



SANDY SPRINGS
GEORGIA

North Springs MARTA Corridor Study

Community Workshop
August 22, 2024



1

Welcome

Agenda

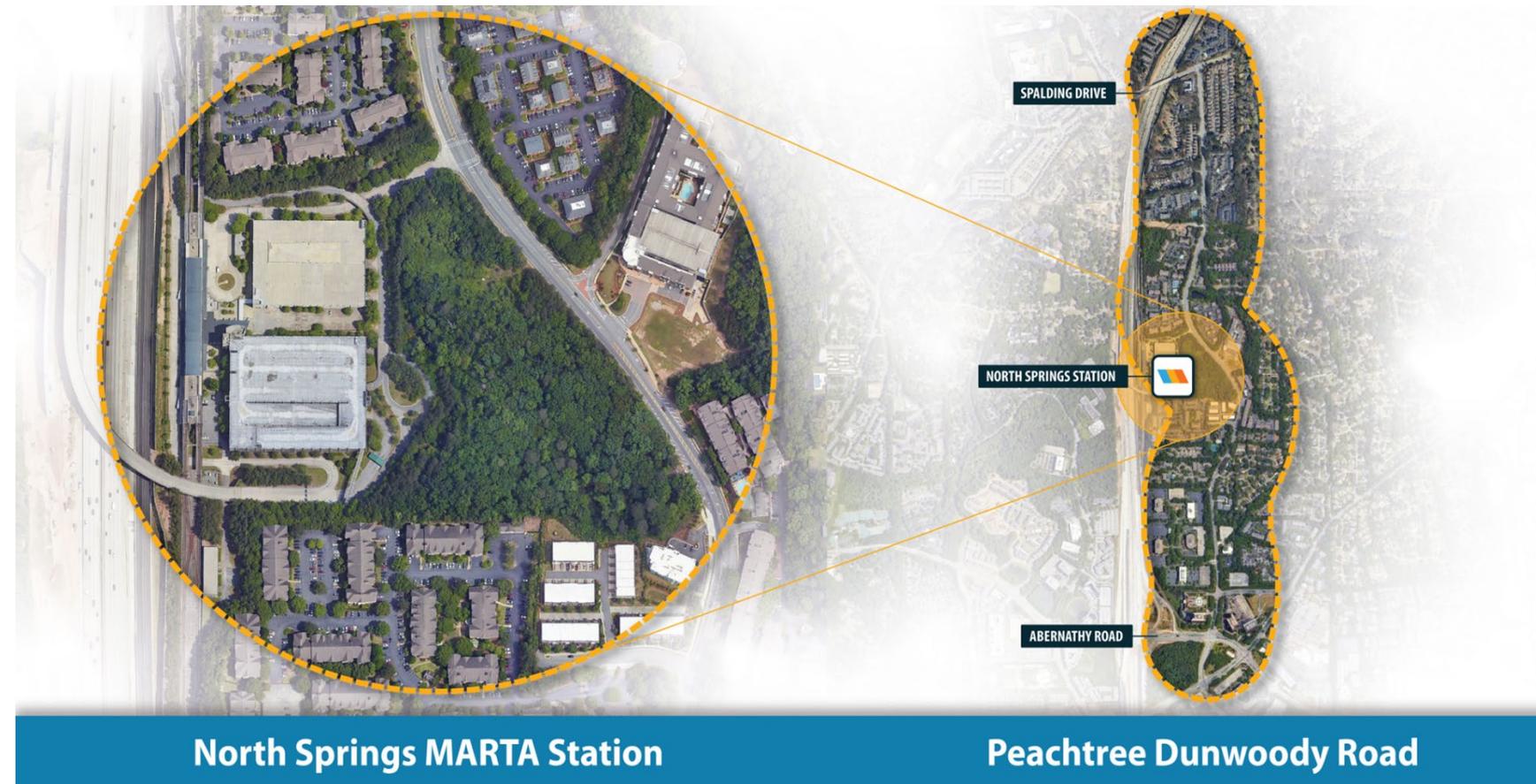
North Springs MARTA Corridor Study Community Workshop

- 1 Welcome**
- 2 What We've Learned**
- 3 Peachtree Dunwoody Road
Draft Concepts**
- 4 North Springs Station Site
Draft Concepts**
- 5 Your Feedback**
- 6 Next Steps**



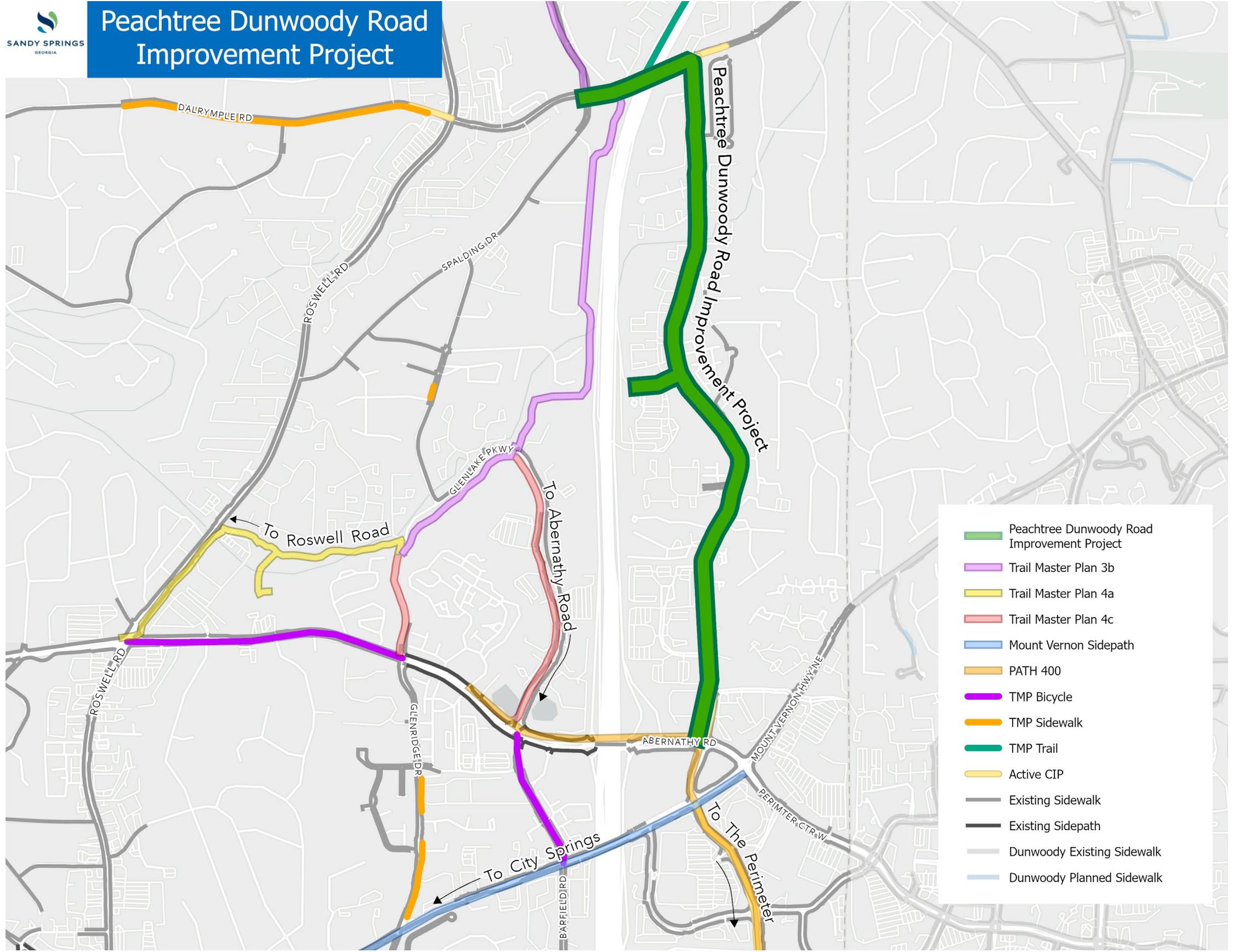
Project Goals

1. **Engage** the Sandy Springs community to create a clear vision
2. Develop a realistic and inspirational concept for **transit-oriented development** at the North Springs MARTA Station site
3. Recommend a safer, more multimodal design concept for **Peachtree Dunwoody Road**
4. Identify a preferred alignment to extend the 400 **trail**



Abernathy Road to Spalding Drive

Peachtree Dunwoody Road Improvement Project



- █ Peachtree Dunwoody Road Improvement Project
- █ Trail Master Plan 3b
- █ Trail Master Plan 4a
- █ Trail Master Plan 4c
- █ Mount Vernon Sidepath
- █ PATH 400
- █ TMP Bicycle
- █ TMP Sidewalk
- █ TMP Trail
- █ Active CIP
- █ Existing Sidewalk
- █ Existing Sidepath
- █ Dunwoody Existing Sidewalk
- █ Dunwoody Planned Sidewalk

About Livable Centers Initiatives

This project is funded with support from the Atlanta Regional Commission's (ARC) Livable Centers Initiative (LCI) program

The program aims to reduce vehicle miles traveled and improve air quality by re-envisioning communities as **vibrant, walkable places**.

Communities that have completed an LCI study are eligible to apply for **implementation funding** through ARC's Transportation Improvement Program.



Project Team



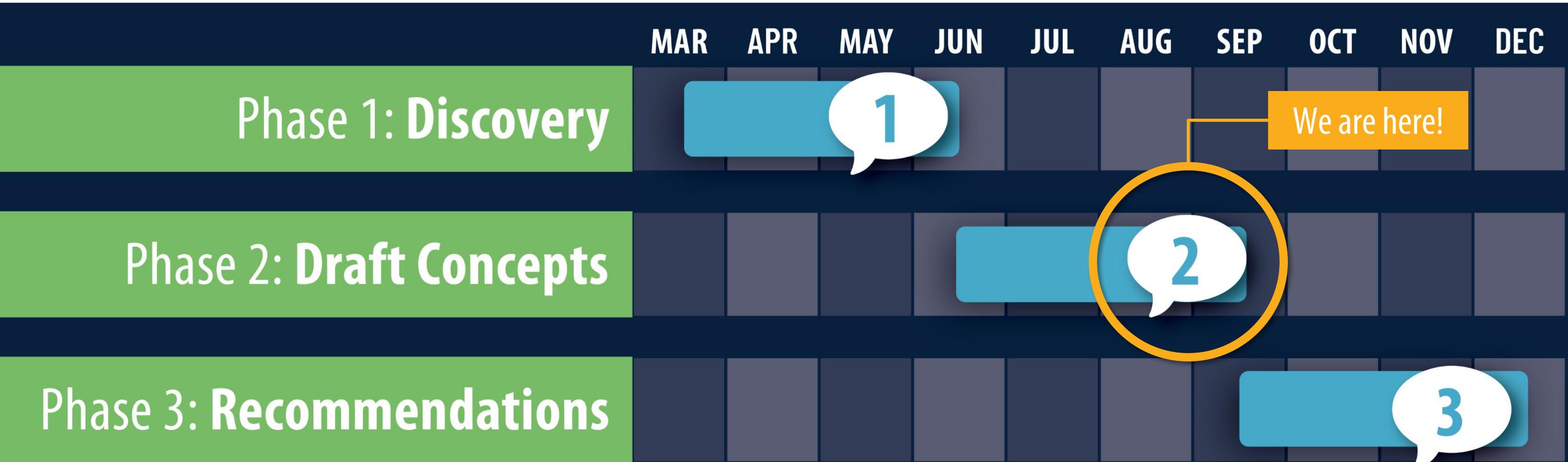
In partnership with



With support from



Project Schedule



 **WORK PERIOD**



ROUND 1 ENGAGEMENT

- ONLINE SURVEY #1
- POP-UP EVENT #1
- INTERVIEWS & ROUNDTABLES



ROUND 2 ENGAGEMENT

- ONLINE SURVEY #2
- COMMUNITY WORKSHOP
- POP-UP EVENT #2



ROUND 3 ENGAGEMENT

- ONLINE SURVEY #3
- PUBLIC MEETING

Setting the Stage

Meeting Goals

1. Share key findings from the existing conditions analysis and community input to date
2. Get your input on draft concepts for the corridor and station site

What to Expect

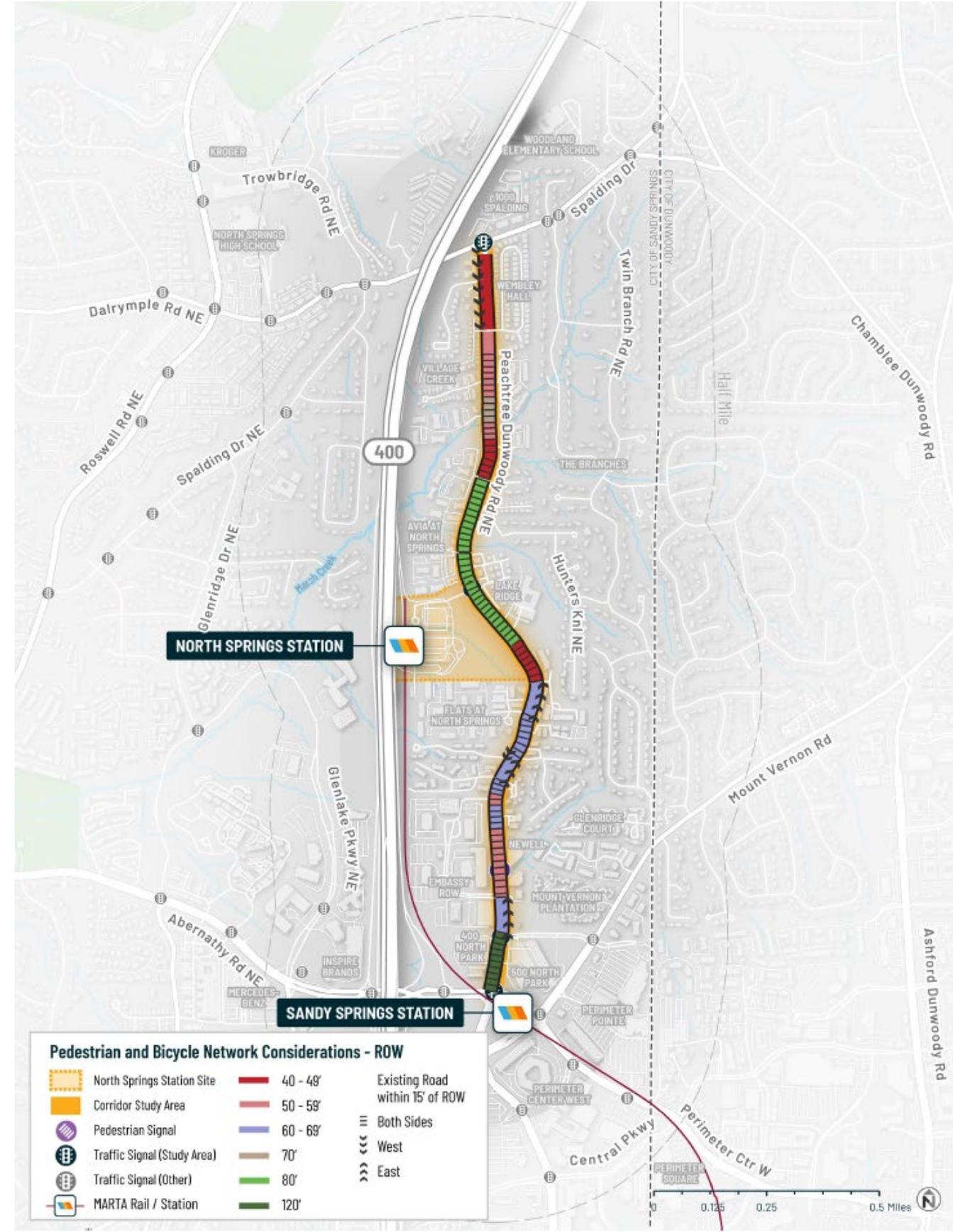
1. Everything you see is an initial draft!
2. All concepts will be revised based on input and further study
3. Please be open, collaborative, creative, and respectful
4. Provide feedback through boards and comment cards after the presentation

2

What We've Learned

Key Existing Conditions: Corridor

Variable right of way (ROW) throughout the corridor



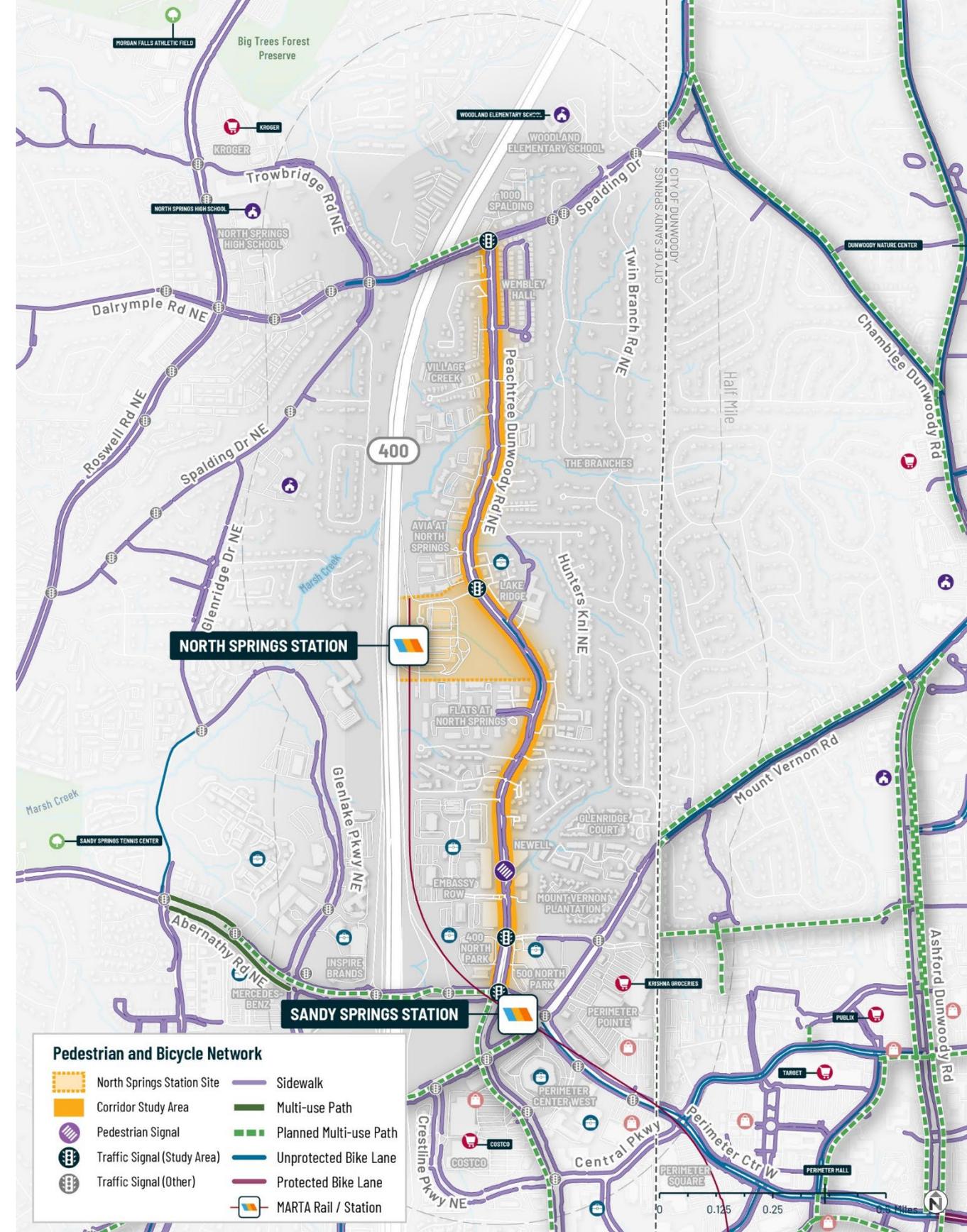
Key Existing Conditions: Corridor

Continuous sidewalks, but few opportunities for pedestrian crossings, spaced 0.25 to 0.77 miles apart (5- to 15-minute walk)

One **mid-block crossing** at the Newell building and Embassy Row

Generally **missing bicycle facilities**, except for a block with a southbound bicycle lane

Nearby sidepaths planned, including an extension of the 400 trail on the west side of Peachtree Dunwoody Road up to Mount Vernon Road



Pedestrian and Bicycle Network			
	North Springs Station Site		Sidewalk
	Corridor Study Area		Multi-use Path
	Pedestrian Signal		Planned Multi-use Path
	Traffic Signal (Study Area)		Unprotected Bike Lane
	Traffic Signal (Other)		Protected Bike Lane
	MARTA Rail / Station		Protected Bike Lane

Key Existing Conditions: Corridor

No east-west through streets within the corridor

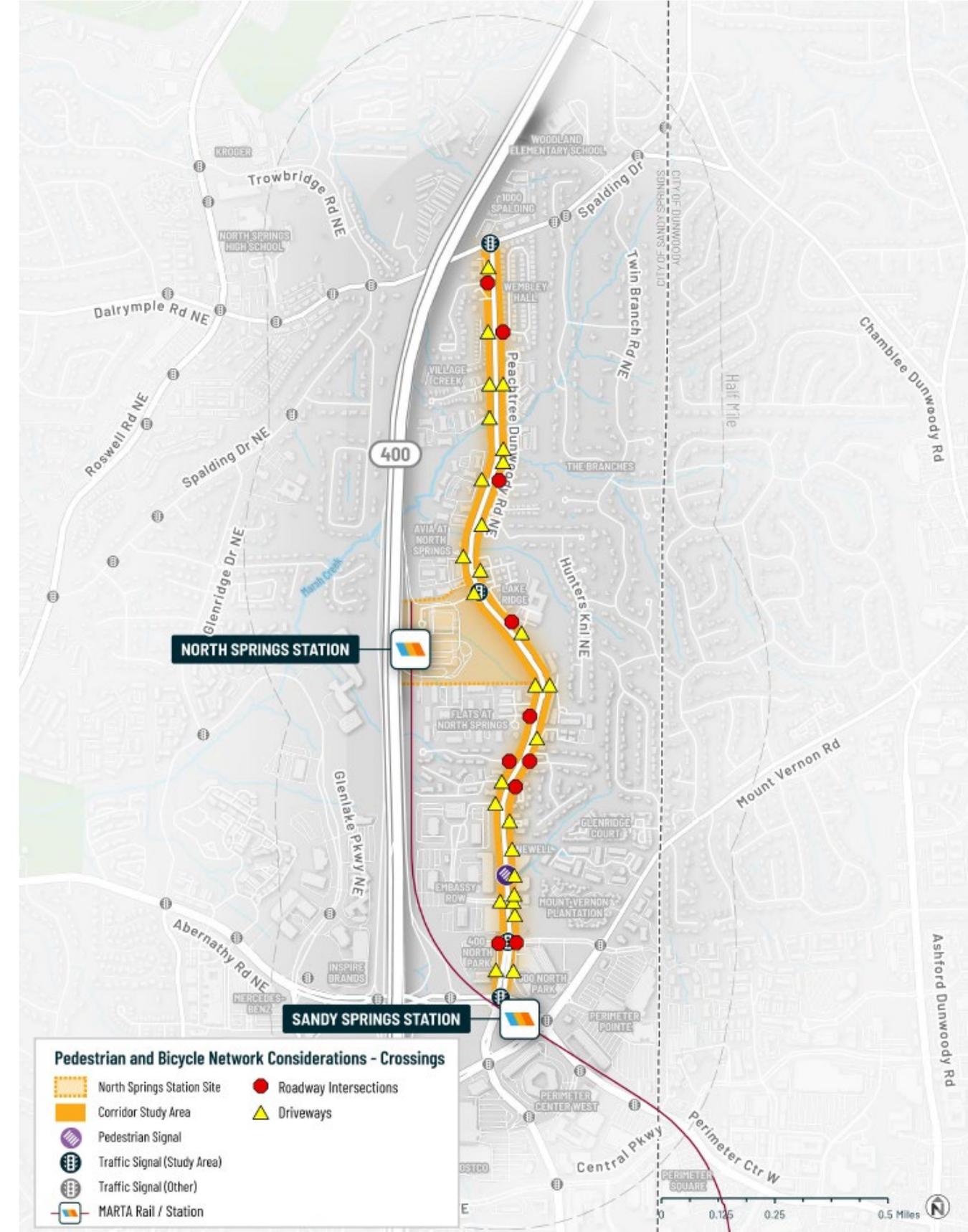
North Springs MARTA Station entrance is the only other signalized intersection

Connecting neighborhood streets are mostly **cul-de-sacs**

Frequent driveways on both sides of the street, with slightly fewer crossings and ~100' less total crossing distance on the **west side**

Table 11. Corridor Crossings Analysis

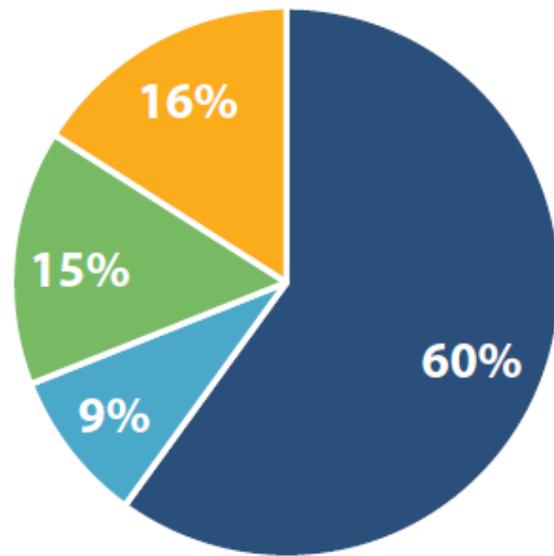
Intersections	West	East
Total Intersections	4	6
Total Lanes	10	14
Total Crossing Distance	198'	332'
Driveways	West	East
Total Driveways	16	15
Total Lanes	30	30
Total Crossing Distance	662'	620'
Total	West	East
Total Crossings	20	21
Total Lanes	40	44
Total Crossing Distance	860'	952'



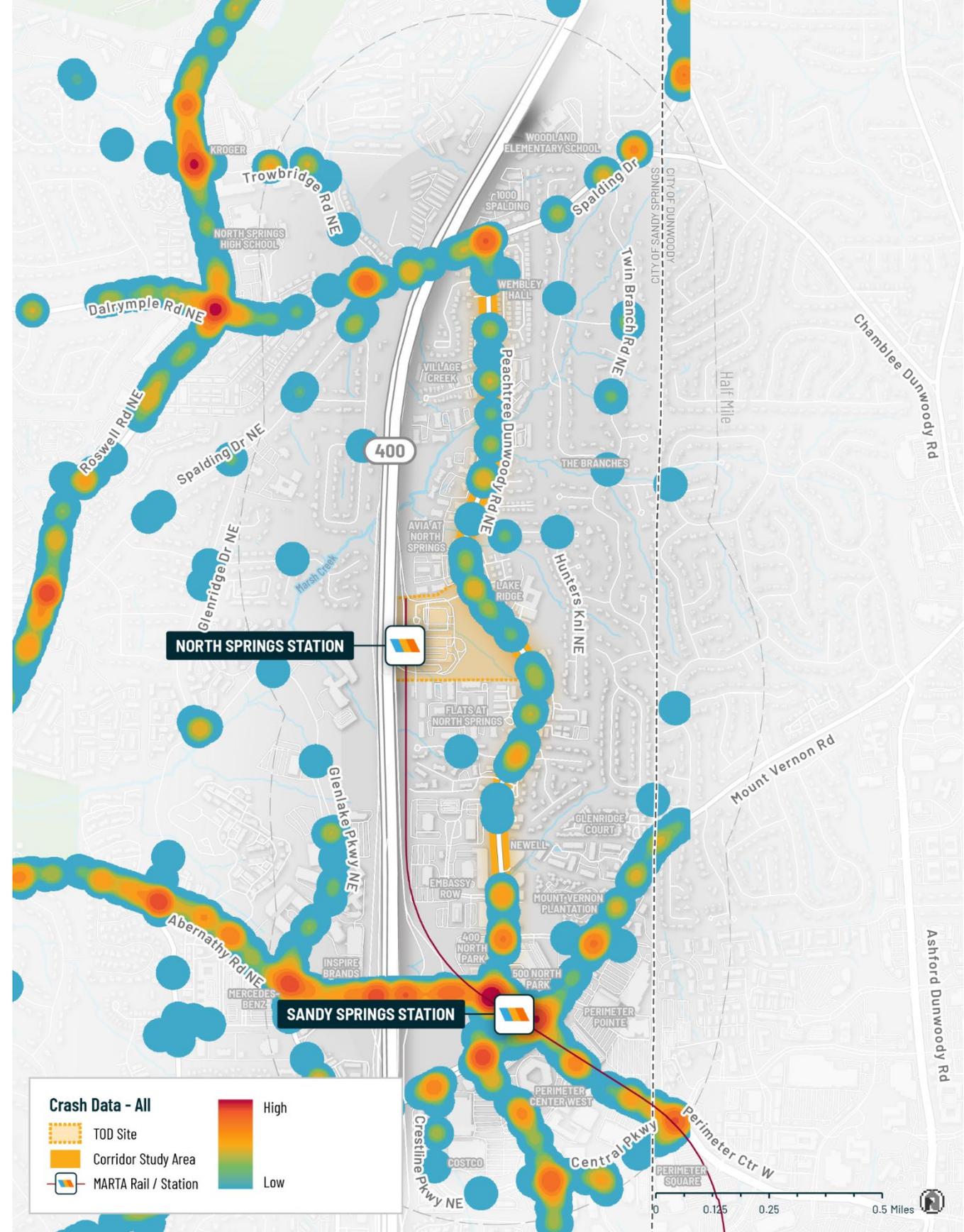
Key Existing Conditions: Corridor

Historic crashes concentrated at major intersections and around curves

Figure 32. Percentage of Historic Crashes by Location (2018-2022)



- Peachtree Dunwoody Road at Abernathy Road
- Peachtree Dunwoody Road at North Springs MARTA Station
- Peachtree Dunwoody Road at Spalding Drive
- All Other Locations



Key Existing Conditions: Corridor

Most intersection approaches performing at **Level of Service (LOS) A to D**

Abernathy Road during the PM peak period is LOS E

Table 10. Traffic Analysis Results

#	Intersection	Control Type	Analysis Period	Existing Conditions (Intersection Average)		
				LOS	Delay (s)	v/c
1	Peachtree Dunwoody Rd / Spalding Dr	Signal	AM Peak Hr	C	22.4	0.62
			PM Peak Hr	D	39.3	0.87
2	Peachtree Dunwoody Rd / N Springs MARTA	Signal	AM Peak Hr	A	6.2	0.43
			PM Peak Hr	B	15.5	0.89
3	Peachtree Dunwoody Rd / Embassy Row N	SSSC	AM Peak Hr	A	0.4	0.62
			PM Peak Hr	A	1.6	0.75
4	Peachtree Dunwoody Rd / Embassy Row S	TWSC	AM Peak Hr	A	0.4	0.63
			PM Peak Hr	A	6.7	0.69
5	Peachtree Dunwoody Rd / N Park Pl	Signal	AM Peak Hr	D	39.6	0.67
			PM Peak Hr	C	33	0.72
6	Peachtree Dunwoody Rd / Abernathy Rd NE	Signal	AM Peak Hr	D	50.3	0.68
			PM Peak Hr	E	57.9	0.76

Notes:
 AWSC: All-way stop control; TWSC: Two-way stop control; SSSC: Side street stop control
 Not all study intersections allow HCM 7th Ed., 6th Ed., or 2010 methodologies. Results reflect HCM 2000 methodology outputs.



Level of Service (LOS) - Overall Intersection

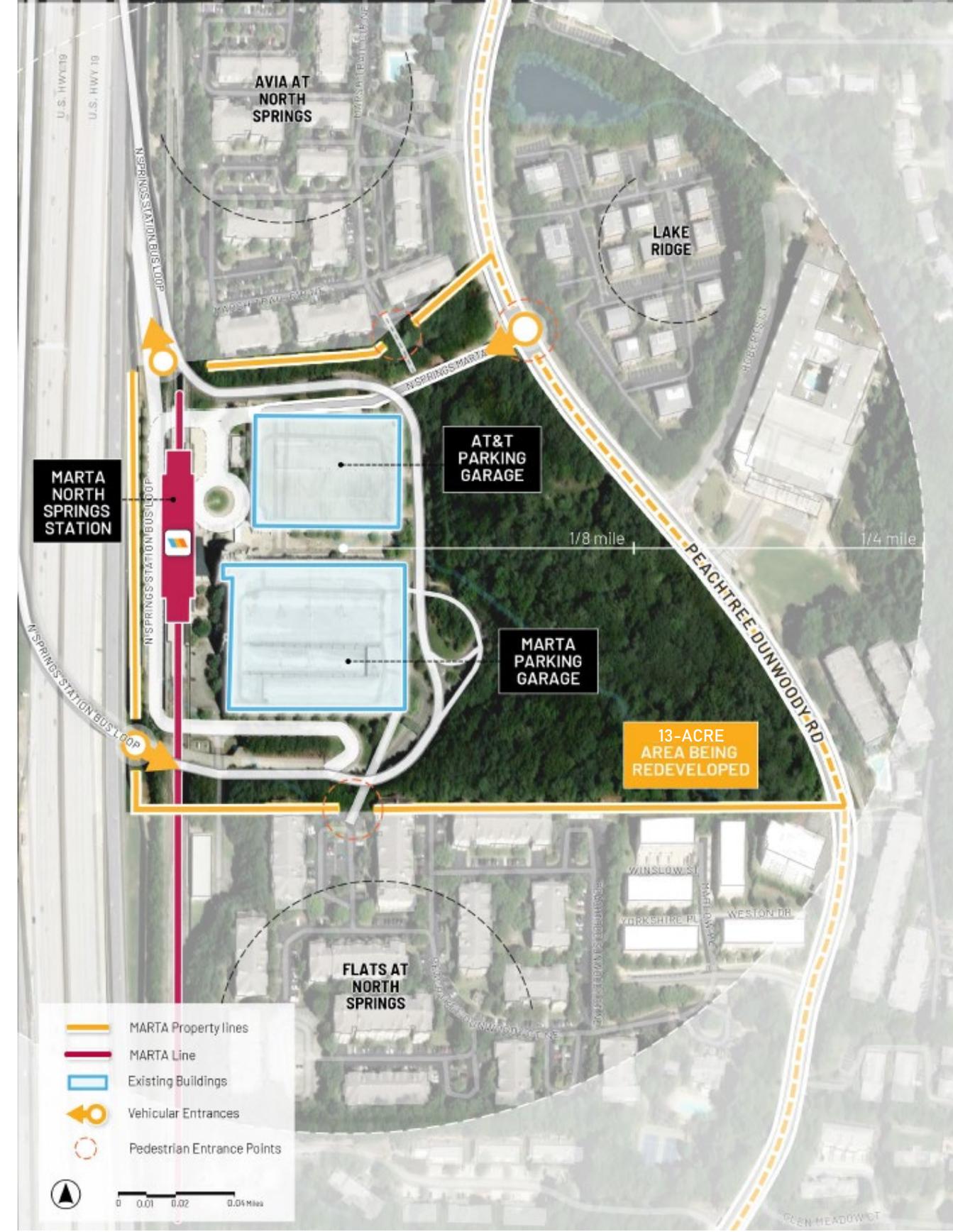
Existing LOS	Time Period	Intersections
LOS A	AM Peak Period	2 - North Springs MARTA
LOS B	PM Peak Period	2 - North Springs MARTA
LOS C	AM Peak Period	5 - North Park Place
LOS C	PM Peak Period	5 - North Park Place
LOS D	AM Peak Period	1 - Spalding Drive
LOS D	PM Peak Period	5 - North Park Place
LOS E	AM Peak Period	6 - Abernathy Road
LOS E	PM Peak Period	6 - Abernathy Road

Legend for Time Period: AM Peak Period (AM), PM Peak Period (PM)

Legend for Intersections: 1 - Spalding Drive, 2 - North Springs MARTA, 3 - Embassy Row North, 4 - Embassy Row South, 5 - North Park Place, 6 - Abernathy Road

Key Existing Conditions: Station Site

- 27.7-acre MARTA property, including **13 acres of undeveloped land**
- Accessible via Peachtree Dunwoody Road and GA-400 (southbound only)
- Surrounded by mostly residential neighborhoods, with office development to the south and the mixed-use Perimeter Center area nearby



Key Existing Conditions: Station Site

- **Transit operations** for rail and bus are focused on the **west side** of the site
- No local buses access the site via Peachtree Dunwoody Road
- **Separate circulation** for local streets vs. GA-400
- Northern deck: AT&T (1st floor MARTA)
- Southern deck: Public parking for MARTA
- **Kiss and Ride zones** in both garages



Key Existing Conditions: Station Site

- East side of the site has dense **tree canopy** and **hilly terrain**
- **Creek and floodplain** run through the center of the undeveloped land



Key Existing Conditions: Station Site

A. Easiest areas to develop

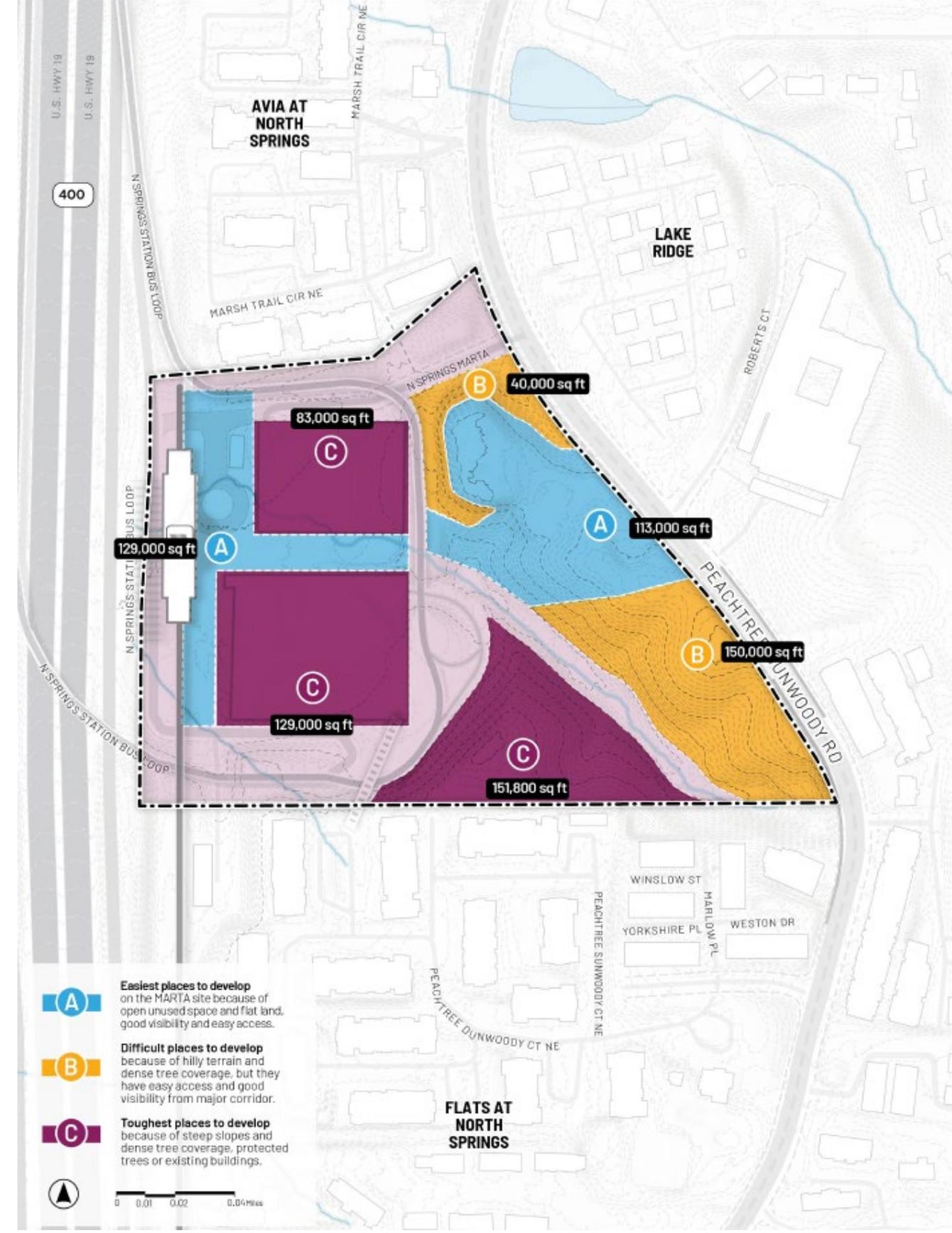
- Space between garages and bus loop (2.96 acres)
- Center of wooded area (2.59 acres)

B. Difficult places to develop

- North end of wooded area (0.92 acre)
- Southeast end of wooded area (3.44 acres)

C. Toughest places to develop

- Garages (4.87 acres)
- Southwest end of wooded area (3.48 acres)
- MARTA Station area and GA-400 ramps



Spotlight on MARTA Requirements

The undeveloped station site is MARTA property and must comply with their requirements, including:

1. MARTA Transit-Oriented Development Guidelines

- North Springs is a “Collector” station
2. Must **maintain separate circulation** for access from GA-400 vs. local streets
 3. Must retain **parking garages**, but some shared use parking may be considered
 4. **Ground lease** structure required for MARTA property



Round 1 Community Engagement



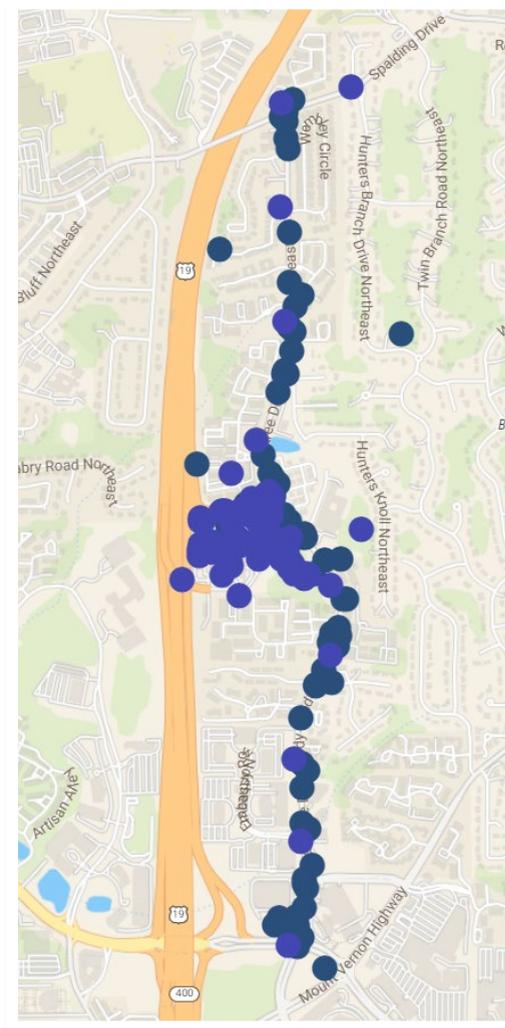
What We Heard: Corridor

Top Concerns

- Feels intimidating to cross the street, especially at Abernathy Road
- Vehicles driving too fast
- Limited visibility, especially around curves
- Frustration and confusion over frequent lane changes
- Lack of consistent bicycle facilities in the corridor
- Drainage issues for Marsh Creek

Desired improvements:

- Dedicated bicycle facilities
- Wider sidewalks with more shade
- More crosswalks and enhanced crossings
- Enhanced lighting
- High aesthetic standards
- Mixed preferences for path next to the corridor or off-street



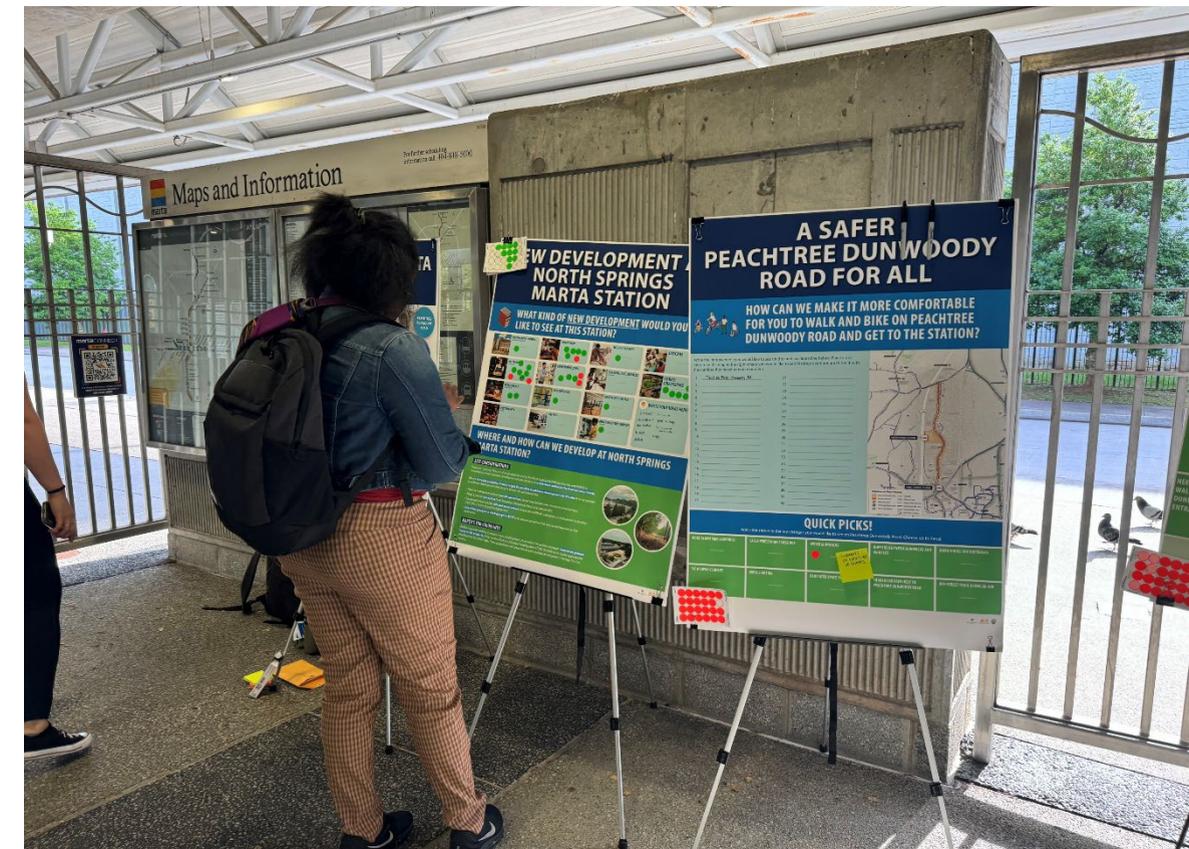
What We Heard: Station Site

Top Concerns

- Hilly terrain
- Preservation of trees and integration of creek and natural features
- Mixed input on desire for additional development
- MARTA's preferred approach to development on its property will make it challenging for some types of potential development

Desired improvements:

- Greenspaces, grab-and-go restaurants, casual dining, coffee shops, small retailers, convenience store, trail
- Additional housing
- Unique businesses and a welcoming atmosphere
- Inspired by places like the BeltLine



What We Heard: Station Access

Top Concerns

- Lack of clear wayfinding signage, real-time bus signage, interactive transit system, and neighborhood map
- Confusion over site circulation
- Station is not noticeable from Peachtree Dunwoody Road
- Demand for more wide fare gates to accommodate luggage
- Need more lighting on ramps to GA-400 and in garages

Desired improvements:

- Improved wayfinding and legibility
- More direct and welcoming pedestrian entrance



What We Heard: Placemaking

Top Concerns

- Facility cleanliness

Desired improvements:

- Nicer restrooms with automated access
- Seating areas
- Vending machines
- Water refill station/fountain
- Fenced-off dog park
- Additional station staff and enhanced security
- Greenspaces/gathering spaces
- Art installations like murals and sculptures
- Special lighting
- Farmers market
- Tell the story of Sandy Springs

CREATING A MEMORABLE PLACE

WHAT KINDS OF PLACEMAKING FEATURES WOULD YOU LIKE AT NORTH SPRINGS STATION?

WHAT IS "PLACEMAKING"?
Placemaking is taking care of our public spaces to make them **more interesting and pleasant to use**. This can include elements like murals, art installations, coffee shops, convenience stores, landscaping, lighting, seating areas, performances, other events, and more.

WRITE YOUR IDEAS HERE!
Keep the trees (at least some!)

WHERE WOULD YOU LIKE TO ADD THESE DESIGN FEATURES OR ACTIVITIES AT THIS STATION?

Place a dot sticker on the map to the right or add a sticky note below to tell us where you would like to add a placemaking feature!

DEVELOPMENTAL CONSTRAINTS:

- Need space for **circulation** from Peachtree Dunwoody Road and Georgia 400.
- Topographic features like **hills and mature trees** that make it difficult, expensive, or undesirable to develop parts of the currently undeveloped land.
- **One of the garages on site belongs to AT&T** and redevelopment of that area would depend on that agreement.

NEW DEVELOPMENT AT NORTH SPRINGS MARTA STATION

WHAT KIND OF NEW DEVELOPMENT WOULD YOU LIKE TO SEE AT THIS STATION?

WHERE AND HOW CAN WE DEVELOP AT NORTH SPRINGS MARTA STATION?

SITE CONSIDERATIONS

There are currently 13 acres of undeveloped land at the North Springs MARTA Station site, and MARTA is considering transit-oriented development at this location to **create more walkable destinations near transit**.

We are **currently studying where it might be possible to add new development on this site**. It is not possible to add new development everywhere due to site constraints like:

- Need to maintain or enhance **transit operations**, preserving features like the station and bus bays.
- Need space for **circulation** from Peachtree Dunwoody Road and Georgia 400.
- Topographic features like **hills and mature trees** that make it difficult, expensive, or undesirable to develop parts of the currently undeveloped land.
- **One of the garages on site belongs to AT&T** and redevelopment of that area would depend on that agreement.

MARTA'S TOD GUIDELINES

MARTA has been working to support new development at several of its stations through **long-term ground leases on its property**. It has created Transit-Oriented Development (TOD) Guidelines to guide appropriate development by station type. These guidelines will direct the recommended development strategy for this station.

3

Peachtree Dunwoody Road Draft Concepts

Corridor Design Principles (DRAFT)

Provide comfortable places for people to walk, bike, and ride transit.

- Add dedicated bicycle facilities
- Increase the buffer between vehicles and pedestrians and cyclists as much as possible within available ROW
- Design the street to accommodate MARTA buses to allow potential future local bus service

Encourage slower, safer driving behavior.

- Conduct a study to reduce the speed limit from 35 mph to 30 mph
- Reduce lane widths (11' typical)
- Introduce buffers with street trees and planted medians (where possible) to create a sense of enclosure

Create a more consistent cross section with consistent behaviors.

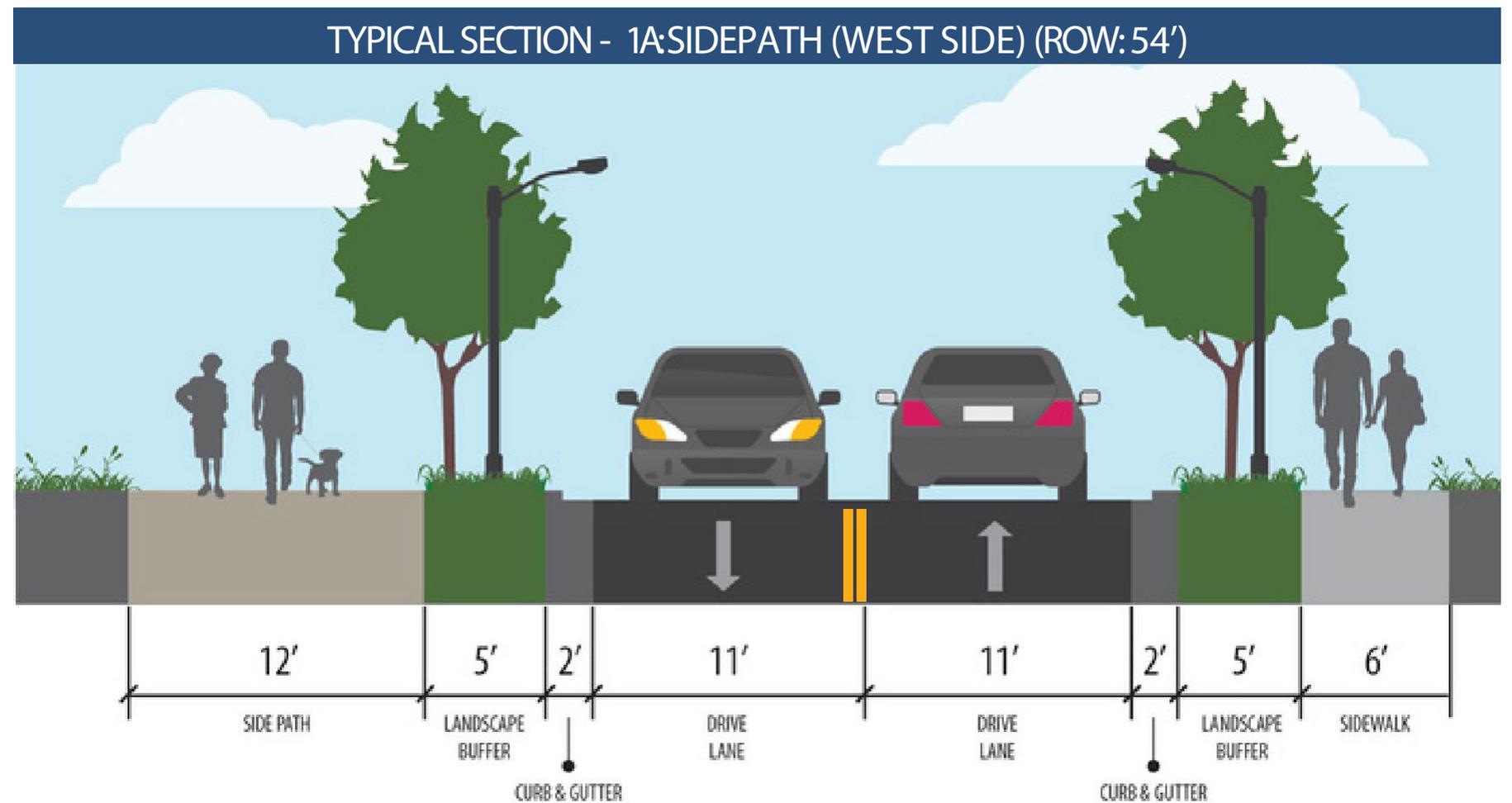
- Keep two travel lanes consistently between major intersections (vs. two to three today)
- Eliminate unnecessary turn lanes, such as at small subdivisions

Maintain a similar Level of Service at key intersections, Abernathy Road and Spalding Drive.

- Likely maintain existing number of lanes at these intersections
- Enhance safety through design, reducing pedestrian crossing distances as much as possible with refuges and curb extensions

Concept 1: Sidepath (West Side)

- More consistent cross section throughout the corridor
- Two lanes in most locations
- Left and right turn lanes where needed.
- 12' sidepath (typical) on the west side of the street
- 5' landscaped buffer on both sides of the street.



Benefits

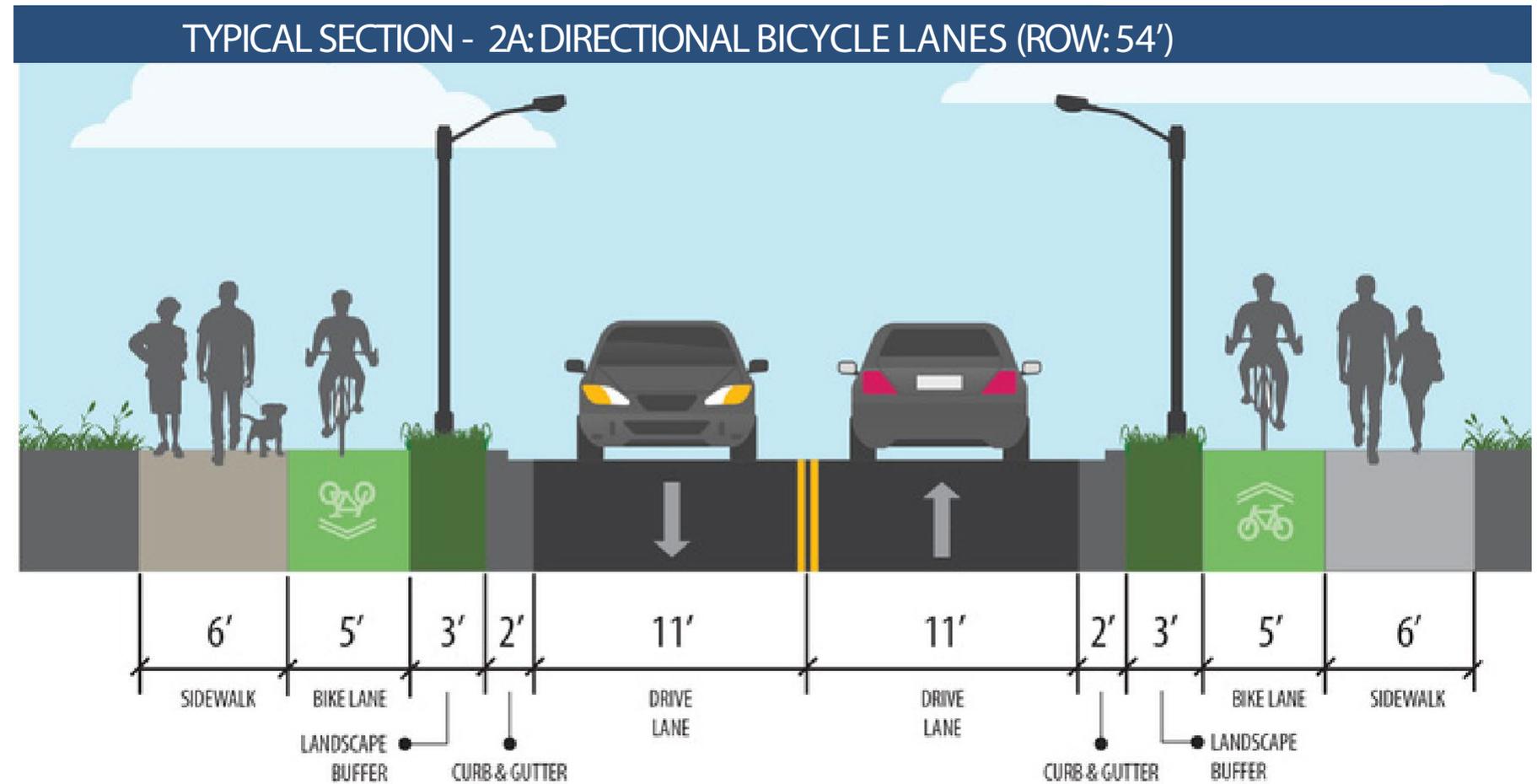
- Consistent with new 400 trail segment to the south. Perceived as an extension of the well-known 400 trail.
- Planting width can support street trees.
- Direct connection to North Springs Station.

Tradeoffs

- Shared space between pedestrians and cyclists can pose issues due to differences in speed.
- More crossings would be required to help people east of Peachtree Dunwoody Road reach the path.

Concept 2: Directional Bicycle Lanes

- More consistent cross section throughout the corridor
- Two lanes in most locations
- Left and right turn lanes where needed
- Sidewalk level directional bicycle lanes on both sides of the street
- 2' landscaped buffer (or wider) on both sides of the street



Benefits

- Provides bi-directional travel for all modes.
- Reduces the need for additional crossings.
- Encourages more typical, expected behavior of users.

Tradeoffs

- Bike path and sidewalk can be separated visually, but there is not enough space for physical separation.
- Transition to the 400 trail to the south would need to occur at Abernathy Road or North Park Place.
- Less space available for buffers.
- May not be as readily perceived as part of the signature 400 trail.

4

North Springs Station Site Concepts

Station Site Design Principles (DRAFT)

Improve connectivity within the MARTA station site and to the neighborhoods.

- Create an internal street network for redevelopment that connects to adjacent streets.
- Provide additional, intuitive pedestrian connections to the MARTA station (trains and bus bays).
- Simplify vehicular circulation within and around the parking garages.

Design usable green spaces and enhance natural assets to address Sandy Springs' park space needs.

- CONCEPT PLAN 1: Create a large City park facing Peachtree Dunwoody Road that is a destination for surrounding neighborhoods.
- CONCEPT PLAN 2: Create small scale plazas and parks connected by linear pathways.
- Preserve specimen and old trees and allow access to nature through hiking trails and bridges across the creek.
- Use space on top of the parking decks for station and neighborhood amenities, like StationSoccer or plazas.

Offer a mix of uses that the neighborhood desires grounded in market realities and MARTA's needs.

- Provide a variety of rental housing types and price ranges, with at least 20% of units affordable at 80% AMI, per MARTA's Transit Oriented Development Guidelines.
- Activate key green spaces, station plazas, and Peachtree-Dunwoody Road with neighborhood-serving retail.

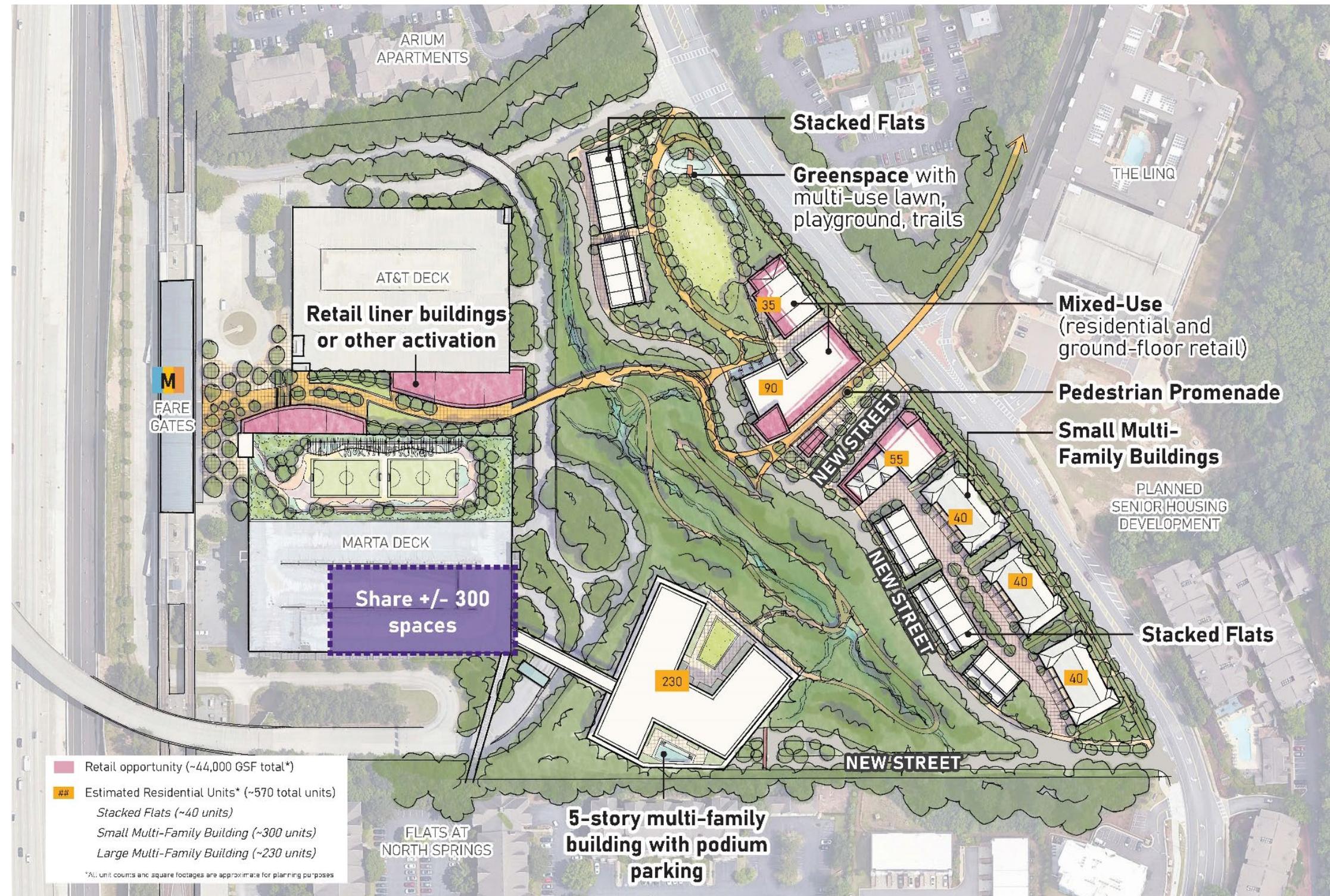
Consider long-term and short-term placemaking opportunities that make North Springs station a gateway to Sandy Springs.

- Offer regular programming and events at the station, through MARTA's existing programs (like StationSoccer and MARTA Market) and / or through the City of Sandy Springs' programs.
- Engage local artists in providing rotating or permanent art installations.
- Re-design the space between the parking decks as a dignified, pedestrian-focused entrance to the station.

Concept 1: Large New Greenspace

New, large greenspace as the focus of the redevelopment.

- New street connections through the east side of the site
- Multi-family buildings
- Ground-floor retail at the center street
- Elevated pedestrian pathway into the station area that steps down into the existing plaza.



Concept 2: Station in a Forest

New, large greenspace as the focus of the redevelopment.

- New street connections through the east side of the site
- Multi-family buildings and townhomes
- Trails weave through preserved forested area and provide access to the creek
- Development concentrated closer to Peachtree Dunwoody Road



Near-Term Improvements Station Access



1 Pedestrian refuge and potential curb extensions and directional curb ramps



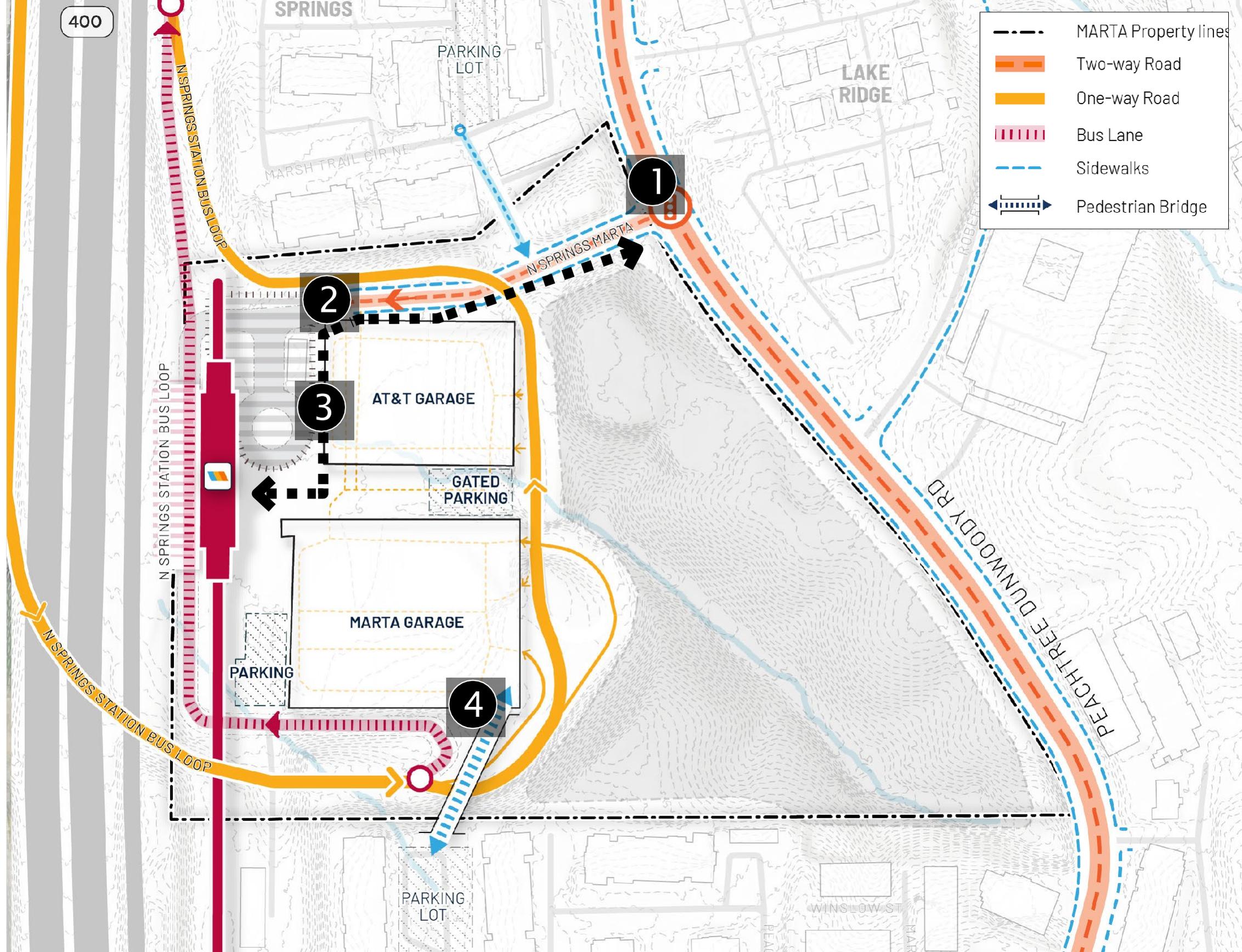
2 Marked crosswalk at bus loop



3 Pedestrian-oriented wayfinding signage from street to fare gates



4 Enhanced wayfinding signage to/from pedestrian bridge



5

Your Feedback

Let's Chat

We will shift into an open house format until 7:30 pm, with three ways to share your input:

Interactive Boards

Grab some stickers and a pen to share your thoughts!

Talk to the project team

We'll be taking notes as we hear from you

Comment Cards

Please return your comment cards before you leave!



6

Next Steps

Upcoming Engagement Activities

Online Survey

Open now
through
**September
8!**



surveymonkey.com/r/NorthSpringsSurvey2

Pop-up Events

North Springs MARTA Station

Thursday,
August 29
7:30 – 10 am

Sunday,
August 31
7:30 – 10 am



Next Steps

1

Listen to community input from the online survey and pop-up events

Now through September 15

2

Revise and further develop the draft concepts based on feedback and further study

Mid-September to Early November

3

Share the revised concepts with the community for additional feedback

Mid-November

4

Finalize recommendations and action plan in the final report

December

Follow us on Facebook, LinkedIn, or Instagram (@[cityofsandysprings](#)) for updates!



Thank you!

Learn more at sandyspringsga.gov/NorthSpringsStudy

Follow us on Facebook, LinkedIn, or Instagram (@cityofsandysprings) for updates!

■ Retail opportunity (~44,000 GSF total*)
■ Estimated Residential Units* (~570 total units)

Stacked Flats

Greenspace with multi-use lawn, playground, trails

Mixed-Use (residential and ground-floor retail)

Pedestrian Promenade

Small Multi-Family Buildings

PLANNED SENIOR HOUSING DEVELOPMENT

Stacked Flats

Share +/- 300 spaces

230

40

NEW STREET