

PERIMETER CENTER

SMALL AREA PLAN

Sandy Springs, Georgia

DECEMBER 2016



The Perimeter Center 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 a re-imagined Perimeter Center.



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VISION

The largest employment center in the southeast, the Perimeter Center will be positioned to thrive in the future as it is transformed into a **vibrant and connected live-work district**. While retaining its employment focus, the area is reimagined as a mixed-use district with high-quality housing and amenities to support its businesses and medical center. An expanded street network and new public spaces will knit the Perimeter Center together into a cohesive and connected district that supports a range of transportation choices, including **better integration of the area's MARTA stations with its surrounding uses**. The Perimeter Center will continue to attract and sustain premier employers in an environment that encourages more area employees to live closer to their places of work. This plan provides for increased mixed-use residential offerings and unique public open spaces which create the demand for pedestrian-oriented, neighborhood-serving businesses – the cafes, restaurants, and specialty shops that create a “24-7” vitality.

A **centerpiece of the vision is transforming Peachtree-Dunwoody Road into a pedestrian- and bicycle-friendly urban boulevard and “Smart Street”** with a linear green space along its length. The Smart Street will connect the Perimeter Center along its central spine while supporting a range of transportation alternatives.

PRIORITY ACTIONS

- Develop a new multi-functional greenway and “Smart Street” along Peachtree-Dunwoody Road between Abernathy Road and Hammond Drive as a public amenity for new residents, and as a signature feature of Perimeter Center
- Create a connected street and block network of right-sized development parcels, interconnected secondary streets, and public spaces
- Establish multi-modal connectivity
- Replace underutilized commercial properties with more compact higher-density mixed-uses, specifically around the MARTA stations
- Provide a range of housing choices that are within comfortable walking distance to transit and employment
- Enhance Hammond Drive corridor with regional transit access connecting Perimeter Center with City Springs and Powers Ferry
- Develop “overbuild” park at the Johnson Ferry Road overpass above GA 400
- Set programs and policies in place to reduce peak-period commuting volumes on major thoroughfares by 10 percent by 2025.

BACKGROUND

CHALLENGES

Perimeter Center is one of the largest business centers in the region. It has a great location and MARTA connection, but lacks multimodal connectivity to the rest of the district. While the population of Perimeter Center surges during the workday, the district lacks the mix of uses—especially housing and related amenities—to maximize transit infrastructure and support a live-work environment where employees can opt to live closer to work. Additionally, employers, Perimeter Connects TMA and regional transportation agencies need to remove barriers to reach change in commuting behavior in the area.

OPPORTUNITIES

The Perimeter Center area will remain a thriving and diversified employment center while transitioning over time to a greater mix of land uses, including a larger and more varied choice of housing options, in order to create a “live-work” environment. In addition, the area plan includes a connected, multimodal transportation network that maximizes travel by transit, walking, and bicycling. The plan provides an expanded street network, better integration of walking and bicycling facilities, and improved connections to the area’s MARTA stations. The creation of a finer-grained street network will result in smaller blocks and human-scale buildings that enhance and define area streetscapes and the overall pedestrian experience.

The plan has been inspired by an active community outreach process, lessons learned from previous plans and best practices from cities across the nation.

Note: The boundaries of the Perimeter Center Small Area Plan do not correspond with the boundaries of the Perimeter Community Improvement Districts, which is a taxing district.

COMMUNITY ENGAGEMENT PROCESS

KICK-OFF

City Council
City Staff

INFORMATION GATHERING

Advisory Committee
Council, Mayor, Planning Commission, City Manager

IDEA GENERATION

City Staff
PCID Board
PCID Staff



CONCEPTUALIZATION

City Council
Advisory Committee
Public Workshop



PLAN DEVELOPMENT

PCID Board
Stakeholders (Chamber of Commerce, Millennial Focus Group)
City Staff

FINAL PLAN

City Council
Advisory Committee
Community Meeting



ADOPTION

City Council

2015

JUL

AUG

OCT

2016

JAN

MAR

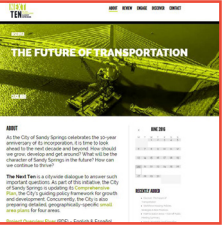
JUL-NOV

DEC '16

FEB '17

OUTREACH TOOLS

Website



Social Media



Online Polls



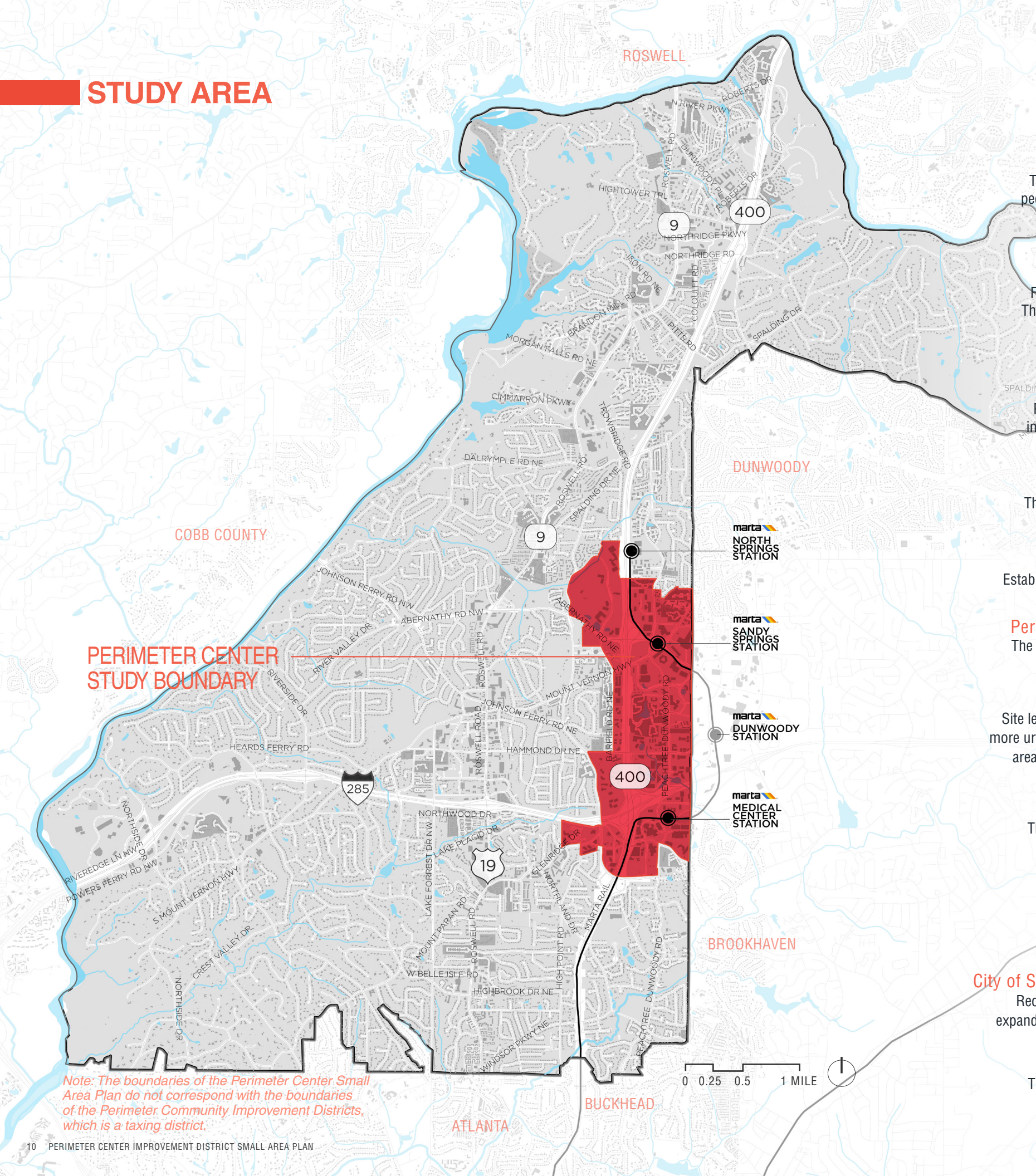
Mobile Workshops



Festivals



STUDY AREA



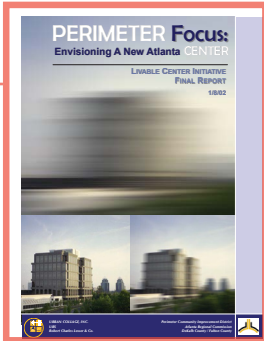
PERIMETER CENTER STUDY BOUNDARY

Note: The boundaries of the Perimeter Center Small Area Plan do not correspond with the boundaries of the Perimeter Community Improvement Districts, which is a taxing district.

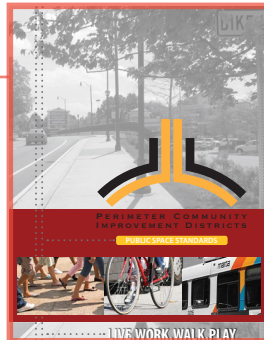
PREVIOUS PLANS & RECOMMENDATIONS

- PERIMETER Focus: Envisioning a New Atlanta CENTER (LCI)**
 The Plan aimed at increasing mobility for all modes of transportation, particularly pedestrian accessibility, and identified critical connections encouraging a future of transit-oriented development in the vicinity of the Dunwoody MARTA Station.
- PERIMETER Focus: Envisioning a New Atlanta CENTER (LCI)**
 Furthered goals of the original plan and expanded the land use vision for the area. The vision calls for "Transit Villages" centered on the MARTA stations, high-density mixed-use areas in the rest of the district, and transitional zones that protect existing single-family home neighborhoods.
- Recreation and Parks Master Plan 2030**
 Promotes the development of neighborhood-scale and community-scale parks to increase facility access, and identifies specific improvements to existing parks and potential acquisition of new park land.
- Sandy Springs Comprehensive Plan**
 The plan recommends a live/work and dense residential environment for Perimeter Center including transportation improvements to promote walking and biking.
- Sandy Springs Transportation Master Plan**
 Established a guiding principal for PCID of "park once and circulate", which promote a walkable and bikeable environment.
- Perimeter @ The Center – Future Focus (2011 LCI 10-Year Update)**
 The Plan includes ten projects intended to continue Perimeter's transformation into a livable mixed-use community within the City.
- Dunwoody MARTA Connectivity Improvements**
 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.
- PCID Commuter Trail System Master Plan**
 The plan promotes improved pedestrian and bicycle transportation within PCID by focusing on connectivity from workplaces to the MARTA stations.
- PCID Circulator Implementation Plan**
 The plan recommends seven small bus or van transit routes that provide connectivity between key destinations in the PCID, such as Marta stations, employment centers, and retail centers.
- City of Sandy Springs Bicycle, Pedestrian and Trail Implementation Plan**
 Recommends improving connectivity between neighborhoods and destinations, and expanding existing bicycle and pedestrian infrastructure. PCID is identified as a primary destination in the city.
- Perimeter Traffic Operations Program**
 The plan studied optimization and maintenance of traffic signals throughout PCID.

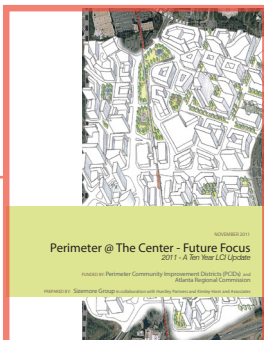
2002



2005



2007



2007

2008

2011

2011

2012



2013

2014

2014

ASSETS TO BUILD ON



LEADING **REGIONAL CENTER** **OF SOUTHEAST**

Perimeter Mall
Big box centers
Hospitality Services - hotels



COLLECTION OF **ELITE** **CORPORATIONS**

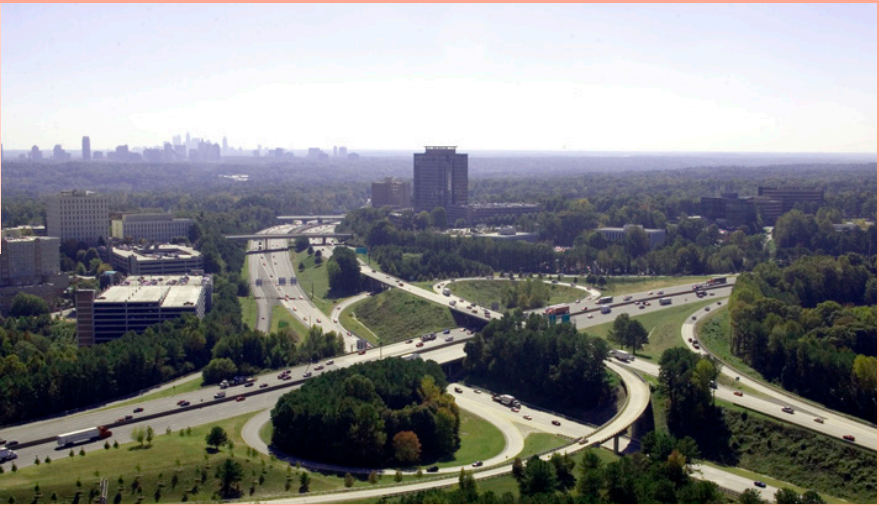
Fortune 500 companies (eg., Mercedes
HQ, Cox, UPS, Veratic, etc.
29-million-square feet of office space



LARGEST **REGIONAL MEDICAL** **CENTER**

Medical
Three hospitals
40% of Atlanta metro area's hospital beds

ASSETS TO BUILD ON



EXCELLENT **LOCATION**

Close to Atlanta airport
Metro Atlanta is a key gateway for global
business
Highway access - I-285, GA 400
equidistant to 75 to West, 85 to East



HIGH-QUALITY REGIONAL **TRANSIT SERVICE**

Four MARTA rail stations in the area with
three in Sandy Springs
Two GRTA routes with direct Perimeter
service with more future service being
added



BURGEONING **TECHNOLOGICAL SECTOR**

Information security for processing financial
transactions (eg., Air Watch, First Data, Dell
Secureworks, etc.)
Employs young and educated workforce



PERIMETER CENTER TODAY

MARKET UNDERSTANDING

STRENGTHS

- City's most valuable office, retail, hotel and multifamily location
- Strong area identity
- Regional employment core
- Adjacent to regional shopping destinations
- MARTA rail station

CHALLENGES


- Congestion could drive away tenants and residents
- Mobility of office tenants
- Remain relevant as an office destination with a large amount of campus-style development
- Connecting to ultimate destinations from major points of entry to the district (such as freeway interchanges, parking on the edges of the district, or MARTA rail stations or GRTA Xpress commuter bus stops)

OPPORTUNITIES


- Better access and walkability to MARTA would make it a more attractive commute option with last mile connectivity
- Continued evolution of PCID as a world-class office destination
- Addition of more residential to create a truly mixed-use environment, including housing to attract a younger demographic
- Take advantage of several major transportation improvements such as potential extension of PATH400, managed lanes project, etc.



POPULATION
 **4,152**

HOUSEHOLD
 **44%** OWNERS

56% RENTERS

MEDIAN AGE
 **38.3**

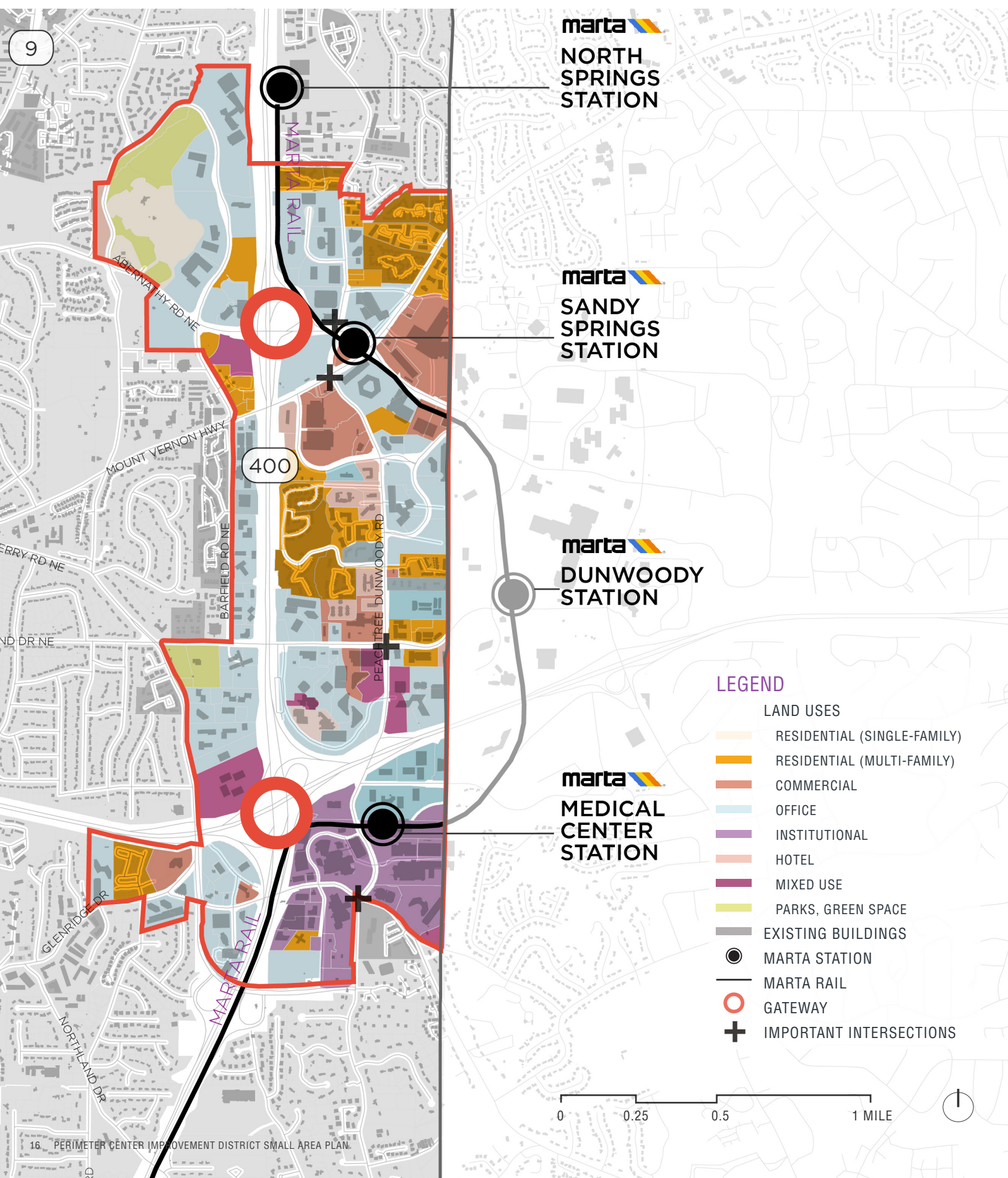
MEDIAN HOUSEHOLD INCOME
 **\$75,625**

MEDIAN HOUSEHOLD SIZE
 **1.77**

MEDIAN HOME VALUE
 **\$333,446**

Data has been generated based on the boundary shown on page 10
Source: RCLCO Small Area Plan Market Analysis, 2010 Census, 2015 Census Estimates, ESRI (2015), CoStar (2015)

EXISTING LAND USE



PHYSICAL CHARACTER



TRANSPORTATION

CIRCULATION AND ACCESS

The Perimeter Center district is one of the largest employment and retail districts in the Atlanta region and, by conventionally accepted measures, has the greatest number of jobs of any of Atlanta's major business districts — approximately 130,000, with approximately 90,000 of these in the City of Sandy Springs alone. Although the larger Perimeter Center area is served by four MARTA stations (three in Sandy Springs), automobiles remain the dominant form of travel, both for work-based commutes and for non-work trips to shopping, residences and other destinations in the district.

This generates a high volume of vehicle traffic through the district, which relies on a limited network of streets to distribute traffic to other parts of Sandy Springs and the region. More notably, however, this surface street network is constrained through access to the regional freeway system, and congestion on GA 400 and I-285 cause traffic to queue back onto the local street network. The PCIDs representing the overall Perimeter Center area have invested significant resources and effort over the last 20 years in managing traffic congestion as the district has grown and have been successful in leveraging CID funding to help attract State and Federal funds for major transportation improvements.

However, the Perimeter Center district is at a turning point—traffic congestion continues to be a major challenge for employers and area residents, and the district's success as an office market in the overall Atlanta region faces increasing competition from other similar business and employment centers. PCID has recognized this challenge and taken steps to offer travel alternatives, encourage use of public transit for commuting, and work directly with individual employers and member organizations to develop customized programs that encourage employees to use travel and commute alternatives to driving alone that go beyond transit.

This is a key element of PCID's continued success, and the transportation approaches outlined in this Small Area Plan represent the contributions that the City of Sandy Springs can make to this overall effort.

TRANSPORTATION

REGIONAL ACCESS

Presently, according to observed traffic counts and modeled estimates from the Atlanta Regional Commission's travel demand model, over 120,000 vehicles enter the Perimeter Center district on an average weekday from primary points of entry, with the points with highest volumes being on Abernathy Road at the GA 400 interchange, Peachtree-Dunwoody Road, and Hammond Drive from east of the district in Dunwoody. Although it is outside of the City of Sandy Springs, Ashford-Dunwoody Road is the entry point with the single greatest volumes in the overall district, with over 28,000 vehicles entering on a typical weekday, and this traffic distributes onto the Perimeter Center street network, creating impacts to both Sandy Springs and Dunwoody streets. In typical peak hours of commuting, intersections throughout the district handle as many as 5,200 vehicles per peak hour of travel, and the district's street network is limited to ten major intersections that process the vast majority of this traffic.

As mentioned previously, congestion on the freeway system compounds surface street congestion, as many of these channels of access to the district are also surface streets with interchanges at GA 400 or I-285. This points to a larger traffic challenge outside of the control of PCID and the City of Sandy Springs, and emphasizes the importance of developing travel alternatives for the Perimeter Center district to preserve its competitive position as a real estate market in the Atlanta region. Regional modeling estimates, however, that a significant portion (around 25 percent) of vehicles entering the district may carry more than one passenger, and the area's suite of MARTA rail stations offers grade-separated rapid transit travel to the City of Atlanta and surrounding communities.



REGIONAL ACCESS

VEHICLES AND COMMUTERS

Regional travel modeling, informed by regional travel surveys and traffic data collection efforts, estimates that of the vehicles traveling into the Perimeter Center district from major entry points, as many as 25 percent are carrying more than one passenger. Continuing to promote ridesharing and other means of increasing the personal mobility of the PCID area is a key strategy of the small area plan.

Corridor	Vehicles Entering	Drive-Alone Vehicles
Abernathy Road (at GA 400)	26,000	19,500
Peachtree-Dunwoody Road (from points north)	6,500	4,000
Mount Vernon (from Dunwoody)	13,000	11,000
Mount Vernon (from points west)	6,300	4,200
Hammond Drive (from points west and GA 400)	17,300	14,000
Johnson Ferry Road (from points east)	12,500	11,000
Peachtree-Dunwoody Road (from points south)	10,500	8,000
Perimeter Summit Parkway	4,000	3,000
Ashford-Dunwoody Road (at I-285)	28,500	20,000
I-285 via Glenridge Connector	11,300	8,400
I-285 via Peachtree-Dunwoody	13,900	10,300
GA 400 via Glenridge Connector	13,300	10,000
TOTAL AT THESE POINTS	163,100	123,400

Data Source: Atlanta Regional Commission travel demand forecasting model, 2015

ALTERNATIVE MODES OF CONNECTION

In spite of these high volumes of traffic, the Perimeter Center district is connected to other parts of the Atlanta region through MARTA rail transit, several local MARTA bus routes, and the GRTA Xpress commuter bus service. Although only two GRTA routes serve the Perimeter Center area today, GRTA plans to introduce additional service, providing direct connections to the district from both north and south within the Atlanta region.



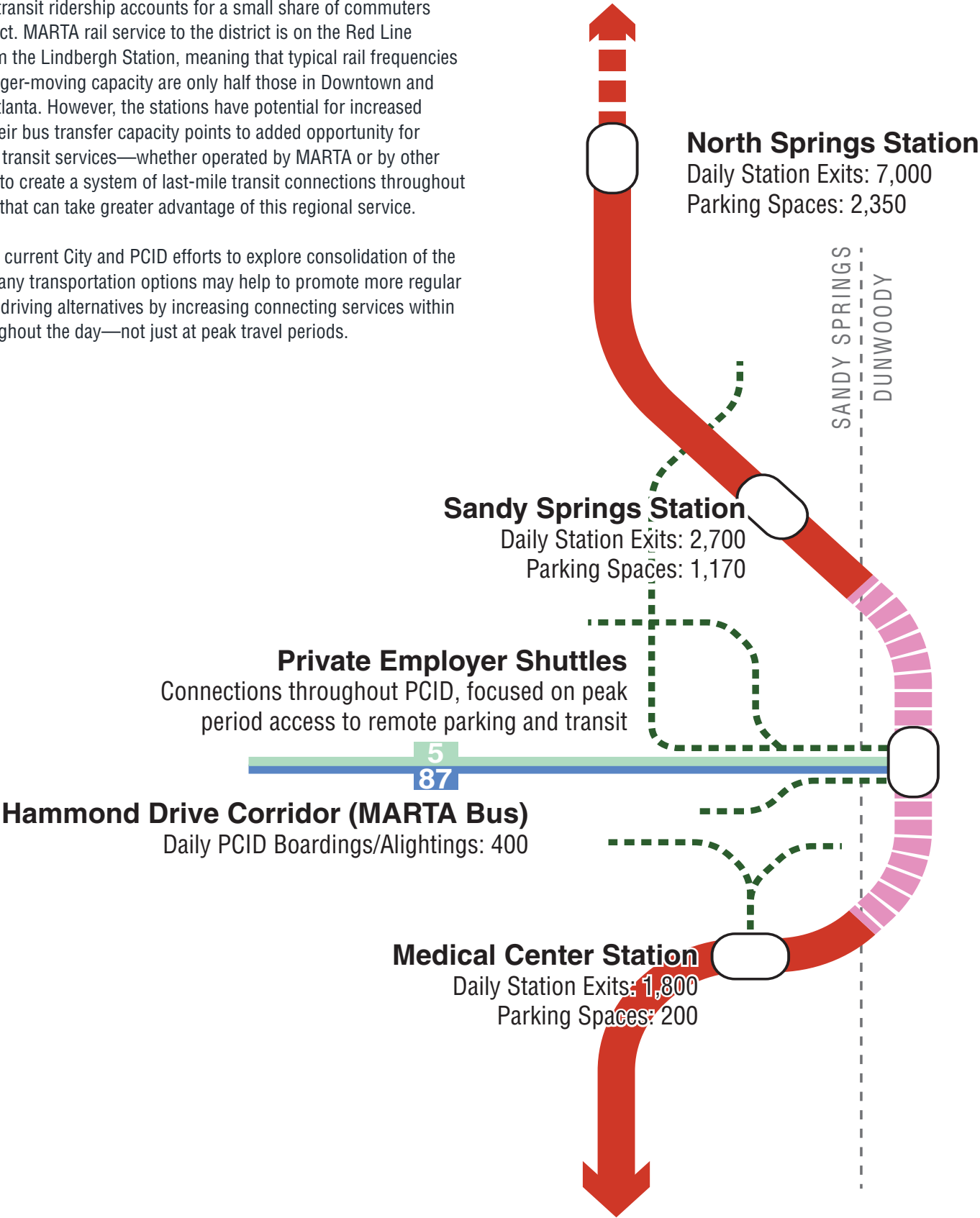
LEGEND

- Traffic Flow at Major Point
- MARTA Rail and Station
- Park
- PCID Boundary

ALTERNATIVE MODES OF CONNECTION

Combined transit ridership accounts for a small share of commuters in the district. MARTA rail service to the district is on the Red Line branch from the Lindbergh Station, meaning that typical rail frequencies and passenger-moving capacity are only half those in Downtown and Midtown Atlanta. However, the stations have potential for increased use, and their bus transfer capacity points to added opportunity for connecting transit services—whether operated by MARTA or by other agencies—to create a system of last-mile transit connections throughout the district that can take greater advantage of this regional service.

In addition, current City and PCID efforts to explore consolidation of the district's many transportation options may help to promote more regular use of non-driving alternatives by increasing connecting services within PCID throughout the day—not just at peak travel periods.



THE PLAN

Today's Perimeter Center has a number of existing strengths, including a thriving and diversified employment base (i.e., corporate headquarters, hospitals and supporting medical offices) and proximity to transit (the GA 400 and I-285 corridors, as well as three MARTA stations). At the same time, these strengths provide key challenges for future development. Office uses, particularly those in the northern portion of the Perimeter Center and areas to the east, are the source of peak hour traffic conditions in and through the area, as a high percentage of employees rely on personal vehicles for commuting to their workplaces. The MARTA stations, though located within walking distance of major employment areas, do not capture the commuters who live longer distances east and west of Perimeter Center, as the MARTA network serves only Fulton and Dekalb counties and its rail rapid transit in the Perimeter Center area connects primarily in a southern direction to central Atlanta.

The Small Area Plan envisions a **Perimeter Center that diversifies potential land uses, providing opportunities for people to both live and work in the area.** In this plan, **Peachtree-Dunwoody Road** is developed as a high-capacity main street for Perimeter Center, with a **greenway that provides improved pedestrian and bicycle options for residents and workers.** This will aid in providing an increased number of attractive, non-vehicular options for connecting the places where people live and work. Improvements to Peachtree-Dunwoody Road, along with the creation of a secondary street network, will help support a more regularized street grid with more frequent intersections, providing additional ways to move in and around the district.

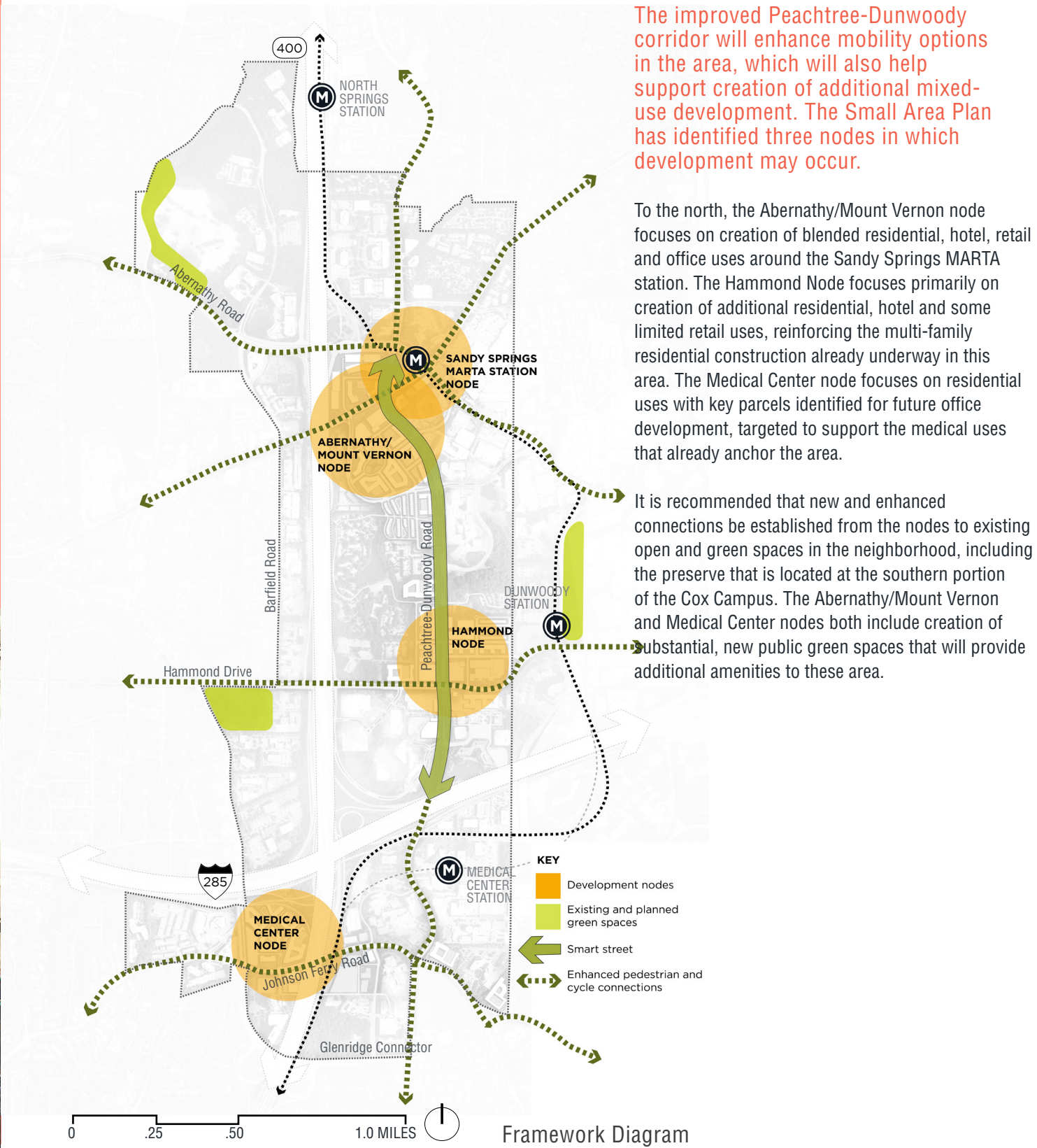


CONCEPT THEMES

- Reinvent Peachtree-Dunwoody Road as a “Smart Street” with enhanced pedestrian and bicycle connections and green amenities.
- Improve Perimeter Center’s last-mile connectivity options from MARTA stations and other major points of arrival, reducing the need to drive to all destinations in the district and helping to manage traffic congestion on its surface street network.
- Strengthen options for short trips in the district to be made by travel modes other than driving, such as enhancing street network, advancing the implementation of the PCIDs’ bicycle and pedestrian plan, and providing crossings of existing barriers such as Georgia 400.
- Promote a greater number of mixed uses within Perimeter Center that will reinforce live and work environment in the district, thus reducing the stress associated with commuting.
- Create an enhanced community identity for the mixed-use neighborhoods with amenities and spaces appropriate for residential users such as pocket parks, neighborhood scale retail, and recreational facilities.
- Reinforce the human scale in creation of new streets and developments, bringing context to pedestrian experience by designing buildings along the major corridors that help define the urban realm.



CONCEPT FRAMEWORK

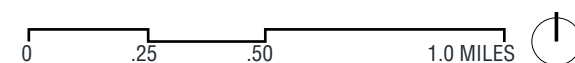


THE CONCEPT



As an improved and critical corridor for movement, Peachtree-Dunwoody Road will form a backbone for Perimeter Center, and can be thought of as a “Smart Street” that can provide places for people to be more connected – both electronically and socially.

The Peachtree-Dunwoody corridor will be transformed into a ‘smart’ street/place through four categories of interventions: technology, environment, transportation, and social interaction. Technology could be incorporated in the corridor through the use of building-mounted responsive signage that displays live statistics about a building’s energy performance, such as the amount of power being generated by photo-voltaic panels and returned to the grid. Such signage may also provide public announcements about local news and events, and could even have interactive components that allow users to input data and receive real-time information about transit or wayfinding. Beacons that track user movements and modes could help analyze how people move through and use urban spaces, helping create places that are safer and more responsive to user needs. Community kiosks along the greenway could provide opportunities for local companies to showcase their own smart technologies. Environmentally, the corridor will be designed to maximize stormwater capture and slow or defer flow of water to storm sewers, through use of bioswales and other natural retention systems. Smart transportation solutions could include district-wide parking management strategies and inclusion of real-time information displays systems, with roadway traffic messages and transit information at bus stops. Smart social interventions are likely to be lower-tech, focused around programming and provision public amenities to build social capital and improve resident and worker interaction and ownership of public spaces.



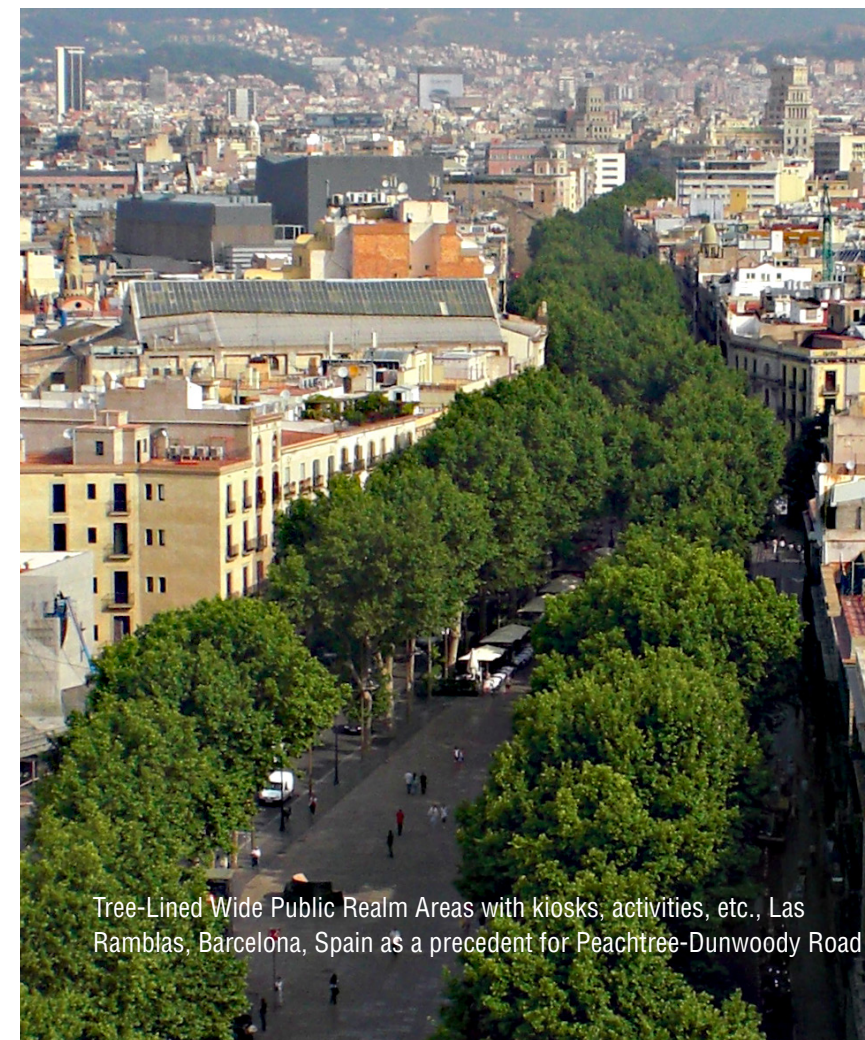
THE CONCEPT

Realizing the Smart Street

A process for realizing the Smart Street has been itemized in the Implementation Matrix. The first step in this process is initiation of a corridor study which will assess the physical configuration of the Smart Street in detail and evaluate the costs and benefits of specific smart solutions. This study should also evaluate the methods through which the Peachtree-Dunwoody Smart Street can be funded and constructed. At this time, two potential paths have been identified. The first path will be through private development; individual property owners will improve the individual sections of the corridor incrementally as properties are redeveloped. The second may be through a more concentrated effort, coordinated with local and regional stakeholders, where properties are purchased and developed into a Smart Street at one time.

The Peachtree-Dunwoody Smart Street will run north from Hammond Drive and terminate at the intersection of Peachtree-Dunwoody and Abernathy Roads. To the north and south of these intersections, rights-of-way limit the creation of additional greenways, but the opportunity for improved bicycle and pedestrian ways exist.

At the south end of Perimeter Center, the area to the west of the Medical Center Station MARTA has been identified as another zone for integration of potential mixed use. At this location, improving pedestrian connections across GA 400 are important. In order to accomplish this, an overbuild park has been envisioned that will connect residential development to the west of GA 400 to the medical center employment center and MARTA. This overbuild park will provide an attractive amenity to both residents and workers, and will have the ability to provide a green gateway to Sandy Springs, for those traveling north on GA 400.



Tree-Lined Wide Public Realm Areas with kiosks, activities, etc., Las Ramblas, Barcelona, Spain as a precedent for Peachtree-Dunwoody Road



Elements within “Smart Street” may include Interactive Kiosks

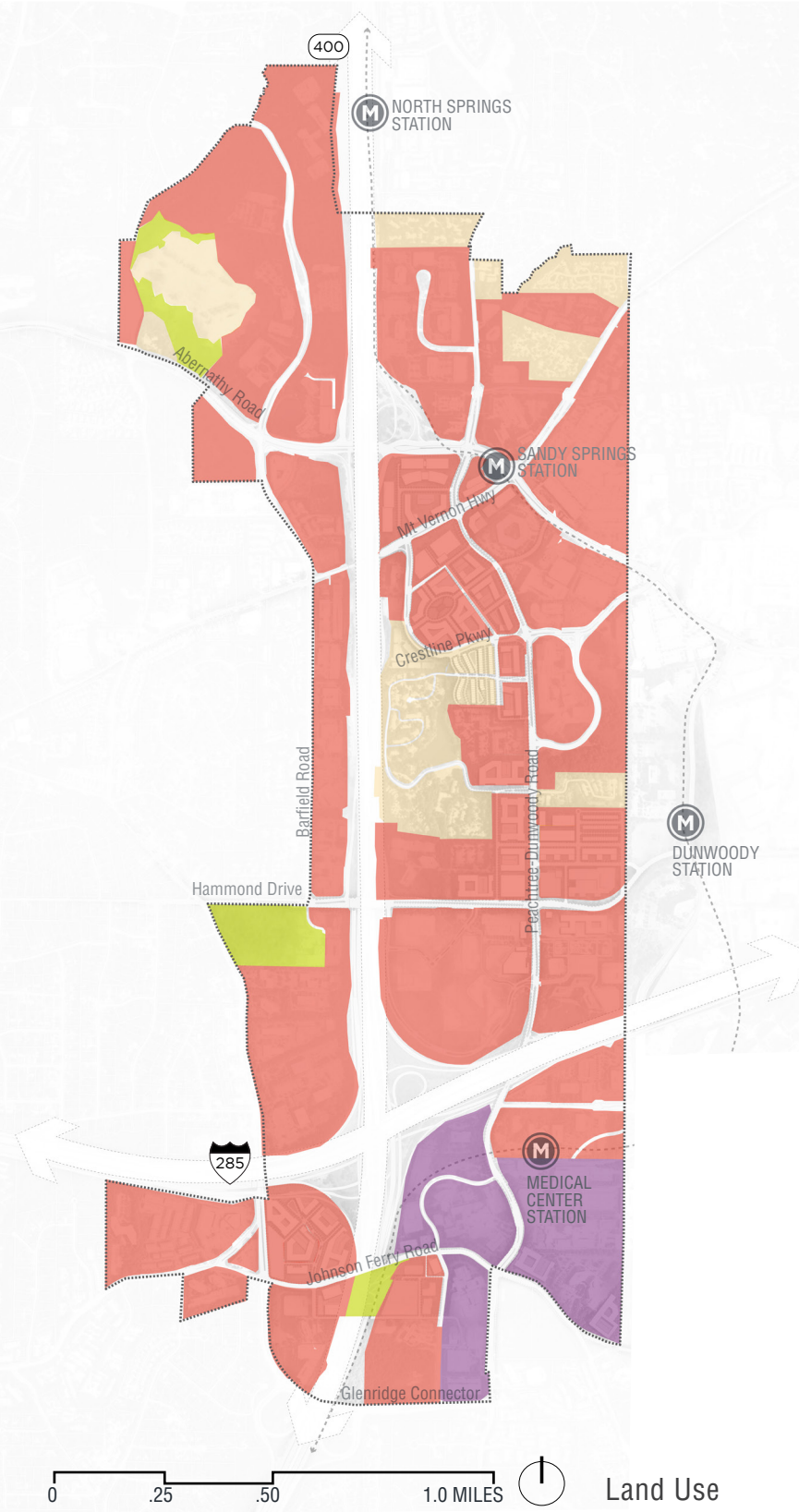
LAND USE

CREATE A MIX OF LAND USES

The land use distribution strategy for Perimeter Center reflects the district's stated goal to promote a variety of land uses while identifying and preserving stable residential and institutional developments.

The land use map has been simplified to include four major categories: single-use residential, single-use institutional, mixed-use, and green space. The mixed-use category is broadly-defined to include commercial office, retail, and higher-density residential offerings in order to provide the greatest amount of flexibility within both new and existing development areas. The enhanced variety of the new mixed-use zones promotes blocks with multiple uses that create a more diverse, walkable urban environment.

Information on building heights, build-to-lines, parking and locations of active street frontages begin on page 40.



GREEN/OPEN SPACE

PROMOTE A NETWORK OF GREEN/OPEN SPACES

The natural and open space diagram has two layers of information – it outlines the open spaces, as well as the important connections between green spaces.

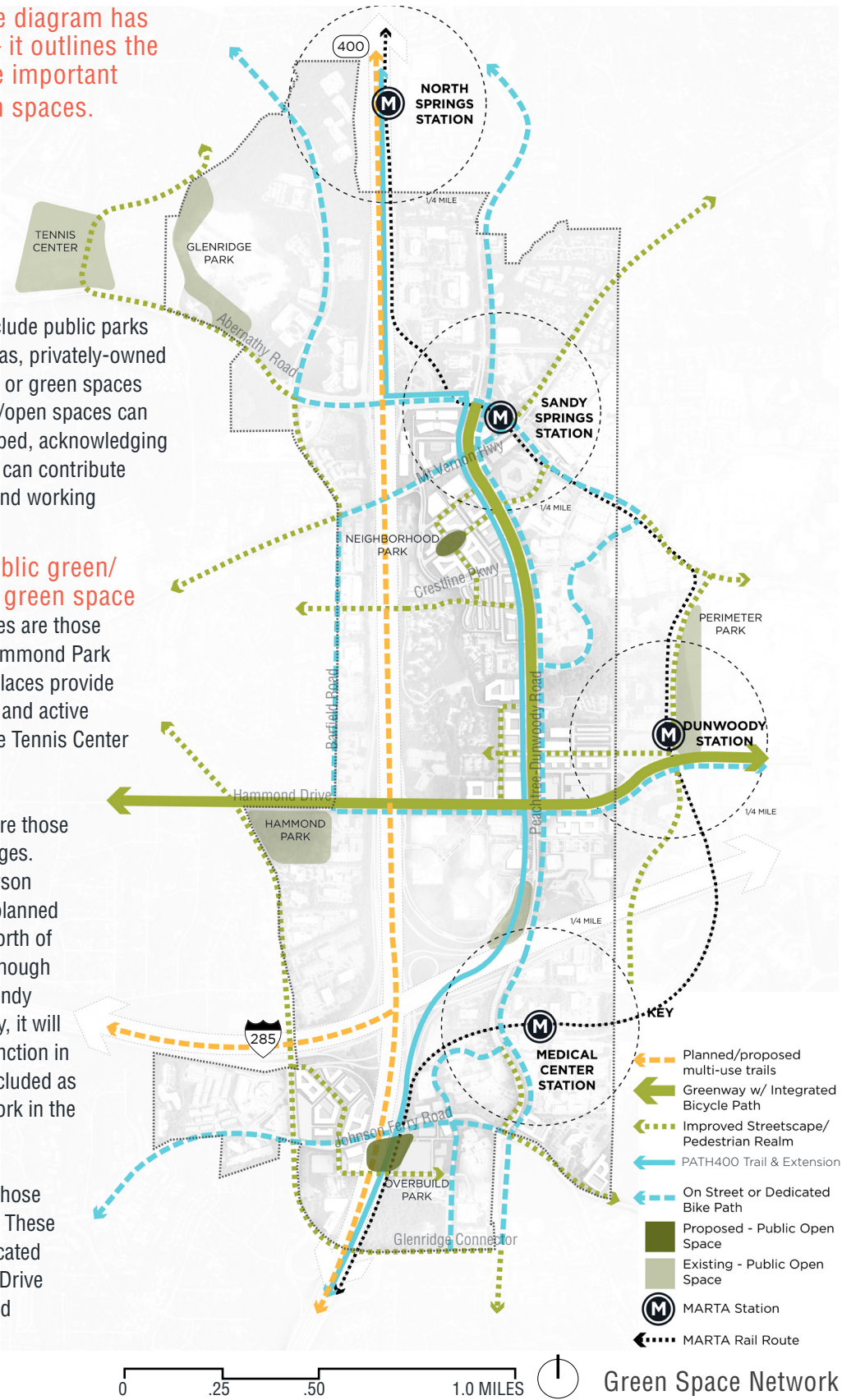
Green Space

The phrase “green space” refers to any contiguous open area, intended for public use or open to a public right-of-way that residents and workers can enjoy. In Perimeter Center, these may include public parks and plazas, outdoor recreation areas, privately-owned public spaces, such as open areas or green spaces within office developments. Green/open spaces can be natural, landscaped or hardscaped, acknowledging that each of these types of spaces can contribute in different ways to quality living and working environments.

There are three types of public green/open spaces shown on the green space diagram. The first types of spaces are those that exist today. These include: Hammond Park and Tennis Center. Each of these places provide different opportunities for passive and active recreation. Hammond Park and the Tennis Center are currently open to the public.

The second type of green spaces are those that are already in the planning stages. These include: Ashton Woods/Mayson Preserve and the Perimeter Park, planned to span the MARTA tracks at the north of the Dunwoody MARTA Station. Although Perimeter Park is outside of the Sandy Springs Perimeter Center boundary, it will provide an important recreation function in the neighborhood and has been included as part of the green/open space network in the plan.

The third type of open spaces are those introduced in this Small Area Plan. These include: the Neighborhood Park located near the intersection of Abernathy Drive and Peachtree-Dunwoody Road and



the Overbuild Park in the Medical Center area. The Neighborhood Park is intended to be a quiet and protected location, supporting residents of the multi-family and townhouse developments that are envisioned in the Abernathy/Mount Vernon development node. Tree-lined and bucolic, the Neighborhood Park is envisioned to be landscaped, with primarily passive recreational opportunities, perhaps including a dog run and playground, if space permits. The Overbuild Park is envisioned to span over GA 400, and will combine landscape and hardscape elements. The portion of the park that spans over the highway is intended to be entirely open to the sky and will be buffered from the highway by roads on either side – to the north, the existing Johnson Ferry Road, and to the south, a new road created as part of the overbuild. The Overbuild Park will not only create a bridge with programmable green spaces connecting the medical center to west of GA 400 but also provide a park amenity to the medical center area as well as potential residential, office and retail areas west of GA 400.

Connections

In addition to more formal green/open spaces, the Small Area Plan promotes the addition and improvement of existing streetscapes to promote more pleasant pedestrian and bicycle conditions. Currently, there are plans for the PATH400 trail to extend north from its Buckhead terminus to I-285, where GDOT’s design for the I-285/GA 400 interchange include a crossing for the trail to continue northward. The open space diagram shows the PATH400 trail extending further north, aligned in the new greenway created at the west side of Peachtree-Dunwoody Road, before turning west on Abernathy Road with a further alignment yet to be determined. In addition, on-street or dedicated bike paths are shown through the district. The location of these bike paths reinforces plans outlined as part of the PCID Commuter Trail System Master Plan and City of Sandy Springs Bicycle, Pedestrian, and Trail Implementation Plan.

Another layer of connective green spaces shown are areas of improved streetscape and pedestrian realm. Many of these coincide with locations of proposed streets and new development. Others are envisioned along existing roadways, in order to provide better connections to and through planned developments.

PUBLIC REALM AND STREETScape

CREATE A ROBUST PUBLIC REALM

Streetscape elements proposed in this plan are intended to coordinate with the public realm infrastructure already in place in Perimeter Center. This includes: paving and intersection treatment, landscaping, street furniture, and lighting. With the addition of a secondary roadway network, a number of new intersections have been planned. Generally, it is anticipated that these intersections will follow the guidelines for “Balanced Intersections” and “Frequent Pedestrian Intersections” as outlined in the current Perimeter Public Space Standards. New development will also need to comply with the pavement standards for intersections and sidewalks, including use of accent pavers.

Landscaping will need to meet or exceed the Public Space Standards. Street trees will be planted 40’ on center, with planting matching the tree species and sizing criteria outlined. Continuous landscape planting strips will be 5’ wide, minimum. Spacing of plantings at medians will be 15’ on center.

Street lighting will match the Public Space Standards, and will employ a combination of higher street lights to illuminate roadways and lower pedestrian lights along sidewalks and off-street sidepaths. Street furniture will also meet the standards, however the retail kiosks in the greenway to the west of Peachtree-Dunwoody Road are not currently captured as part of the existing street furniture set. While pre-manufactured kiosks are available, it is envisioned that these buildings should be designed as temporary, pavilion-type structures, which can be evaluated on a case-by-case basis.



Wide Public Realm Area, Esplanadi Park, Helsinki, Finland



Overbuild Park as proposed in Medical Center Area such as Klyde Warren Park, Dallas, TX will add to the creation of a robust public realm and as an amenity for the Perimeter Center area



Public Realm Area with Amenities including Kiosks, Las Ramblas, Barcelona, Spain



Wide Public Realm Areas with Seating, Dining, and Activities, Passeig de Gracia Barcelona, Spain

STREET FRONTAGE AND BUILD-TO LINES

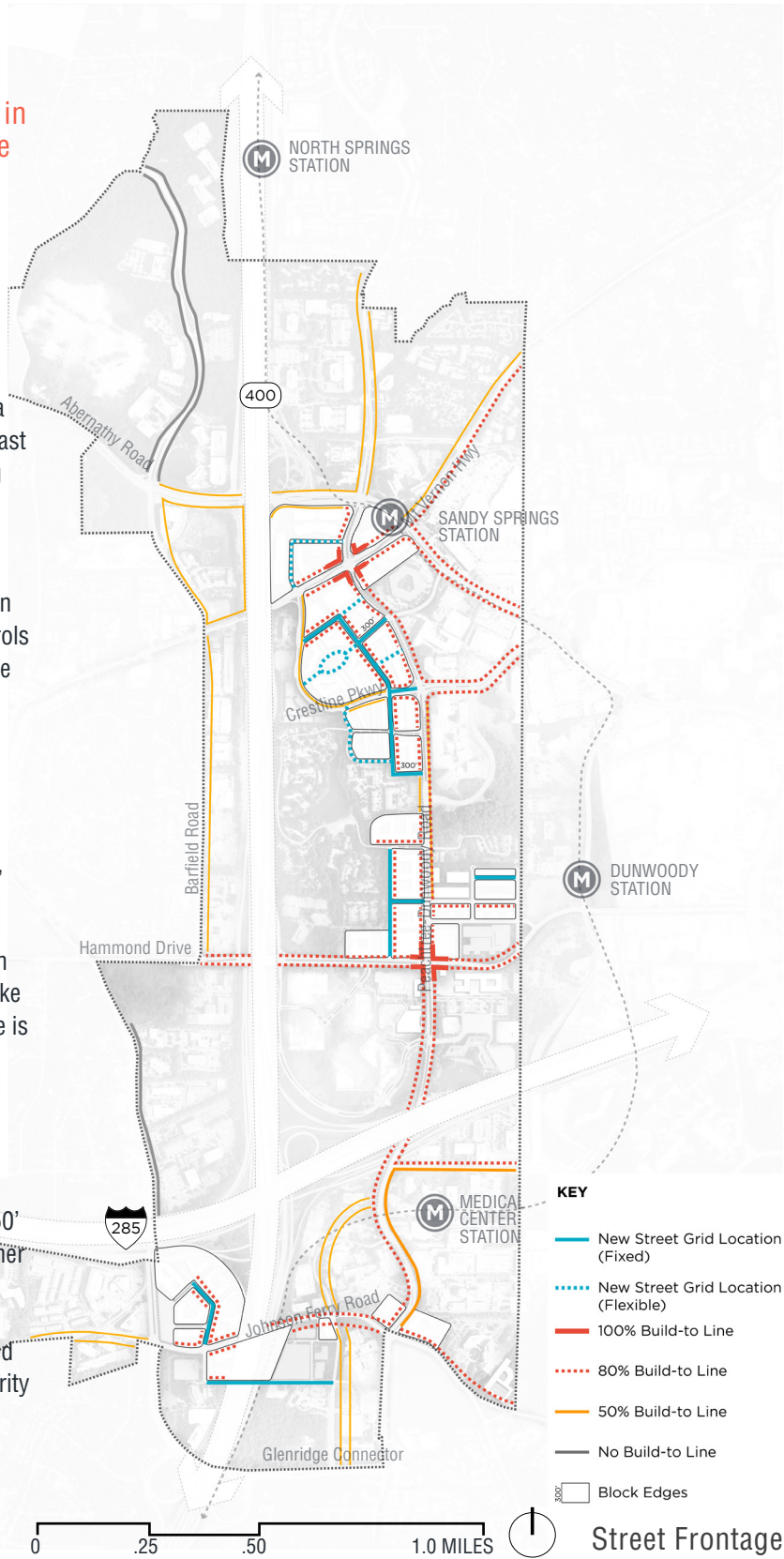
In order to build on the Smart Street/ boulevard concept, form guidelines will promote full-block development along Peachtree-Dunwoody Road. Block width in this first block should be 300', a distance that supports a mixed-use architectural block design with structured parking at its interior and uses wrapped along the flanking sides. Block length should be limited to 600', which will help promote pedestrian connectivity in the area.

In the first block facing Peachtree-Dunwoody Road, a minimum build-to-line of 80% is envisioned on the east and west faces of the block. This means that building construction must occupy at least 80% of the street frontage along the parcel line. This will help provide a consistent, bounded edge to the west of the Smart Street corridor. Build-to-lines should be understood in conjunction with building heights, as additional controls will indicate step backs required from the build-to-line over a certain number of stories.

The 80% build-to control shall be applied in areas where a denser more urban street character is planned. In other areas of Perimeter Center, such as Peachtree-Dunwoody Road north of Abernathy Road, the minimum build-to line shall be set at 50% to accommodate changes in topography, and allow for more flexibility in developing larger parcels of land. In areas characterized by lower densities and campus-like developments, such as along Glenlake Parkway, there is no minimum build-to line.

The intersections of Mt. Vernon Hwy and Hammond Drive with Peachtree-Dunwoody Road have been identified as focal points, or landmark corner, where 100% street frontage is required, for a minimum of 50' in length. This will promote creation of a defined corner condition at this intersection.

Similar build-to-line requirements have been identified for the Medical Center node. In this location, the priority is to provide consistency in street frontage along the major roadways, including Johnson Ferry Road.



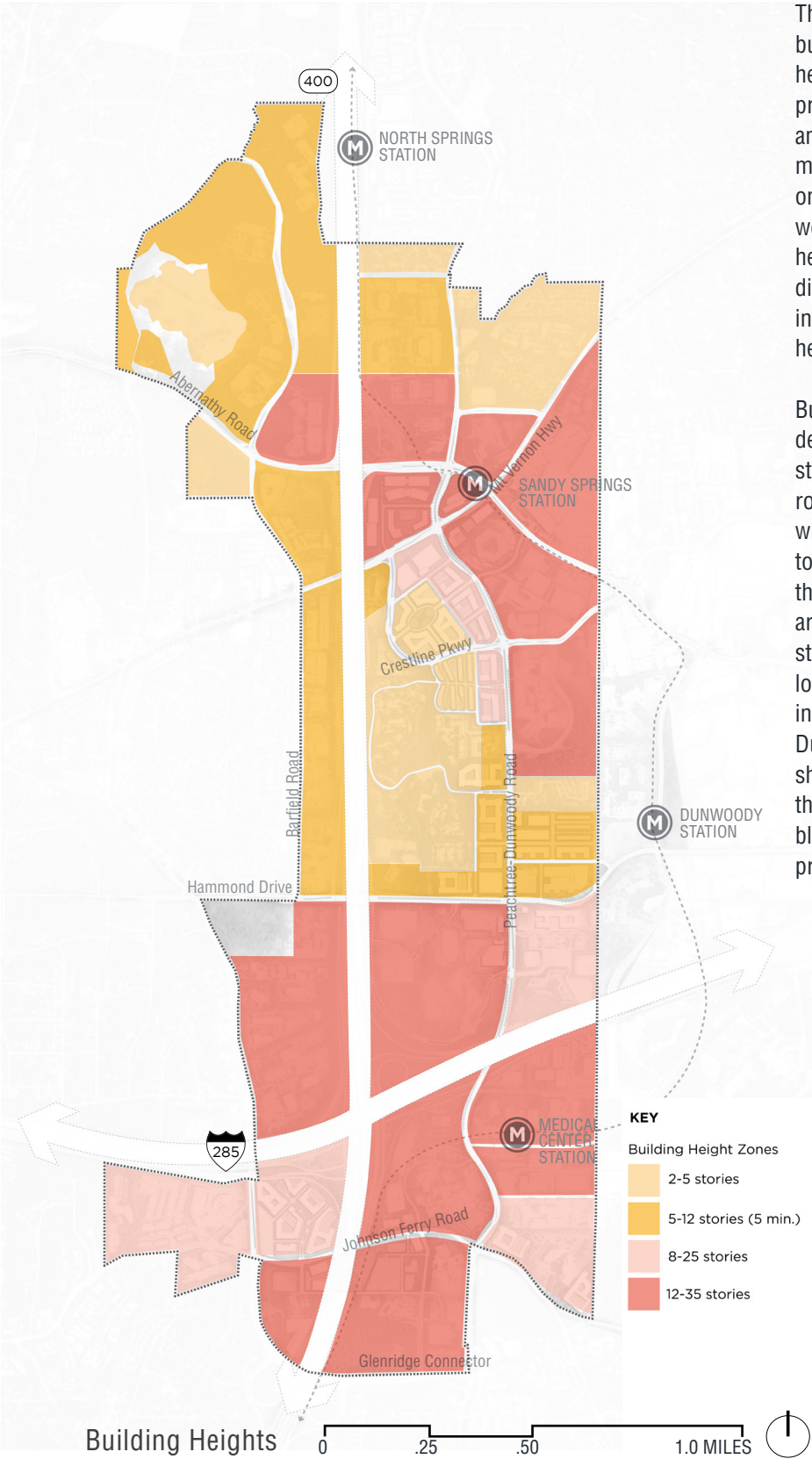
Street Frontage

BUILDING HEIGHTS

The building height strategy establishes a range of building heights across the Perimeter Center. The height zones vary in response to both existing and proposed building heights, development densities, and neighborhood characters. Each zone has a minimum height. The minimum heights are based on existing and planned uses for each parcel, as well as the size of each parcel. In all cases, building height has been indicated as number of stories, as the different building types and uses that will be mixed in this district frequently have different floor to floor height measurements.

Building heights are intended to promote increased density within ¼ mile around MARTA stations. This strategy provides a concentration of users within a roughly five-minute walk of fixed transit stations, with the concept that these users may be more likely to use public transit. As indicated in the diagram, the zones have been planned to concentrate density around MARTA stations while providing for a gradual step-down or transition, to the existing adjacent lower-density and residential uses beyond. For instance, in mixed-height zones like the Peachtree-Dunwoody Corridor, a number of blocks have been shown with split height requirements, which means that construction height along the west sides of these blocks may be required to step back in order to help provide a transition in bulk across the block.

In special use areas where minimum heights have been established, such as the hospital complexes on Pill Hill, the recommended heights are intended to encourage density where feasible. However, in such areas, building heights may ultimately be a function of these specialized uses. Additionally, the height diagram should be used in conjunction with site-specific development controls (such as traffic studies) and municipal regulations (such as storm water retention) to determine the actual density achievable on a particular site. In some cases, the impact of denser development on the greater infrastructure network may limit building heights.



Building Heights

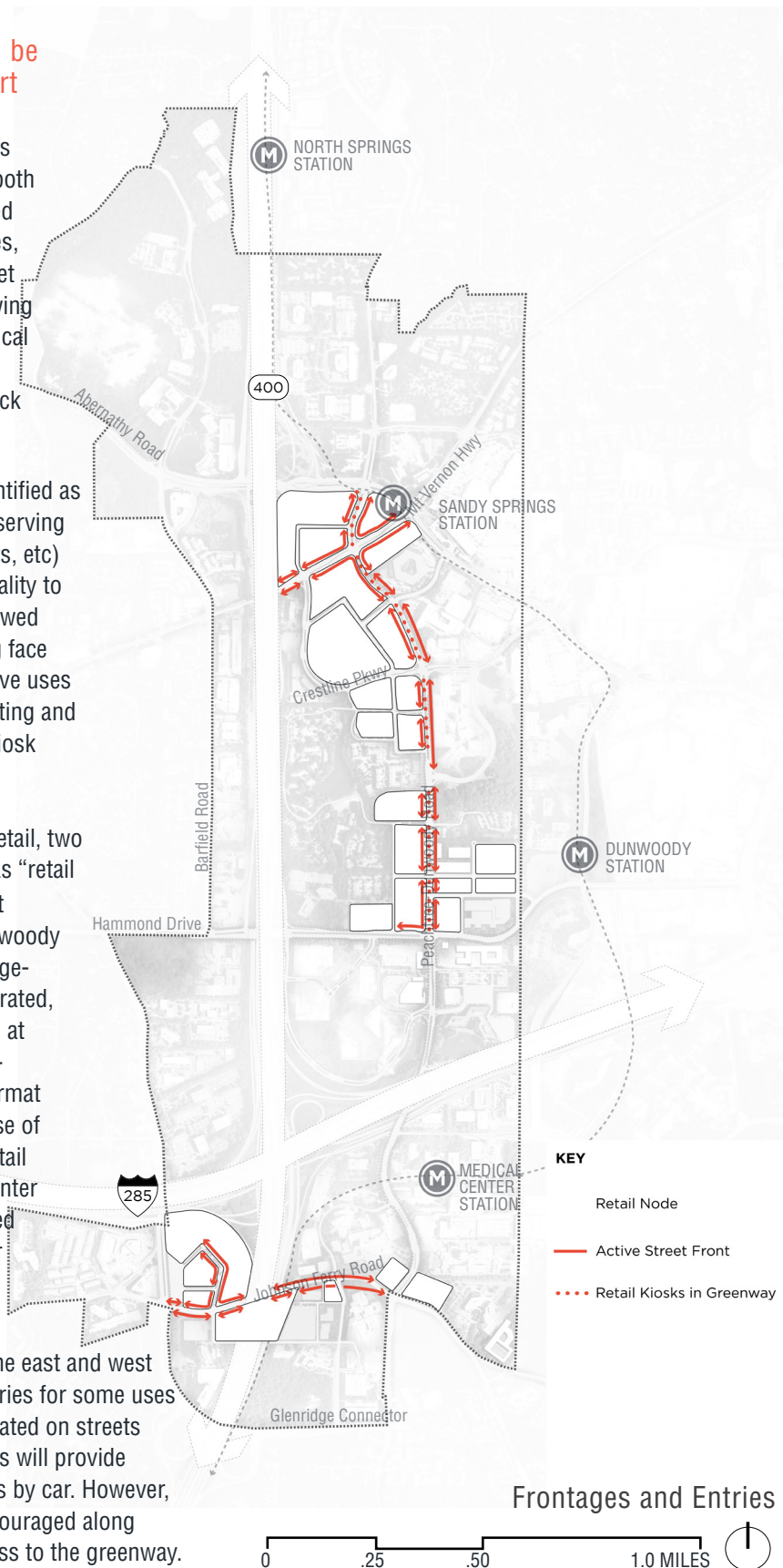
RETAIL FRONTAGES AND BUILDING ENTRIES

Providing guidance on the location of retail frontages and building entries will be important in helping to create the “Smart Street” concept. Peachtree-Dunwoody Road and Hammond Drive have been identified as streets within Perimeter Center where active frontage on both sides is desired. “Active frontage” may be achieved by locating retail uses, building entrances & lobbies, fitness centers, or other common areas at the street level. Where active frontage is required, the following are prohibited: blank walls, service yards, mechanical rooms, and parking areas. In general, active retail frontages will be highly encouraged in the new block construction along Peachtree-Dunwoody Road.

The location to the west of the street has been identified as a “retail corridor” with street-level, neighborhood serving retail uses (such as shops, pharmacies, restaurants, etc) encouraged. In order to provide a double-sided vitality to the street, a series of retail kiosks may also be allowed within the greenway corridor, between the building face and the street. These kiosks should promote passive uses within the greenway, ideally providing outdoor seating and dining opportunities as an extension of the retail kiosk operation.

In addition to the integrated, community-serving retail, two locations have been identified along this corridor as “retail nodes”. One retail node is located at the southwest quadrant of the Johnson Ferry and Peachtree-Dunwoody Road intersection. This node is envisioned as a large-format or department-store type retailer with integrated, structured parking. The second node is envisioned at the intersection of Hammond Drive and Peachtree-Dunwoody Road and is envisioned as a smaller-format grocery or other food store, integrated into the base of a mixed-use block, with parking behind. Similar retail considerations have been made for the Medical Center node. An abridged retail corridor has been identified along Johnson Ferry Road, with an opportunity for a retail node behind, accessed off of the Glenridge Connector.

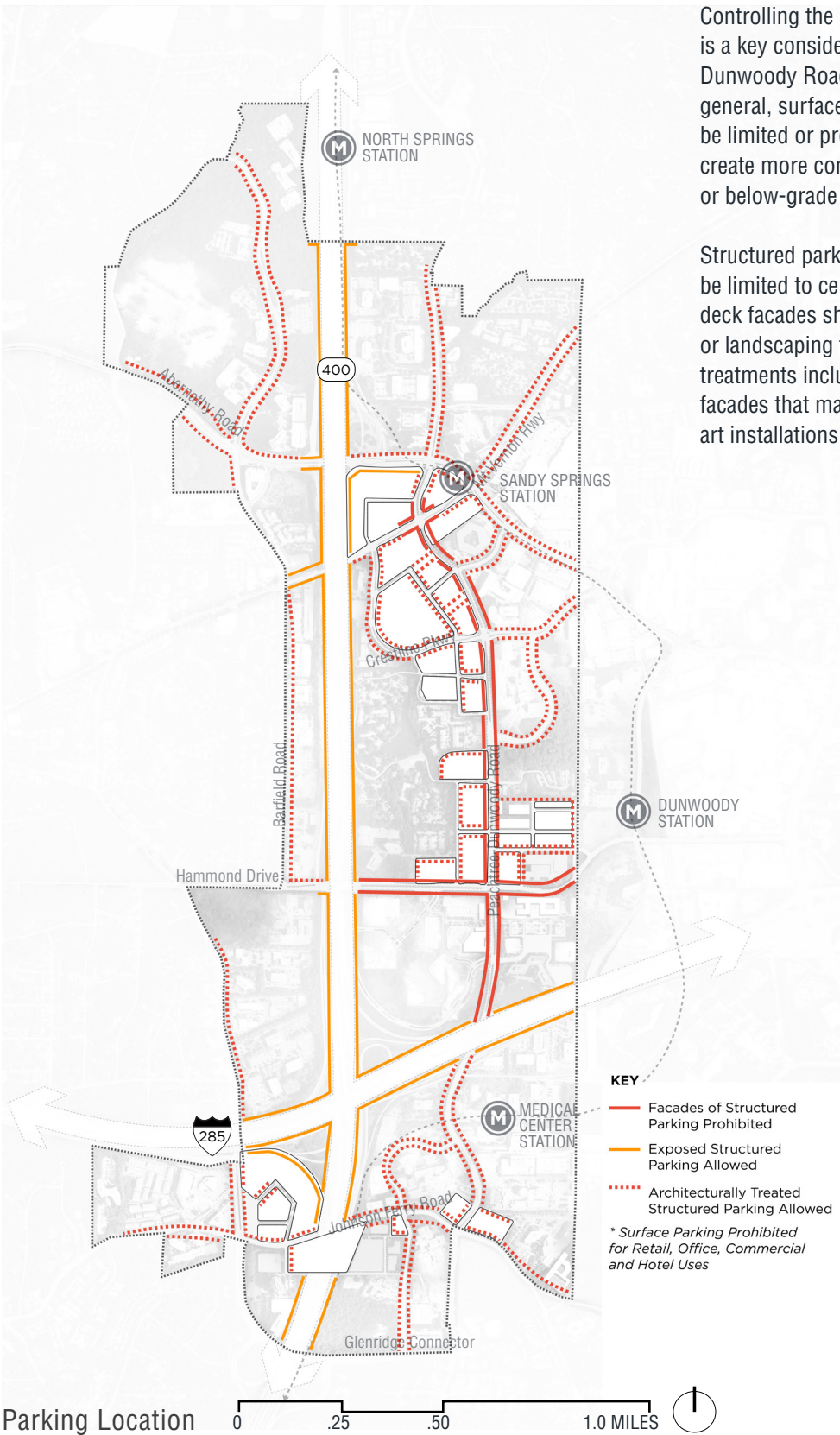
Non-retail building entries are encouraged along the east and west sides of the block. It is suggested that primary entries for some uses – such as residential and hotel – may be better located on streets other than Peachtree-Dunwoody, as these locations will provide better options for drop-off and pick-up of residents by car. However, secondary, pedestrian-focused entries are still encouraged along Peachtree-Dunwoody Road, to provide direct access to the greenway.



PARKING FRONTAGES AND CONTROLS

Controlling the location and appearance of parking is a key consideration in transforming Peachtree-Dunwoody Road into a mixed-use boulevard. In general, surface parking in new development should be limited or prohibited. The overall concept is to create more compact blocks that integrate structured or below-grade parking into the construction.

Structured parking that is visible from the street will be limited to certain locations. All exposed parking deck facades should receive an architectural and/or landscaping treatment. Allowable architectural treatments include: green or screen walls and building facades that match adjacent construction as well as art installations.



CONNECTIVITY

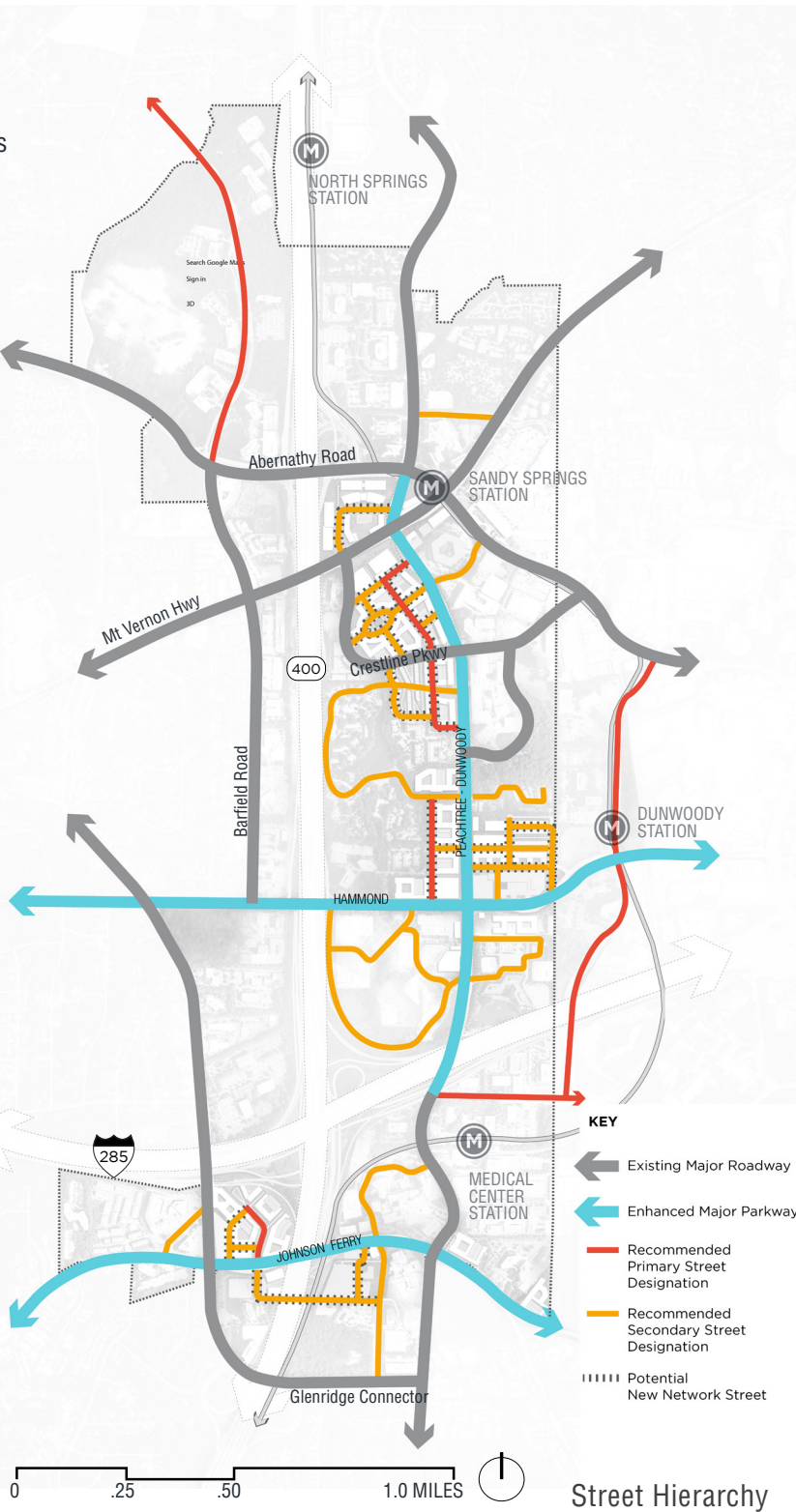
CREATE A HIERARCHY OF ROADWAY NETWORK

The Plan builds on the district’s existing street network, treating many existing streets as the principal mobility connections to and from Perimeter Center. The two major thoroughfares for which the Plan envisions substantial change are Peachtree-Dunwoody Road and Hammond Drive, which are transformed through various improvements and have been identified as “enhanced parkways”. Streets serving a function more local to the district (in other words, not connecting to other parts of the city) are classified for guidance purposes as ‘primary’ or ‘secondary’ streets. These designations have been applied to all roadways—both current and proposed—and are intended to provide a framework for how new development engages existing streets and how new street network additions support the overall district’s transportation function, with a particular emphasis on promoting non-driving mobility options throughout the district to reduce the vehicle access demand.

Primary and secondary streets

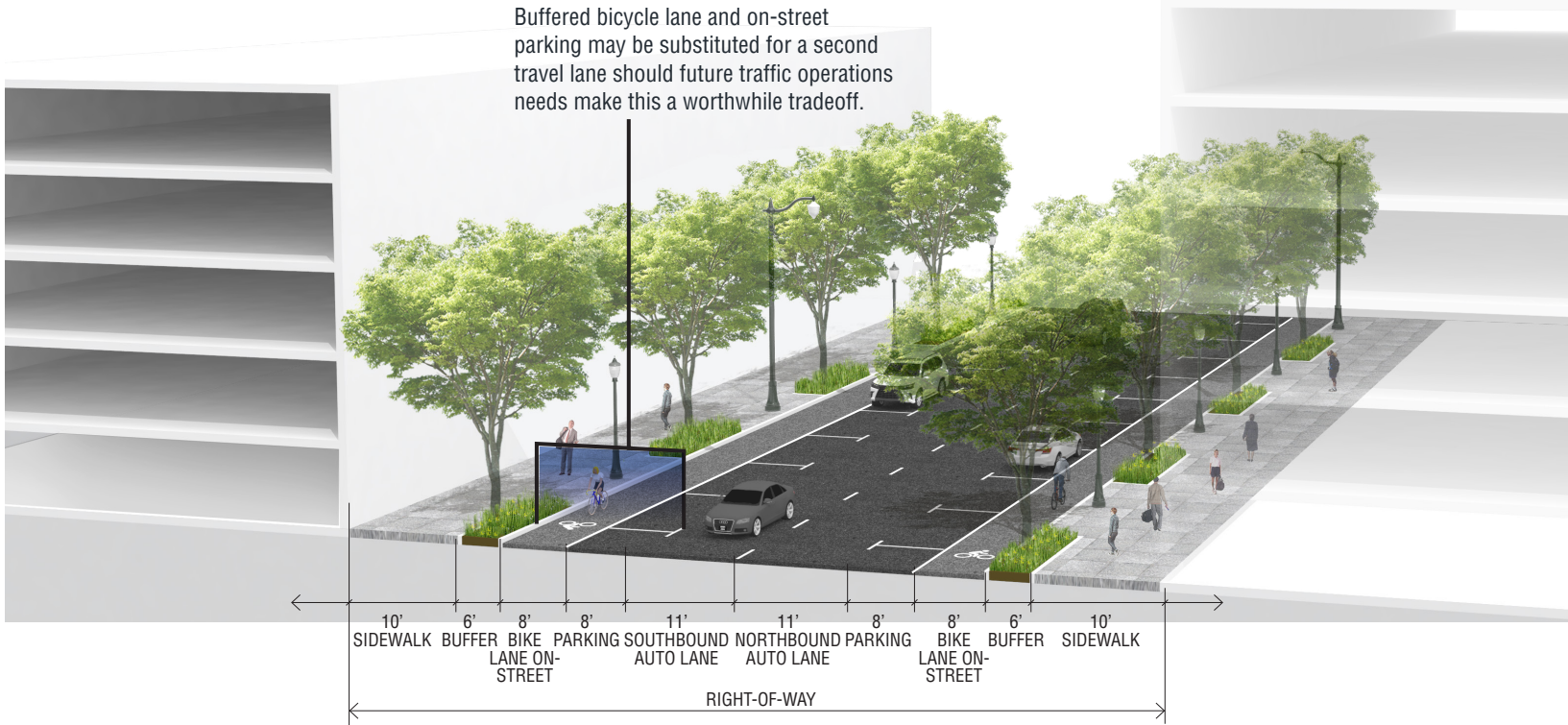
In order to coordinate the street network with the adjacent Dunwoody zoning, the classification nomenclature has generally been adapted from the Dunwoody zoning guidelines. The Street Hierarchy Diagram indicates two types of supporting streets that connect to the Existing Major Roadways and Enhanced Major Parkway. These two supporting street designations are ‘Primary’ and ‘Secondary,’ each intended to support a particular relationship between land uses and the street, especially with regard to property access and midblock curb cuts. Primary and secondary streets also differ with regard to building frontage treatment (including planting buffer width and sidewalk width). The basic design dimensions and parameters for these street types are outlined in the Implementation section, Design Guidelines Matrix.

Because of the application of these street types to existing streets, there is not a standard typical cross section for all instances of each. However, the sections defined on the following page should be used when possible for new primary and secondary streets to enhance the placemaking potential of new development in the Perimeter Center district. Both types of streets should have street parking on both sides, to support ground-floor uses in the short term and to allow substitution with peak-hour travel lanes should this be required as future development adds travel demand.

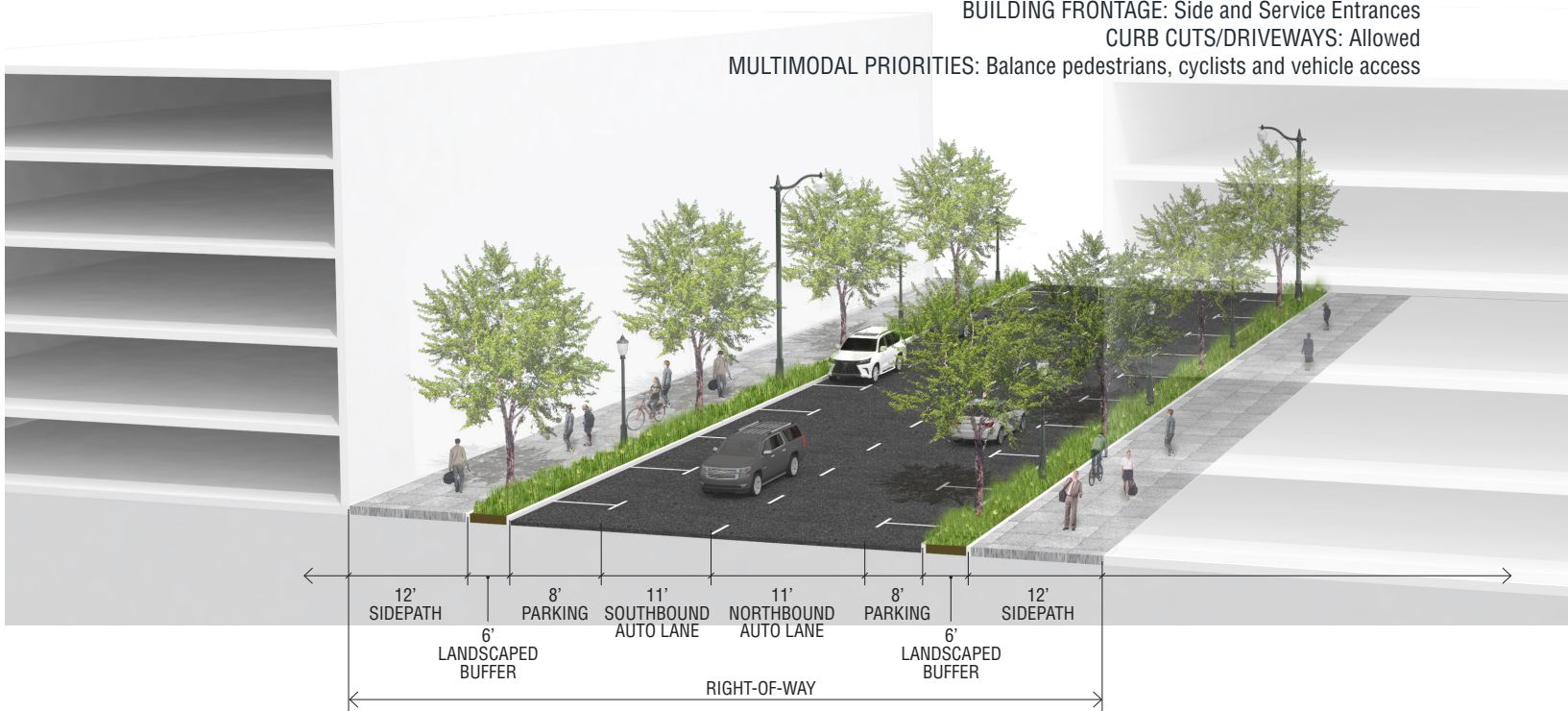


NOTE: Opportunities are being explored to coordinate with surrounding jurisdictions on establishing a consistent street hierarchy nomenclature. Any updates will be reflected in subsequent drafts.

Primary Street Section
BUILDING FRONTAGE: Main Street
CURB CUTS/DRIVEWAYS: Allowed as an exception
MULTIMODAL PRIORITIES: Pedestrians and cyclists



Secondary Street Section
BUILDING FRONTAGE: Side and Service Entrances
CURB CUTS/DRIVEWAYS: Allowed
MULTIMODAL PRIORITIES: Balance pedestrians, cyclists and vehicle access



CONNECTIVITY

CREATE ENHANCED PARKWAYS

Create a “Smart Street” along Peachtree-Dunwoody Road

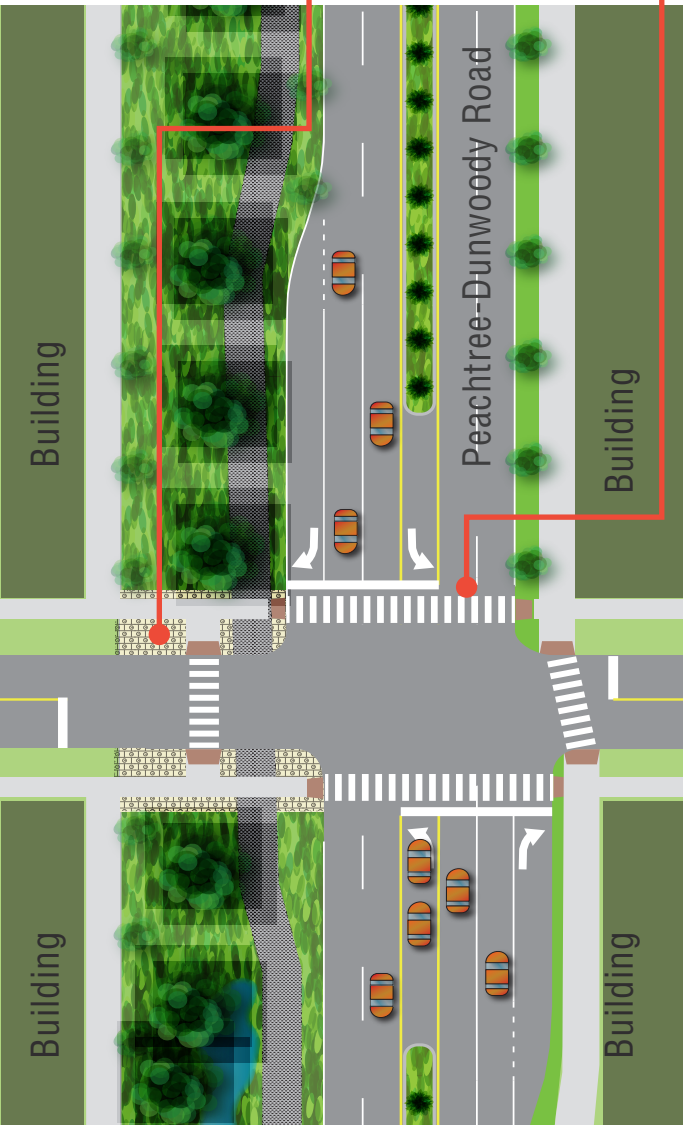
In addition to a system of organizing existing streets and guiding new street additions to follow their basic characteristics, two roadways have been identified as “enhanced parkways” in the concept. The first enhanced parkway is Peachtree-Dunwoody Road. It is anticipated that the existing curb-to-curb dimension of Peachtree-Dunwoody Road will remain largely as it is today. On-street parking is not envisioned as part of Peachtree-Dunwoody due to the negative effects on the street’s operational capacity, although in future resurfacing efforts, the City should consider resizing travel lanes to fit on-street bicycle lanes of appropriate dimensions. The eastern side of Peachtree-Dunwoody Road will be developed with a continuous landscaped tree planting zone and sidewalk.

The right-of-way along the west side of Peachtree-Dunwoody Road (from Hammond Drive to Abernathy Road) will be extended to provide a greenway containing landscaping (potentially incorporating storm water retention), a protected off-street bike lane, and a separated pedestrian sidewalk area. This greenway will vary in width along the length of Peachtree-Dunwoody Road. The projected optimum width for the greenway is between 50’ and 60’, though there are specific locations where these dimensions may vary due to site conditions. The sidewalk zone between the building face and greenway (see section diagram on page 41) should be at least 10’ wide, creating a generous pedestrian zone augmented by use of the linear park space, which may include amenities and programming such café seating, retail kiosks, and public information displays (see also guidelines for Smart Street page 64-65).

While this increased greenway setback may seem large, today many buildings along the west side of Peachtree-Dunwoody are already set back farther, with surface parking between active building frontages and the sidewalk. This plan will provide for future increased use and density, while maintaining the same roadway curb-to-curb dimension that is in place today.

Although the inclusion of the 50’-60’ linear park increases the width of the overall cross-section of Peachtree-Dunwoody, it does not need to mean wider crossings for pedestrians or an impact to the street’s operations. At intersections, pedestrians and multiuse path users come together in pedestrian ‘plazas’ within the linear park envelope and cross adjacent to Peachtree-Dunwoody Road.

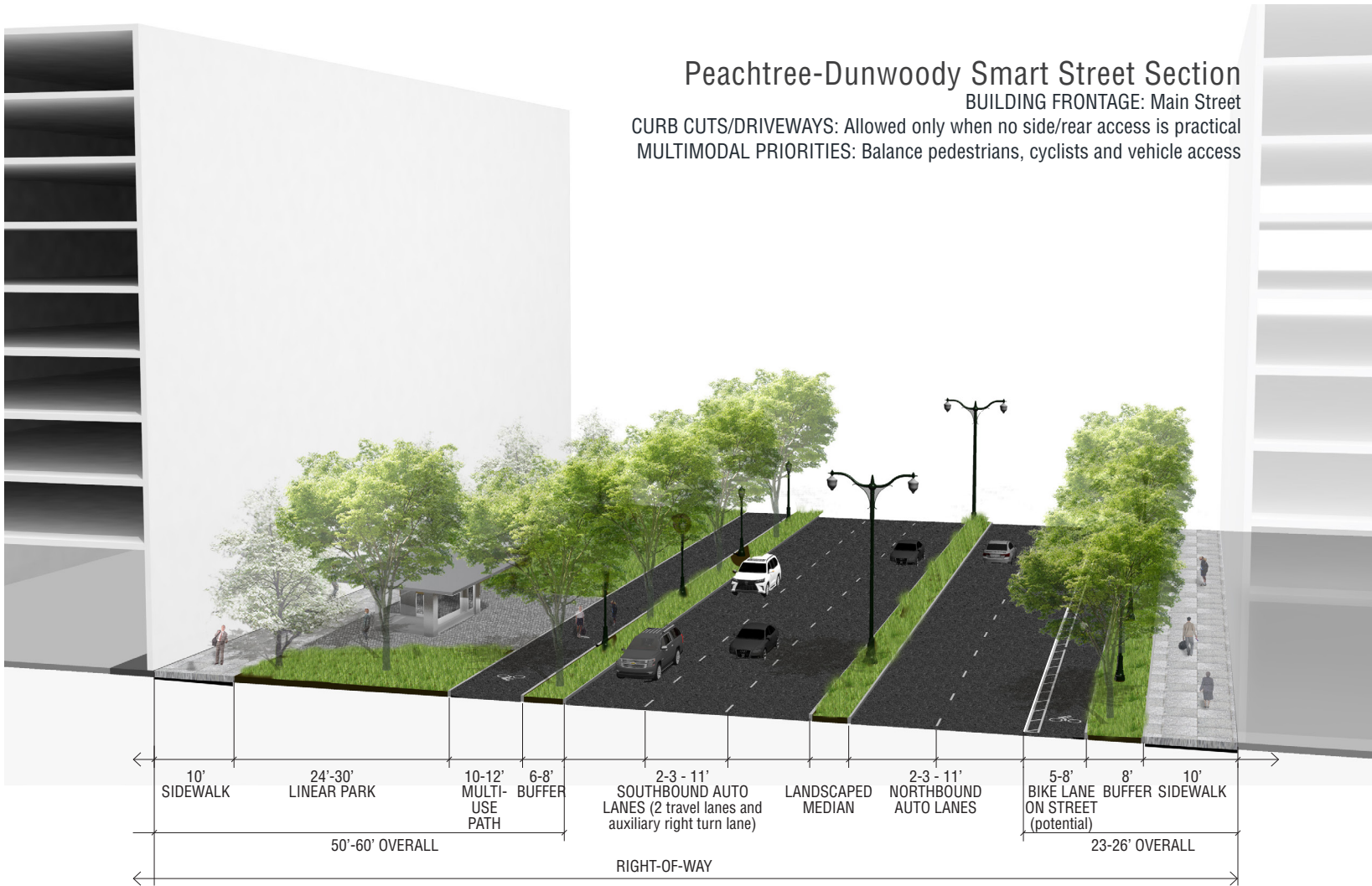
Actual pedestrian crossing distances across Peachtree-Dunwoody Road are no longer than they are today, but the linear park allows space for public information displays, enhanced bus stops, and other elements to enhance public space on the corridor.



Peachtree-Dunwoody Road Concept Plan



Liveable street space



Peachtree-Dunwoody Smart Street Section

BUILDING FRONTAGE: Main Street
CURB CUTS/DRIVEWAYS: Allowed only when no side/rear access is practical
MULTIMODAL PRIORITIES: Balance pedestrians, cyclists and vehicle access

APPLYING STREET SECTIONS TO NEW AND EXISTING STREETS

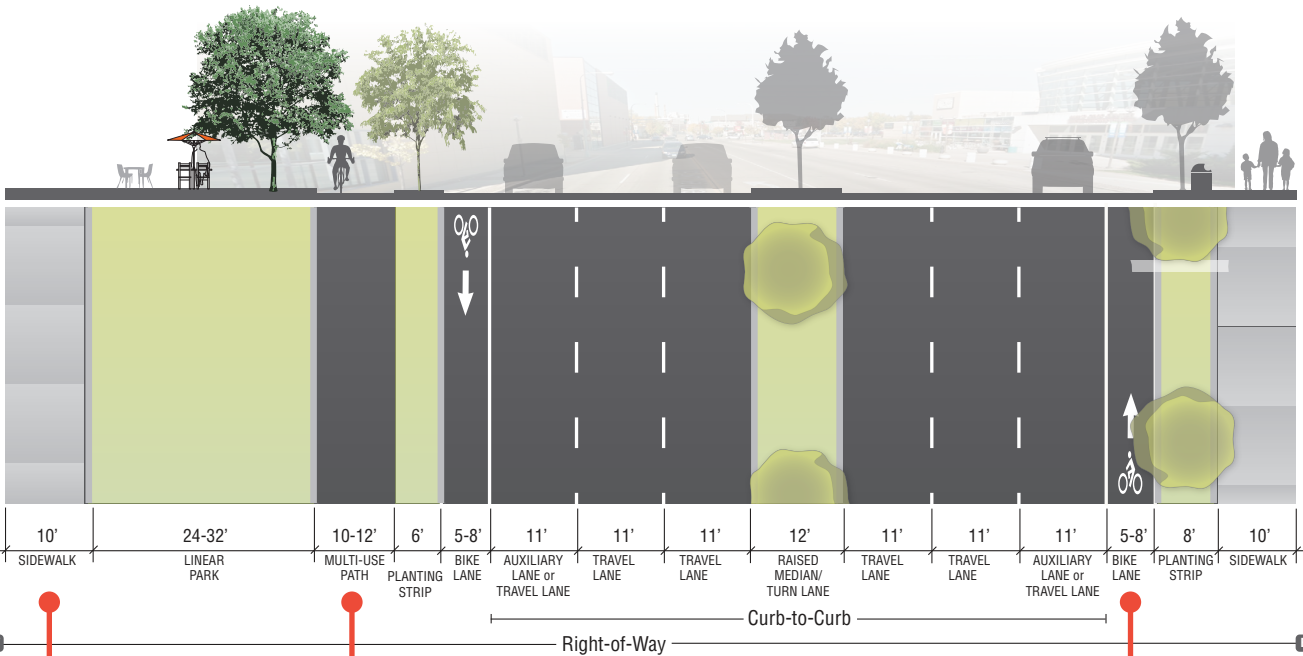
The street design illustrations on the previous pages identify recommended street layouts with regard to land use and building frontage. The new street network diagram outlines where and what kinds of street connections are desired given the Plan’s development recommendations. However, there will certainly be a need for flexibility in applying street designs given the many independent dynamics related to redevelopment of Perimeter Center sites.

The cross-section diagrams shown on the following pages include guidance on how to incorporate key street elements, with an explanation of potential tradeoffs and constraints. In keeping with the Next Ten Plan’s

recommendation for a citywide policy on complete streets, the City should consider the needs of all users in every street design decision. However, this does not mean that every street must include parking or on-street bicycle facilities. Consideration of these street elements should be based on ground floor uses of development, especially retail, and how the overall Perimeter Center bicycle system is completed by new street network additions—especially as these can link to further pedestrian-bicycle connection opportunities such as off-street paths and crossings of major barriers (such as a bridge connection over GA 400).

Peachtree-Dunwoody Smart Street Section

BUILDING FRONTAGE: Main Street
CURB CUTS/DRIVEWAYS: Allowed only when no side/rear access is practical
MULTIMODAL PRIORITIES: Balance pedestrians, cyclists and vehicle access



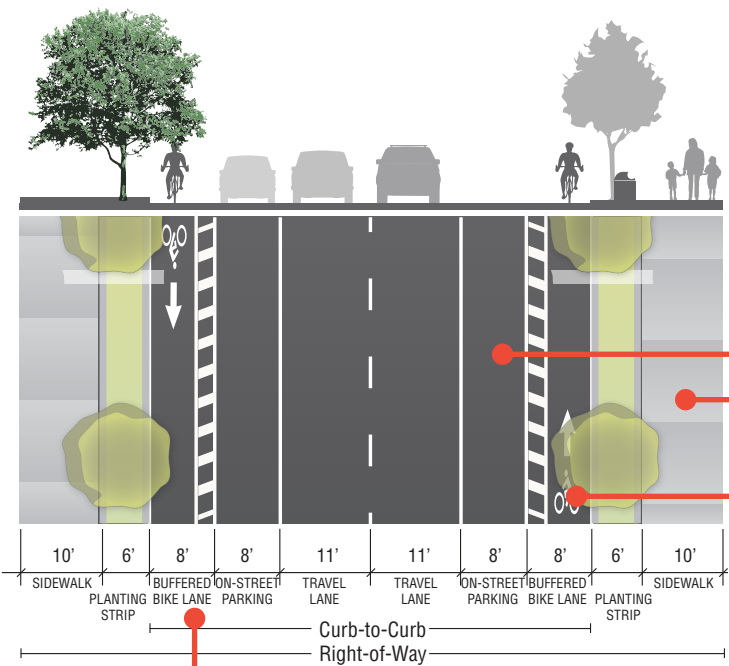
Ultimate sidewalk placement should be against building frontage for the entire length of the Smart Street corridor, although short-term enhancements prior to redevelopment may use other portions of the utility easement space behind the western curb.

The Smart Street will include a multi-use trail that continues the PATH400 corridor north from I-285. Placement of this trail should take into account current property access as well as future streets, building entries and public space amenities from redevelopment.

Even with the addition of the PATH400 trail, the City should consider bicycle lanes as part of all restriping projects if travel lane widths can be adjusted to create sufficient space.

Primary Street Section

BUILDING FRONTAGE: Main Street
CURB CUTS/DRIVEWAYS: Allowed as an exception
MULTIMODAL PRIORITIES: Pedestrians and cyclists



While the baseline typical section for primary streets is shown here as two lanes, on-street parking and buffer separation space for bicycles leave sufficient space to convert to vehicle lanes without widening the street.

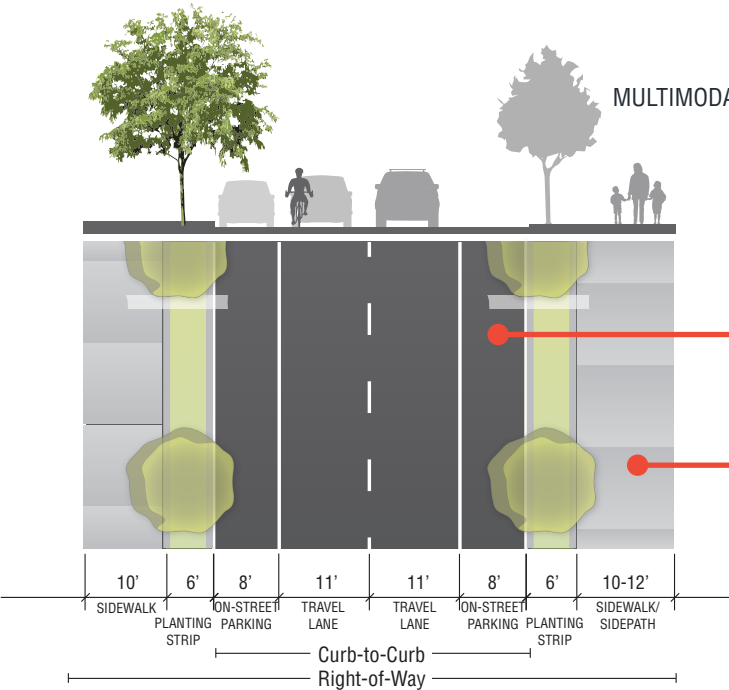
Primary streets are the ‘side’ streets less prominent than Parkways but designed to feature building frontage. As such, sufficient sidewalk space and on-street parking are important elements, especially to the success of active ground floor uses.

On-street bicycle facilities are a key element of completing a bicycle network in the Perimeter Center district. Providing for bicycles on street separates cyclists from pedestrians and avoids conflicts in what is expected to be more active sidewalk space.

To the extent possible, bike facilities should include buffer protection from moving travel lanes and must always include this protection when placed between on-street parking and curbs.

Secondary Street Section

BUILDING FRONTAGE: Side and Service Entrances
CURB CUTS/DRIVEWAYS: Allowed
MULTIMODAL PRIORITIES: Balance pedestrians, cyclists and vehicle access



Secondary streets will likely have more access points, more service trips, and a greater amount of loading and large vehicle maneuvering than primary streets. While on-street parking helps to engage the overall street character of the district and allows for greater retail success, parking will be allowed only on curbside sections without high levels of driveway access.

Because of their expected driveway access, bicycles should be incorporated on-street when frequent driveway spacing creates a safety risk. Use of sidepaths (by allowing a wider sidewalk dimension) may also be appropriate when site constraints do not readily allow right-of-way expansion to fit on-street bicycle facilities, though this should be considered against access needs for the entire corridor. Sidepaths should always have clear surface marking and signage to indicate that bicycles are allowed.

CREATE ENHANCED PARKWAYS

Understand the best options for citywide mobility enhancements along Hammond Drive

The second enhanced parkway that the plan envisions is Hammond Drive. As a key east-west corridor between the City’s two major employment and activity centers, Hammond Drive has great strategic importance to overall citywide mobility. However, its westward connections to single-family neighborhoods in southwest Sandy Springs also underscore the potential for negative community impacts from this corridor carrying a greater volume of traffic.

Hammond Drive experiences routine congestion in peak periods, often at severe levels, with long queues and delays between Roswell Road and Glenridge Drive. There are no sidewalks or bicycle facilities on this extent of the street and a limited street network to distribute traffic. Because of Roswell Road’s function within the regional transportation system, the City and GDOT have prioritized its operations and the movement of traffic through its intersections. This has compounded traffic congestion on Hammond Drive, as a large number of the vehicles at the Hammond/ Roswell intersection are turning left, and traffic signal cycles do not allow sufficient time to process enough turning movements to alleviate long queues.

The City has long had plans for adding capacity to Hammond Drive, and current, ongoing efforts to obtain right-of-way along the corridor are a prudent early action to prepare for a greater range of options for the corridor’s future. However, further study and community discussion will be necessary to identify to most appropriate options for future corridor enhancements. These studies should incorporate not only added vehicle capacity to serve demand between the Perimeter district and other parts of Sandy Springs, but should also consider transit vehicles,

bicycles and pedestrians to use the street safely and comfortably. This should be harmonized with designs currently in progress for Hammond Drive east of Glenridge Drive so that the bicycle and pedestrian accommodation proposed in those extents continues in a clear and user-friendly way toward Roswell Road. Studies should also assess larger, citywide impacts of any major changes to Hammond Drive, such as the distribution of vehicle traffic west of Roswell Road should Hammond Drive between Roswell and Glenridge Drive support additional vehicle traffic in the future.

The overall corridor should support the City’s initiatives in improving last-mile connectivity from MARTA stations to other key destinations in the City, supporting all combinations of modes that those planning efforts recommend. Furthermore, as any widening will have significant character-changing impact to a single-family residential area, the City should enhance connecting streets with traffic calming and other design treatments intended to reduce cut-through traffic and re-establish a strong neighborhood character away from Hammond.

The sidewalk zones to either size of the traffic lanes will incorporate a continuous landscape zone, buffered off-street bike lanes, and a pedestrian sidewalk zone.

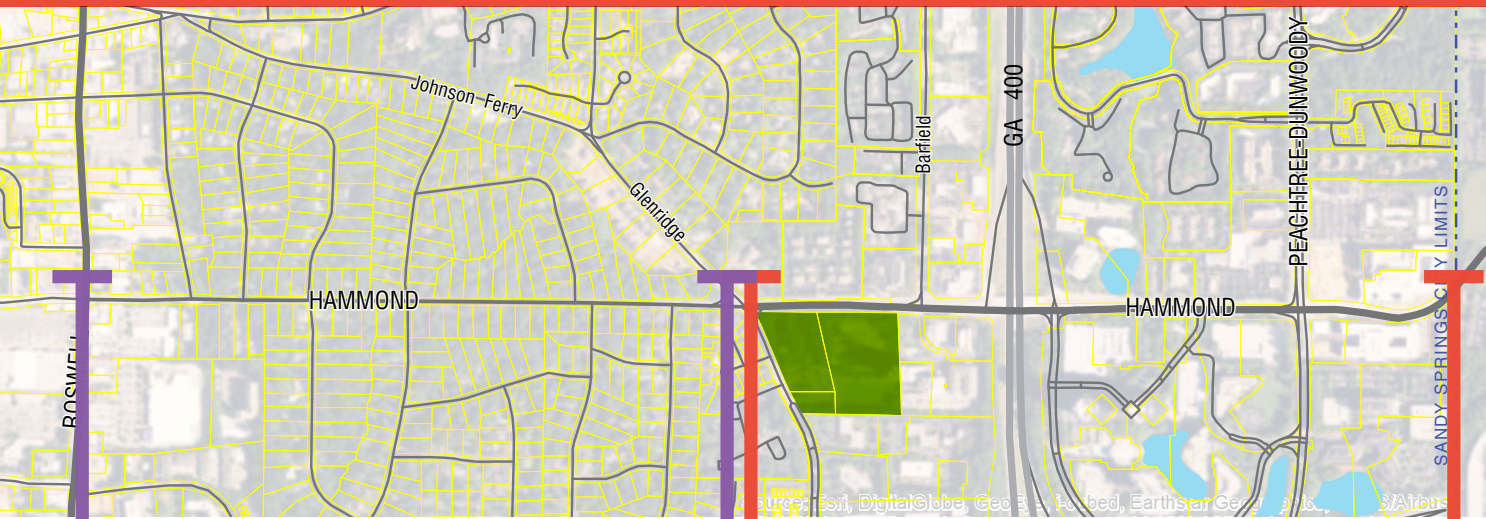
Enhancements to Hammond Drive can address a critical deficiency in the roadway system. However, due to impacts that major capacity changes would have on surrounding neighborhoods, this should be approached as a one-time opportunity to establish the necessary right-of-way for what this corridor can become over time. This involves reserving ample space in the road’s right-of-way to accommodate a full range of users and connecting the activity districts in the Perimeter Center and City Springs areas—the employment and civic centers of the City, respectively.

CREATE ENHANCED PARKWAYS

- The Plan calls for two primary coordination approaches for Hammond Drive:
1. Plan for enhancement between Glenridge Drive and Roswell Road by securing additional right-of-way for at least two travel lanes per direction, as well as bicycle facilities, sidewalks and streetscape. This should also include any necessary street space to allow for the efficient operation of transit vehicles. This space could be configured in different ways, depending on future city plans and projects, although it is ultimately envisioned as a complete street to connect the Perimeter Center with the City Springs district and adjacent mixed-use corridor along Roswell Road.
 2. The plan for long-term expansion of Hammond Drive east of Glenridge Road also includes this kind of multimodal focus, using current PCID plans and street cross-sections as the basis for a near-term street design that connects the PCID bicycle and trail network to Hammond Park. In addition to any right-of-way acquisition that the City undertakes on this part of the corridor, site development standards should allow space between buildings such that up to 30 feet of additional right-of-way can be acquired for the corridor’s typical section as needed in future transit or transportation plans.

Hammond Drive Right-of-Way Planning Policy

To prepare for a multimodal Hammond Drive corridor connecting PCID and City Springs, the City will need to take two approaches to right-of-way planning. On the west side of the corridor (west of Glenridge Drive) there is a need to acquire right-of-way, an effort currently underway. East of Glenridge Drive, the City will follow the preferred near-term sections from the PCID-led Hammond corridor study but should set development standards to place buildings such that right-of-way can be acquired into the future.



Roswell Road to Glenridge Drive

- Acquire right-of-way
- Plan for a typical section to allow bikes, pedestrians and transit to have safe and efficient circulation

Glenridge Drive to City Limits

- Maintain existing right-of-way in the near term
- Set development standards to allow future right-of-way acquisition, as needed

DEVELOPING THE MULTI-MODAL TRANSPORTATION NETWORK

The network of major streets in the Perimeter area has largely defined its traffic patterns, and the function of these major streets is determined by the operations of the freeway system. When Georgia 400 and I-285 experience congestion, especially at peak travel times associated with employment commuting, the surface street network experiences this congestion as well.

TRAVEL DEMAND MANAGEMENT

The City and its partner agencies, especially PCID, work continuously to manage traffic flow throughout these surface streets and have managed traffic signals to optimize movement; however, the overall network remains constrained by larger freeway access. For this reason, continuing to shift employee travel to non-automobile modes is a key strategy for continued development in the Perimeter area.

PCID's Perimeter Connects program functions as a transportation management association offering commute assistance services to PCID employees and working to reduce the need to drive alone to the district. Engaging these services will be key, and the City should work with development applicants to reduce overall travel needs through travel demand management programs as much as possible. However, the City should take additional steps to provide non-motorized access through the Perimeter area to increase connections to MARTA rail stations and allow commuters an alternative to facing the area's high levels of congestion.

PARKING MANAGEMENT DISTRICTS

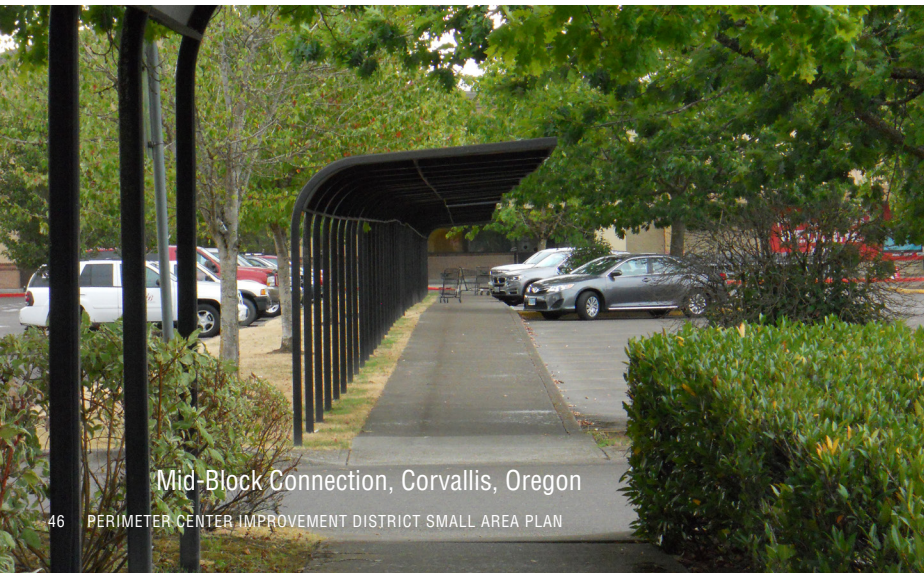
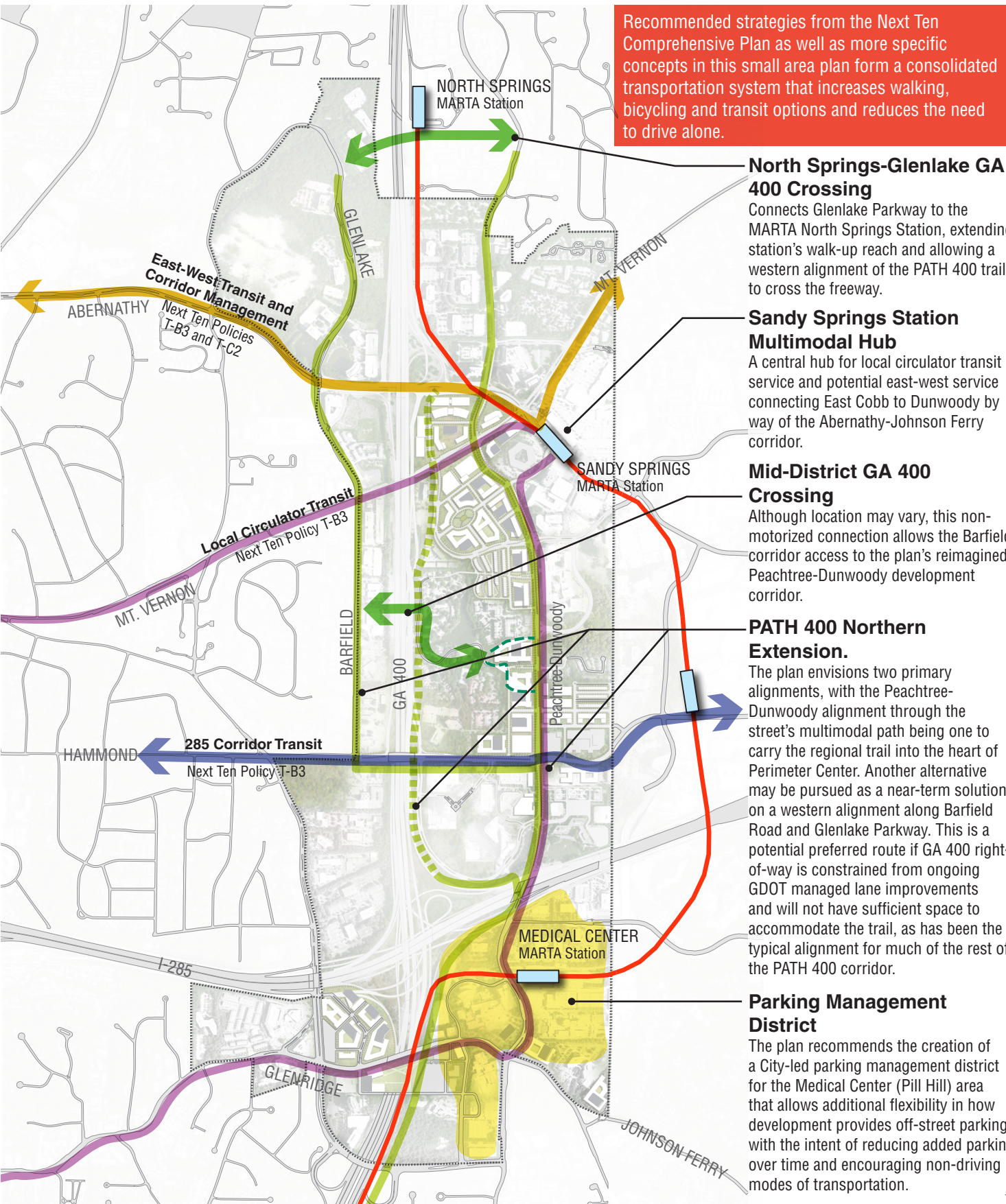
Much of the Perimeter Center district's land is dedicated to parking, and many of its businesses do not utilize all of their parking supply. Others, however, have insufficient parking for current needs and have developed agreements with other businesses to lease surplus spaces. The City should form a parking management district, similar to that proposed in the Roswell Road small area plan, to create an inventory of existing parking spaces and encourage sharing between users and flexibility for how development meets parking requirements.

MID-BLOCK CONNECTIONS THROUGH EXISTING PARKING LOTS

Large parcels through the PCID area offer opportunities, as described earlier in the plan, for bicycle and pedestrian connections through the district. Although a network of these is described earlier in the plan, the City should pursue midblock connections even prior to redevelopment through working with the PCID and area property owners and managers. The most immediate opportunity for these connections is through large parking facilities that are currently underutilized.

Any parking that is currently under 70 percent utilized at peak hours should be considered a candidate for reconfiguration and consolidation. The City will work with property owners to establish easements for non-motorized crossings connecting through parking lots, open space areas and other parts of properties not containing buildings. Where possible, these should be located along property boundaries so that adjacent properties may benefit from a single connection.

MULTI-MODAL TRANSPORTATION CONCEPT



Mid-Block Connection, Corvallis, Oregon



Mid-Block Connection, Tucson, Arizona

TRANSPORTATION

NON-MOTORIZED CROSSINGS OF GA 400

The plan also recommends providing at least one additional crossing of GA 400 between Hammond Drive and Abernathy Road that would serve bicycles and pedestrians. Although a full street crossing would assist with traffic distribution, the established residential communities on the west of Peachtree-Dunwoody Road between Hammond and Abernathy do not have an appropriate street network that can support through traffic and the plan does not propose changes to these properties. A non-motorized connection with a smaller footprint and less overall impact can nonetheless allow a more direct connection from the Barfield Drive corridor to MARTA rail stations to the east.

In addition to this, the City should work with GDOT and MARTA to add a non-motorized crossing of GA 400 connecting to the North Springs station. This concept will be discussed in additional detail in the MARTA Stations Small Area Plan, where it is included as part of a site plan concept for the North Springs station area and connects the two branches of the PATH 400 Trail envisioned in this plan, the Peachtree-Dunwoody Road urban trail alignment and a Barfield Road-Glenlake Road alignment west of GA 400. Although the Perimeter Connects program is working with employers to enhance commuting options, many employers and employees in the Perimeter area have cited limitations to transit service as reasons why more employees do not use transit today. This is a challenge for many other employment districts throughout the region, even those in the metropolitan core of downtown and midtown Atlanta—transit services are provided by several different agencies, each with a different primary market and system

design, and MARTA rail serving the Perimeter district is on a branch line of the system, meaning that service frequency is less than in other parts of the system.

The City and its partner agencies, especially PCID and the City of Dunwoody, should engage MARTA in discussions of how its system operations can be modified to provide enhanced service to the Perimeter district as redevelopment brings additional demand for ridership and the enhancements detailed in this plan make the overall Perimeter environment more pedestrian and bicycle-friendly. The goal of these discussions should include:

- **Finding** a way to extend convenient rail travel from the Perimeter district throughout the week. This might include a reorientation of north-south service so that Red Line service continues directly from the Airport station at all times of day (replacing the Gold Line in serving this function), or added off-peak Red Line trains that operate between Lindbergh and North Springs stations to reduce headways for potential transit users who commute outside of the typical peak hours.
- **Connecting** MARTA bus service more broadly to rail stations other than Dunwoody to allow existing service to provide a greater range of last-mile connections.
- **Making** greater use of the Sandy Springs station as a multimodal hub and allowing local transit vehicles, especially employer shuttles, to use bus bays and other station facilities to provide seamless access to rail connections.

TRANSPORTATION

PUBLIC TRANSIT NETWORK

The Perimeter area is currently served by MARTA rail, several MARTA bus routes, the GRTA regional express bus network and a series of private shuttles connecting major employers to rail stations and remote parking locations. The Next Ten Comprehensive Plan and this Small Area Plan both present a vision for a citywide transit concept that includes improved connections to the east and west, primarily utilizing the Abernathy and Johnson Ferry corridors in the City to connect into Cobb County across the Chattahoochee River, as well as to the City Springs district and Roswell Road corridor through local circulator service. This would also include a connection to the Doraville MARTA station through the GDOT revive285 concept, which as a short-term approach might also include additional GRTA Xpress service between Doraville and the Perimeter Center area. The City and its partners (PCID and the Cities of Dunwoody and Brookhaven) have begun efforts to consolidate overall mobility options in the Perimeter Center district into a coordinated system, and this may include transit service evolving from today's employer-driven circulator approach into a more consolidated, branded system that provides service throughout the day and connects employment not only to MARTA but also to shopping, dining, and residential destinations. This Small Area Plan will be updated to include any recommended solutions once the City has completed its Last Mile Connectivity Study in late 2016 or early 2017.

As the MARTA rail stations of the Perimeter Center are one of its greatest mobility assets, connections to them are an essential element of the plan's success.



PARKING MANAGEMENT

Parking management in the Perimeter Center district is another key component of transportation demand management and should be incorporated into future zoning and land development regulations. Large, multi-use districts such as Perimeter Center typically feature a surplus of parking for many land uses. Each development project or phase has provided its own off-street parking and typically at rates that anticipate peak-level use and building occupancy—and that may be obsolete for present-day building uses and commuting patterns.

Parking surplus in Perimeter Center is not universal among uses, however, and some employers in the district currently maintain agreements with neighbor organizations to lease available parking to meet their needs. Both of these conditions (excess supply and unmet demand from parking on a particular user's site) point to an opportunity for the City, potentially in partnership with the PCIDs, to take a leadership role in managing parking and facilitating sharing of parking for different users in the Perimeter Center district.

There are multiple reasons to take this approach: first, the current means of providing parking is based on individual developments, many of which have historically focused on a single type of land use (such as office or retail uses). These uses provide parking based on requirements in the City's zoning ordinance, themselves driven by industry research of parking use and demand that is largely based on suburban, auto-oriented land use patterns. The end result is that more parking is built than is typically needed, and together in a large employment- and retail-based district like Perimeter Center, this leads to a large amount of parking unused outside of typical business hours.

Second, the Perimeter Center district, through current development trends and encouraged further by this Small Area Plan, is transforming into more of a 24-hour district with the addition of apartments, condominiums and other residential land uses. There is a natural balance between office and residential land uses with regard to hours of activity, which in turn applies to parking demand. If residential parking demand is focused in evening, overnight, and weekend periods and office parking demand is focused in Monday-to-Friday business hours, there may be potential to share a fixed supply of parking between these uses in order to reduce the overall supply that must be provided.

Third, the dynamic nature of a district like Perimeter Center suggests that individual uses, business types, and transportation and parking demand will change over time. In the aggregate, Perimeter Center is and will remain a major concentration of employment within the Atlanta region and there will be ongoing demand for transportation access—and parking. However, at the level of individual office buildings and tenants, changes in parking demand may mean the difference between surplus parking supply on a given property and inadequate parking supply.

A centrally-organized parking management district allows the City to understand and maintain knowledge of current parking supply and demand and help to guide new development to take advantage of existing parking without a need for new parking addition. This is a critical element in an overall strategy of the Next Ten Comprehensive Plan and this Small Area Plan to reduce the need for drive-alone travel in the City of Sandy Springs and to maximize the value of development from providing as much leasable and livable space through development as possible.

PARKING MANAGEMENT

HOW THE CITY ORGANIZES THE MANAGED DISTRICT

This plan recommends the creation of a managed parking district for the hospital and medical center concentration (the 'Pill Hill' area) of the Perimeter Center district as a pilot approach for the Perimeter Center area. Over time this may expand and may involve partnership of the PCIDs so that shared parking benefits can be extended into neighboring Dunwoody. This would be based on the following steps and actions:

- 1. Perform a parking study for the district to develop current inventory and utilization. This would include a full inventory of parking spaces with information from operators on use during different times of day.
- 2. Establish a management district as part of the City's local government authority and in the same manner as recommended managed districts for the Roswell Road corridor (refer to the Roswell Road Small Area Plan). This would initiate any related requirements for new development and parking, such as the calculation of shared parking potential based on proposed land uses for new developments and the payment of an in-lieu fee for some or all of the regular parking requirement.

- 3. Perform annual surveys of parking utilization in all facilities of the district, selecting times representing typical use patterns (non-holiday weekdays and a Saturday period, during times when schools are in session).
- 4. Maintain a working database of all parking leases and obligations and update this database with information from annual utilization surveys. When development applications may be able to take advantage of underutilized parking supply, the City will approach the owners/lessors of that underutilized parking to inquire about potential leases or agreements from new developers. Developers may also opt for payment in-lieu of meeting parking requirements, in which case the City would assume responsibility for providing the parking supply required in zoning or negotiated through the development review process and specified in a developer agreement. The City may provide this parking how it wishes, though this can include engaging directly in a lease with the owners, operators or lessors of any underutilized parking.

Perimeter Center and further emphasize the City's efforts to provide travel alternatives and reduce the need to drive alone.



Example of Parking Garage within a Parking Management District

TRANSPORTATION

STREET NETWORK ENHANCEMENTS

The Small Area Plan recommends additions to street network based on a current understanding of redevelopment potential in the area and parcels most likely to change. The planning team did not perform the same degree of due diligence on properties with a high degree of economic viability that showed little propensity for land use change or redevelopment. However, the limited street network in the Perimeter Center district remains an ongoing challenge for traffic circulation and basic walkability, and ongoing development opportunities should seek to extend network in a similar manner to that shown in the Small Area Plan. This involves guiding development

to contribute to the street network based on the following principles:

- When streets intersect with major thoroughfares like Peachtree-Dunwoody Road, ensure that they align with existing streets or major access points.
- Set block spacing standards for walkable urban blocks, with a desired maximum block length of 600 feet along major thoroughfares and desired maximum block perimeter of 1,800 feet.
- Assign network streets to fit within the classification proposed in the Small Area Plan and Next Ten Comprehensive Plan, and guide site development based on the access and building frontage desired for these types of street

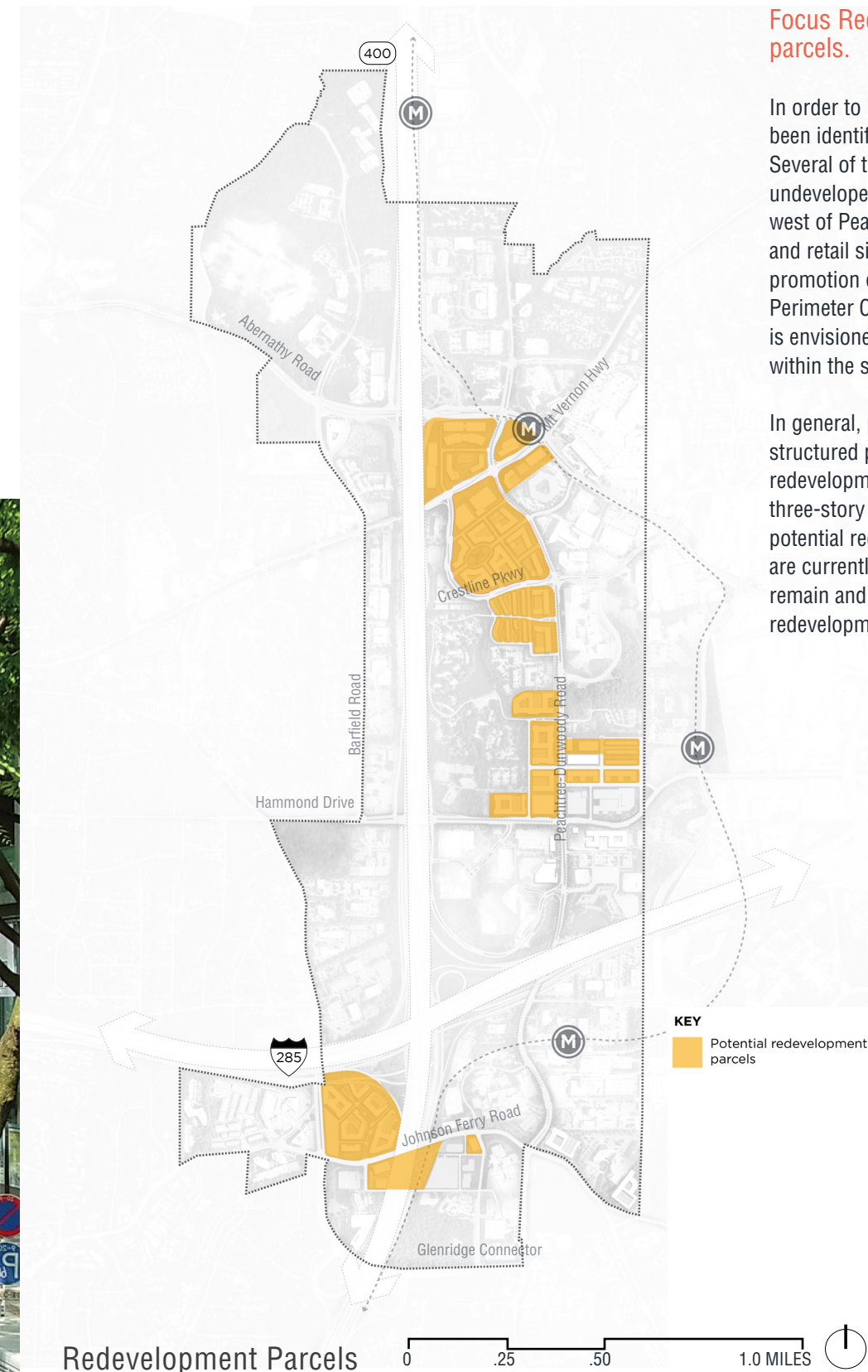


REDEVELOPMENT PARCELS

Focus Redevelopment in identified nodes and parcels.

In order to realize this vision, a number of areas have been identified as potential redevelopment parcels. Several of these sites are either entirely or partially undeveloped. Other parcels, such as those along the west of Peachtree-Dunwoody Road are currently hotel and retail sites with surrounding surface parking. The promotion of mixed-use, full-block development in Perimeter Center will make this area more compact. It is envisioned that current uses will be able to relocate within the same blocks or within the district.

In general, parcels with taller office buildings and structured parking are not shown as potential redevelopment parcels. However, areas with one- to three-story office buildings have been included as potential redevelopment parcels. All parcels that are currently residential uses are anticipated to remain and have not been identified as potential redevelopment opportunities.



CATALYTIC SITE REDEVELOPMENT

ABERNATHY/MOUNT VERNON NODE – BIG BOX SITE

One challenge to realizing any Small Area Plan is identification of potential sites that are under control of one owner (or conversely, sites that can be easily assembled) that will provide the opportunity for larger development to occur. Frequently, it is these consolidated development opportunities that provide context for other developments in

the neighborhood to take shape. Two areas have been identified that could provide these catalytic development opportunities – the Big Box Site at the intersection of Mount Vernon Highway and Peachtree-Dunwoody Roads and the Overbuild and surrounding development along Johnson Ferry Road.



CATALYTIC SITE REDEVELOPMENT

ABERNATHY/MT VERNON NODE - BIG BOX SITE

The catalytic opportunity identified in the Abernathy/Mount Vernon Node is an approximately 26-acre site bounded by Crestline Parkway, Mount Vernon Highway and Peachtree-Dunwoody Road. It is currently the location of Home Depot, Costco, a storage facility, surface parking, and outparcels characterized by single-use, auto-oriented commercial structures surrounded by surface parking, including a service station and restaurant. This site was identified as an opportunity site due in part to its large size and

proximity to the Sandy Springs MARTA station. The main concept behind the plan for this area is creation of a new neighborhood with a green neighborhood park at its center. This green center will be linked to MARTA and the MARTA garage to the west.

Increasing the permeability of this site will be extremely important.

A new roadway network within the site will provide up to seven additional connections with the existing surrounding street network and better connectivity to areas south once other parcels are redeveloped. The neighborhood park at the center of the development is intended to have one-way traffic circulating around its perimeter and street parking is planned throughout.



Central Park and Gathering Space Opportunity Framed by Buildings, AT&T Hall and Symphony Center, Dallas, TX

CATALYTIC SITE REDEVELOPMENT

ABERNATHY/MT VERNON NODE - BIG BOX SITE

This site will have taller full-block buildings along Peachtree-Dunwoody Road that combine hotel and residential uses, with retail uses along the base fronting on the Smart Street. At the north of the parcel, there will be the opportunity for inclusion of more street-facing large format retail. In recent years, this typology has evolved in urban areas to fulfill a demand traditional “big box” retailers where space is constrained. Big box uses are stacked above

an activated ground level, and structured parking is often included in the stack (see image on page 55). As the grade rises along the site’s northern edge with Mount Vernon Highway, the topography may be used to visually shield loading or other functions from the street. Moving west from Peachtree-Dunwoody Road, the interior of the site will be more residentially focused, with building heights and form gradually stepping down.



“Big Box” such as Target uses stacked above active ground floor uses, Mosaic District, Merrifield, VA

MASSING DIAGRAM



CATALYTIC SITE REDEVELOPMENT

MEDICAL CENTER NODE – OVERBUILD AREA

The catalytic opportunity identified in the Medical Center Node is an approximately 20 acre site bounded by the intersection of GA 400 and I-285, Johnson Ferry Road and the Glenridge Connector, and an approximately 8 acre site located over GA 400, to the south of Johnson Ferry Road. With many parcels in the Medical Center area at full-build out, the proposal

for an overbuild over GA 400 would accomplish two things. First, it would provide a location for a central amenity space, or park for workers in the area. Second, it would help physically bridge GA 400, making connections from the residential neighborhoods to the Medical Center area easier for pedestrians and cyclists.



CATALYTIC SITE REDEVELOPMENT

MEDICAL CENTER NODE - OVERBUILD AREA

The overbuild is envisioned as an open air green and hardscaped space. It will provide the image of a green bridge along GA 400 and will maintain views of the iconic King and Queen buildings to the north. To the west of the overbuild, an opportunity for additional medical offices and parking are envisioned. Part of this plan includes construction of a new east-west roadway at the south end of the overbuild, which could connect through to Meridian Mark Road, if coordinated with adjacent office park parcel owners.

The north redevelopment area was identified as a potential catalytic site because it provides the opportunity to provide a concentrated residential neighborhood near a recently developed residential multi-family location. In addition to this new residential development, the site has two office buildings (supported by surface parking lots) and strip retail buildings. The vision for the Small Area Plan is to convert this area to primarily residential, including up to five buildings with structured parking. This residential development will use the overbuild as a neighborhood park. Community retail will be focused in the base of the office and residential buildings fronting on Johnson Ferry Road, as well in a small stand-alone residential building located at the south-west corner of the site.

One additional redevelopment site is shown at the corner of Meridian Mark Road and Johnson Ferry Road at the location of an existing bank building with surface parking.



IMPLEMENTATION

This section consists of the following:

- Design Guidelines
 - Buildings
 - Streetscape
 - Catalytic Site Redevelopment Nodes
- Implementation Matrix



DESIGN GUIDELINES

BUILDINGS

USE	SETBACKS/BUILD-TO LINES	PARKING
MIXED-USE	Mixed-use buildings on all streets shall be set back no more than 10’ from lot line. See Street Type guidelines for frontage requirements.	Where structured parking is provided within a mixed-use building, any portion of a parking structure facing a primary or secondary street shall receive architectural screening. Structured parking shall not have frontage on the Smart Street.
MULTIFAMILY RESIDENTIAL	See “Mixed-Use” above	See “Mixed-Use” above
TOWNHOMES	Townhomes shall have a lot depth of 80-90’ with a 10’ maximum front yard (setback from build-to line).	Off-street parking shall be provided as an integrated garage, or as a freestanding garage to the rear of the townhome lot. “Front-loaded” garage access shall be prohibited.
STANDALONE RETAIL	Retail buildings on all streets shall have zero setback from the lot (build-to) line. See Street Type guidelines for frontage requirements.	Parking for standalone retail (e.g. grocery or department stores) shall be provided in an integrated or adjacent parking structure.
OFFICE	Office buildings on all streets shall have zero setback from the lot(build-to) line. See Street Type guidelines for frontage requirements.	Parking for office uses may be provided as sub-grade or partially sub-grade structures integrated into the structure of the building (“podium”), or as standalone garages adjacent to the building (see “standalone parking” below). Any portion of a parking structure facing a primary or secondary street shall receive architectural screening. Structured parking shall not have frontage on the Smart Street.
STANDALONE PARKING	Single-use parking structures shall not be located on primary streets or on the Smart Street. Single-use parking structures shall have zero setback from the lot(build-to) line. See Street Type guidelines for frontage requirements.	Any portion of a parking structure facing a secondary street shall receive architectural screening.



DESIGN GUIDELINES

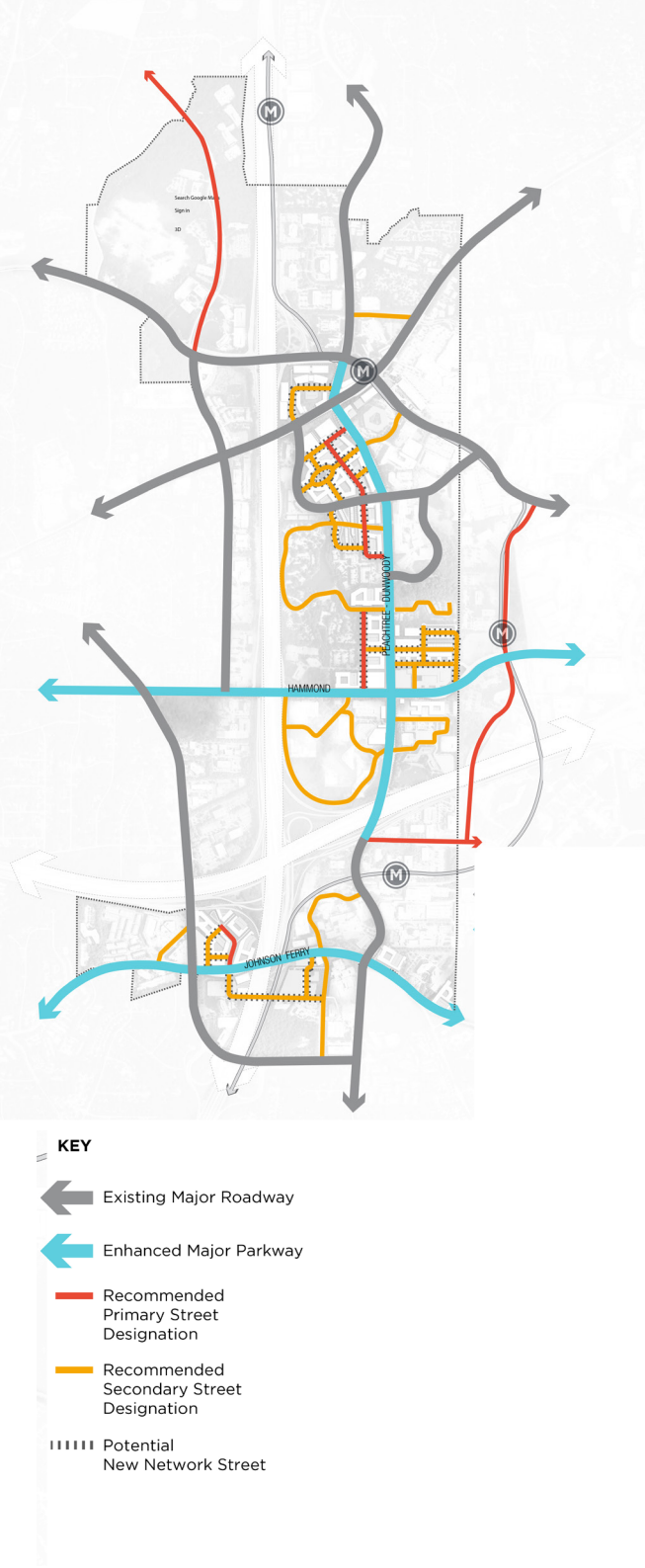
STREETS / STREETSCAPE

STREET TYPE	ROW	FRONTAGE (BY PARCEL)	ACCESS	PARKING
SMART STREET (PEACHTREE-DUNWOODY ROAD) "WEST SIDE"	Up to 175' for overall right-of-way - see street sections	80% Build-to Line (west side)	Mid-block curb cuts, and parking & service access shall be prohibited on the Smart Street.	On-street parking shall be prohibited
SMART STREET (PEACHTREE-DUNWOODY ROAD) "EAST SIDE"		80% Build-to Line (new development or redevelopment)		
PRIMARY STREET	84'-96'	80% Build-to Line with retail uses	Mid-block curb cuts, and parking & service access shall be prohibited on Primary Streets.	On-street parking shall be provided on both sides of Primary Streets.
	72'-84'	80% Build-to Line (other uses)	Parking & Service access permitted.	
		Existing residential neighborhood	Existing parking access/curb cuts allowed.	
SECONDARY STREET	88'	80% Build-to Line	Limited mid-block curb cuts, and parking & service access shall be permitted on Secondary Streets	On-street parking shall be provided on both sides of Secondary Streets where not interrupted by driveway curb cuts.
	70'-80'	Build-to Line of up to 80%; service and loading entries to sites	Parking & Service access permitted.	On street parking shall be provided adjacent to new development within sufficient space of driveway curb cuts; not required adjacent to existing development
	66' (Existing Condition)	Existing residential neighborhood	Existing parking access/curb cuts allowed	

DESIGN GUIDELINES

STREET TYPES

MULTIMODAL FACILITIES	SPECIAL FEATURES
The 50-60' wide "smart zone" greenway on the west side of the street shall incorporate a segment of the PATH 400 shared-use trail within the public ROW if this is selected as a preferred alignment. The trail shall be integrated into the landscape design of the greenway, and buffered from vehicular and everyday pedestrian traffic.	Active ground floor uses (lobbies, primary entries, retail & commercial space) shall be located along the Smart Street. The landscape design of the greenway shall integrate seating areas, and a series of kiosks for retail, food & beverage, technology, or other interactive uses. Potential for wi-fi connectivity.
Minimum 16' sidewalk zone shall be provided between the curb and Build-to-Line. The zone shall contain a 6' minimum planting strip adjacent to the roadway and 10' minimum sidewalk.	Active ground floor uses (lobbies, primary entries, retail & commercial space) shall face the street
Primary Streets shall have street trees and planting strip within public ROW; refer to existing PCID standards for species and spacing	Refer to existing PCID standards for fixture types & spacing
Bicycle lanes if designated as a key bicycle connection in PCID plans; on-street shared bicycle facility (sharrows) in each direction otherwise.	Active ground floor uses (retail & commercial space) shall be encouraged on all Secondary Streets where feasible. Main building entries and lobbies on secondary streets should be avoided.
To reduce right-of-way requirements and work within existing constraints, sidepaths may be used to accommodate bicycles, although should not be used when driveway spacing is frequent.	



IMPLEMENTATION MATRIX

PEACHTREE-DUNWOODY ROAD & BIG BOX PARCEL

RECOMMENDATIONS	ACTIONS	RESPONSIBLE PARTIES	TIMELINE
<p>Create a connected street & block network of right-sized development parcels, interconnected secondary streets, and public spaces from assemblage of underutilized commercial properties along Peachtree-Dunwoody Road and low-density “big box” parcel at Peachtree-Dunwoody Rd and Mt Vernon Highway</p> <p><u>Desired Outcomes:</u></p> <ul style="list-style-type: none">Promote preservation of existing housingEnsure transition to existing neighborhoods through changes in massing, density, and useLessen burden of local traffic on Peachtree-Dunwoody RoadReduce new vehicular trips generated and promote/improve walkability in PCID <p>Develop new multi-functional greenway along Peachtree-Dunwoody Road (“Smart Street”) as public amenity for new residents, and as signature space/feature of PCID</p> <p><u>Desired Outcomes:</u></p> <ul style="list-style-type: none">Integrate PATH 400 trail into “Smart Street” greenway for improved multimodal connection to MARTA stationsImprove north-west connectivity to Sandy Springs Station from Peachtree-Dunwoody Road <p>Replace underutilized commercial properties with more compact residential and/or hotel buildings</p> <p><u>Desired Outcomes:</u></p> <ul style="list-style-type: none">Provide/accommodate a range of incomes & unit sizes walkable to transit & employmentReduce new vehicular trips generated by providing a compact mix of uses	Issue RFP for Smart Street Corridor Study	City Planning/ Economic Dev.	1-3 years
	Conduct Corridor Study focusing on traffic, multi-modal demand, rights-of-way for new street network development, block dimensions, land assembly strategies	Consultant Team under direction of City	1-3 years
	Select Development Approach	City	1-3 years
	Track 1		
	<ul style="list-style-type: none">Create Incentive Program & Development Guidelines to facilitate private acquisition/development of each of the parcels & associated pieces of roadway network/public realm	City Planning/Public Works/Economic Dev.	3-6 years
	<ul style="list-style-type: none">Private Sector-led redevelopment Program		Long-term
	Track 2		
	<ul style="list-style-type: none">Contact property owners and/or their representatives and or the tenants to find out the ownership structure of land and buildings, term of leases and any conditions	City (Economic Development)	Begin at the completion of Small Area Plan
	<ul style="list-style-type: none">Market the small area plan to property owners and/or interested developers	City	Begin at the completion of Small Area Plan
	<ul style="list-style-type: none">Determine if the property/properties will be marketed for sale and if so, to what extent the City will subsidize land acquisition costs	City	Begin at the completion of Small Area Plan
<ul style="list-style-type: none">Fund a Market & Feasibility Study for the identified cluster of parcels to understand development scenarios	City	TBD	
<ul style="list-style-type: none">Explore economic development and regulatory incentives	City	Appropriate Time	
<ul style="list-style-type: none">Assist in redevelopment through design review process based on Development Code (DC)	City	1+ years	

IMPLEMENTATION MATRIX

TRANSIT ORIENTED DEVELOPMENT

RECOMMENDATIONS	ACTIONS	RESPONSIBLE PARTIES	TIMELINE
<p>Develop higher-density transit-oriented commercial & mixed use buildings adjacent to Sandy Springs MARTA station</p> <p><u>Desired Outcomes:</u></p> <ul style="list-style-type: none"> Reduce new vehicular trips generated and promote/improve walkability in Perimeter Center 	Implement supportive zoning code (establish minimum heights/densities, etc.)	City Planning	1-3 years
	Work with MARTA to formalize a Transit-Oriented Development (TOD) strategy that includes non-MARTA owned key parcels in the district, focusing on improvement to station plaza entries and pedestrian connectivity	City Planning, MARTA	1-3 years
	Coordinate planning of MARTA extension on Hammond with TOD strategy	City Planning/Public Works, MARTA	1-6 years
	Follow the steps identified for redevelopment of targeted parcels	City, MARTA, Private Property Owners, Development Community	3-6 years
	Work with Cox Communications to explore possibility of creating shared-use connections through wooded preserve east of Peachtree-Dunwoody Road	City Planning, Cox	1-3 years
<p>Develop higher-density transit-oriented commercial & mixed use buildings, and establish multimodal connectivity via MARTA extension in the Hammond Drive node</p> <p><u>Desired Outcomes:</u></p> <ul style="list-style-type: none"> Reduce new vehicular trips generated and promote/improve walkability in Perimeter Center Improve east-west connectivity from Hammond Drive to Dunwoody Station and greater Sandy Springs area 			

IMPLEMENTATION MATRIX

PILL HILL EAST-WEST CONNECTIVITY

RECOMMENDATIONS	ACTIONS	RESPONSIBLE PARTIES	TIMELINE
Develop “overbuild” park at Johnson Ferry Road overpass above GA 400 Develop higher-density transit-oriented pedestrian/bike facilities along Johnson Ferry Road <u>Desired Outcomes:</u> <ul style="list-style-type: none">Improve east-west pedestrian connectivity across GA 400Provide signature open space/feature of Perimeter Center	City to issue design study RFP for feasibility of overbuild	City Planning/Public Works, GDOT	3-6 years
	City to issue RFP for detailed design and overbuild construction	City Planning/ Public Works, GDOT, Developer/ Construction Community	7-10+ years
	Issue RFP of feasibility study of streetscape & pedestrian realm improvements on Johnson Ferry Road; include coordination with PCIDs and City Capital Improvement Plan/Budget	City Planning/Public Works, PCIDs	1-3 years
Redevelop underutilized commercial properties north of Johnson Ferry Road between GA 400 and Glenridge Connector with multi-family residential buildings <u>Desired Outcomes:</u> <ul style="list-style-type: none">Provide/accommodate a range of incomes & unit sizes walkable to transit & employment	City/PCIDs to solicit private contracts OR amend Capital Improvement Plan to carry out improvements	City Planning/Public Works, PCIDs	3-6 years
	Consider fast-track approval program for development that follows new supportive zoning in Development Code (DC)	City Planning	1-3 years
	Create Incentive Program & Development Guidelines to facilitate private acquisition/ development of each of the parcels & associated pieces of roadway network/ public realm	City Planning, Public Works, PCIDs, Existing property owners, Development Community	3-6 years



APPENDIX

This section consists of the following:

- Image Credits



IMAGE CREDITS

Pg. 12
(Top) Google streetview
(Center) https://www.wikiwand.com/nl/Sandy_Springs

Pg. 13
(Center) SSPC Flickr
(Bottom) <http://www.city-data.com/forum/atlanta/1699854-cox-build-19-story-office-tower-2.html>

Pg. 24
<http://www.mygola.com/las-ramblas-p265>

Pg. 27
(Left) <http://www.mygola.com/las-ramblas-p265>
(Right) <http://icetech.ie/interactive-kiosk-solutions/interactive-kiosks/>

Pg. 29
(Top) <http://caroleesellsnova.com/looking-to-buy-in-your-favorite-neighborhood/>
(Center Left) <http://sourcethestation.com/idea/pentagon-row-arlington-va/>
(Center Right) <http://www.urbanstitcher.com/2015/07/process-puzzles.html>
(Bottom) http://www.jfwconsulting.com/portfolio-view/gwu-square-54-redevelopment-project/?doing_wp_cron=1479917385.1400361061096191406250

Pg. 31
<http://www.bethesdamagazine.com/Bethesda-Beat/2014/Money-magazine-Names-Rockville-24th-Best-Place-to-Live-in-US/>

Pg. 32
(Top) http://www.laurirotko.com/html/yritys_mainos.html
(Bottom) <http://travel-for-soul.blogspot.com/2014/03/barcelona-modern-ancient-paradise.html>

Pg. 33
(Top) <http://roccbuffalo.org/mission-possible/>
(Bottom) <http://www.hotelroomsearch.net/spain/beautiful-barcelona-gracia>

Pg. 40
<http://www.todobarcelona.org/descubre-barcelona/mejores-lugares-para-visitar-en-barcelona/>

Pg. 41
<https://finlandtours.fi/product/finland-and-estonia-in-one-stop/>

Pg. 46
(Left) Nelson\Nygaard
(Right) Nelson\Nygaard

Pg. 48
(Left) Nelson\Nygaard
(Right) Nelson\Nygaard

Pg. 49
(Top) <https://martaguide.com/2010/02/23/dunwoody-station/northsprings/>
(Center) <http://nacto.org/publication/transit-street-design-guide/transit-lanes-transitways/transit-lanes/curbside-transit-lane/>
(Bottom) https://commons.wikimedia.org/wiki/File:Intel_light_rail_shuttle_bus_approaching_Orenco_MAX_station_in_2013_-_Hillsboro,_Oregon.jpg

Pg. 51
Google street view

Pg. 52
<https://bemyguest.com.sg/dp/japan/tokyo/walking-tokyo-with-street-food-harajuku-back-street-morning-tour>

Pg. 55
<http://www.archdaily.com/41069/winspear-opera-house-foster-partners/571dc9c3e58ece6834000008-winspear-opera-house-foster-partners-image>

Pg. 55
<https://anomadslife.files.wordpress.com/2013/05/mosaic-district.jpg>

Pg. 59
<http://www.powerproperties.property/our-neighborhood/>

Pg. 63
Google street view

Pg. 69
<http://casestudies.uli.org/paseo-verde/>

Pg. 70
Google street view

