

NORTH SPRINGS MARTA CORRIDOR STUDY

OVERVIEW

The North Springs MARTA Corridor Study is a strategic project to make the station a more walkable destination by:

PEACHTREE DUNWOODY ROAD



Improving safety and comfort for people walking and biking Peachtree Dunwoody Road and accessing the station

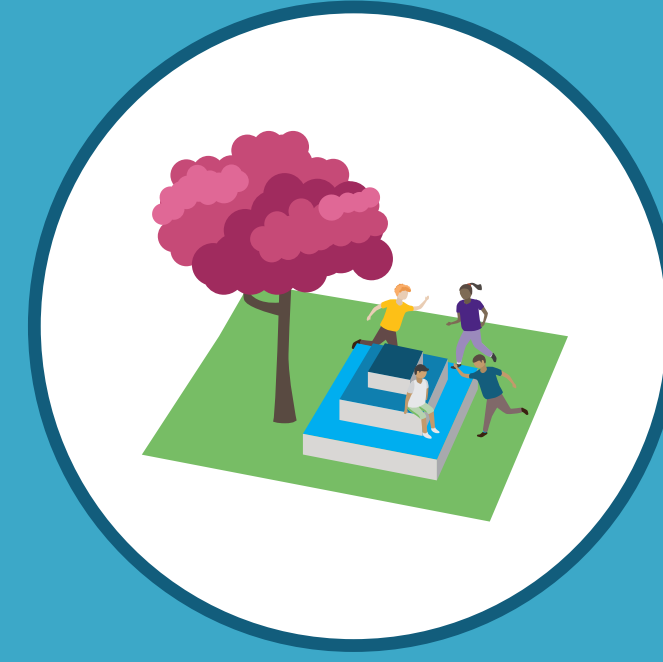


Identifying a preferred route to extend the 400 trail north toward North Springs MARTA Station

NORTH SPRINGS MARTA STATION SITE



Exploring potential for new transit-oriented development at the North Springs MARTA Station site



Identifying placemaking opportunities to bring warmth and personality to the station through design features and activities

PROCESS

This project is being led by the City of Sandy Springs, with funding and support from the Atlanta Regional Commission through its Livable Centers Initiative program. MARTA and the Perimeter Community Improvement District are key partners in this work. The project kicked off in March and will be completed by the end of 2024. We already held two rounds of community engagement, analyzed existing conditions, and presented two alternative concepts for the corridor and station site.



DRAFT CONCEPTS



Today, you'll **review the proposed concepts** for Peachtree Dunwoody Road and transit-oriented development at North Springs MARTA Station. These were refined based on community feedback on the draft alternative concepts in August.



Please share your feedback using **sticky notes** on the boards or by submitting a **comment card** to staff before you leave. An **online survey** is also available through December 1st. This feedback will be used to refine the final concept in December.



These concepts are the **first step in the design and development processes**, showing the proposed direction. They will be refined in future stages, as the corridor concept moves into detailed design and as MARTA works with a development partner in the future.

TAKE THE ONLINE SURVEY AT [SURVEYMONKEY.COM/R/NORTHSPRINGSSURVEY3](https://www.surveymonkey.com/r/northspringsurvey3)

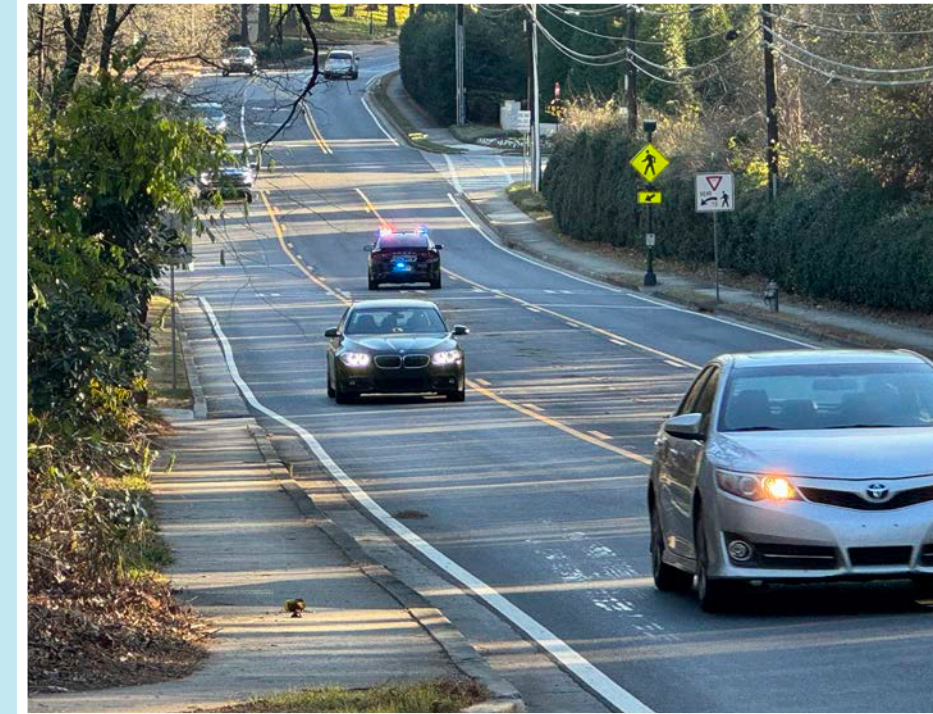


LEARN MORE AT [SANDYSPRINGSGA.GOV/NORTHSPRINGSSSTUDY](https://www.sandyspringsga.gov/northspringsstudy)



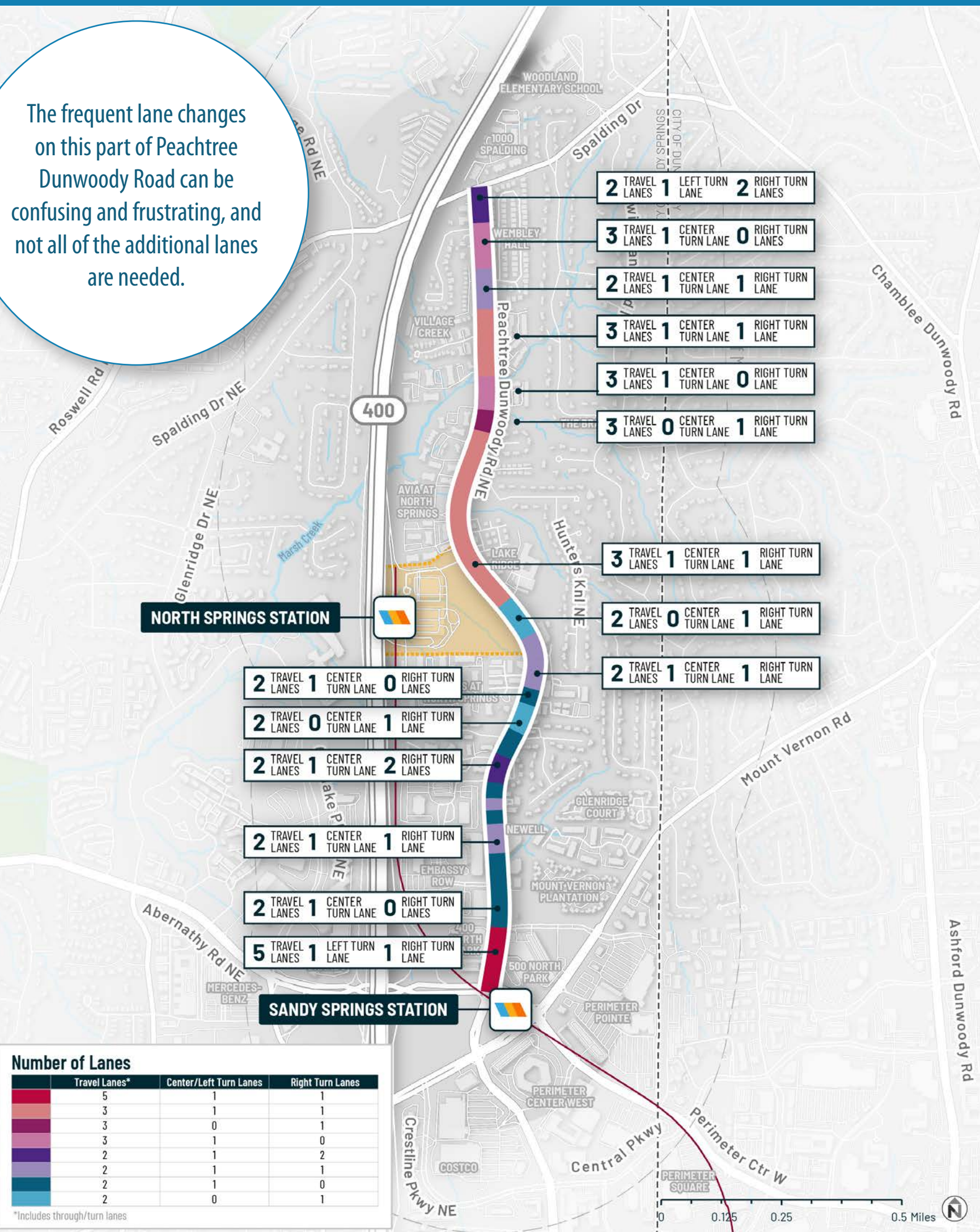
EXISTING CONDITIONS: PEACHTREE DUNWOODY ROAD

The study area includes a 1.75-mile stretch of Peachtree Dunwoody Road from Spalding Drive to Abernathy Road. It has a speed limit of 35 mph, carries an average of about 14,000 vehicles per day, and is not intersected by any continuous east-west streets.



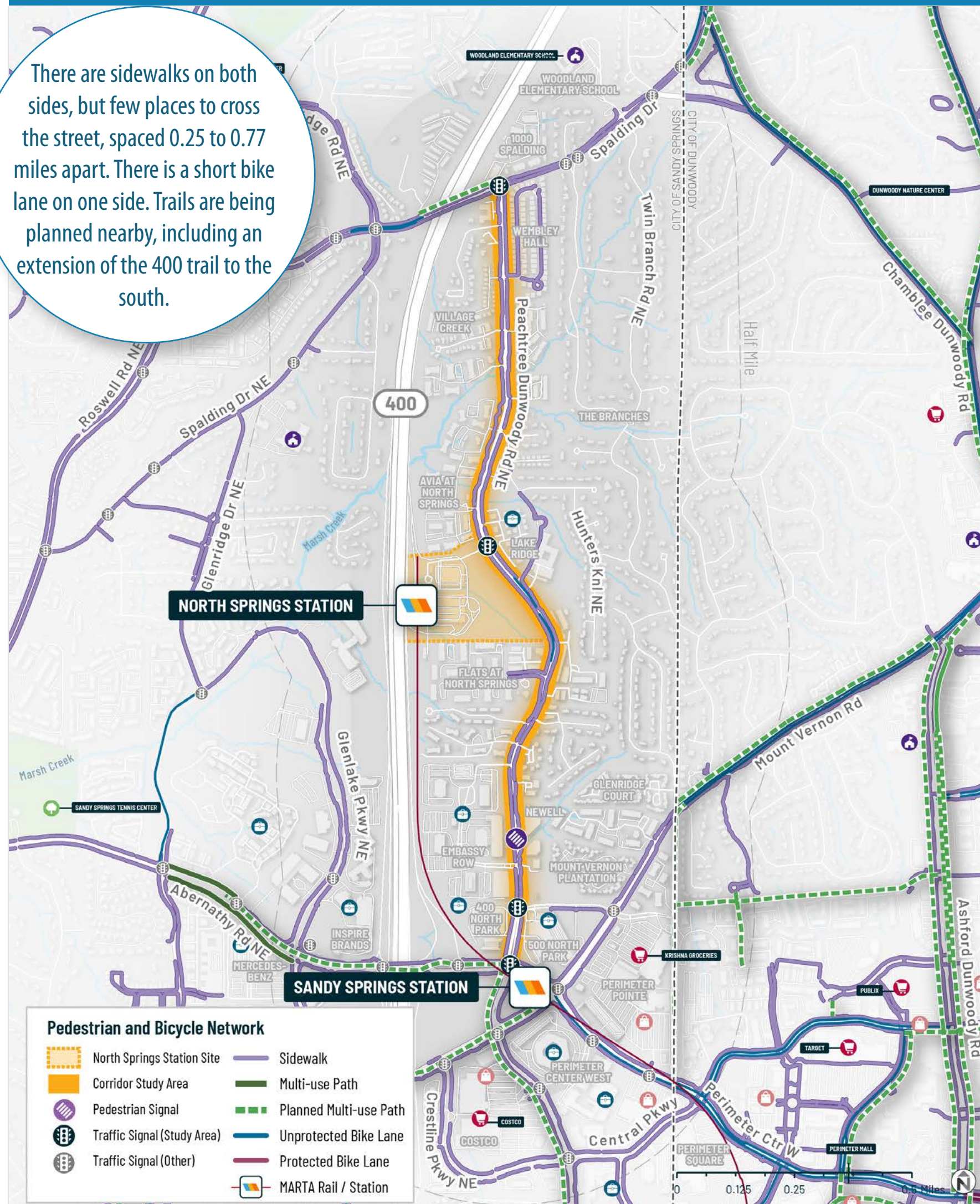
Number of Lanes

The frequent lane changes on this part of Peachtree Dunwoody Road can be confusing and frustrating, and not all of the additional lanes are needed.



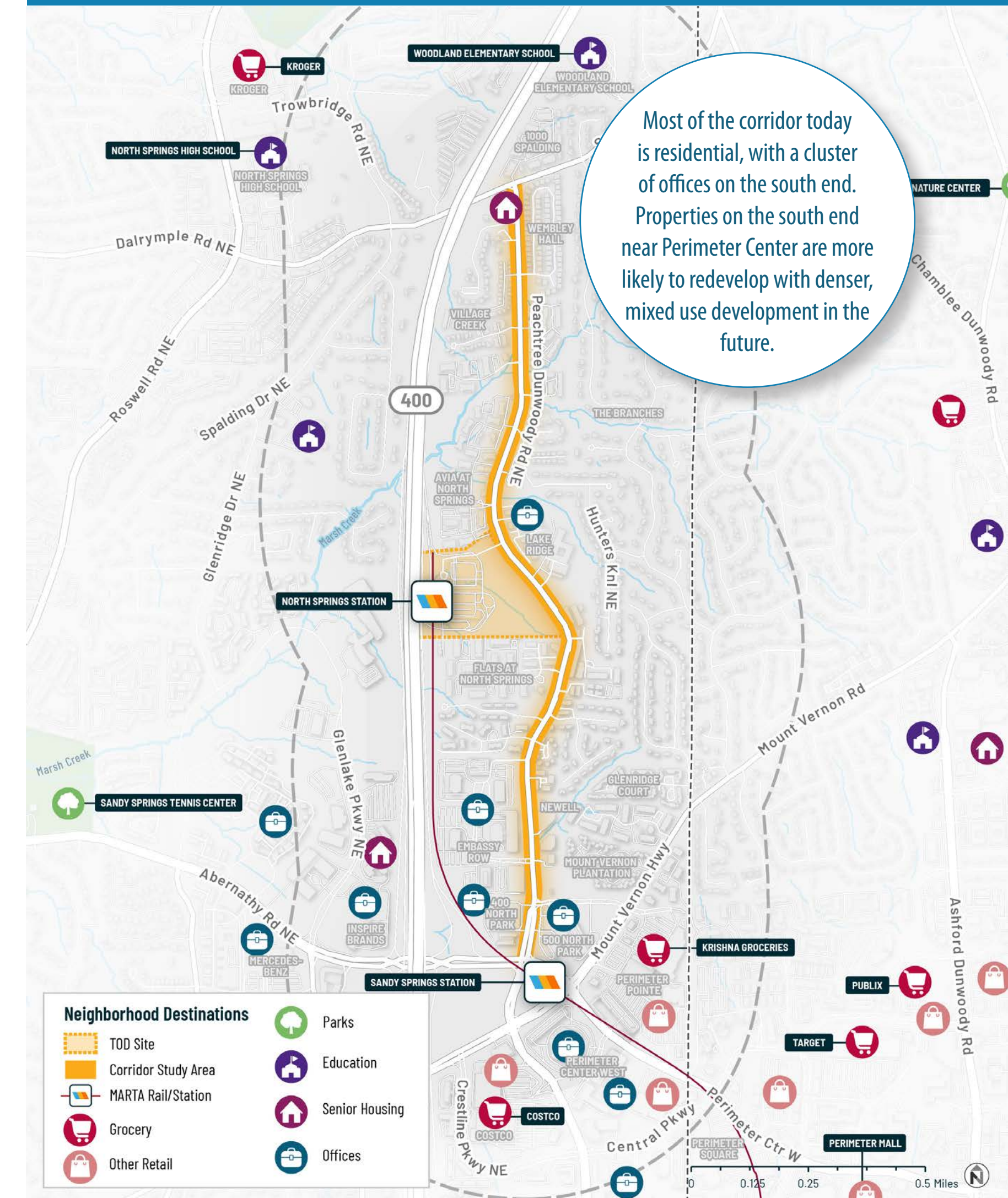
Pedestrian and Bicycle Network

There are sidewalks on both sides, but few places to cross the street, spaced 0.25 to 0.77 miles apart. There is a short bike lane on one side. Trails are being planned nearby, including an extension of the 400 trail to the south.



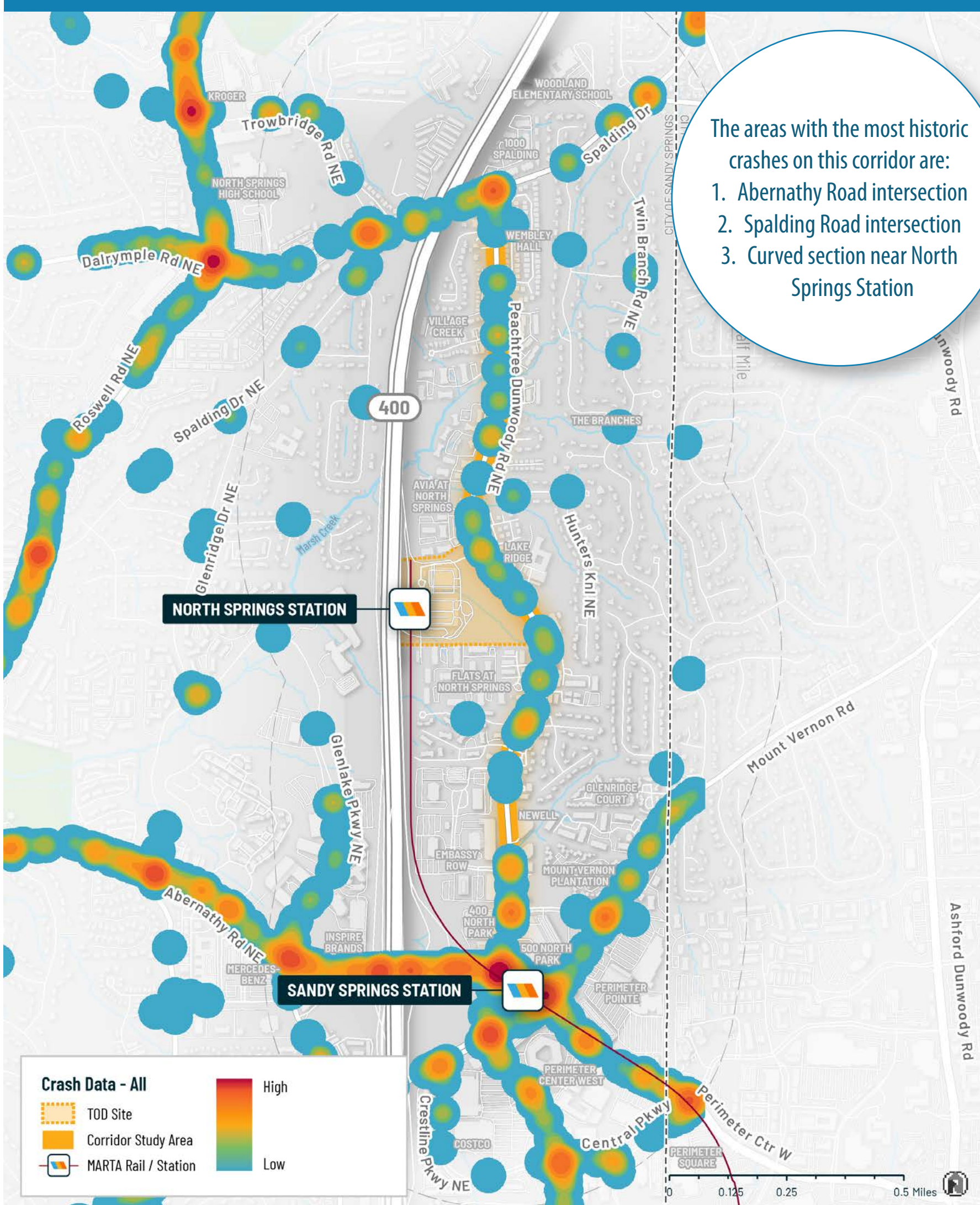
Neighborhood Destinations

Most of the corridor today is residential, with a cluster of offices on the south end. Properties on the south end near Perimeter Center are more likely to redevelop with denser, mixed use development in the future.



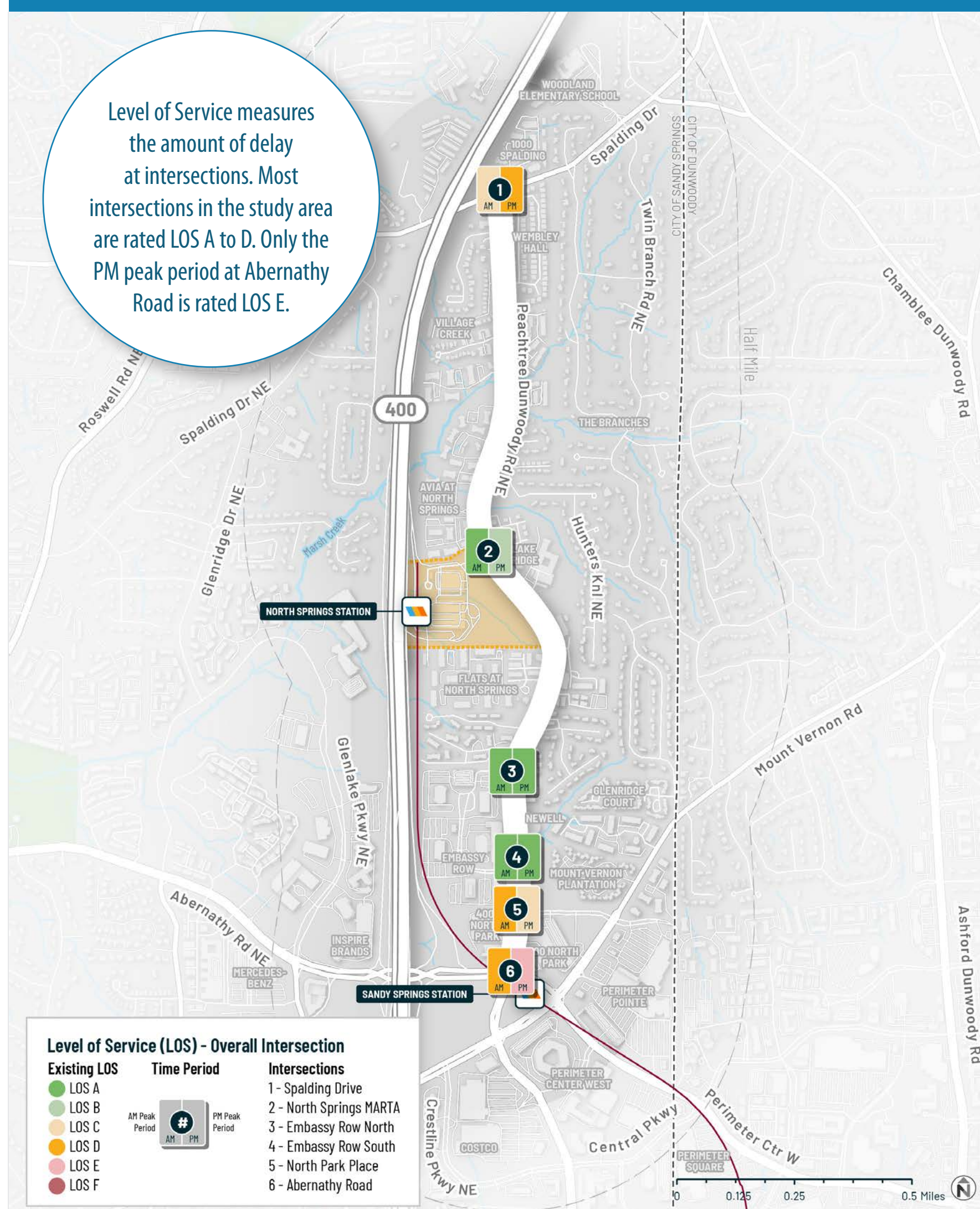
Historic Crashes (2018-2022)

The areas with the most historic crashes on this corridor are:
1. Abernathy Road intersection
2. Spalding Road intersection
3. Curved section near North Springs Station



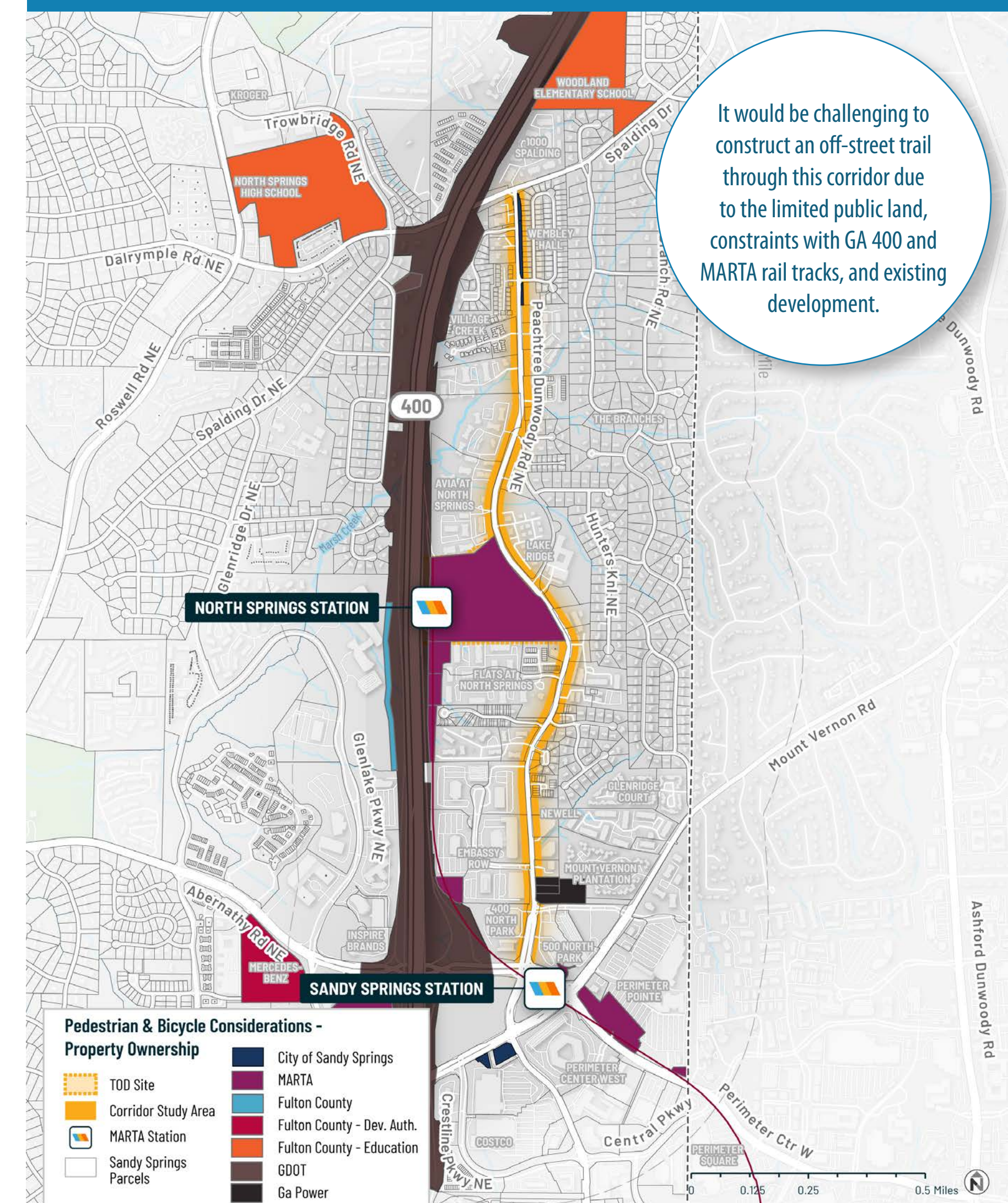
Intersection Level of Service

Level of Service measures the amount of delay at intersections. Most intersections in the study area are rated LOS A to D. Only the PM peak period at Abernathy Road is rated LOS E.



Publicly Owned Land

It would be challenging to construct an off-street trail through this corridor due to the limited public land, constraints with GA 400 and MARTA rail tracks, and existing development.



PROPOSED CORRIDOR DESIGN OVERVIEW

BIG DESIGN MOVES OVERVIEW

New 12-foot sidepath on the west side of Peachtree Dunwoody Road for both pedestrians and cyclists, connecting to North Springs MARTA Station and the upcoming 400 trail extension to the south.

Reconstructed sidewalk on the east side of Peachtree Dunwoody Road to meet the 6-foot minimum sidewalk standard.

Typical 5-foot **landscaped buffers with street trees** on both sides of the street. In some locations, there is space for more generous landscaped buffers. In a few pinch points, the buffer will be narrower.

Enhance predictability with a **consistent cross section** of one southbound lane, one northbound lane, and a center left turn lane, as needed, in most locations except approaches to major intersections.

Five new pedestrian crossings added to offer pedestrian crossings at least every 1,500 feet at or near:

- Westfair Court
- Hunters Crossing Drive
- Roberts Court
- New Station Site Street (South)
- Orchard Court/Abingdon Way

New **roundabout** at Roberts Court to provide access to proposed development at the North Springs MARTA Station site and calm traffic.

Raised sidepath crossings when available space is sufficient for ramps, and **high-visibility crossings** throughout.

Conduct a study to reduce the speed limit from 35 mph to **30 mph**.

Encourage slower, careful driving by:

- Narrowing travel lanes to 11 feet
- Narrowing the street by removing excess striped pavement and the second southbound travel lane from Westfair Court to North Springs MARTA Station
- Adding landscaped medians where left turn lanes are not needed
- Removing right turn lanes at lower volume intersections
- Adding street trees to create a sense of enclosure on the street

CONCEPTUAL DESIGN RENDERING

Conceptual rendering of Peachtree Dunwoody Road looking south at Westfair Court

A new 12-foot-wide sidepath on the west side of the street offers a comfortable place to walk or bike, separated from vehicular traffic by a landscaped buffer with street trees and pedestrian scale lighting. A new pedestrian crossing with a RRFB makes it easier to cross the street in an area where it is currently 0.75-mile between crossings today.



TYPICAL STREET SECTIONS

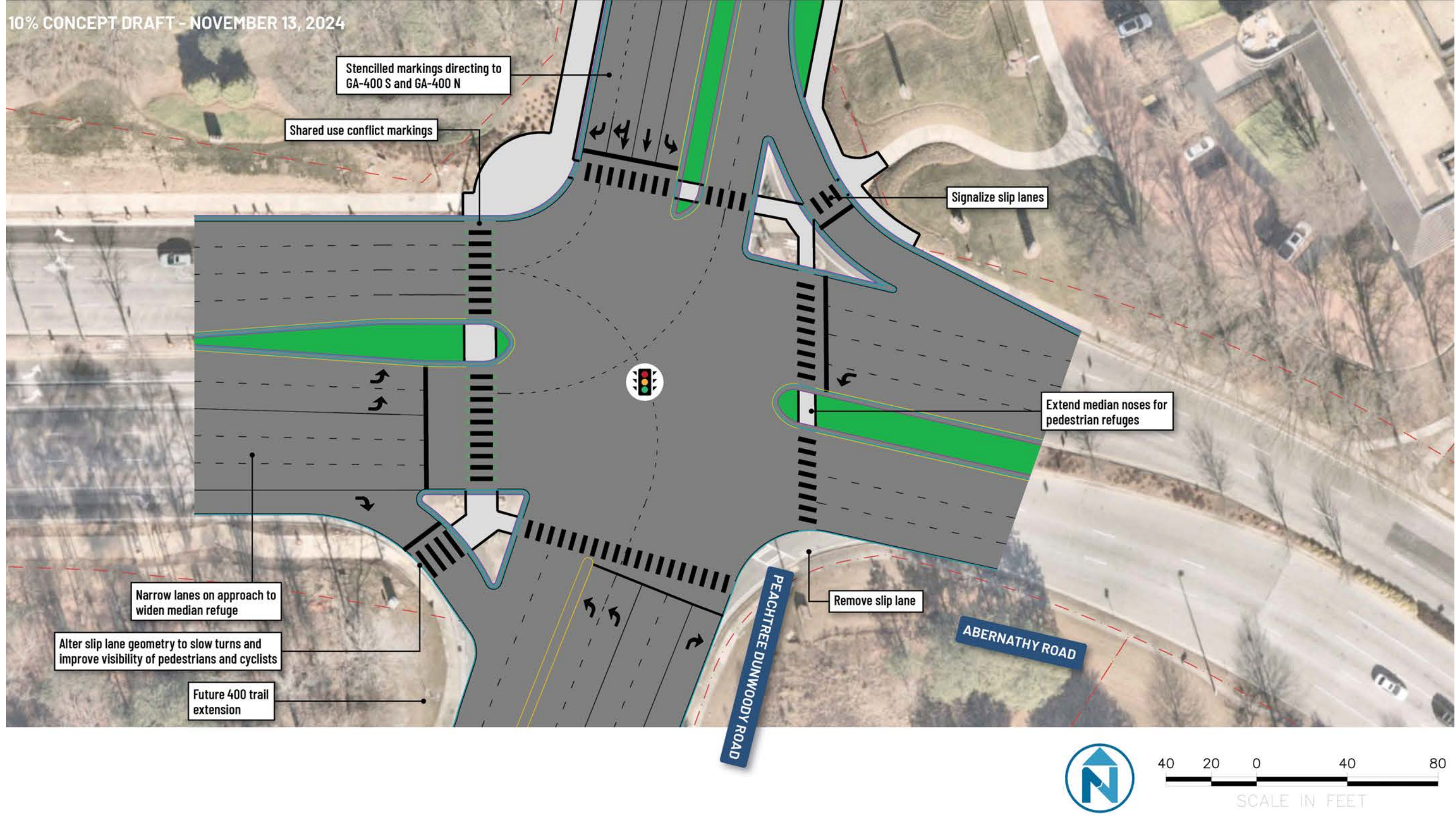
	PROPOSED	TODAY
1 Peachtree Dunwoody Road between Abernathy Road and North Park Place		
2 Peachtree Dunwoody Road between North Park Place and Embassy Row		
3 Peachtree Dunwoody Road between Peachtree Dunwoody Court and Roberts Court		
4 Peachtree Dunwoody Road north of Marsh Trail Circle		
5 Peachtree Dunwoody Road between Wembley Circle and Talbot Colony		

PROPOSED DESIGN: PEACHTREE DUNWOODY ROAD

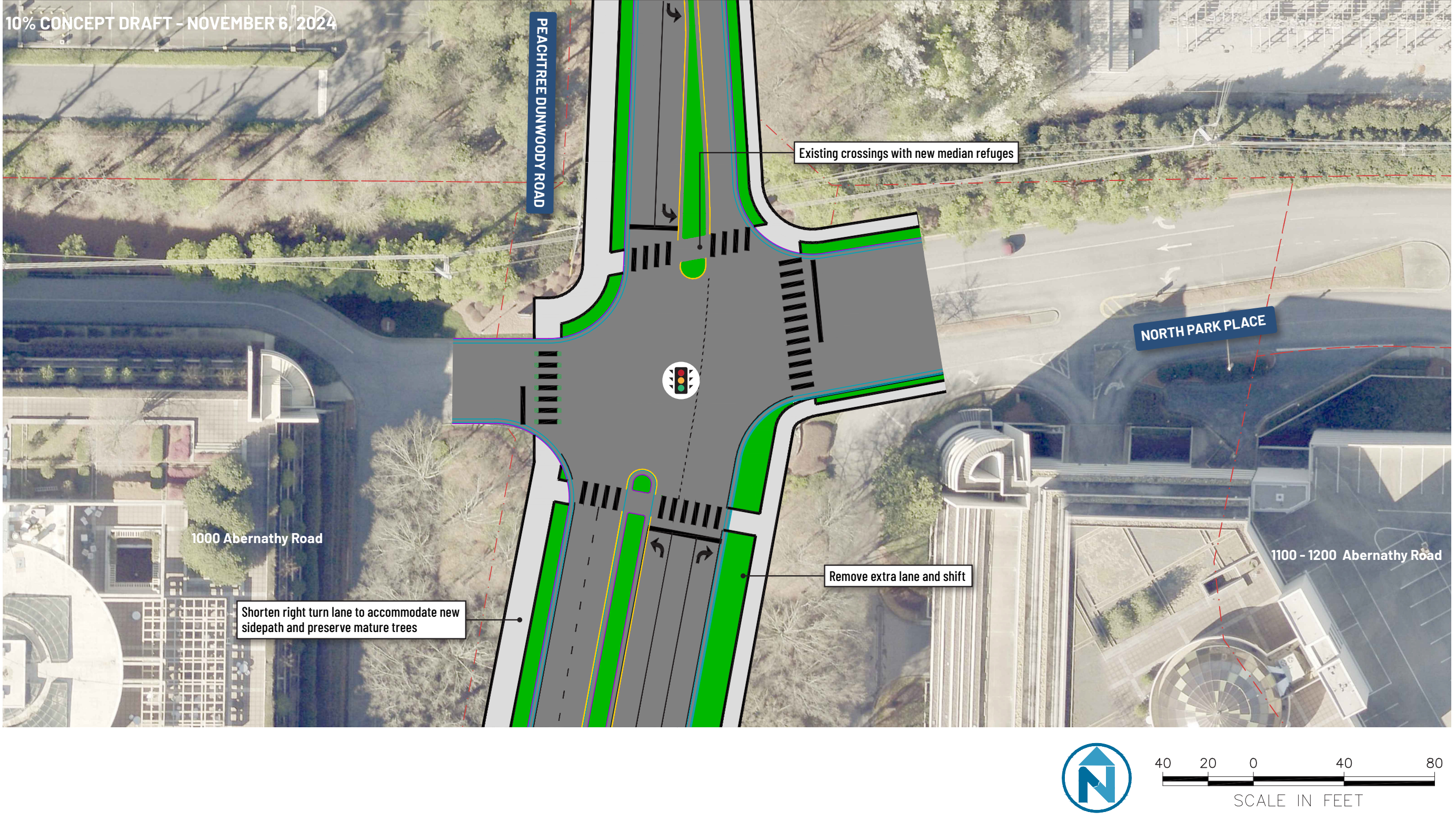
SEGMENT 1: ABERNATHY ROAD TO EMBASSY ROW




ABERNATHY ROAD INTERSECTION



NORTH PARK PLACE INTERSECTION



 **ADD A STICKY NOTE TO SHARE YOUR COMMENTS ON THE DRAFT CONCEPT!**

PROPOSED DESIGN: PEACHTREE DUNWOODY ROAD

SEGMENT 2: EMBASSY ROW TO THE DUNHILL

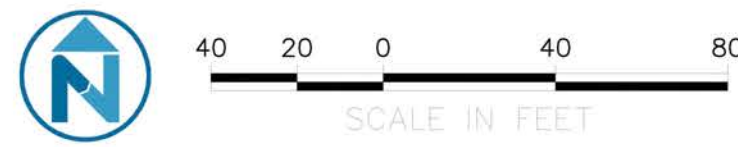
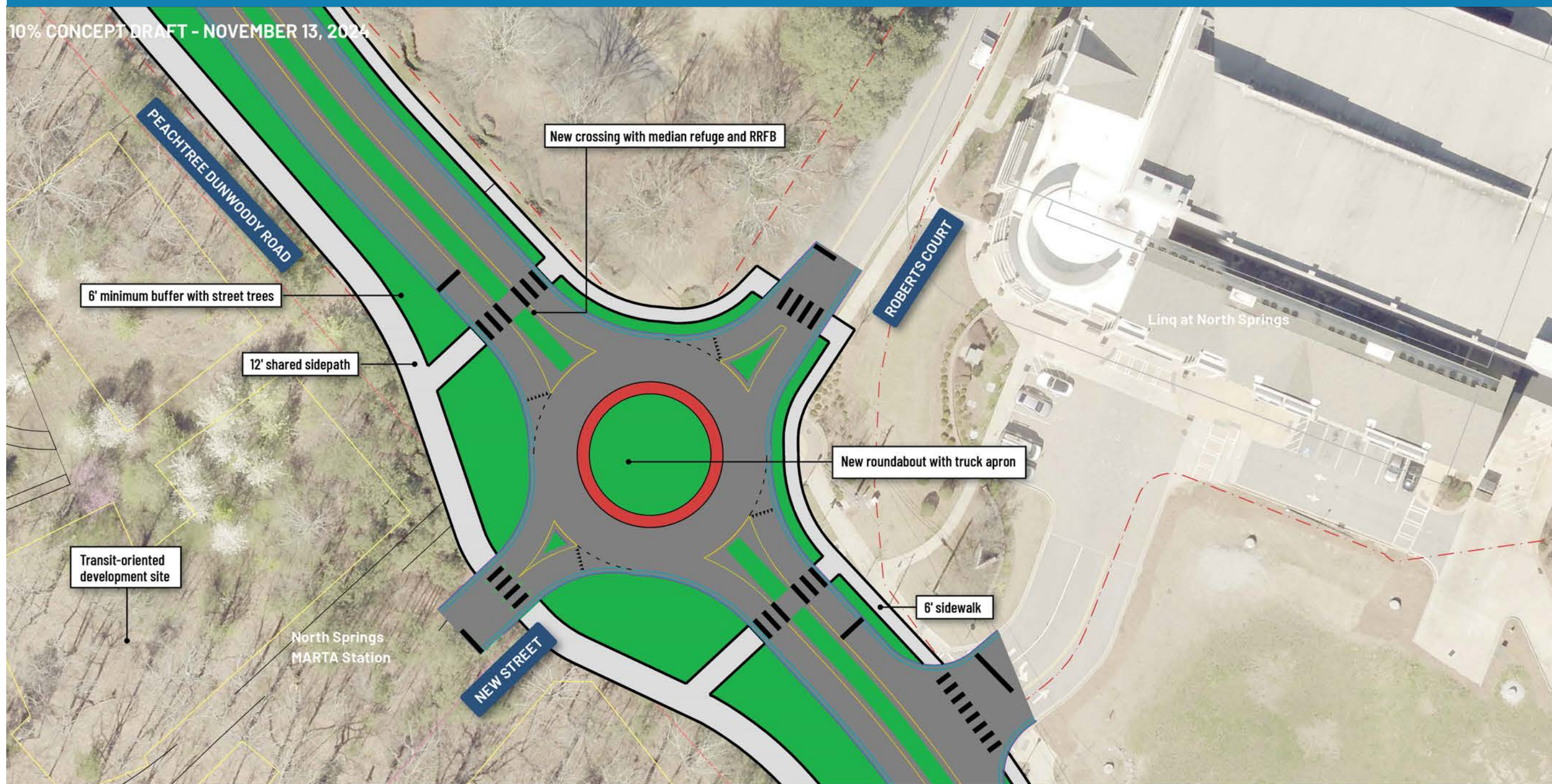


SEGMENT 3: NORTH SPRINGS MARTA STATION

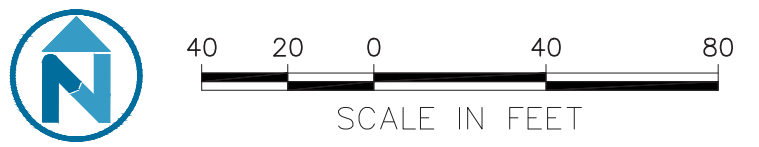
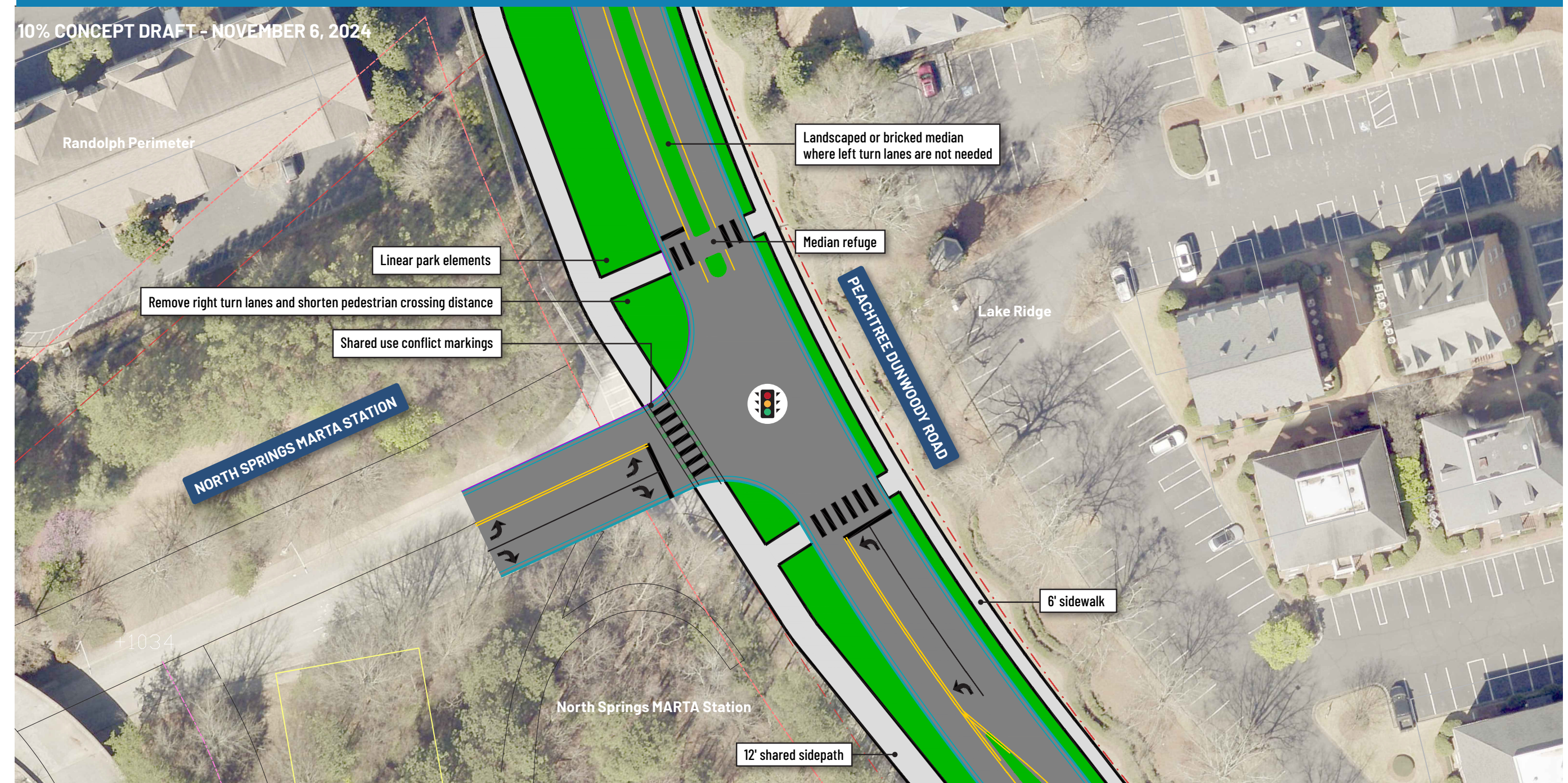


PROPOSED DESIGN: PEACHTREE DUNWOODY ROAD

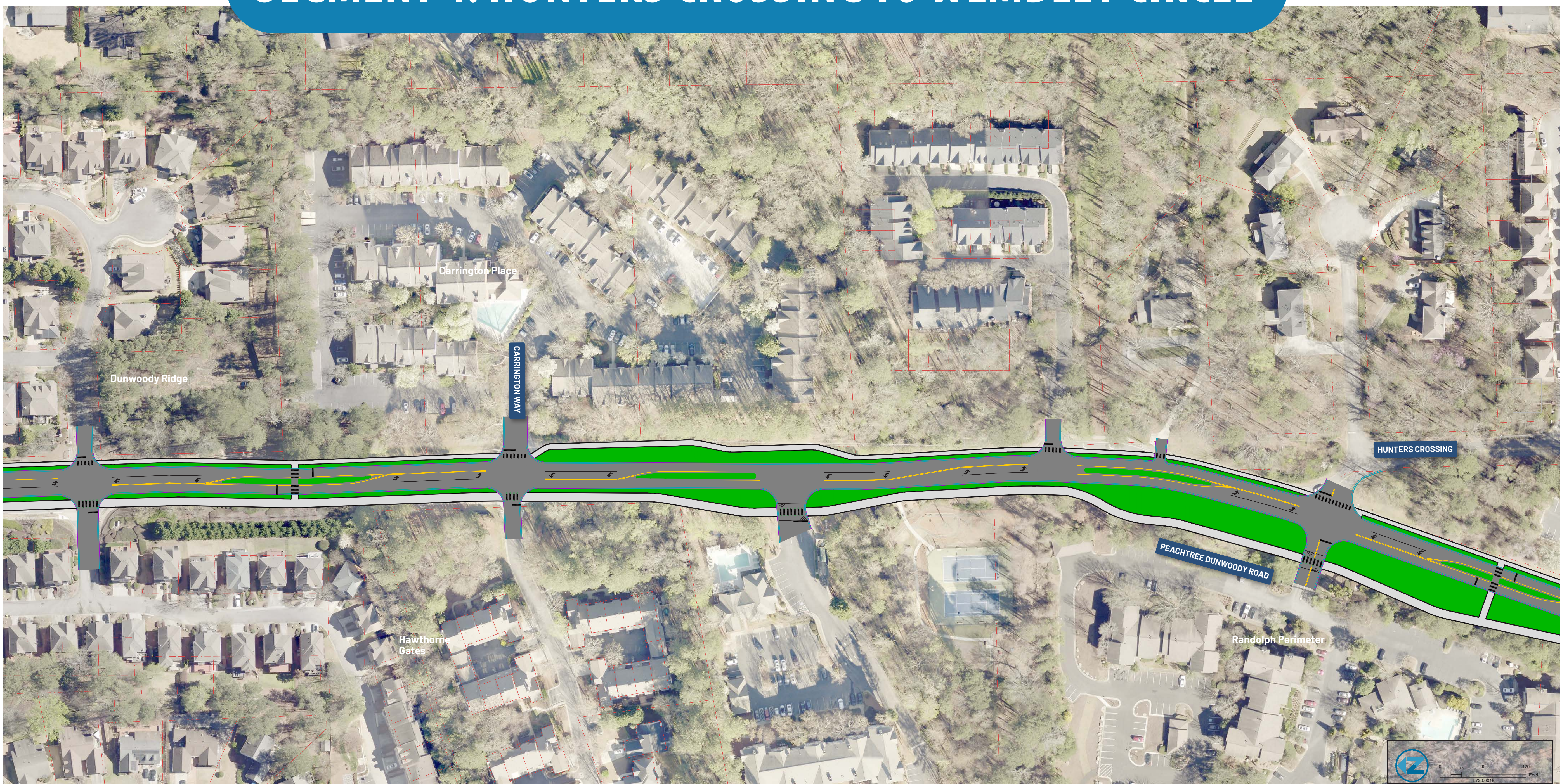
ROBERTS COURT INTERSECTION



NORTH SPRINGS MARTA ENTRANCE



SEGMENT 4: HUNTERS CROSSING TO WEMBLEY CIRCLE



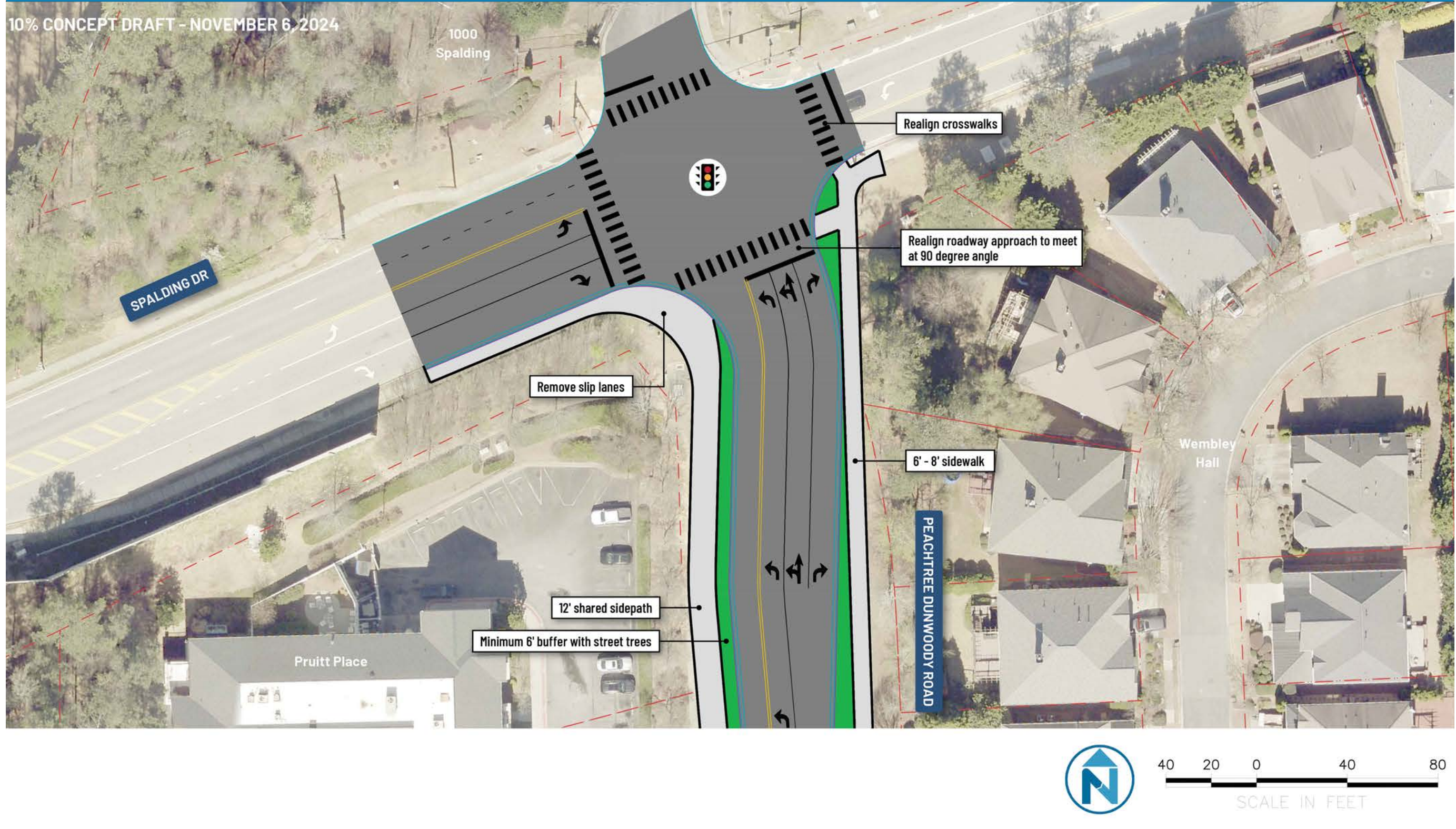
ADD A STICKY NOTE TO SHARE YOUR
COMMENTS ON THE DRAFT CONCEPT!

PROPOSED DESIGN: PEACHTREE DUNWOODY ROAD

SEGMENT 5: WESTFAIR COURT TO SPALDING DRIVE



SPALDING DRIVE INTERSECTION



ADD A STICKY NOTE TO SHARE YOUR COMMENTS ON THE DRAFT CONCEPT!

EXISTING CONDITIONS: NORTH SPRINGS STATION SITE

OVERVIEW

This study is exploring how the 13 acres of undeveloped MARTA property at North Springs Station could be developed to bring more destinations within an easy walk of transit.

DESIGN CONSTRAINTS

Topography changes across the site

- Limits development potential, particularly where it is steep / close to the creek
- Limits the ADA accessibility of a direct pedestrian connection from Peachtree Dunwoody Road to the MARTA plaza without elevating the connection or adding curves

Creek and associated floodway and floodplain

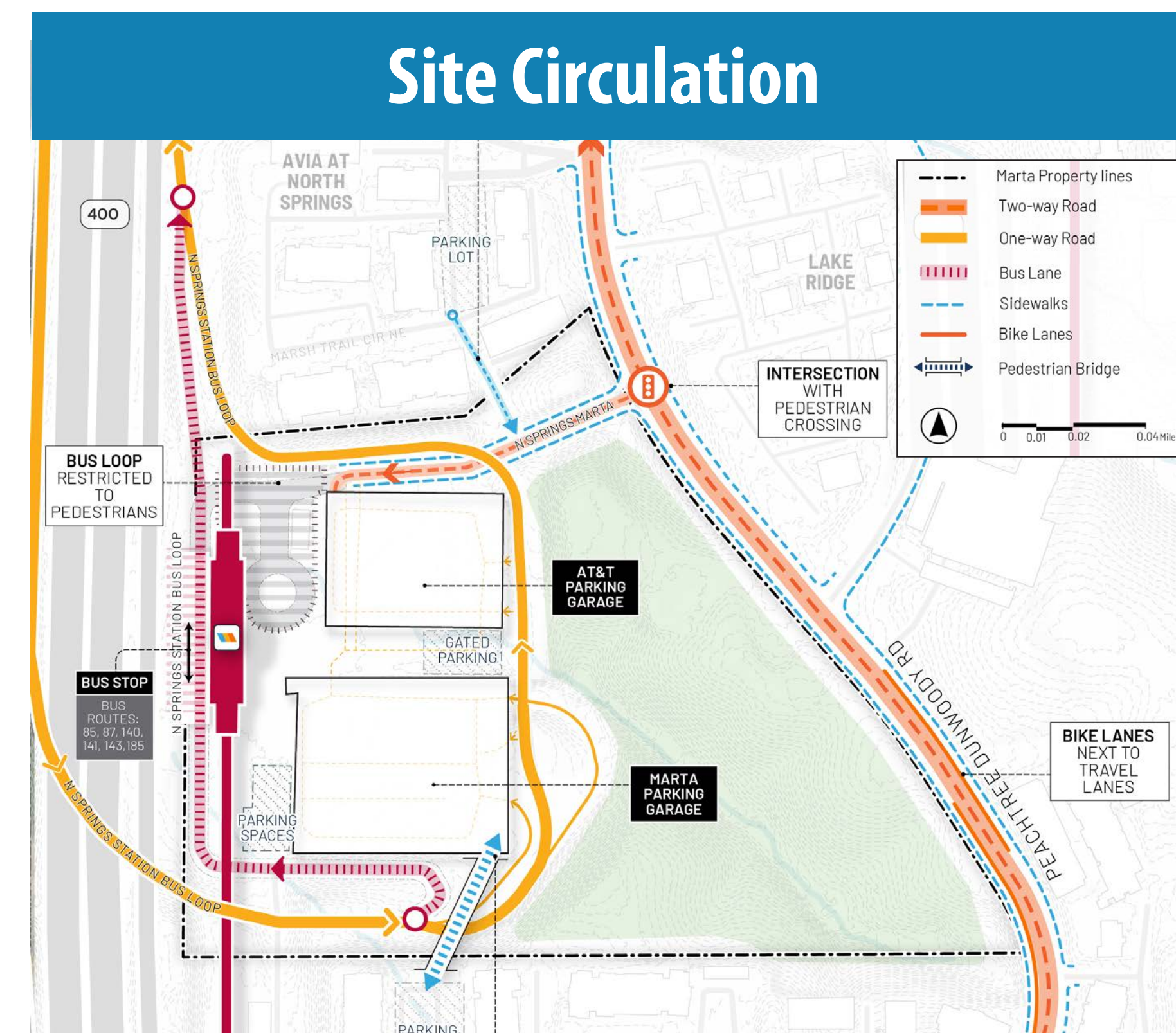
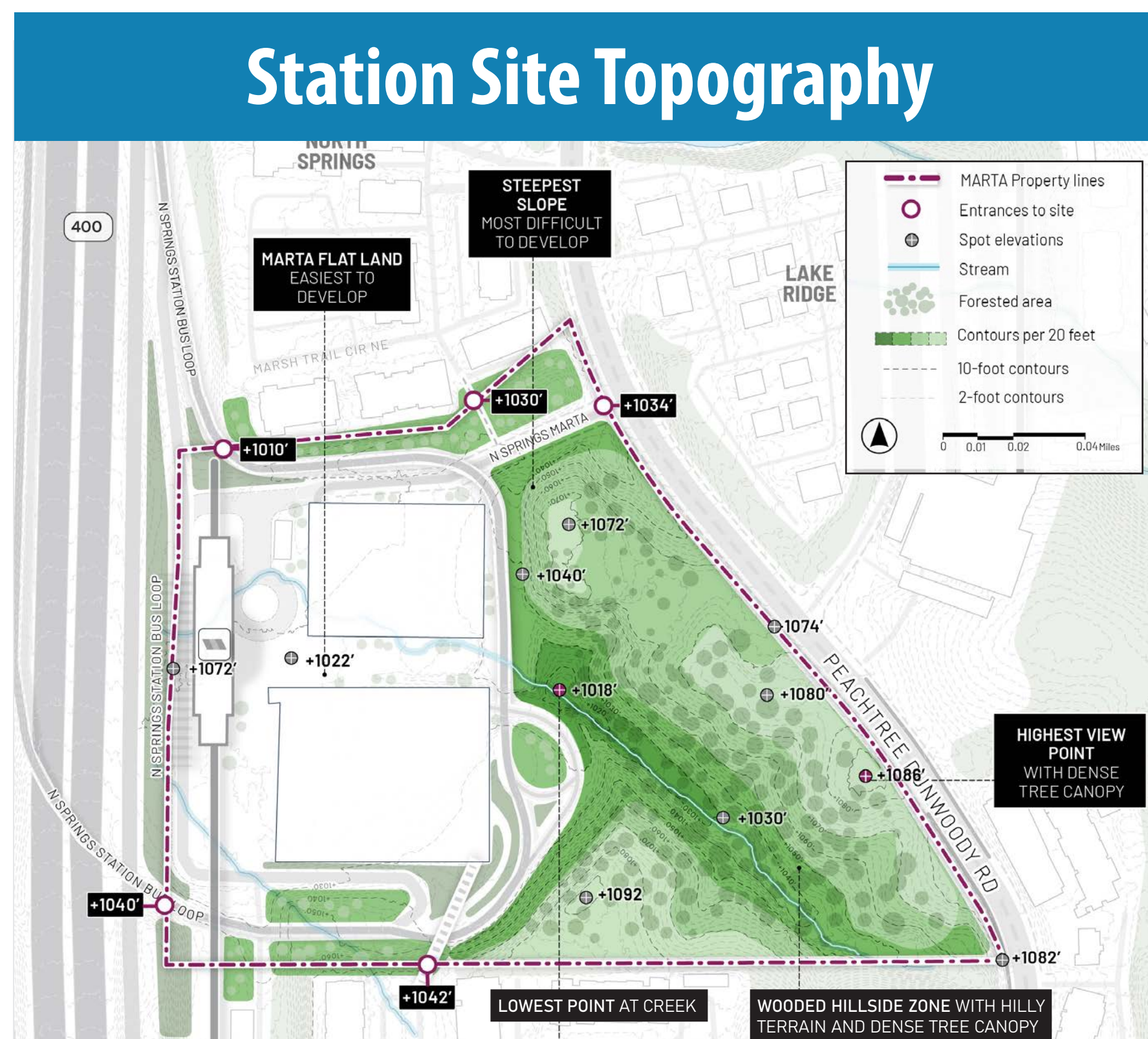
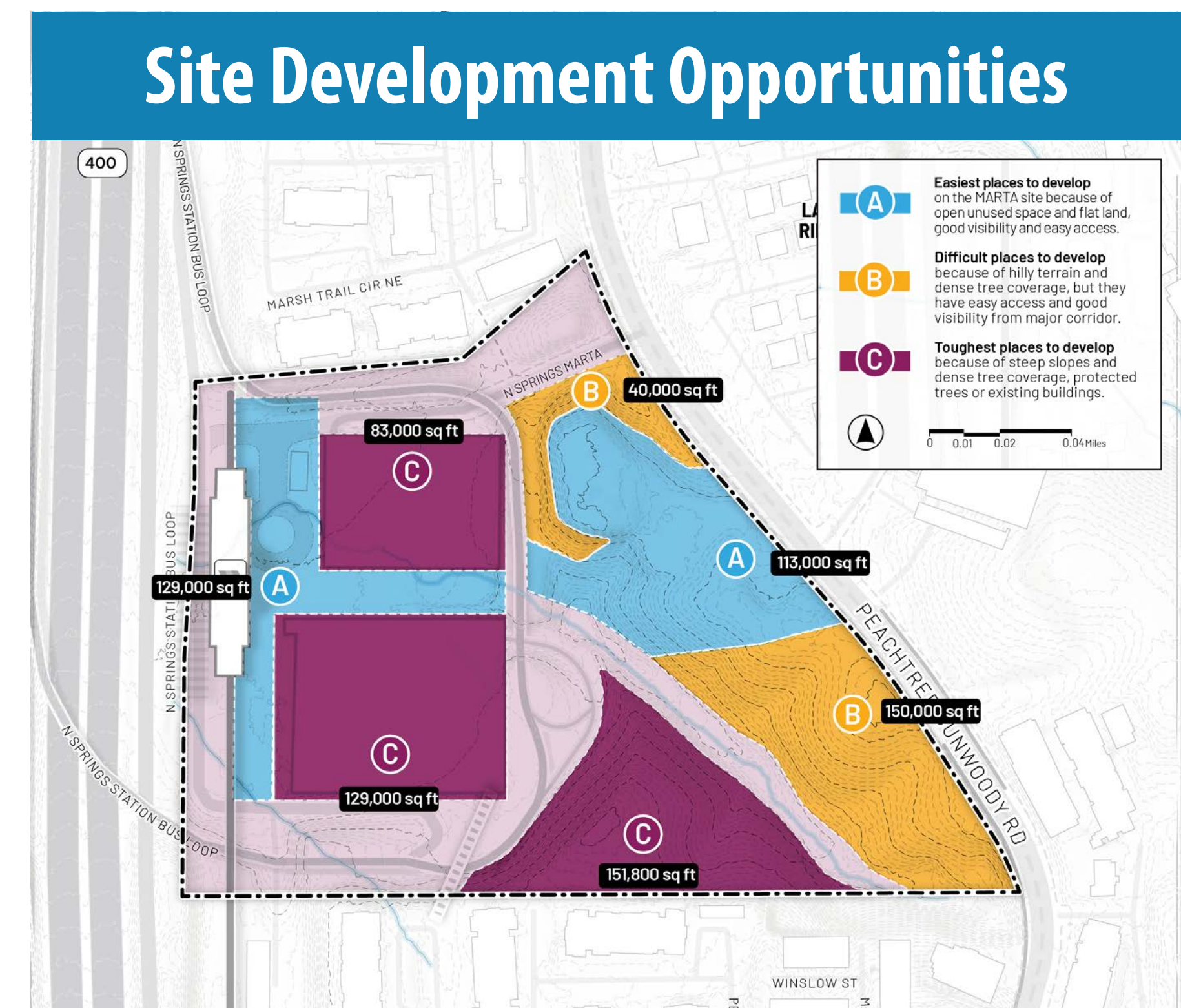
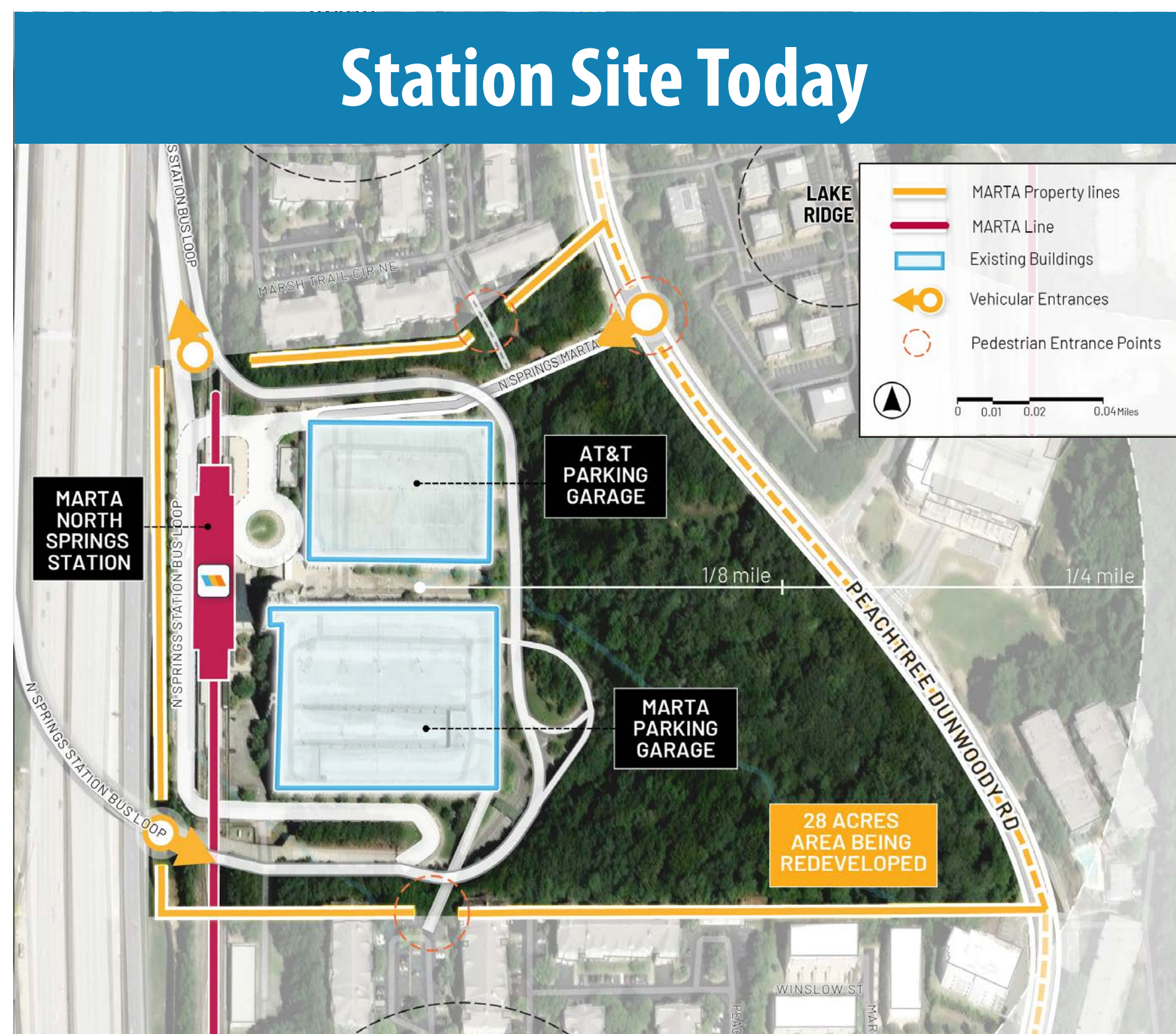
- Limits development potential (i.e. fitting parking garages and access points to accommodate larger multi-family buildings)
- Creates challenging development parcels

GDOT / MARTA agreement for site circulation; parking decks

- Cannot tie new streets into existing ramps and access points, requiring duplicate connections
- Can only share 25% of MARTA parking garage spaces (and it's hard to access for residents east of the site)
- Cannot build on top of the garages
- Unsure of shared parking ability in AT&T parking garage

Forested conditions

- Balance development with the preservation of old or specimen trees



Design Principles

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 (train platform and bus bays).
- Simplify vehicular circulation within and around the parking garages.

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

- Create a large greenspace facing Peachtree Dunwoody Road that is a destination for surrounding neighborhoods.
- 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, sports courts, or plazas.

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

- Provide a variety of housing types and price ranges, with at least 20% of units affordable at 60% Area Median Income (AMI), in keeping with MARTA's Transit Oriented Development Guidelines.
- Activate key greenspaces, 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.
- Redesign the space between the parking decks as a dignified, pedestrian-focused entrance to the station.

PROPOSED NORTH SPRINGS STATION DESIGN OVERVIEW

BIG DESIGN MOVES OVERVIEW

The concept fits within the allowable density and uses for the **existing site zoning, TX-6** - Transit Mixed Use, which allows up to six stories of development with a maximum height of 95 feet. It also aligns with the allowable uses, setbacks, lot coverage, and parking requirements. **No rezoning or significant variances are expected to be required to implement the proposed concept.**

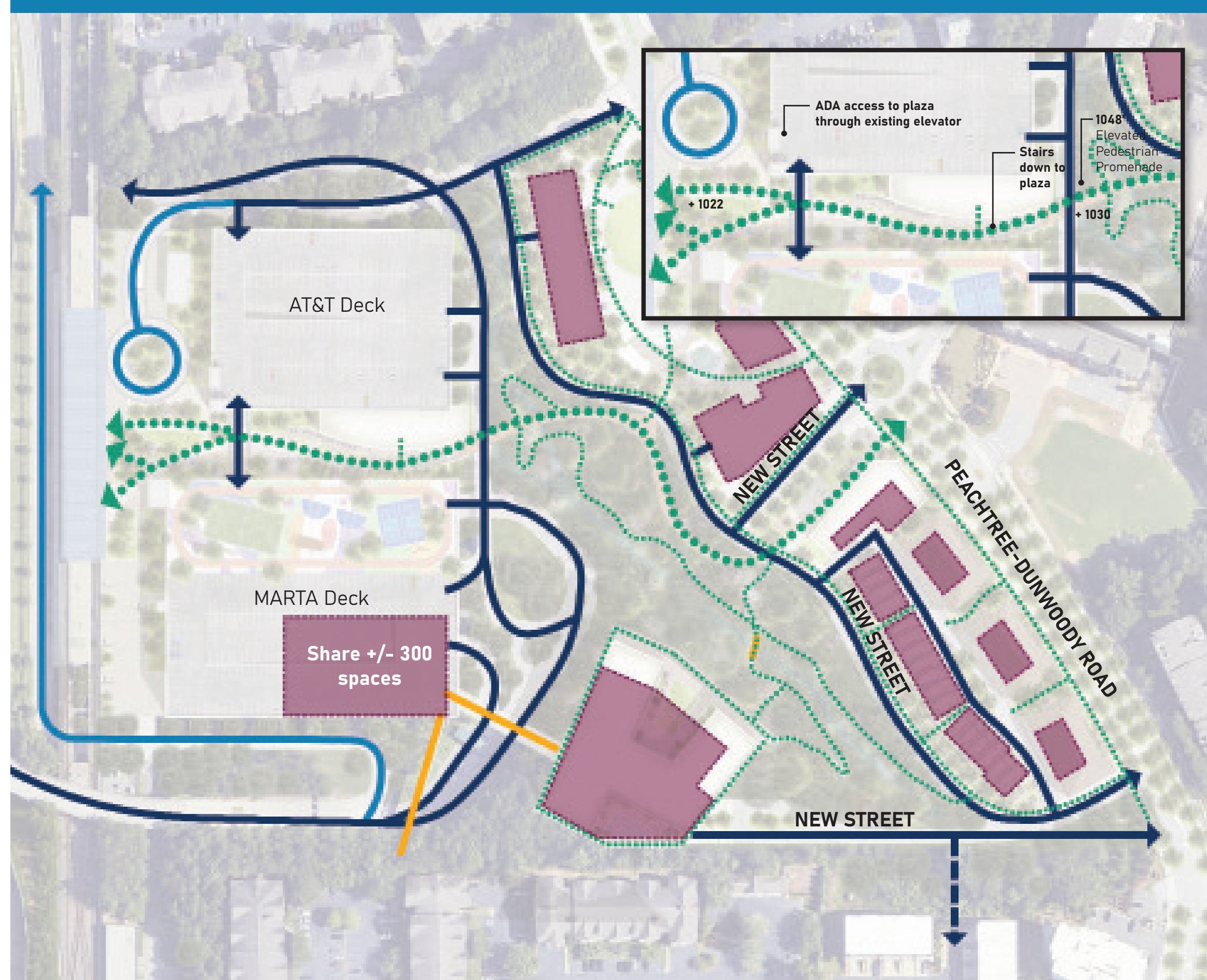
The proposed program for the site includes a mix of residential types, neighborhood-scale retail, and recreational uses (greenspace, nature trails, plazas, and StationSoccer):

- Approximately **500 units** of housing in small multi-family buildings, stacked flats or townhouses, and a large apartment building;
- Approximately **42,000 square feet of retail**, like casual restaurants, coffee shops, neighborhood-serving retail, and small services; and,
- Greenspaces to **support new development and address a gap in nearby park facilities** with the MARTA Entrance Plaza, Pedestrian Canopy Walk through the Forest Park, MARTA Garage Rooftop Recreation, and Neighborhood Greenspace along Peachtree-Dunwoody Road.

STATION DESIGN CONCEPT



PARKING & CIRCULATION



- Streets* / Vehicular Circulation / Alleys
- Bus-Only Circulation
- Pedestrian Paths
- Pedestrian Bridge
- Pedestrian Promenade
- Parking for new development

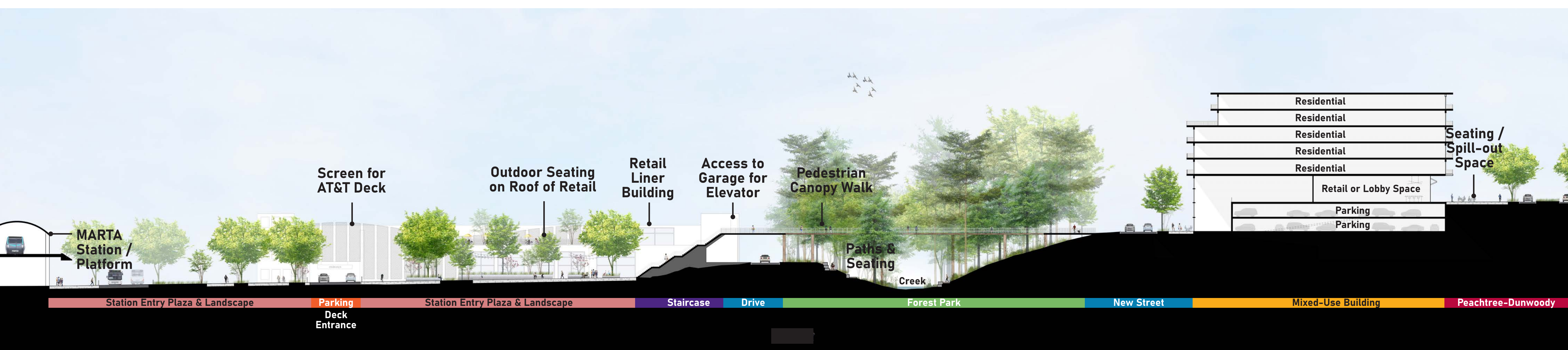
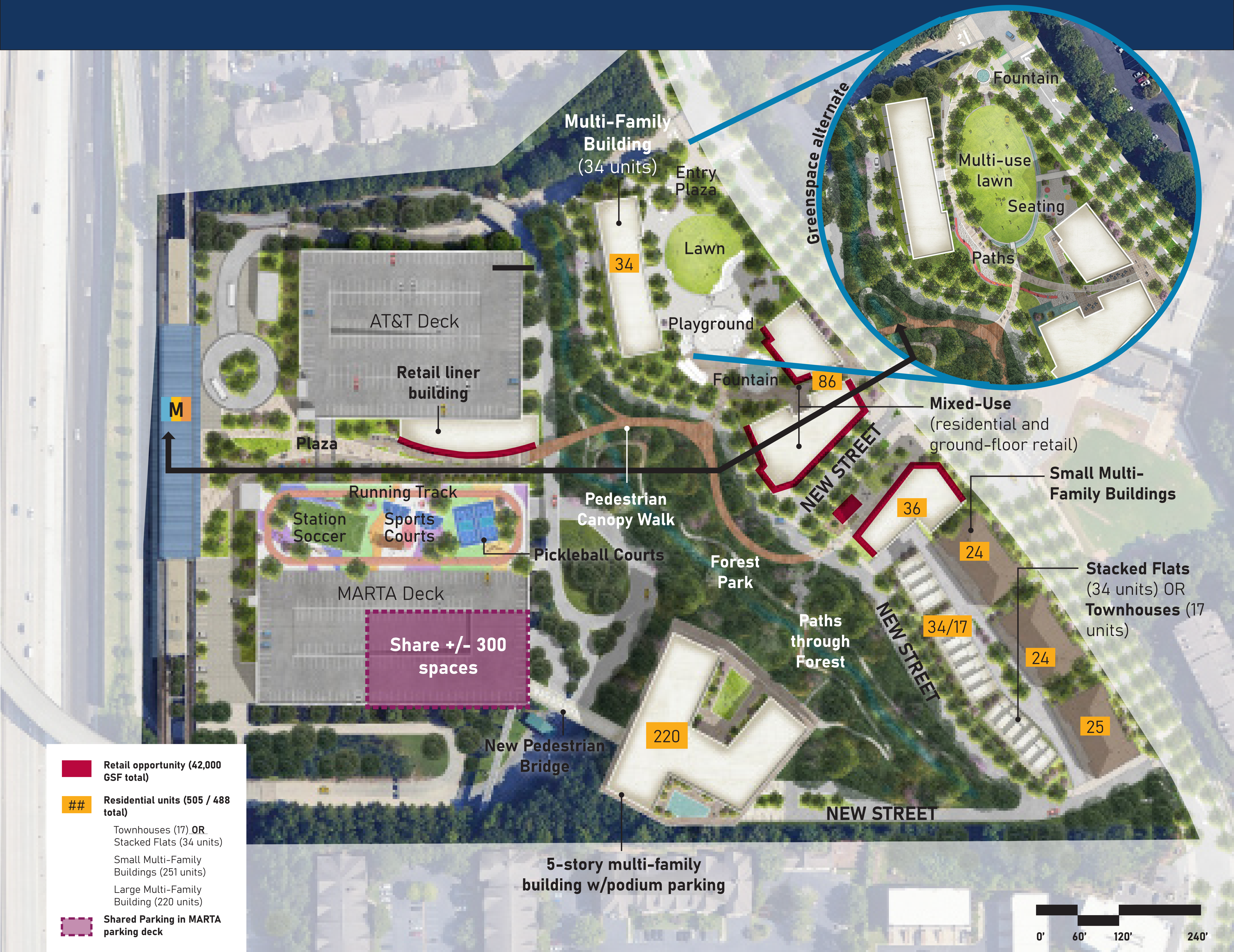
*All new streets include sidewalks and on-street parking

PLACEMAKING



- Near-term**
 - 1 Station Entrance Underpass
 - 2 AT&T Building Facade
 - 3 Kiss and Ride Waiting Area Improvements
 - 4 Fare Gates Art Installation and Welcome Station
 - 5 Rider-oriented Wayfinding and Maps
- Middle-term**
 - Activation that can be part of MARTA's existing programs and with low-cost interventions. These items may take more time and coordination
- Long-term**
 - Key Pedestrian Promenades / Paths
 - Retail Opportunities

PROPOSED STATION SITE

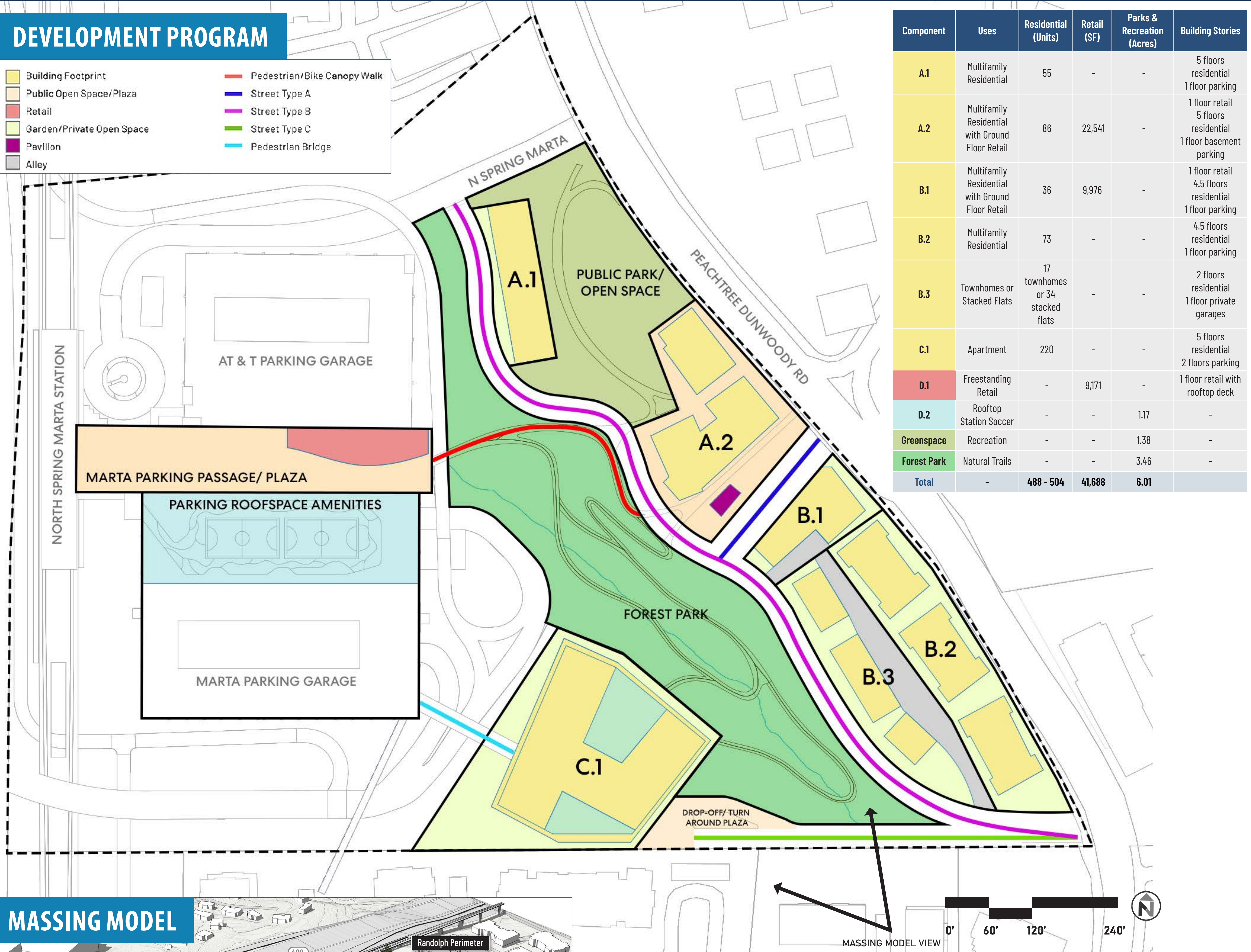


ADD A STICKY NOTE TO SHARE YOUR COMMENTS ON THE DRAFT CONCEPT!

STATION DESIGN PROGRAM

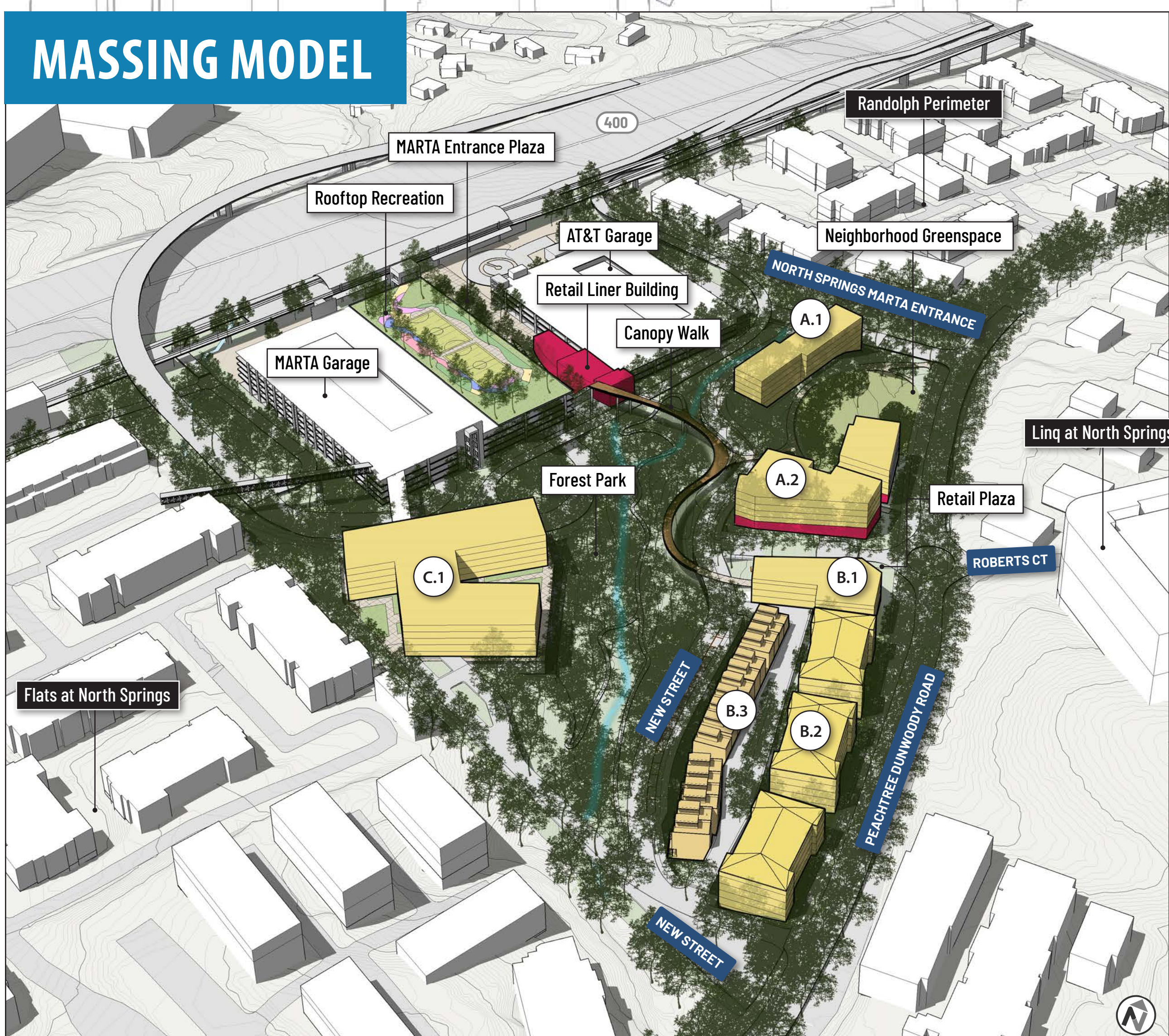
DEVELOPMENT PROGRAM

Building Footprint	Pedestrian/Bike Canopy Walk
Public Open Space/Plaza	Street Type A
Retail	Street Type B
Garden/Private Open Space	Street Type C
Pavilion	Pedestrian Bridge
Alley	



Component	Uses	Residential (Units)	Retail (SF)	Parks & Recreation (Acres)	Building Stories
A.1	Multifamily Residential	55	-	-	5 floors residential 1 floor parking
A.2	Multifamily Residential with Ground Floor Retail	86	22,541	-	1 floor retail 5 floors residential 1 floor basement parking
B.1	Multifamily Residential with Ground Floor Retail	36	9,976	-	1 floor retail 4.5 floors residential 1 floor parking
B.2	Multifamily Residential	73	-	-	4.5 floors residential 1 floor parking
B.3	Townhomes or Stacked Flats	17 townhomes or 34 stacked flats	-	-	2 floors residential 1 floor private garages
C.1	Apartment	220	-	-	5 floors residential 2 floors parking
D.1	Freestanding Retail	-	9,171	-	1 floor retail with rooftop deck
D.2	Rooftop Station Soccer	-	-	1.17	-
Greenspace	Recreation	-	-	1.38	-
Forest Park	Natural Trails	-	-	3.46	-
Total		488 - 504	41,688	6.01	

MASSING MODEL



BENEFITS

- The new greenspace could fill a needs gap in park space in this part of Sandy Springs.
- Pedestrians and cyclists have alternative ways to access the station (new pedestrian promenade, streets, and pedestrian bridge)
- Two new street connections to Peachtree Dunwoody Road (shortens the blocks for pedestrians and offers alternatives for drivers).
- Multiple housing units and types offered, including affordable units at 60% AMI.
- Creates a stronger relationship between the station and Peachtree Dunwoody Road.
- Path system connects to new sidepath on Peachtree Dunwoody Road and PATH400 trail expansion to the south.
- Some residential parking is shared with MARTA, leveraging an existing resource.

CHALLENGES

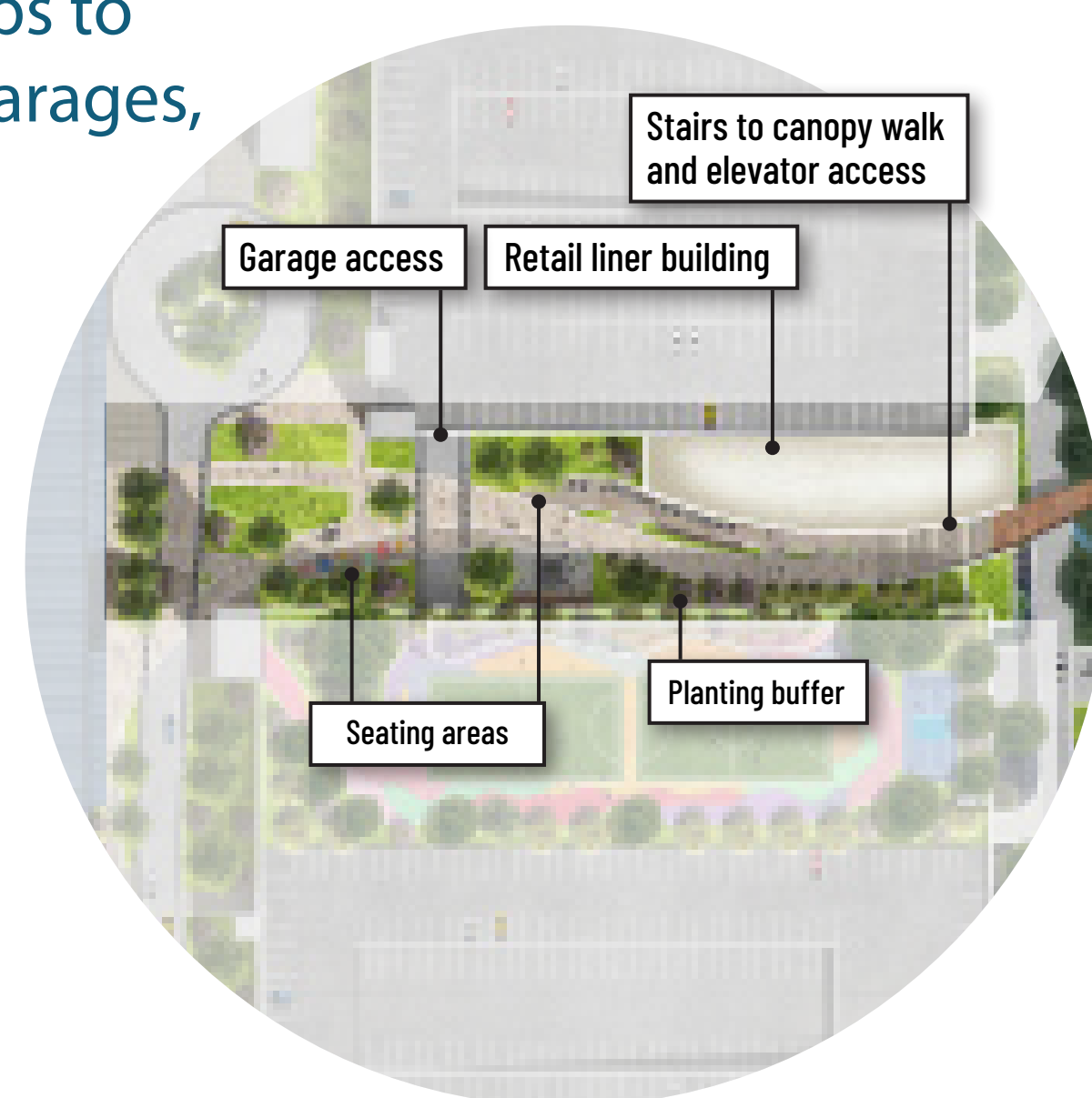
- The new greenspaces will be expensive to build and may require partnerships and/or additional funding sources.
- Pedestrian pathways and bridges across the creek will be expensive to build.
- Retail is dispersed and will need to be strategically supported.
- Rental townhouses may be hard to finance.
- Small multi-family buildings may be hard to finance.

PLAZAS, GREENSPACE, AND RECREATION

The site concept features a mix of public spaces and recreational opportunities to not only support the new development, but to address a gap in nearby park facilities and create new spaces for the neighborhood to gather and play.

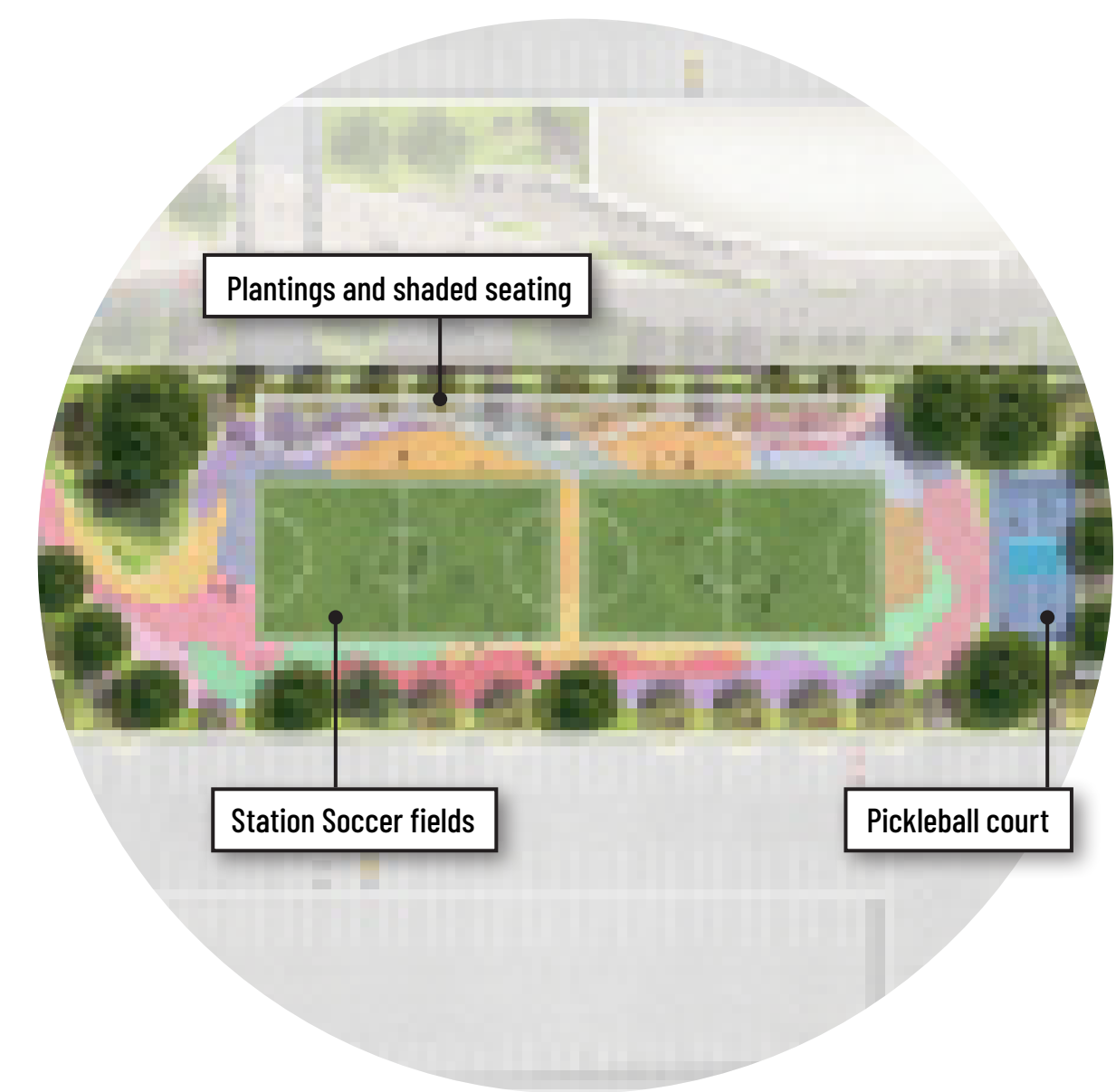
MARTA ENTRANCE PLAZA

- Plaza with pavers and wide cobblestone curbs to delineate vehicular crossings between the garages, as well as vehicular-rated bollards.
- Micro retail with activation/spill out both at the plaza level and at an upper level roof terrace
- Planting (at grade and in raised planters)
- Giant chess board / game room
- Wooden seating terraces
- Outdoor dining & bar/counter seating
- Art/green wall along AT&T Deck
- Connection to canopy walk



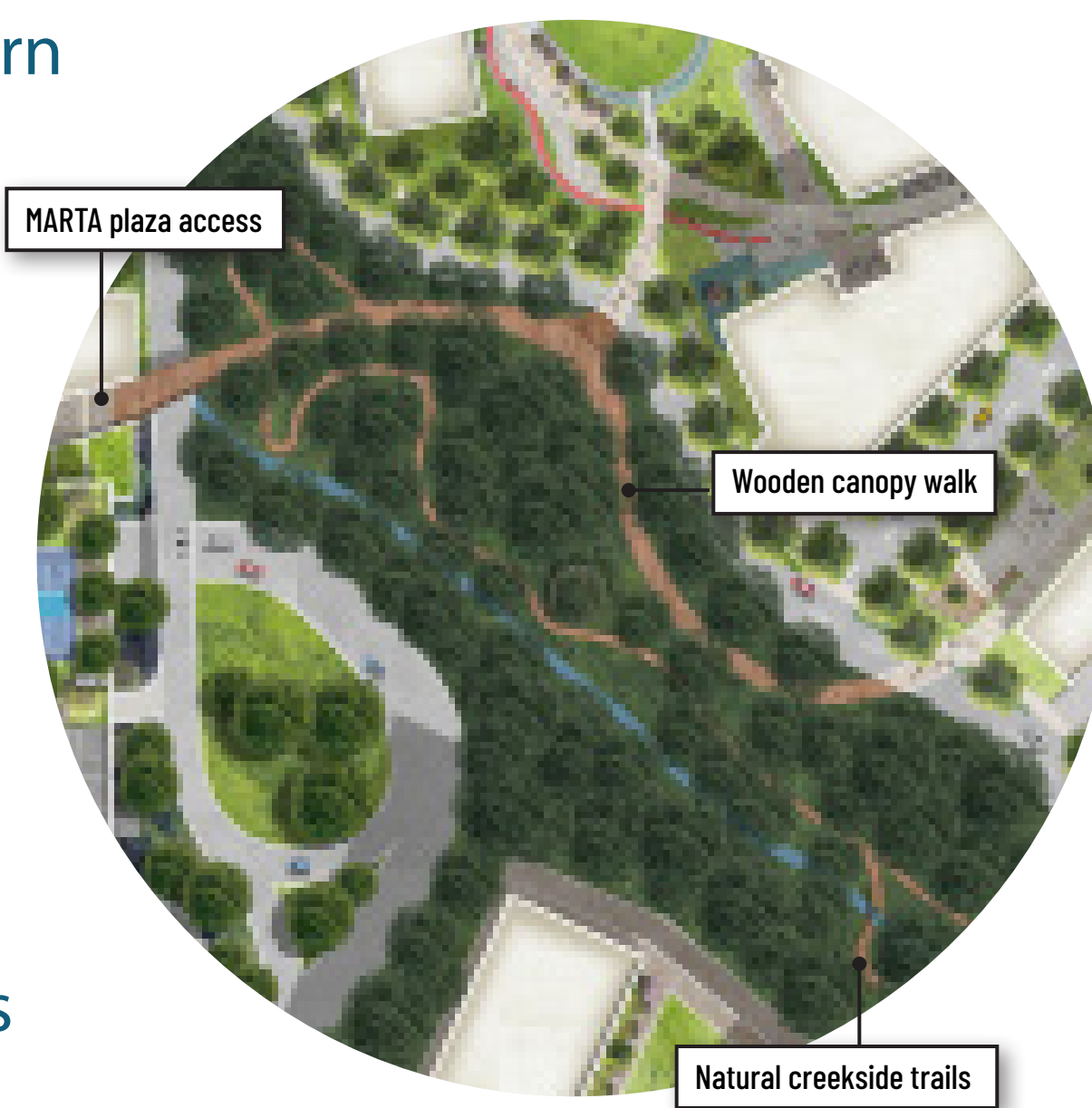
MARTA GARAGE ROOFTOP

- Painted mural on existing roof
- Station Soccer (two fields)
- Pickleball court
- Raised planters/green roof plantings
- Seating/furniture
- 155 rooftop parking spaces would be repurposed for these facilities.



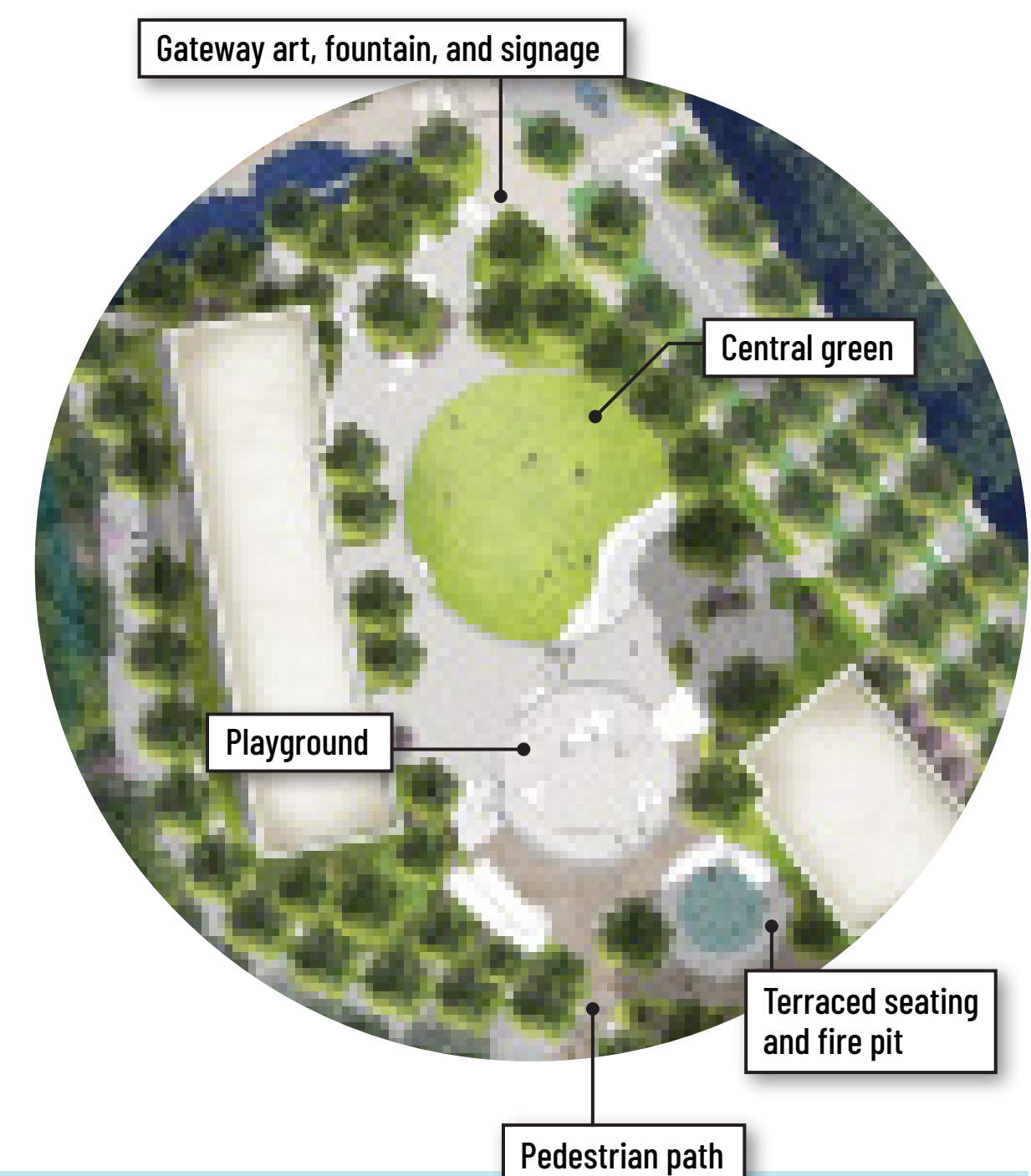
FOREST PARK & CANOPY WALK

- The 3.46-acre forest park and canopy walk turn the challenge of undevelopable land due to the site's creek, stream buffer, and steep topography into an opportunity for natural greenspace.
- Wooden canopy walk
- Stair access to creekside trails
- Creekside trails (mulch or gravel) with wooden steps and bridges to minimize disturbance to existing stream
- Revegetation of forest along edges and areas of disturbance with native woodland species
- Dark-sky lighting and motion-activated lighting



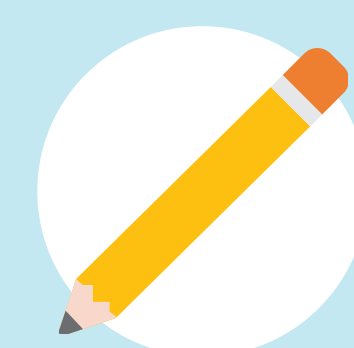
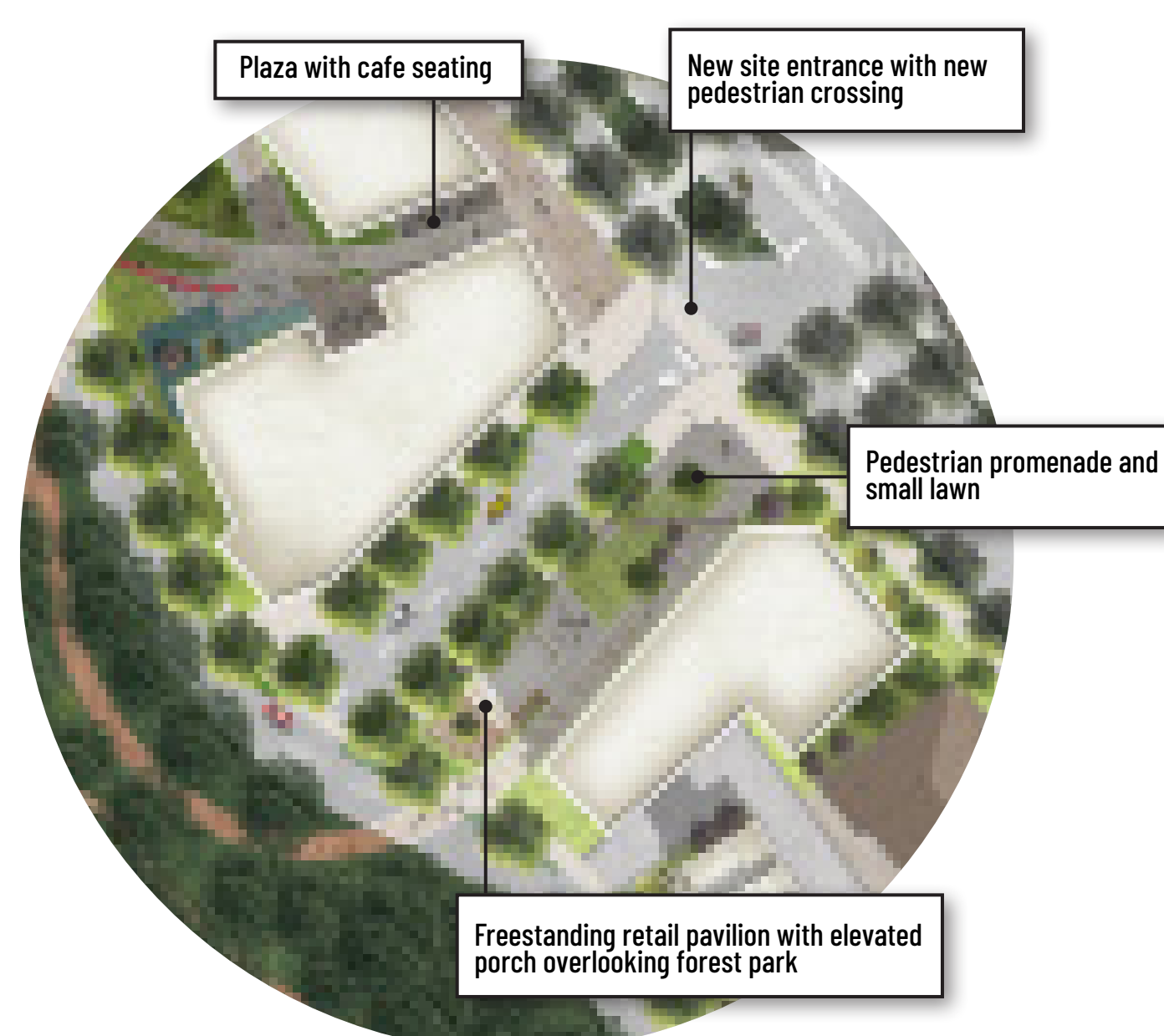
NEIGHBORHOOD GREENSPACE

- A new 1.38-acre greenspace will be located at the corner of Peachtree Dunwoody Road and the station entrance, creating a welcoming gateway, gathering space, and attractive frontage for new development.
- It will feature a community green, play area, seating, an adult fitness station, and an interactive fountain.



RETAIL SQUARE

- Shared use pedestrian and bicycle promenade that connects to the canopy walk and ultimately to the North Springs MARTA Station fare gates
- Retail pavilion with elevated porch overlooking forest park
- Small lawn for events, play, or public art
- Plaza with café tables and planters for retail and dining spill out



ADD A STICKY NOTE TO SHARE YOUR COMMENTS ON THE DRAFT CONCEPT!

DEVELOPMENT INSPIRATION

Residential



Small multifamily buildings at The Aria in Sandy Springs



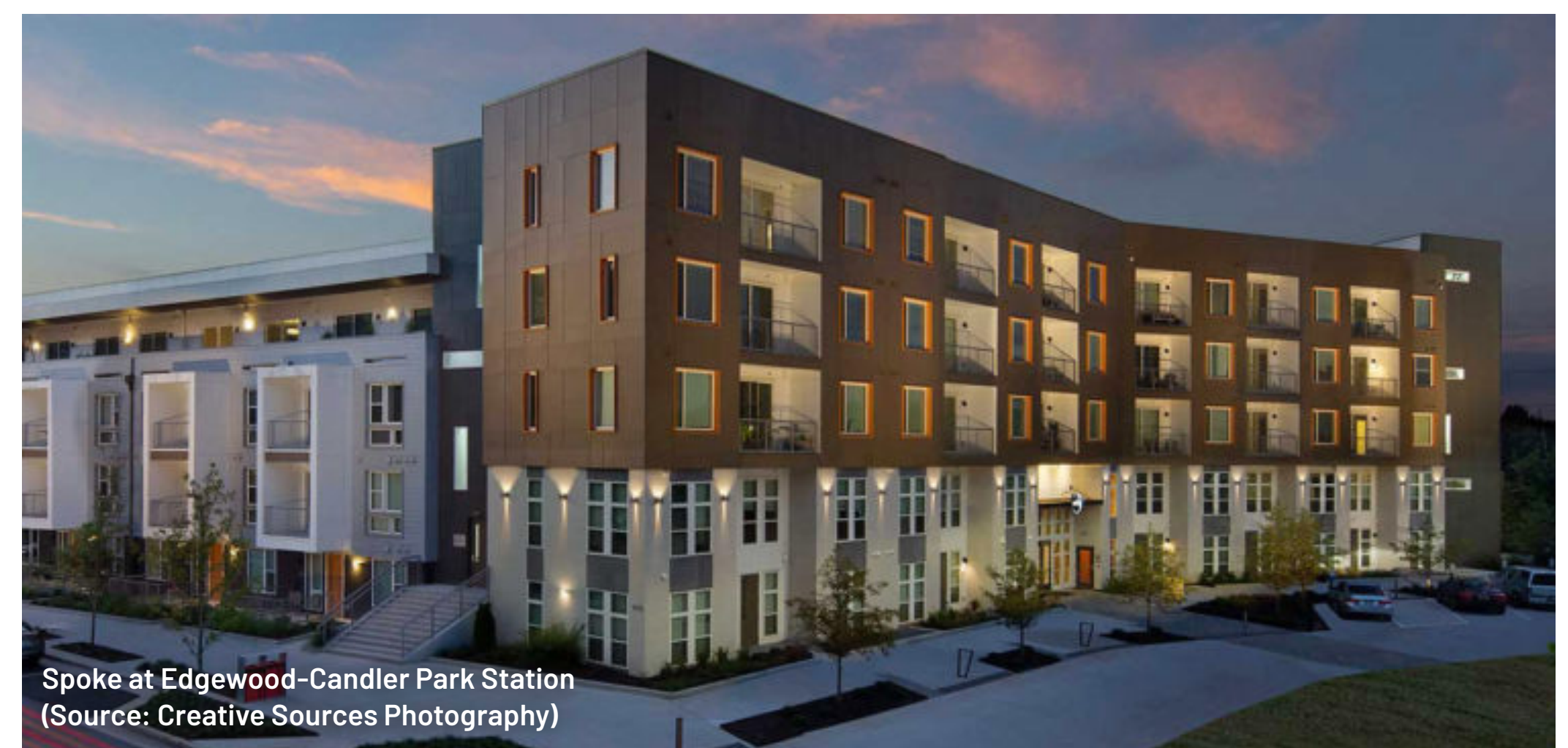
565 Hank apartments in Summerhill
(Source Summerhill Atlanta website)



The Crosby Townhomes (Empire Communities)



Longreen Condominiums (Source: Empire Communities)



Spoke at Edgewood-Candler Park Station
(Source: Creative Sources Photography)

Retail



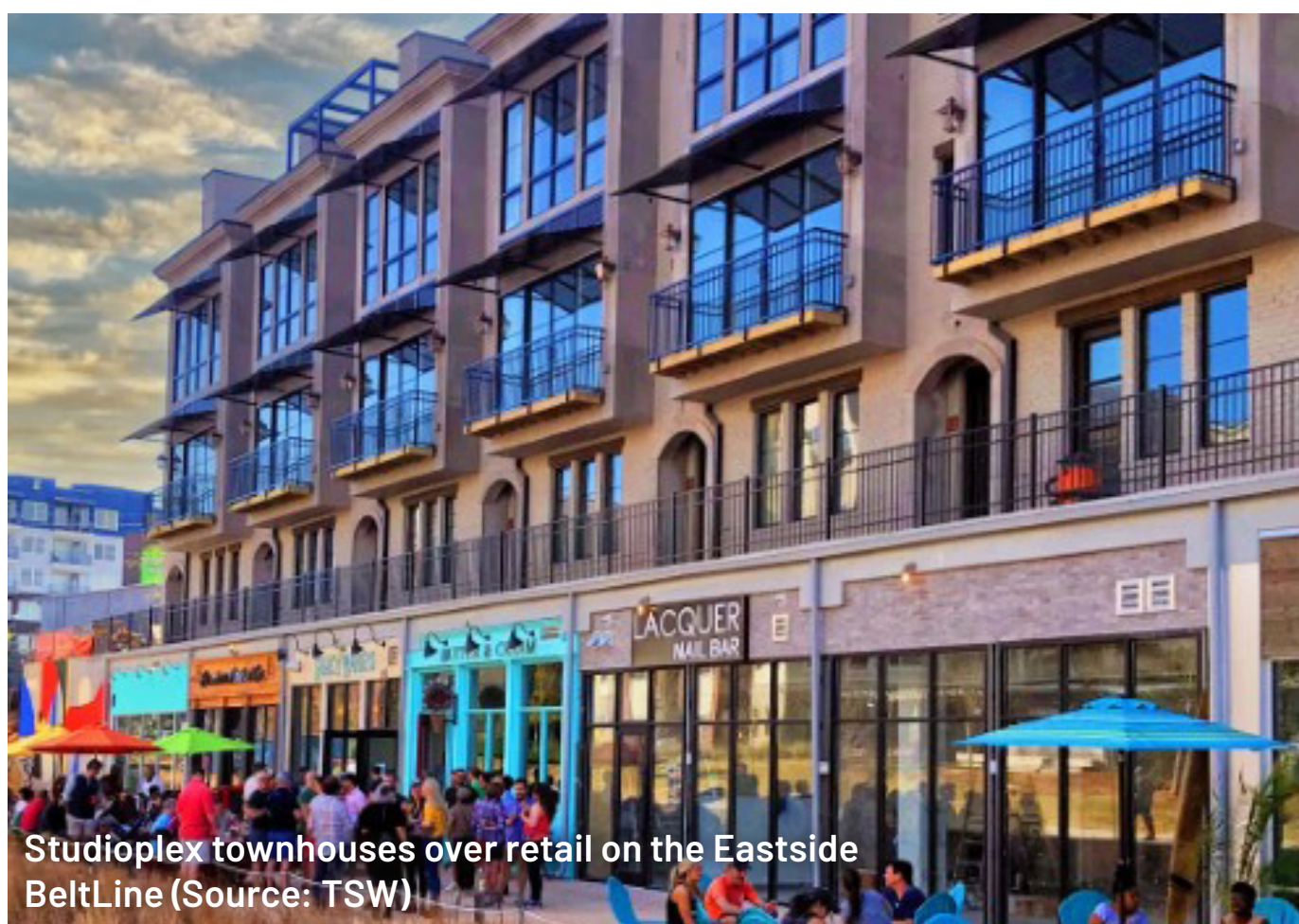
Shake Shack in Madison Square Park in New York City (Source: The Nomad Alliance)



Olenwood Park (Source: Coro Realty)



Source: Designphase



Studioplex townhouses over retail on the Eastside BeltLine (Source: TSW)



Retail near Lindbergh Station (Source: Coro Realty)

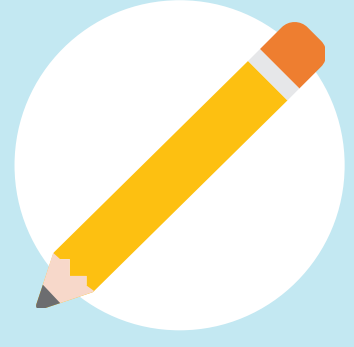


Small retail buildings around greenspace at Alpharetta Town Center
(Source: Atlanta Journal Constitution)



ADD A STICKY NOTE TO SHARE YOUR COMMENTS ON THE DRAFT CONCEPT!

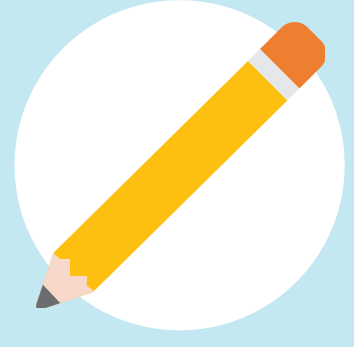
SHARE YOUR FEEDBACK!



ADD A STICKY NOTE TO SHARE ADDITIONAL FEEDBACK ON THE DRAFT CONCEPTS!

PEACHTREE DUNWOODY ROAD

SHARE YOUR FEEDBACK!



ADD A STICKY NOTE TO SHARE ADDITIONAL FEEDBACK ON THE DRAFT CONCEPTS!

NORTH SPRINGS MARTA STATION SITE