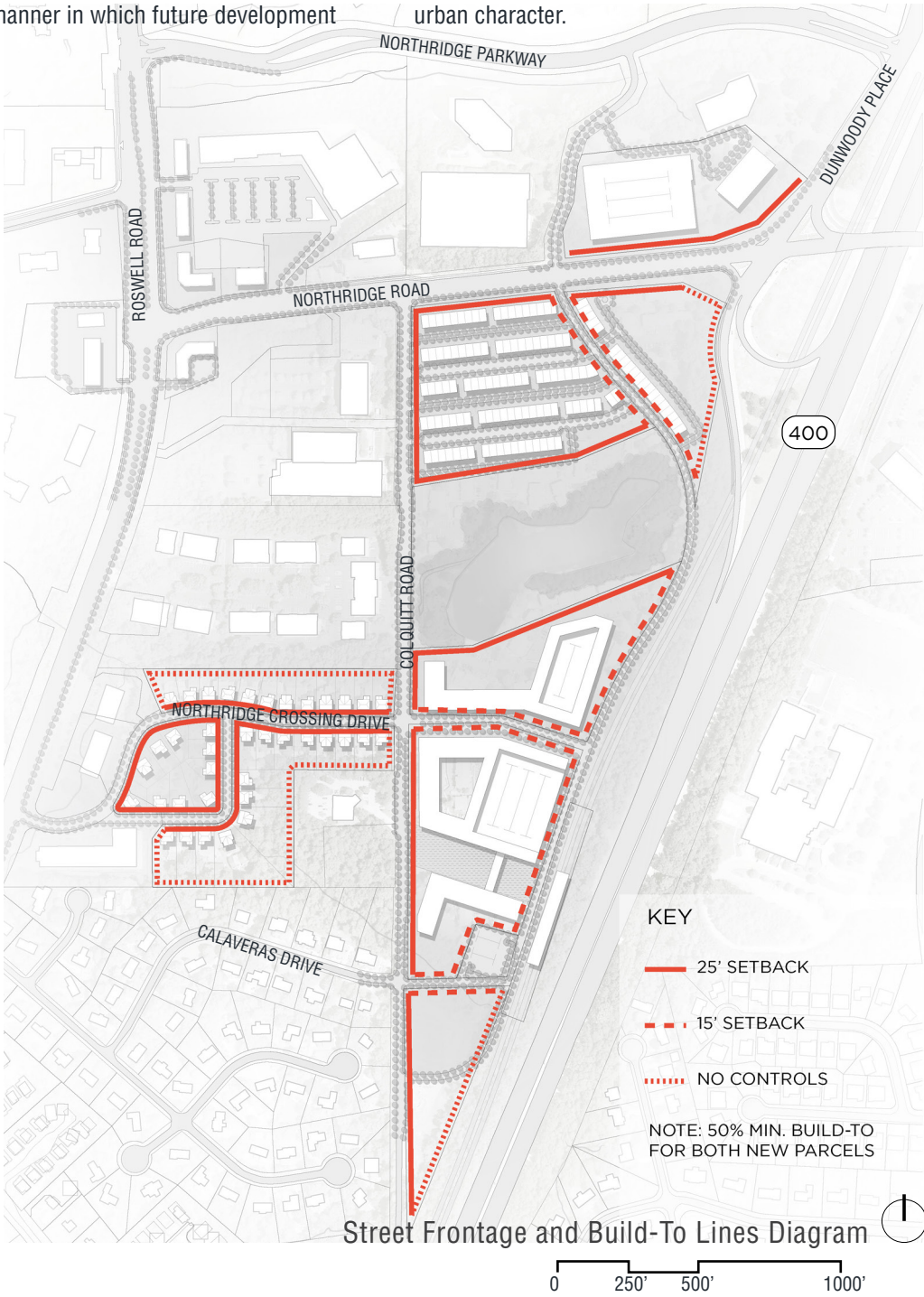
The Underline concept
Multi-Use Path under elevated rail, Miami, FL

FUTURE NORTHRIDGE STATION AREA - OPTION 1

STREET FRONTAGE AND BUILD-TO-LINES

The Future Northridge Station planning area includes a mix of uses and typologies that must respond to various existing conditions. The proposed development parcels are typically large tracts of land that will be further developed with a series of interior private streets. Therefore, in order to provide the most flexibility for future sub-development, this plan recommends a minimum 50% build-to-line for all parcels. The manner in which future development

addresses public streets is further defined by maximum setback lines of either 15', 25', or 30' (no maximum set back). Deeper setbacks along Northridge Road, Colquitt Road, and Northridge Crossing Drive create a buffer along these busy roads, and allow for pedestrian realm improvements. The 15' setbacks along the new internal station roads provide development flexibility while maintaining a more urban character.

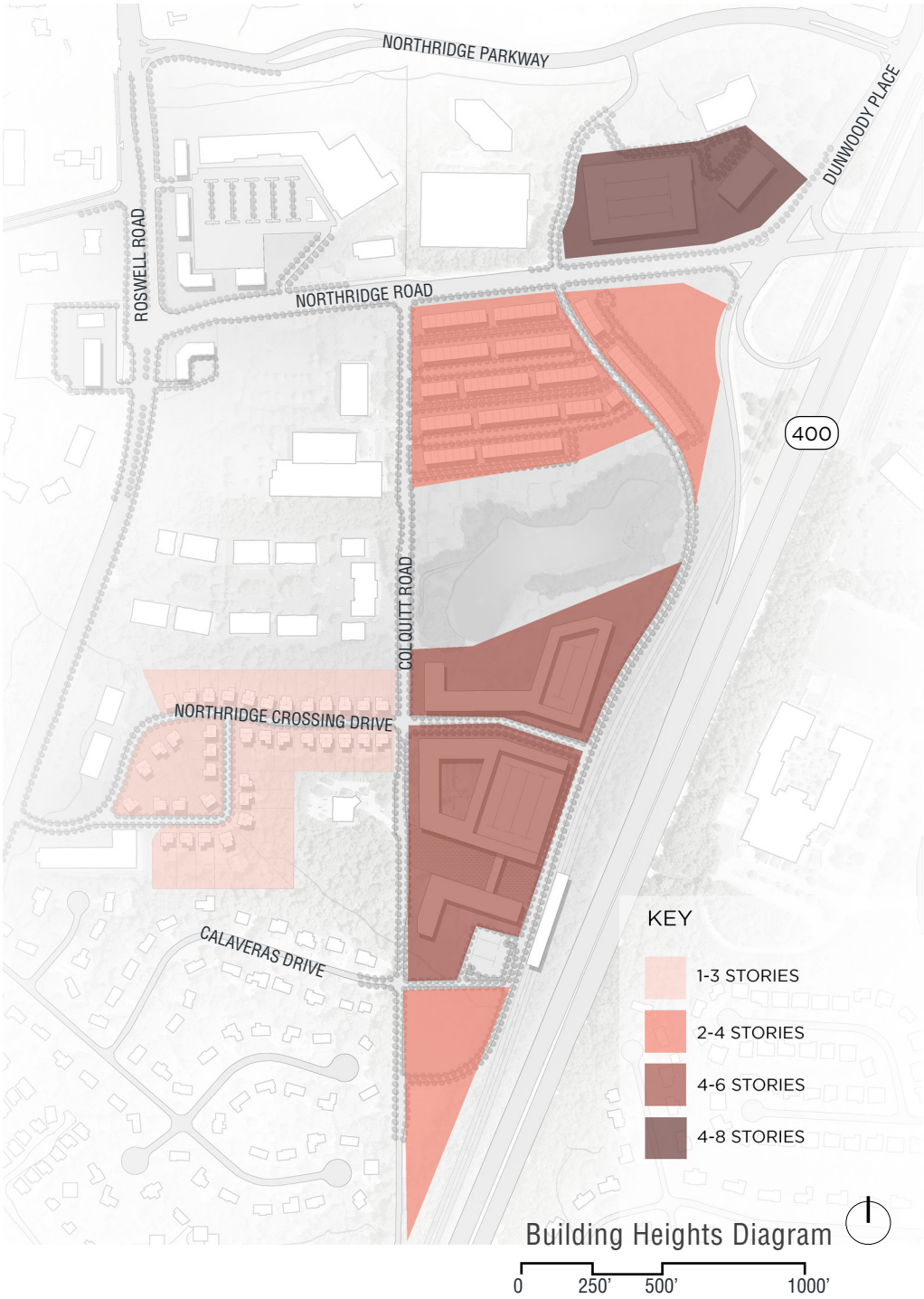


FUTURE NORTHRIDGE STATION AREA - OPTION 1

BUILDING HEIGHTS

The building height strategy sets a range for each development parcel based on recommended building typology and response to adjacent existing conditions. A range of 4-6 stories is shown on the parcels adjacent to the new station where higher-density multifamily buildings are recommended. A range of 2-4 stories is shown to the north and south of the

station area parcels where townhome development is recommended. A range of 1-3 stories is shown on the Northridge Crossing site on the west side of Colquitt Road to accommodate new single-family homes. A range of 4-8 stories is shown on the office parcel north of Northridge Road to allow for a signature building that can be visible from the highway.

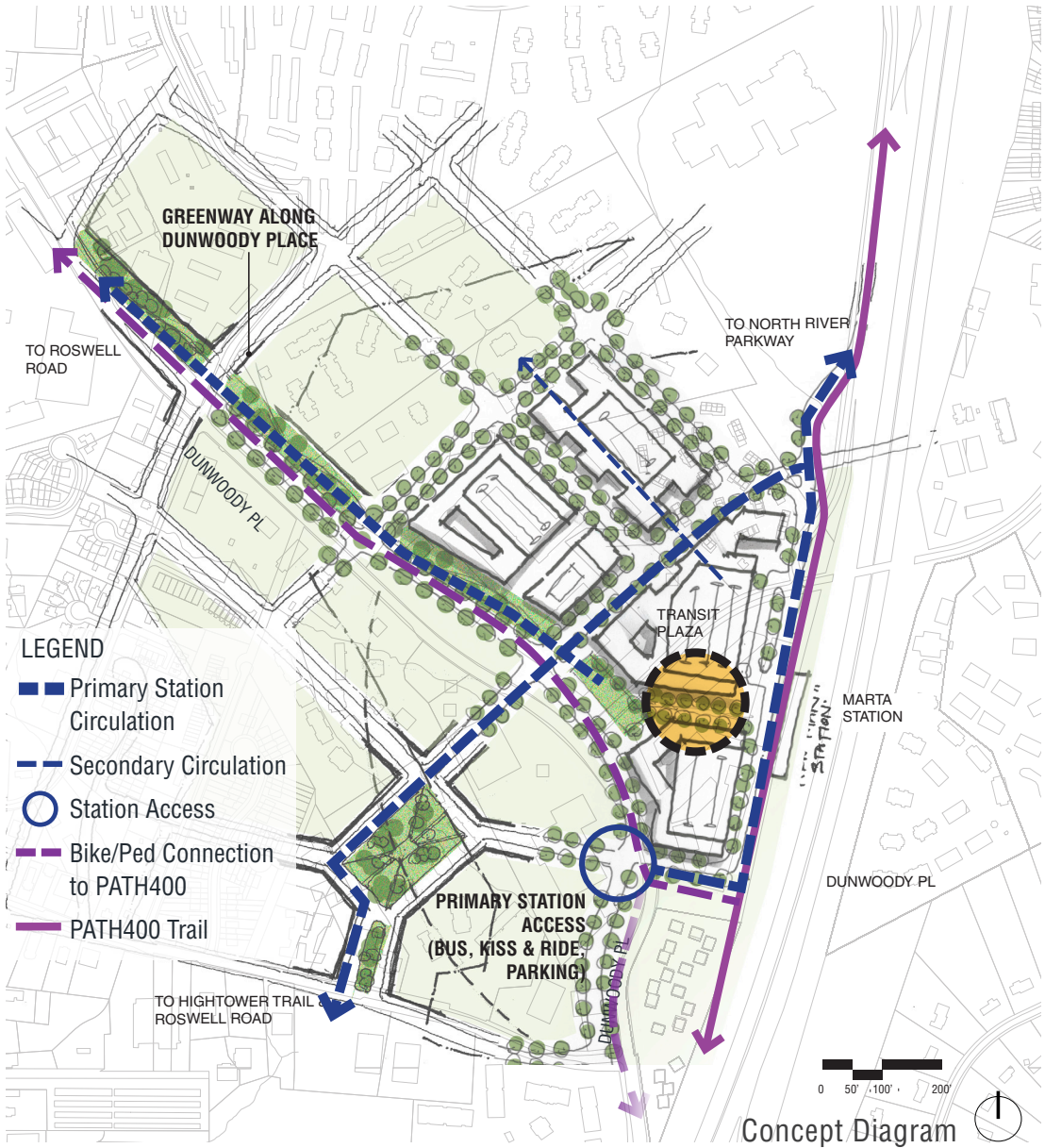


FUTURE NORTHRIDGE STATION AREA - OPTION 2

CONCEPT PLAN

Closer to the MARTA station, a mixed-use development with higher density housing will be developed. According to MARTA's Transit Oriented Development Guidelines, Neighborhood Stations consist of "multi-family residential with retail, restaurant, and service-oriented offices" and low- to mid-rise buildings between 2 and 8

floors in height. The development planned at this location will be consistent with these guidelines, with community-focused ground level retail planned at the base of multi-family building construction. Though Neighborhood Stations downplay the need for dedicated parking, there may be MARTA parking at this location; if this is the case, building facades should wrap the parking on at least two sides.



FUTURE NORTHRIDGE STATION AREA - OPTION 2

LAND USE



PRECEDENT IMAGES



Active Station Area, Arcadia CA



Townhomes at Station Plaza, Richmond CA



Bus Drop-off Plaza, Sparks NV



Multifamily Housing with Integrated Parking, Plano, TX



Housing Adjacent to Platform, Mission Bay, CA



MARTA North Springs Station, Sandy Springs, GA

IMPLEMENTATION

This section consists of the following:

- Design Guidelines for Future Northridge Station Area
- Implementation Matrix



DESIGN GUIDELINES - FUTURE NORTHRIDGE STATION

BUILDINGS

	MIXED-USE RESIDENTIAL (MULTIFAMILY)	TOWMHOMES	SINGLE-FAMILY HOMES
HEIGHT & MASSING	Refer to Diagram on page 47	Refer to Diagram on page 47	Refer to Diagram on page 47
SETBACKS & BUILD-TO LINES	Refer to Diagram on page 46	Refer to Diagram on page 46	Refer to Diagram on page 46
PARKING	<p>Parking shall be accommodated in multi-level decks incorporated into the structure (i.e. not standalone). Parking structures shall be wrapped with residential program, or treated with architectural, or green, screening* (i.e. open decks are prohibited).</p> <p>MARTA commuter parking decks shall be integrated into multifamily residential buildings.</p> <p>Facades of parking structures are prohibited along the pedestrian plaza in front of the MARTA Station in order to create an active station environment.</p>	<p>Off-street parking shall be provided as an integrated garage, or as a freestanding garage to the rear of the towhome lot accessible by the alley. "Front-loaded" garage access shall be prohibited.</p>	<p>Off-street parking shall be provided as an integrated garage, or as a freestanding garage. Driveways within the front yard setback are permitted.</p>

**"Architectural Screening" in terms of openness and material shall be defined in a future, comprehensive set of master developer guidelines for the site.*

DESIGN GUIDELINES - FUTURE NORTHRIDGE STATION

OFFICE	RETAIL
Refer to Diagram on page 47	Retail shall be located on the ground level within mixed-use buildings; preferred location shall face the pedestrian plaza in front of the MARTA station in order to create an active station environment.
Refer to Diagram on page 46	N/A
<p>Parking for the designated office site shall accommodate both the new and existing office buildings.</p> <p>Parking shall be provided as sub-grade or partially sub-grade structures integrated into the primary structure of building ("podium"), or as a standalone structure adjacent to the office buildings.</p> <p>Facades of parking structures facing public roads shall be treated with architectural screening*</p>	Retail parking shall be accommodated within mixed-use structured parking, or on-street where feasible.

DESIGN GUIDELINES - FUTURE NORTHRIDGE STATION

STREETS / STREETSCAPES

	RIGHT-OF-WAY	ACCESS	PARKING
COLQUITT ROAD	Existing	<p>Curb cuts are recommended along the east side of Colquitt Road in order to create an interconnected street network for the proposed townhome community bounded by Northridge Road and Colquitt Road. (Number of proposed curb cuts shall be determined per final layout of townhome development)</p> <p>Curb cuts for Parking & Service Access to multifamily buildings shall be prohibited</p>	On-street parking shall be prohibited.
NORTHRIDGE ROAD	Existing	New curb cuts on the south side of Northridge road shall be prohibited	On-street parking shall be prohibited
INTERNAL ACCESS ROADS (NEW)	Minimum 44’ (includes two drive lanes, and a minimum 12’ zone for pedestrian / shared-use facilities and 6’ tree lawns on either side)	Curb cuts for Parking & Service Access to multifamily buildings shall be permitted	On-street parking shall be permitted where feasible
TOWNHOME STREETS (NEW)	72’ maximum (includes two drive lanes, on-street parking and 12’ zone for pedestrian facilities and 6’ tree lawns on either side)	Access to townhome garages shall be prohibited from addressing streets; garages shall be accessed from rear alleys.	On-street parking shall be required
TOWNHOME ALLEYS (NEW)	16’ minimum to 20’ maximum	Alleys shall provide access to townhome garages	On-street parking shall be prohibited
NORTHRIDGE CROSSING DRIVE	Widen existing right-of-way to create a walkable, single-family neighborhood: 72’ maximum (includes two drive lanes, on-street parking and 12’ zone for pedestrian facility on either side)	Curb cuts for garage access shall be permitted.	On-street parking shall be permitted

DESIGN GUIDELINES - FUTURE NORTHRIDGE STATION

PEDESTRIAN / MULTIMODAL FACILITIES	SPECIAL FEATURES
Pedestrian and bicycle facilities* are recommended on the east side of Colquitt Road in order to create better non-motorized connectivity to the future MARTA station. Where the public right-of-way is limited, such facilities should be developed as a part of the adjacent private development.	<p>Active ground floor uses in mixed-use buildings (lobbies, primary entries, retail & commercial space) are encouraged where feasible.</p> <p>Existing shade trees within and adjacent to the public right-of-way shall be maintained where feasible. If new development requires removal of existing trees, developer shall replace trees to shade pedestrian facilities.</p>
Improved pedestrian and bicycle facilities* are recommended on the south side of Northridge Road in order to create better non-motorized connectivity between the future MARTA station and Roswell Road. Where the public Right-of-Way is limited, such facilities should be developed as a part of the adjacent private development.	Existing shade trees within and adjacent to the public right-of-way shall be maintained where feasible. If new development requires removal of existing trees, developer shall replace trees to shade pedestrian facilities.
A minimum 12’ zone shall be provided for pedestrian / shared-use facilities* on either side of the street within the public right-of-way	<p>Active ground floor uses in mixed-use buildings (lobbies, primary entries, retail & commercial space) are encouraged where feasible</p> <p>A 6’ minimum planting bed for street trees shall be provided within the public right-of-way</p>
A minimum 12’ zone shall be provided for pedestrian facility on either side of the street within the public right-of-way	A 6’ minimum planting bed for street trees shall be provided within the public right-of-way
A 12’ zone shall be provided for pedestrian / shared use facilities on either side of the street within the public right-of-way.	A 6’ minimum planting bed for street trees shall be provided within the public right-of-way.

**Type/configuration of facilities shall determined by a future feasibility/design study.*

IMPLEMENTATION MATRIX

NORTH SPRINGS MARTA STATION AREA

RECOMMENDATIONS	ACTIONS	RESPONSIBLE PARTIES	TIMELINE
DEVELOP LAND EAST OF STATION ALONG PEACHTREE-DUNWOODY ROAD AS "TRANSIT VILLAGE" RESIDENTIAL NEIGHBORHOOD	Re-zone/entitle MARTA-owned property for appropriate uses & density to incentivize development	City of Sandy Springs Planning & Zoning, MARTA	1-3 years
	Work with MARTA to issue solicitation for qualified developers to submit proposals for development of property; developer selection	MARTA, City of Sandy Springs Economic Development	1-3 years
	Execute Land Transfer Agreement based on approved concept plan & financing structure	MARTA, public & private stakeholder committee	1+ years (after development proposal creation)
	Standard Plan Review, Design & Construction	City of Sandy Springs Planning & Zoning, Private Developer(s)	2+ years (after development proposal creation)
	Implementation Track 1: Public Sector Initiative		
IMPROVE PUBLIC REALM & PROMOTE PEDESTRIAN/BIKE CONNECTIVITY TO STATION	Issue RFP for feasibility study of bike/ped bridge over GA 400	MARTA, GDOT	1-3 years
	Design & Construction	MARTA, GDOT	3-6+ years
	Study need for pedestrian improvements at new & existing intersections	MARTA, City of Sandy Springs Department of Public Works	1-3 years
	Design & Construction	MARTA, City of Sandy Springs Department of Public Works	3-6+ years
	Issue RFP for Landscape Design of pedestrian plaza and garage façade improvements	MARTA	1-3 years
	Design & Construction	MARTA	3-6+ years

IMPLEMENTATION MATRIX

NORTH SPRINGS MARTA STATION AREA

RECOMMENDATIONS	ACTIONS	RESPONSIBLE PARTIES	TIMELINE
PROTECT THE NATURAL RESOURCE OF THE EXISTING STREAM CORRIDOR ADJACENT TO THE STATION, PROVIDE ENHANCED GREEN SPACE FOR THE LARGER NEIGHBORHOOD	Implementation Track 2: Public-Private Partnership		
	Re-zone/entitle MARTA-owned property as protected from development	City of Sandy Springs Planning & Zoning, MARTA	1-3 years
	Require provision of neighborhood green space as condition of Land Transfer agreement with residential developer	MARTA, public & private stakeholder committee	3-6 years
	Standard Plan Review, Design & Construction	City of Sandy Springs Planning & Zoning, Private Developer(s)	3-6+ years

IMPLEMENTATION MATRIX

FUTURE NORTHRIDGE MARTA STATION AREA

RECOMMENDATIONS	ACTIONS	RESPONSIBLE PARTIES	TIMELINE
DEVELOP THE MARTA STATION AS PART OF AN INTEGRATED MIXED-USE DEVELOPMENT, WITH A VARIETY OF RESIDENTIAL AND COMMUNITY SERVING RETAIL WITHIN WALKING DISTANCE	Engage current property owners of proposed site ("Lakes at Northridge") to determine potential development tracks:	MARTA, City of Sandy Springs (City Manager, Economic Development), current property owners	1-3 years
	Track 1: Current owner takes on incentivized redevelopment of property, potentially through formation of public-private partnership with COSS and/ or MARTA	MARTA, City of Sandy Springs (City Manager, Economic Development), current property owners	3-6 years
	Track 2: Formation of public-private partnership with third-party developer to acquire land from current owners; including solicitation process of third party	MARTA, City of Sandy Springs (City Manager, Economic Development), current property owners/third party developers	3-6 years
	If Track 2, Execute Land Transfer Agreement based on approved concept plan & financing structure	MARTA, public & private stakeholder committee	3-6 years
	Design & Construction	Private Developer(s)	6-9+ years
INTEGRATE A FUTURE PATH400 EXTENSION WITH A NEW STREET NETWORK THAT ACCESSES THE NEW STATION	Implementation Track 1: Public Sector Initiative		
	Upon selection of preferred development track, engage GDOT during early site design phases to coordinate PATH400 requirements	Private Developer, MARTA, GDOT	6-9+ years
	NOTES		
	* Timelines are notional and reflect consultants' best estimation of completion within the plan's 10 year time-frame. Actual durations depend on respective agencies' available funds and ability to align action items with capital improvement budgets.		
	** Northridge station strategy depends on MARTA's final selection of preferred station location		



APPENDIX

This section consists of the following:

- Image Credits



IMAGE CREDITS

Pg. 4
<http://business.blog.myaajc.com/2016/05/14/solving-the-last-mile-connectivity-issue-in-central-perimeter/>

Pg. 12
(Top) Bing Maps
(Bottom) Google street view

Pg. 13
(Top) Bing Maps
(Center) SSPC Flickr

Pg. 14
<http://business.blog.myaajc.com/2016/05/14/solving-the-last-mile-connectivity-issue-in-central-perimeter/>

Pg. 16
Source Unknown

Pg. 17
Google street view

Pg. 19
(Top) Source Unknown
(Bottom Left) Bing Maps
(Bottom Right) Google street view

Pg. 20
Source unknown

Pg. 21
Google street view

Pg. 24
https://commons.wikimedia.org/wiki/File:Lindbergh_Station.jpg

Pg. 26
<http://tebarco.com/2016/02/marta-north-springs-rail-station/>

Pg. 30
(Top Left) <http://www.mparchitects.com/site/sites/default/files/images/Del-Mar-01.jpg>
(Top Right) <https://ibiartwestpalm.wordpress.com/2015/03/02/development-idea-parking-garage-public-art/>
(Center Left) <https://nextstl.com/2011/05/its-time-to-invest-in-parking-garages/>
(Center Right) <http://cowelco.com/parking-structures.html>
(Bottom) <http://www.brambleton.com/listings/knutson-modern-4-level-elevator-townhomes/>

Pg. 37
(Top) https://i.redditmedia.com/s-N_mrNYW5vOCdd41luxsQWobUpRUon6MS0cMwkpfxA.jpg?w=320&s=1a6b7f25bab3e2f1aae217c3054526d4
(Bottom) <http://www.walshgroup.com/ourexperience/transportation/transit/martanorthspringsstation.html>

Pg. 45
(Bottom Left) Source unknown
(Bottom Right) <https://www.theunderline.org/>

Pg. 50
(Top) <https://boyonabike.wordpress.com/tag/el-monte-bus-station/>
(Center Left) <http://www.pgadesign.com/urban-design/bart-richmond-intermodal-transit-plaza.php>
(Center Right) <http://www.designworkshop.com/projects/centennial-plaza.html>
(Bottom Left) <http://www.transit-oriented.com/?p=90>
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<http://www.nycsubway.org/perl/show?47953>

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<http://www.ajc.com/news/local-govt--politics/georgia-election-results-voters-embrace-trump-and-isakson-reject-amendment/1x7Z2vzAOwmN7C1cKlj0aN/>

Pg. 61
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