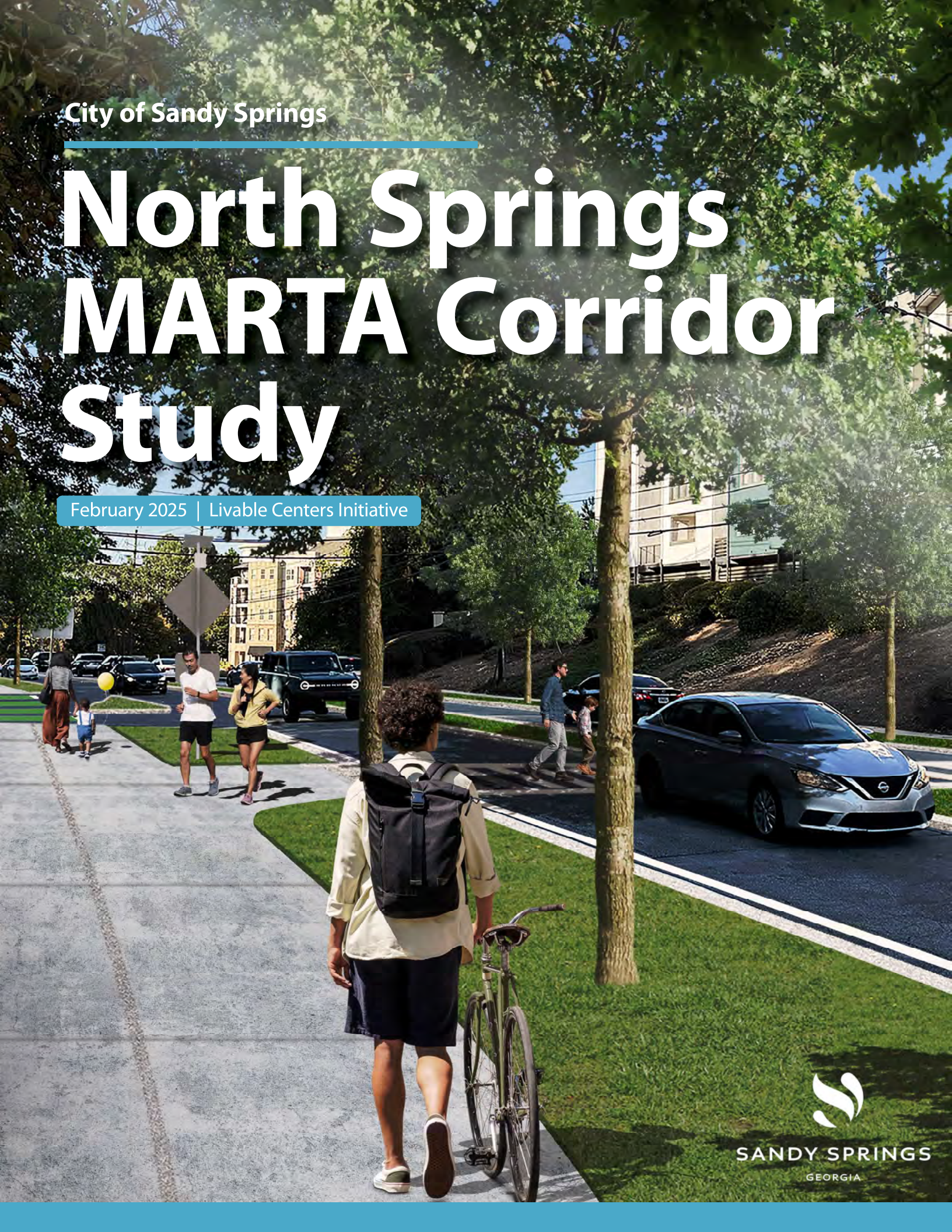


City of Sandy Springs

North Springs MARTA Corridor Study

February 2025 | Livable Centers Initiative



SANDY SPRINGS
GEORGIA

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1

Introduction

The North Springs MARTA Corridor Study is a strategic project to make the station and surrounding area a more walkable destination. Its goals are to:

GOAL 1 Engage the Sandy Springs community to create a **clear vision**;

GOAL 2 Develop a realistic and inspirational concept for **transit-oriented development at the North Springs MARTA Station site**, including opportunities to enhance walking and biking access to the station and foster a unique sense of place;

GOAL 3 Recommend a safer, more multimodal design for **Peachtree Dunwoody Road**; and

GOAL 4 Identify a preferred alignment to extend the **400 trail** north through this study area.

NORTH SPRINGS MARTA STATION



PEACHTREE DUNWOODY ROAD





This project was 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 Districts (PCID) were key partners in this study. This team will continue to work together to implement the vision outlined in this plan.

This plan has two key outcomes:

1 Peachtree Dunwoody Road Corridor Concept Plan

This 10% design outlines the preferred vision for this corridor, including the street layout, key design elements, and an estimated cost. It provides the basis of design and establishes project funding needs. As this project moves forward, additional studies (such as a site survey) will be conducted, more detail will be added to the design, and the cost estimate will be refined.

2 North Springs MARTA Station Concept Plan

MARTA is gradually redeveloping its property at station sites throughout the region as part of its transit-oriented development initiative to create more places with easy access to premium transit. A development partner has not yet been identified for the North Springs MARTA Station site. This illustrative plan assesses initial site feasibility and proactively establishes the City's vision to guide development plans when the time comes.

Study Area

The study area for this project includes:

- 1.75 miles of Peachtree Dunwoody Road from Abernathy Road to Spalding Drive
- MARTA-owned property at the North Springs Station site



NORTH SPRINGS MARTA ENTRANCE

NORTH SPRINGS STATION



NORTH PARK PL

SANDY SPRINGS STATION



ABERNATHY RD

400

SPALDING DR

PEACHTREE DUNWOODY RD

WOODLAND
ELEMENTARY SCHOOL

1000
SPALDING

WEMBLEY
HALL

VILLAGE
CREEK

RANDOLPH
PERIMETER

LAKE
RIDGE

LINO

AVENTURA
DUNWOODY

FLATS AT
NORTH SPRINGS

EMBASSY
ROW

NEWELL

1000+
ABERNATHY

1100
ABERNATHY

PERIMETER
POINTE

COSTCO

PERIMETER
CENTER WEST

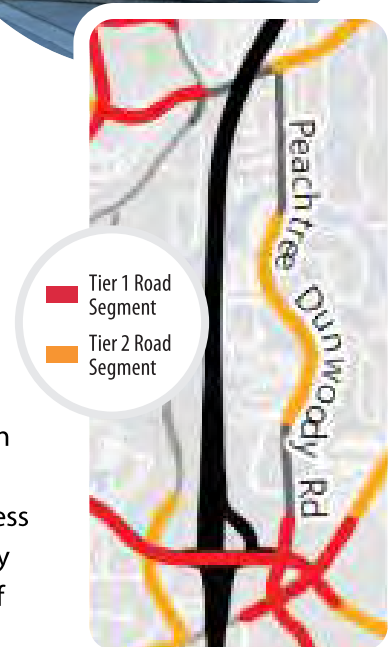
Why design for multimodal safety and comfort?

Sandy Springs is committed to moving people safely and comfortably through our city, no matter how they get around, as a foundation for a high quality of life. Ensuring all users—including pedestrians, cyclists, transit riders, and drivers—can travel safely along Peachtree Dunwoody Road is a top priority for this project.

People travel along Peachtree Dunwoody Road on foot, by transit, in cars, and on bikes. It connects the community to premium transit, with direct access to North Springs MARTA Station and the nearby Sandy Springs MARTA Station on Mount Vernon Highway. It provides direct access to many surrounding homes and businesses. For many corridor residents, it is also the main place to walk or bike for exercise, playing a key role in community health. For others passing through the area, it provides a key north-south connection through the east side of the city, connecting neighborhoods to the Perimeter Center area. The proposed design needs to offer a safe place for each of these activities to occur, while minimizing potential conflicts and encouraging safe travel behaviors.

This project goal is consistent with the City's other efforts to prioritize street safety, including:

- The Sandy Springs Transportation Master Plan (2021) established street safety for all users as a top goal for the city's transportation system. It also prioritizes creating an interconnected, multimodal, equitable transportation network with additional active transportation facilities and stronger connections to transit. The plan identified this part of Peachtree Dunwoody Road as one of the top crash corridors in the city and rated it as a Bicycle Level of Traffic Stress 4, meaning only the most experienced and confident riders are likely to consider biking on this street. The plan recommended this part of Peachtree Dunwoody Road should be improved.
- The Sandy Springs Safety Action Plan (2024), a strategy to reduce fatal and serious injury crashes in Sandy Springs, is being developed concurrent to this plan. It analyzes historic crashes to identify which streets have the highest concentration of severe crashes in the Sandy Springs, forming the City's High Injury Network. Much of this study area is included in the High Injury Network, including, the southern end at Abernathy Road as part of the Tier 1 network, as well as Tier 2 segments at the curve near the MARTA Station and Spalding Drive further north.



Above: Sandy Springs High Injury Network Map around Peachtree Dunwoody Road from the Safety Action Plan

What is transit-oriented development?

Many people want to live, work, and play where they have safe choices in how to travel. Transit-oriented development (TOD) aims to develop the areas around high-quality transit—like MARTA rail—to put more of these destinations within an easy walk of transit and reduce the need for car trips. This typically takes the form of more dense, mixed-use development with a walkable street network and public space, art, and landscaping features that make walking or biking to transit attractive. In Metro Atlanta, MARTA is gradually developing its properties around its rail stations to shift toward this type of supportive land use.

It can take different forms depending on neighborhood context and may include multifamily residences, shops and restaurants, other places of work, community facilities, public spaces, recreational activities, and more. A key goal of this project is to determine what type of TOD will work best at North Springs MARTA Station to fit with the site constraints, neighborhood’s desires, and market potential.

TOD at North Springs MARTA Station is consistent with the City’s established land use policies for the site. The Next Ten Comprehensive Plan (2022) supports a policy of promoting TOD around MARTA stations. It recommends mixed-use development at North Springs MARTA Station, including a pedestrian and bicycle bridge to access the station and a connection to the PATH 400 trail network.

In general, TOD does not have to occur on transit agency property, as long as it is a convenient walk to transit service. For this study, the potential TOD being explored is focused on the MARTA-owned property at North Springs MARTA Station.

Transit-Oriented Development in Metro Atlanta

MARTA regularly teams with private development partners to implement TOD at other stations in their system. These projects have already been implemented at stations like Lindbergh, Edgewood-Candler Park, and Avondale. There are also TOD plans—either created by MARTA or a municipal partner—for Bankhead, Dunwoody, East Lake, Hamilton E. Holmes, and Kensington Stations to guide future TOD.

Process

This study kicked off in March 2024 and was finalized in December 2024. Partners at the Atlanta Regional Commission (ARC), MARTA, and Perimeter CID participated throughout the project, including serving on the project management team.

Information about the project and upcoming engagement activities was regularly posted to the project website at sandyspringsga.gov/NorthSpringsStudy. Activities were promoted through press releases, social media, flyers, a project mailing list, and direct outreach to corridor property owners, businesses, and neighborhoods.

Community members participated in three rounds of engagement to help guide the plan:



DISCOVERY (APRIL - MAY 2024)

Round 1 Engagement

In the spring, the City hosted a series of activities to share findings about the existing conditions and get community input on the key issues and opportunities for the corridor and station site.

Several interviews and focus groups were held with residents, corridor property owners and managers, area developers, potential implementation partners, and North Springs High School students. Partner organizations were invited to participate in a corridor and site walk.

In May, an introductory video was published to explain the project to the community and promote engagement activities. A pop-up event was held at the station to get input from riders and neighbors in person. We also got input through an online survey, which included map-based questions for respondents to identify the locations of specific issues and opportunities and share their ideas for improvements. About 170 people responded to the survey. The input from this first round informed design principles and alternative concepts for the corridor and station.



Roundtables & Interviews

April - May 2024
Virtual and In-person



Explainer Video

May 2024



Online Survey & Web Map #1

May 29 - June 12, 2024



Pop-up Event #1

May 29, 2024 at
North Springs MARTA Station



Project Schedule

MAR APR MAY JUN JUL AUG SEP OCT NOV DEC

Phase 1: Discovery

1

Phase 2: Draft Concepts

2

Phase 3: Recommendations

3

WORK PERIOD

1

ROUND 1 ENGAGEMENT

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

2

ROUND 2 ENGAGEMENT

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

3

ROUND 3 ENGAGEMENT

- ONLINE SURVEY #3
- PUBLIC MEETING

Round 2 Engagement

Two alternative concepts for the corridor and the station were created over the summer to show different potential approaches to the new designs. In August, these alternatives were shared with the community to get their feedback on preferred concepts, including which aspects they loved and which they would like to change for the revised concepts. The City hosted a workshop at City Hall with roundtable discussions, daytime drop-in hours, and an evening presentation and open house. There was also an online survey to get input on the two alternative concepts, which received more than 200 responses.



Online Survey #2

August 22 - September 10, 2024



Community Workshop

August 22, 2024
at City Hall



Pop-up Event #2

August 29 and 31, 2024
at North Springs MARTA Station



Round 3 Engagement

Based on that feedback, preferred concepts were selected for the corridor and station site. They were revised and further developed in the fall. The revised concepts were shared with the community in November at an open house, and a final online survey received more than 40 responses. Paper surveys were also available at the open house. Both concepts received positive feedback from the community overall, and minor revisions were made to the final concepts. The City also met with implementation partners at MARTA, Perimeter CID, ARC, and GDOT in December to discuss the final corridor concept. The final concepts were presented at a City Council work session in December, and the final plan was adopted at a council meeting in February 2025.



**Online Survey
#3**

November 18 - December 1, 2024



**Final Open
House**

November 18, 2024
at City Hall



**Council
Meetings**

Work Session: December 17, 2024
Adoption: February 4, 2025



More information about community engagement activities and input is available in the appendix, and the community input that guided this plan is summarized in the following section.

2

Concept Direction

The design and policy direction for the corridor and station site were guided by the existing conditions and context, along with input from community members, staff, elected officials, and partner organizations. This section summarizes key existing conditions and input that informed the plans. For additional information, see the Existing Conditions Report and Community Engagement Summary in the appendix.

Key Existing Conditions

Peachtree Dunwoody Road Corridor

Peachtree Dunwoody Road is a locally controlled street, owned by the City of Sandy Springs, and is classified as a minor arterial meaning it serves primarily moderate length trips. In 2022, this part of Peachtree Dunwoody Road carried an average of 14,000 vehicles each day.

Network Connections

Peachtree Dunwoody Road runs parallel to the east of GA-400, which is mostly at-grade in this area and limits the number of east-west through streets that intersect this corridor, creating a complete barrier to neighborhoods to the west. Spalding Drive on the north end of this study area and Abernathy Road on the south end are the only continuous east-west streets that connect to this part of Peachtree Dunwoody Road.

Street Design

The public right-of-way (ROW) on Peachtree Dunwoody Road varies throughout the corridor. At its widest point, the ROW is around 120 feet between Abernathy Road and North Park Place, where the traffic volumes and number of lanes are greatest.

It is a two-way street, most often with one northbound lane, one southbound lane, and a center turn lane. However, there is significant variation in lane configuration along the corridor due to additional turn lanes and a short second southbound lane in the center of the corridor. The travelway is inconsistent, with eight different combinations of travel lanes in fifteen different segments resulting in changing conditions every 600 feet on average.

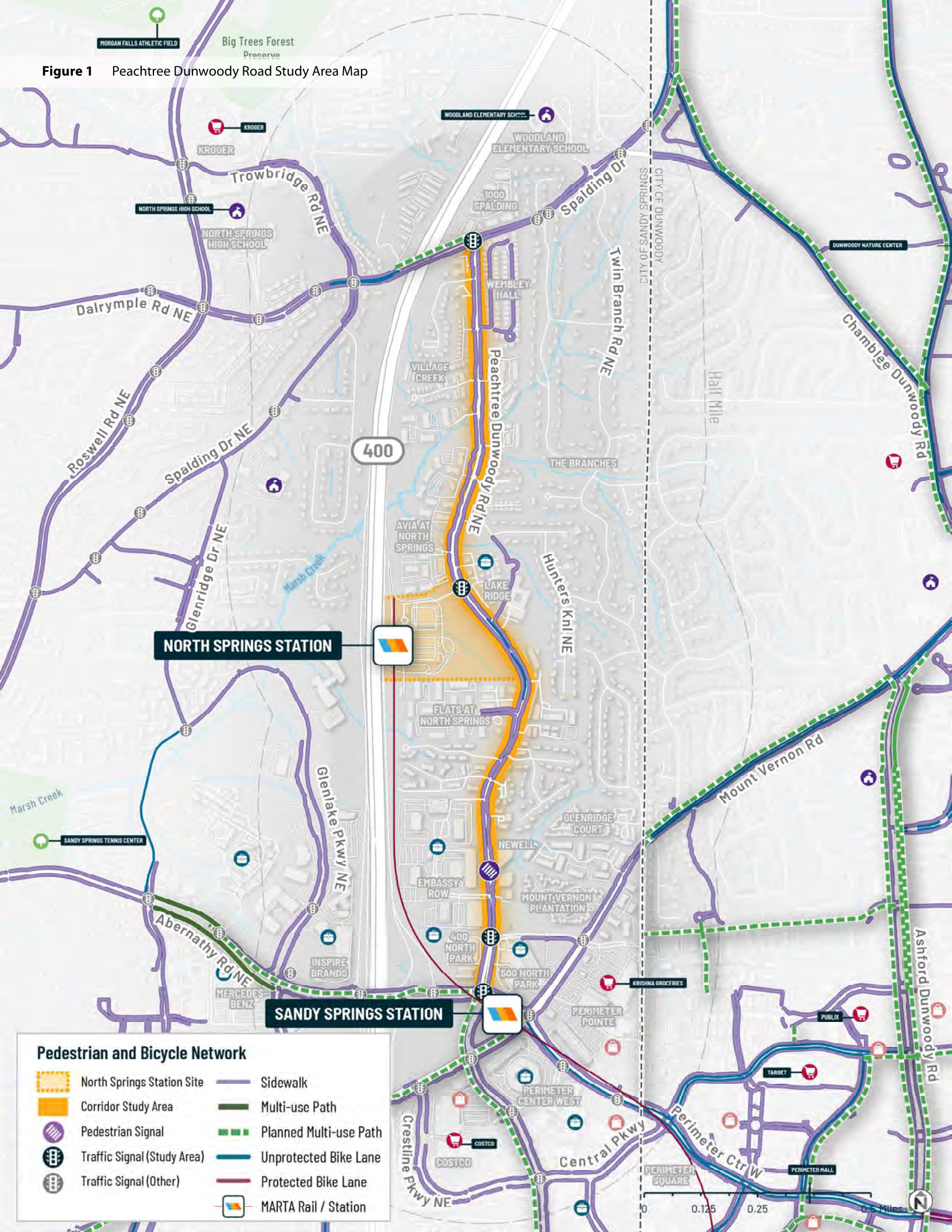
People walking or rolling in a wheelchair have access to sidewalks on both sides of the street. However, they are typically 5 feet wide, which does not meet the City's minimum standard width of 6 feet, the amount of space needed for two people in wheelchairs to pass. There are few pedestrian crossings across Peachtree Dunwoody Road, spaced about 0.25 to 0.77 miles apart, about a 5- to 15-minute walk between crossings. Bicycle facilities are generally missing, except for a short stretch with an unprotected, southbound bicycle lane.

The speed limit is 35 miles per hour (mph) and the lack of signalized intersections or significant destinations along the corridor means vehicles are often able to travel at or above the speed limit with minimal stopping or slowing. Curves and slight hills along the corridor can limit visibility for drivers, especially at higher speeds.















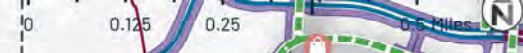
Peachtree Dunwoody Road at Aventura Dunwoody

Figure 1 Peachtree Dunwoody Road Study Area Map



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		



Crash History

The top priority for this project is to enhance corridor safety, especially for vulnerable users like pedestrians and cyclists. From 2018 to 2022, there were 389 total crashes along the Peachtree Dunwoody Road corridor. Most of these were concentrated at Abernathy Road (60%), Spalding Drive (15%), and the curve near North Springs MARTA Station (9%).

The most common operating contributing factors were instances of “Following Too Closely” and “Changed Lanes Improperly”. For crashes involving a pedestrian or cyclist, “Failure to Yield” was the most common factor that contributed to crashes, with 50% of these crashes including it as a factor.

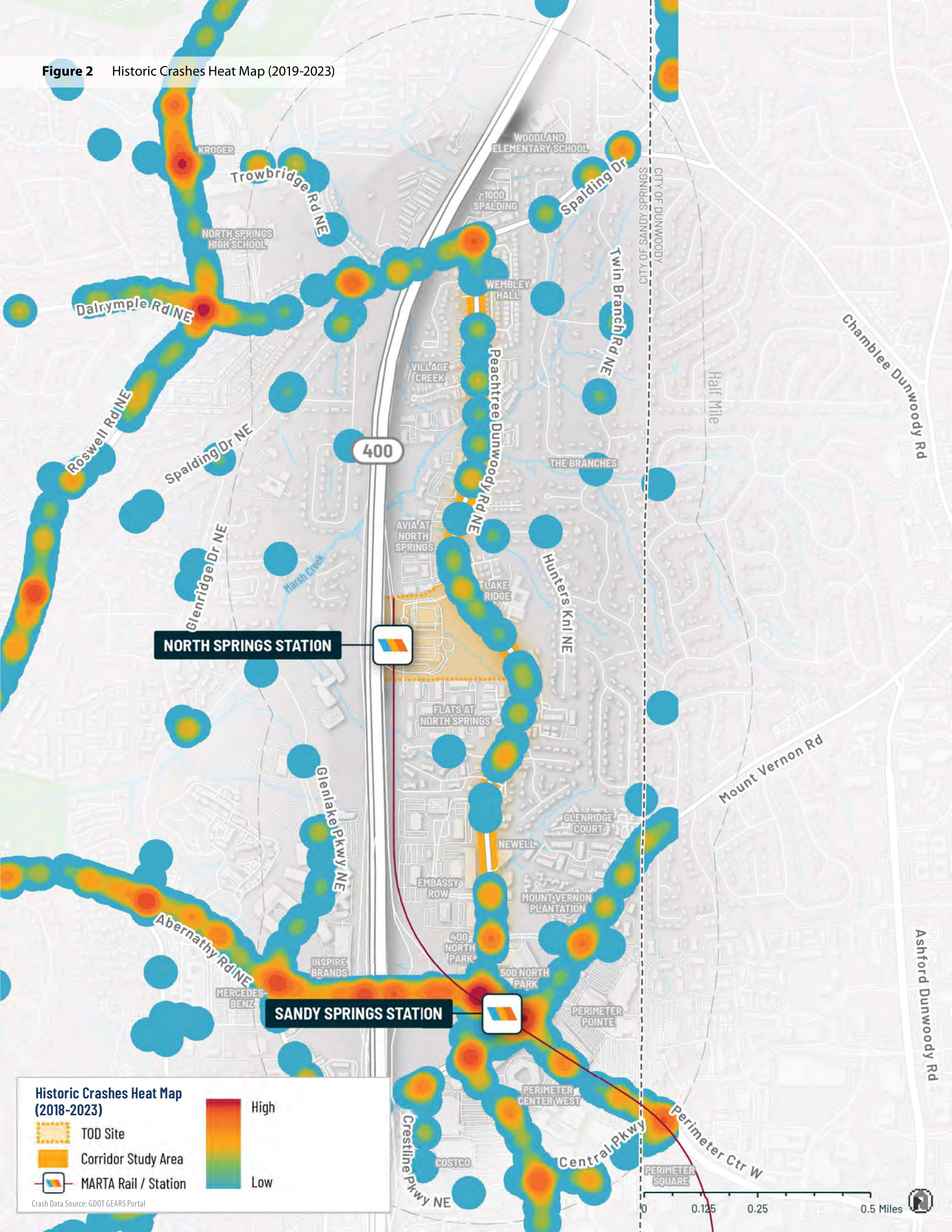
Potential safety countermeasures to address the types of crashes that have occurred in this corridor include enhanced delineation, access management, improved intersection lighting, improved signage, traffic calming measures, and a speed limit reduction.

Vehicular Traffic




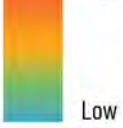
Vehicular traffic conditions on this corridor were analyzed to help inform the conceptual design and identify locations where there are opportunities to repurpose space with little impact to traffic or places where tradeoffs will have to be considered. Today, intersections are generally performing at an acceptable level for drivers. Most are currently operating at or above Level of Service (LOS) D or better during



Figure 2 Historic Crashes Heat Map (2019-2023)



Historic Crashes Heat Map (2018-2023)

-  TOD Site
 -  Corridor Study Area
 -  MARTA Rail / Station
- 

High

Low

Crash Data Source: GDOT GEARS Portal


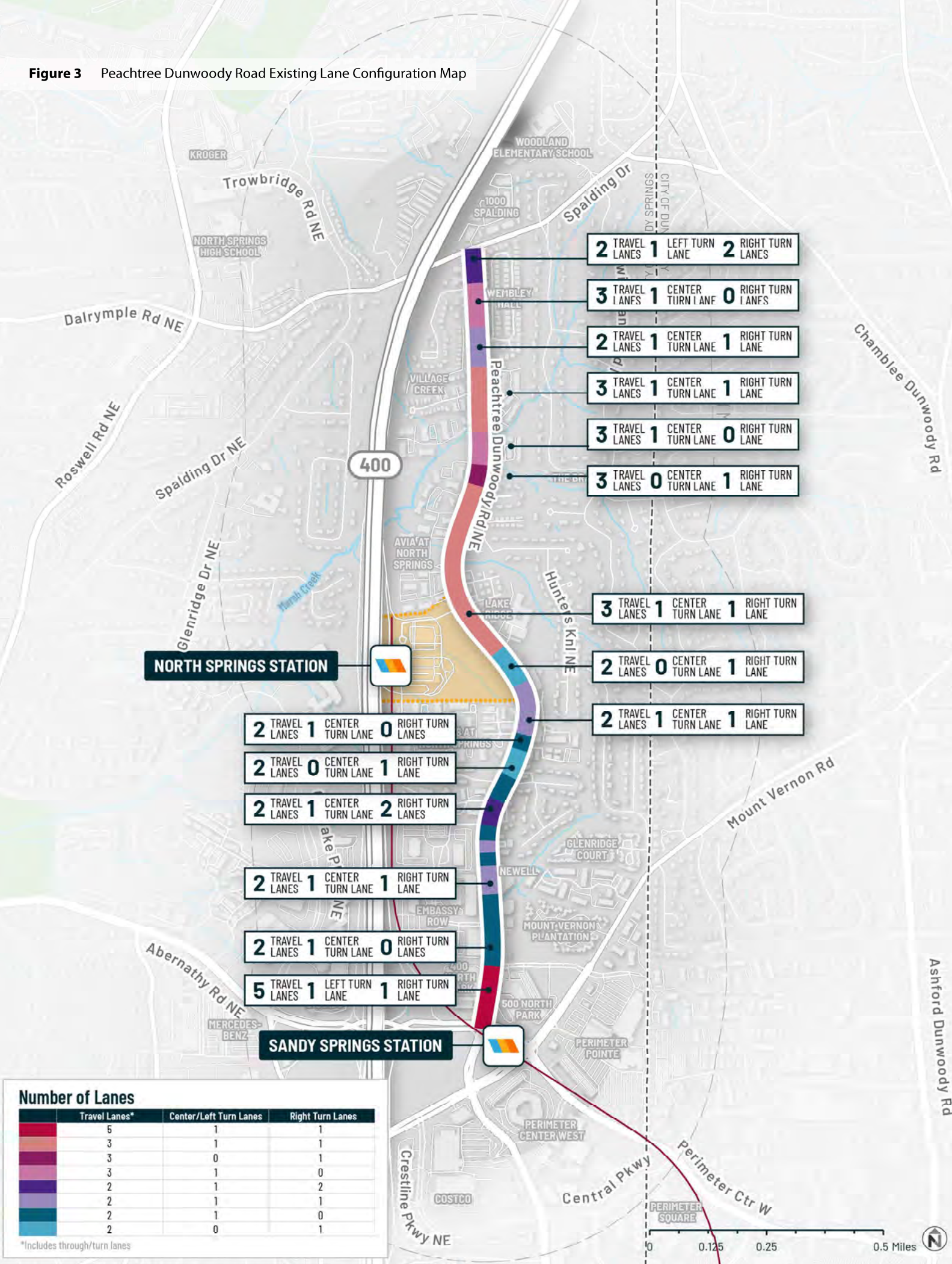
0 0.125 0.25 0.5 Miles 

Figure 3 Peachtree Dunwoody Road Existing Lane Configuration Map



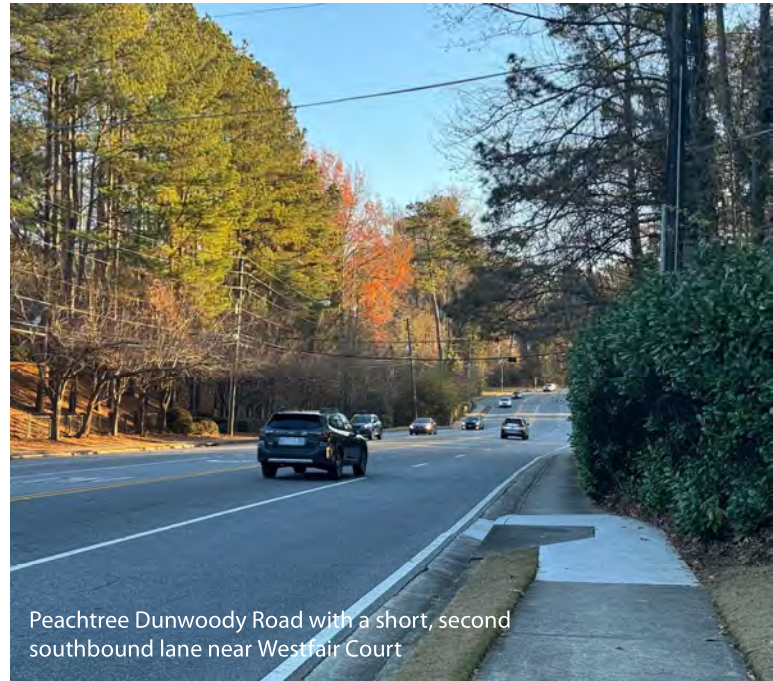
peak hours, meaning they have delays of less than 55 seconds (often less than 30 seconds on this corridor) and where queues develop, they dissipate relatively quickly without excessive delay. The only intersection performing below this level is Abernathy Road, which rates as LOS E during the PM peak hour, with modeled delays of up to 58 seconds. Its performance still falls within a typical range for intersections in an urban environment. (See the Existing Conditions Report for more detailed information.)

As the corridor operates generally at what would be considered 'acceptable' LOS for drivers during peak hours, it is very likely that during off-peak hours, the corridor is under capacity. During off-peak hours, corridors that are designed for heavy peak hour vehicle traffic can often lead to higher speeds and more safety concerns for drivers and vulnerable street users like pedestrians and cyclists.

Nearby Projects

There are several nearby planned projects that will connect to this portion of Peachtree Dunwoody Road, including:

- **PATH 400 Trail Extension:** The 400 trail will be extended north from Buckhead through Sandy Springs along the west side of Peachtree Dunwoody Road, ending just south of this study area at Mount Vernon Road.
- **Shared Use Path on Abernathy Road:** Sandy Springs is planning a shared use path for pedestrians and cyclists on Abernathy Road west of this study area, which will cross GA-400 and connect to Peachtree Dunwoody Road.



Peachtree Dunwoody Road with a short, second southbound lane near Westfair Court

- **Shared Use Paths on Mount Vernon Highway:** Sandy Springs is planning a shared use path on Mount Vernon Highway to Sandy Springs Station. A few blocks to the north, the City of Dunwoody is planning a shared use path on its side of the city limits.
- **Shared Use Path on Spalding Drive:** GDOT is planning to add a shared use path on Spalding Drive from Peachtree Dunwoody Road across the GA-400 bridge as part of an upcoming bridge improvement project.

Off-Street Trail Considerations

Potential for an off-street trail alternative was explored as part of this study. However, an off-street route would be extremely challenging in this area due to the limited space parallel to GA-400, the Red Line MARTA tracks on the south end of the corridor, and the diversity of property ownership and presence of existing buildings throughout the corridor.

North Springs MARTA Station Site

Neighborhood Context

The North Springs MARTA Station is located on Peachtree Dunwoody Road in a suburban area just north of the Perimeter area, which is home to regional shopping destinations, office complexes, hotels, and a growing number of multifamily homes. On the south end of this corridor, there are several large office towers and complexes, closest to Perimeter and within walking distance of the Sandy Springs MARTA Station. Heading north, the area becomes more residential with a mix of low- to mid-rise multifamily housing and townhomes. The area east of this corridor is primarily single-family homes. The area to the west is a mix of residential and offices; however, GA-400 creates a barrier completely detaching this corridor from the area to the west. There are no existing parks, recreation centers, trails, public libraries, or other community facilities within walking distance of the corridor.

About 6,000 people live in the six block groups that cover the ½-mile area surrounding this study area, representing about 5% of the Sandy Springs population. Key considerations about the people who live in this area include a younger median age (30 to 34) than the City overall (37.4) and a higher share of children in this area (22.1%) than the City overall (18.8%). It is a diverse corridor, with most residents being people of color (60%). The average household size (2.05 people) is slightly smaller than the City overall (2.13 people). Household incomes in this area are diverse, with the largest share of households earning between \$60,000 and \$125,000 per year (44%).

People who live in this corridor own fewer vehicles than typical households in Sandy Springs or the metro area overall, suggesting they are more likely to use transit or active transportation. 70% of households own zero or one vehicle.

- One in six (17%) corridor households does not own a vehicle, 3.5 times as many as the City of Sandy Springs and 6.1 times as many as Metro Atlanta overall.
- More than half (53%) of households in this corridor own one vehicle, compared to 31% in the City overall.



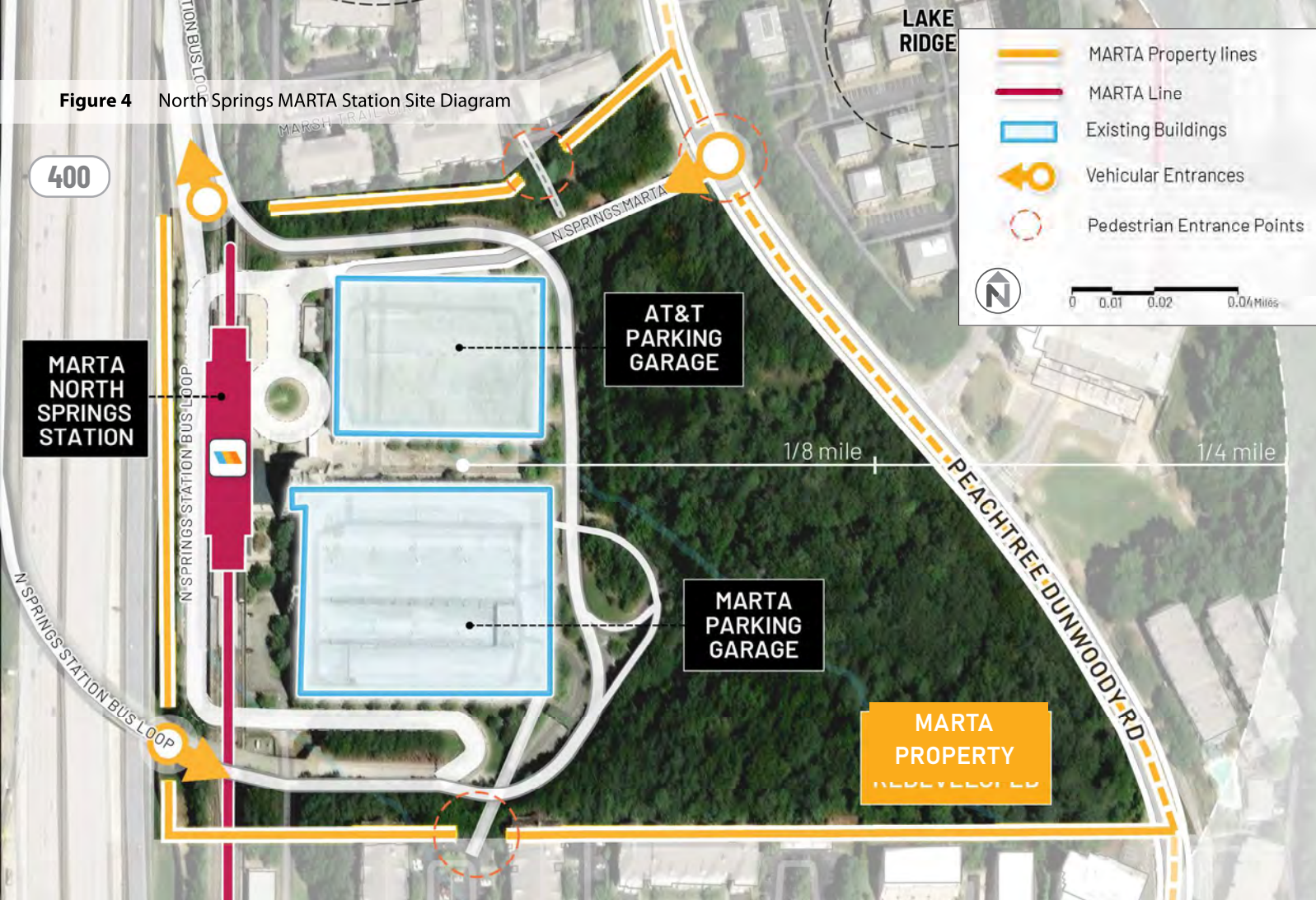


Figure 4 North Springs MARTA Station Site Diagram

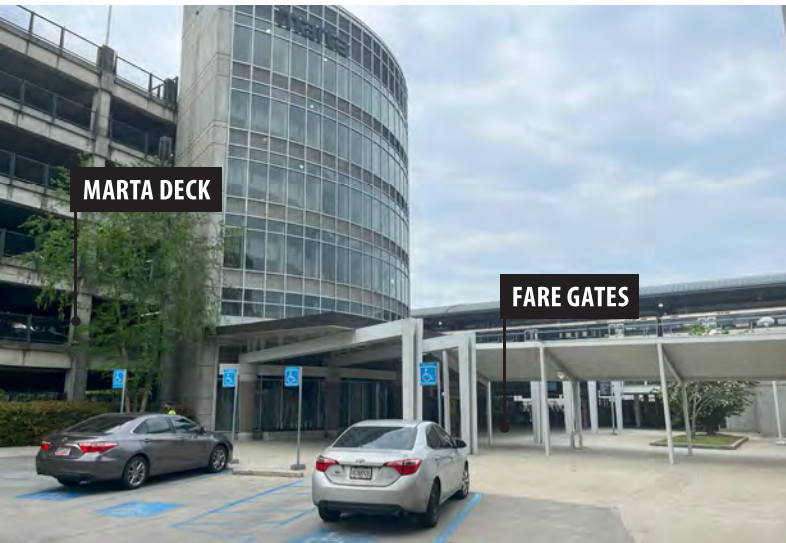
There are 10,744 jobs in these six block groups, representing 8% of the 136,225 jobs in the City of Sandy Springs. The most common industries on the corridor are Finance and Insurance (24%); Professional, Scientific, and Technical Services (22%); and Administration & Support, Waste Management and Remediation (15%).

Although there are both jobs and residences in this corridor, few people both live and work in the area. Of the 2,830 employed residents in the corridor, only 3% (93 people) work in the same area. Of the 10,744 jobs in the area, less than 1% of those jobs are occupied by someone living along the corridor.

Site Conditions

North Springs MARTA Station is located about halfway between Spalding Drive and Abernathy Road on Peachtree Dunwoody Road. It backs up to GA-400 and has direct access from GA-400 southbound, providing access to MARTA rail for local buses and drivers from the northern suburbs.

MARTA owns 27.7 acres at the station. The MARTA property includes the station and bus bay, two parking garages, an inactive bus loop, and a small building formerly used by AT&T as a business center. The MARTA property also includes about 13 acres of undeveloped, wooded land along Peachtree Dunwoody Road on the east side of the property. The station was designed primarily to serve as a park-and-ride location and the site circulation is focused on

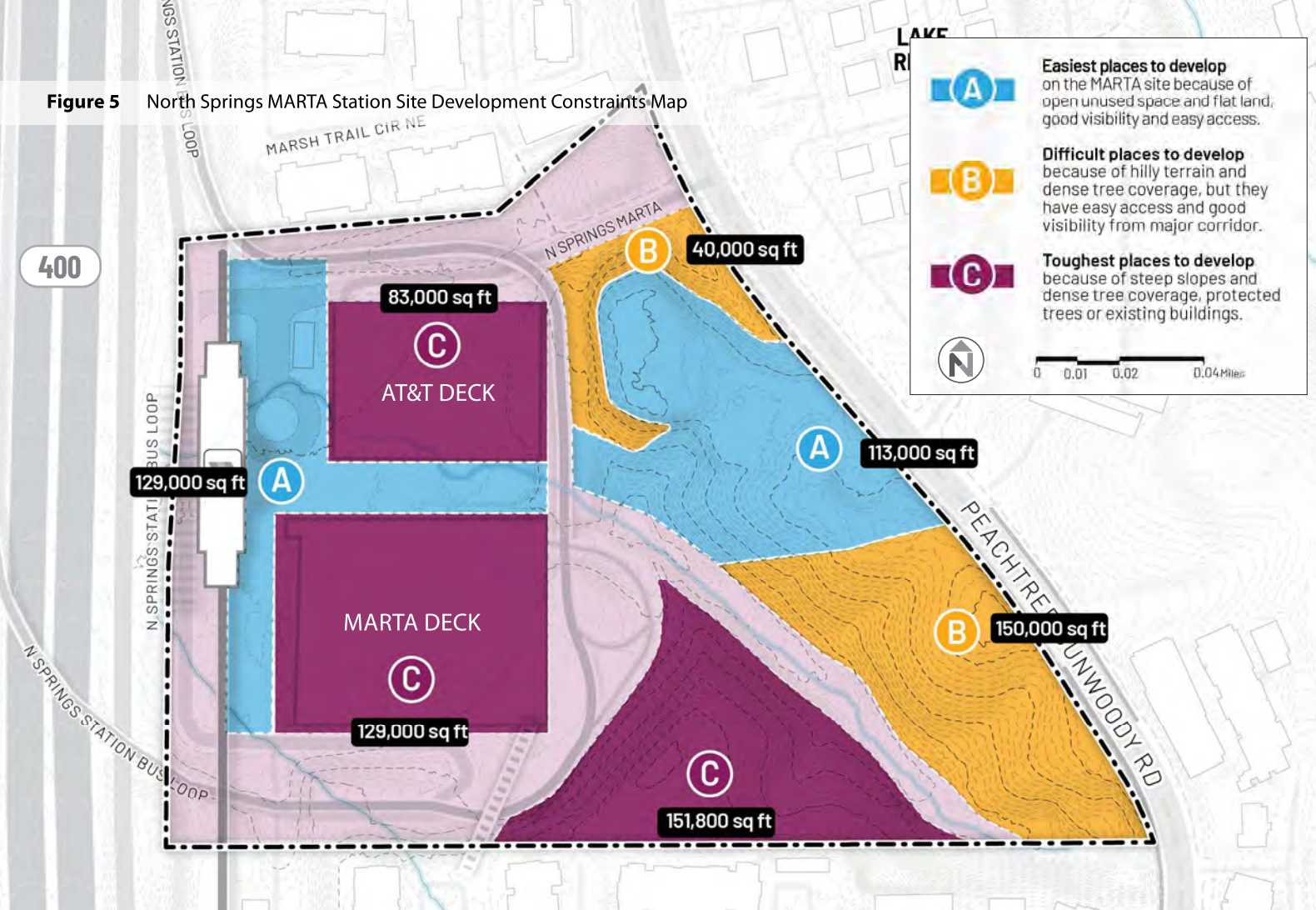


vehicular access from GA-400 and Peachtree Dunwoody Road. Although there are sidewalks and paths connecting the station to Peachtree Dunwoody Road and neighboring properties, the station is barely noticeable from Peachtree Dunwoody Road, and pedestrian access feels cold, unwelcoming, and unclear, sending the message that the station is primarily designed for drivers.

Key site features and constraints include:

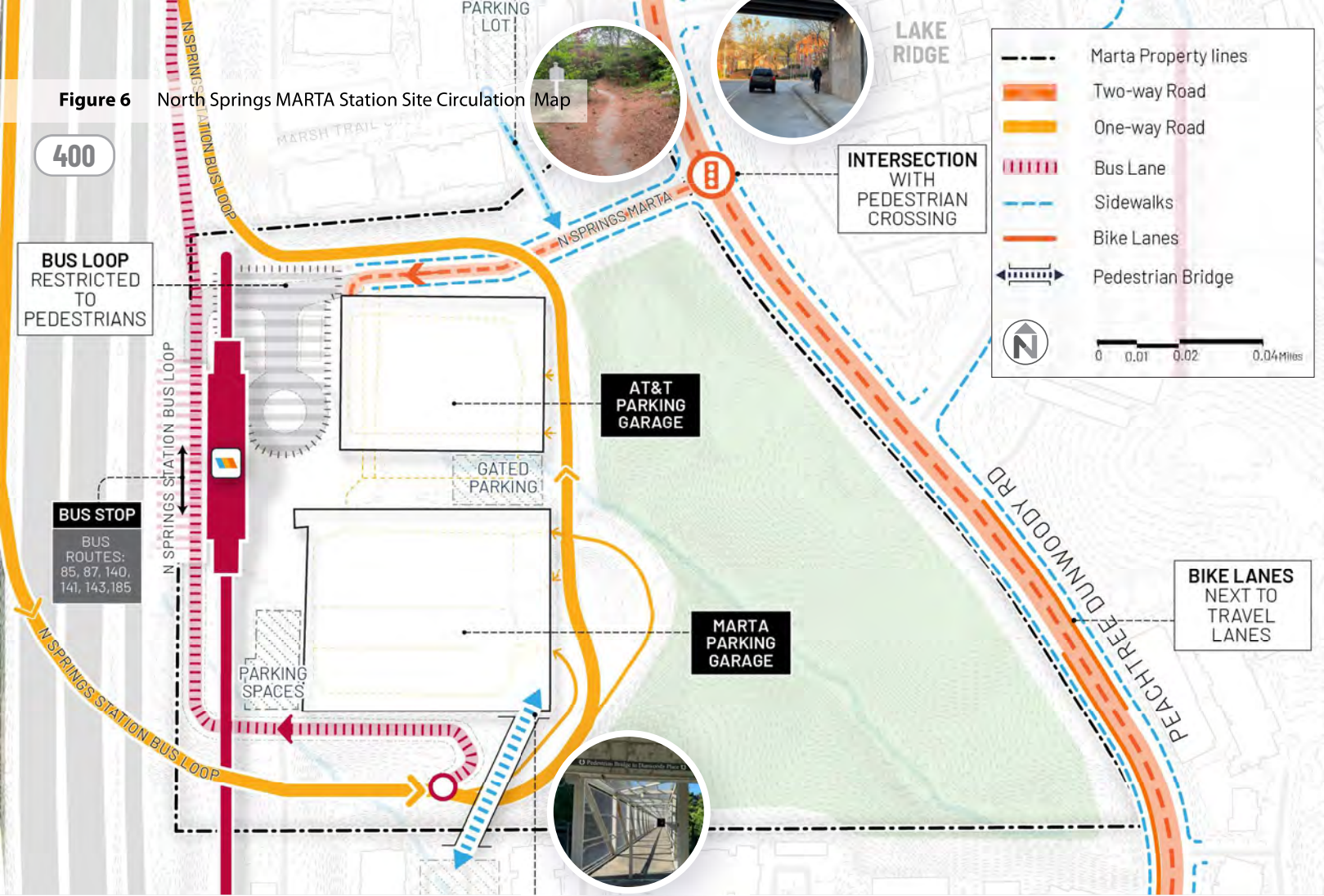
- MARTA's existing facilities and operations will limit where new development is possible:
 - There are two garages on site, one to serve MARTA patrons (south) and another for AT&T (north), with spaces for MARTA patrons on the first floor.
 - At this time, MARTA does not envision demolishing the garages, and it is unknown if the structures could support building on top of them.
 - The MARTA garage has 2,457 parking spaces. It has a mix of free daily parking for park-and-ride users, as well as paid long-term parking for riders heading to the airport.

Figure 5 North Springs MARTA Station Site Development Constraints Map



- Parking utilization for this garage has declined significantly since the COVID-19 pandemic. In Fiscal Year (FY) 2019 utilization was 93%. In FY2024, it had dropped 55% to an average utilization of 38%, well below a typical target utilization rate of around 70% to 85% for public parking. MARTA is willing to use up to 25% of the spaces in this garage to support new development on the site.
- MARTA supports repurposing the existing surface parking spaces between the two garages and relocating access to the MARTA spaces on the first floor of the AT&T garage to create room for a new public space between the garages.
- The site is accessible from both Peachtree Dunwoody Road and GA-400. Existing circulation from local streets and GA-400 is completely separated today. Because of a standing agreement with GDOT, the circulation must remain separated in a future concept.
- North Springs Station is the northern terminus of the Red Line train. About 66% of riders at North Springs are riding rail.
- All buses accessing the site are coming from GA-400. They loop around to the west side of the station to pick up and drop off passengers in the bus bays. The existing local bus service runs north to the Roswell and Alpharetta areas.

Figure 6 North Springs MARTA Station Site Circulation Map



- Bus Rapid Transit (BRT) is being planned for GA-400 to offer premium transit service to the northern suburbs as an alternative to a rail extension. It will connect to the rail system at North Springs Station. The BRT buses will use the same ramps and staging areas as the existing local bus service, and MARTA does not anticipate changes to the site circulation as a result of this new service.

- There are currently no local bus routes that access the site via Peachtree Dunwoody Road. However, there is a bus turnaround on the east side of the station for buses coming from Peachtree Dunwoody Road. It is occasionally used by drivers taking a break at the station, and may be used by local buses in the future.

- The undeveloped land includes portions with dense woodland and hilly terrain, with intermittent streams:

Figure 7 North Springs MARTA Station Site Topography Map



- The buffer and floodplain surrounding the creek are not developable.
- Slopes of up to 60% pose significant challenges to potential development and will guide where it will be feasible to build.
- To reduce the amount of cut and fill required and to enhance visual interest, buildings can make up the change in elevation through stepping stories and tucking parking garages into areas that are lower than land used for buildings.
- The relatively flat green space adjacent to Peachtree Dunwoody Road in the center portion of the wooded area is well suited for development due to its terrain, its role as a visual gateway, and its potential for providing pedestrian, bicycle, and vehicular access points from Peachtree Dunwoody Road directly to the MARTA station fare gates. However, the elevation in this area is much higher than the circulation and plaza areas near the station and parking garages, so this presents a challenge for connecting the two portions of the site.





KISS AND RIDE AREA (FIRST FLOOR OF AT&T DECK)



UNOCCUPIED AT&T BUSINESS CENTER

- Pedestrians access the site in three ways:
 - **Public Access:** The Peachtree Dunwoody Road entrance has sidewalks on both sides of the street, but is primarily geared toward drivers accessing the garages. It has limited pedestrian lighting, and a cold, concrete environment that does not create a welcoming moment walking into the station.
 - **Private Access:**
 - Direct sidewalk connection to Randolph Perimeter apartments, which is controlled by a secure gate.
 - Direct pedestrian bridge from the Flats at North Springs apartments to the MARTA parking garage, which is also controlled by a secure gate.
- There are no designated bicycle facilities to access North Springs Station by bicycle, scooter, or other micromobility devices.

Development Context

Land Use Policy and Regulations

The City of Sandy Springs has previously established land use policy in support of transit-oriented development at the North Springs MARTA Station, recognizing it as a unique opportunity to leverage proximity to one of just three stations in the city.

- The Next Ten Comprehensive Plan (2022) establishes a citywide plan for land use policy, growth, and redevelopment. It assigns the future land use category “MARTA Transit-Oriented Development” to the North Springs Station site, which calls for mixed-use development with residential, small-scale retail,

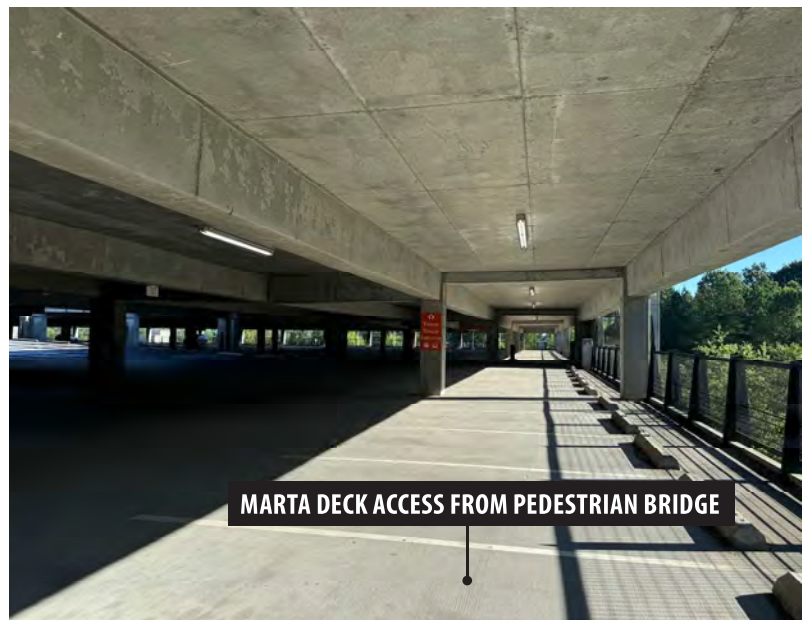
and greenspaces with enhanced pedestrian and bicycle access.

- The existing zoning for the site is Transit Mixed Use (TX-6), which is consistent with the future land use designation. It allows a mix of uses, like multifamily residences, civic, open space, and park uses. Given its convenient access to MARTA rail and bus service, TX-6 zoning emphasizes facilitating access and promoting pedestrian connections. The zoning regulations allow for a maximum height of 6 stories or 95 feet.

Market Analysis

A market analysis for the station and trade areas was conducted to better understand the market demand for various potential types of development at the station site. The trade area includes the City of Sandy Springs and the City of Dunwoody north of Interstate 285. Key findings included:

- Focus development uses around residential, which still has demand and can attract developers. Demand for one- and two-bedroom multifamily residential units will remain strong. While there is also demand for three-bedroom units, they can be more expensive to build.
- Many households in this area have only one car, allowing for the possibility of lower parking requirements for station area development.
- While the corridor itself is not retail rich, the surrounding trade area is, with a concentration of regional retailers in Perimeter. The station may be able to support small amounts of retail that serves new residents and tenants, and those traveling to and through the station.



- Focus small amounts of ground-floor retail at high visibility, high foot traffic locations. This is not likely an appropriate place for auto-oriented neighborhood serving retail.
- Allow developers to build space that is “retail ready” in that it conforms to ceiling heights and configurations required by retail users, but can be used for community gatherings, pop-up spaces, and other flexible uses until the site has enough critical mass of residents and riders to support retail.
- New office projects are not likely to come online for the foreseeable future.

Key Community Input

People who live, work, and go to school along Peachtree Dunwoody Road and the surrounding neighborhoods participated in this project to help define its goals and to select and refine preferred concepts for Peachtree Dunwoody Road and transit-oriented development at the North Springs MARTA Station. Area developers were also interviewed to better gauge site potential.

This section summarizes what we heard from participants at each stage of the project, and **more detailed feedback is available in the appendix.**

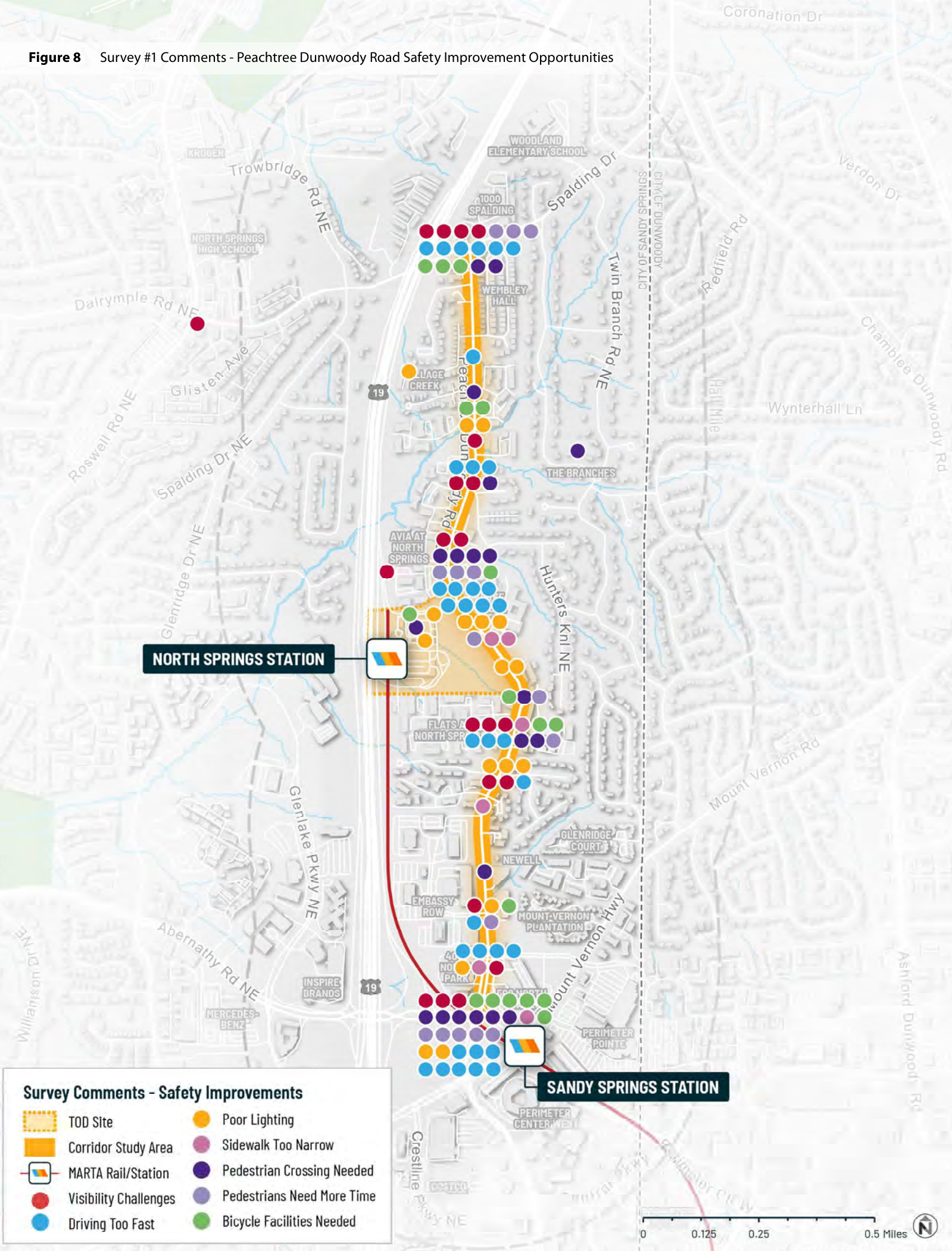
Peachtree Dunwoody Road Corridor

Round 1 Input: Key Issues and Opportunities

In early engagement activities, community members shared issues they experience along Peachtree Dunwoody Road and ideas for improvements. Key themes included:

- Top safety concerns on Peachtree Dunwoody Road were vehicles driving too fast, limited visibility, frequent lane changes, feeling unsafe at existing pedestrian crossings, lack of bicycle facilities, and difficulty seeing cars coming around curves.
- Desired improvements to Peachtree Dunwoody Road, including:
 - Dedicated bicycle facilities, such as a shared use path on Peachtree Dunwoody Road or an off-street trail
 - Wider sidewalks with more shade and buffers from vehicular traffic
 - Safer pedestrian crossings
 - Enhanced lighting
 - High aesthetic standards
 - Addressing drainage issues at Marsh Creek
- Because there are no restaurants or shops on this corridor, people who live or work on this part of Peachtree Dunwoody Road must cross Abernathy Road to get to destinations, which feels like an intimidating barrier for pedestrians due to having multiple lanes, no pedestrian refuges, and long pedestrian wait times.
- Property owners and managers and area developers all cited walkability as a key feature that both businesses and residents are looking for when choosing an office or home location.

Figure 8 Survey #1 Comments - Peachtree Dunwoody Road Safety Improvement Opportunities



NORTH SPRINGS STATION

SANDY SPRINGS STATION

Survey Comments - Safety Improvements

-  TOD Site
-  Corridor Study Area
-  MARTA Rail/Station
-  Visibility Challenges
-  Driving Too Fast
-  Poor Lighting
-  Sidewalk Too Narrow
-  Pedestrian Crossing Needed
-  Pedestrians Need More Time
-  Bicycle Facilities Needed

Round 2 Input: Draft Concepts

The community shared feedback on two alternative concepts for the street design in August 2024, including:

- **Option 1 – Sidepath (West Side):** This version featured a 12-foot sidepath for pedestrians and cyclists on the west side of the street, a 6-foot sidewalk on the east side, and a typical 5-foot landscaped buffer with street trees on both sides. Participants slightly preferred Option 1 overall. They liked the landscaped buffer, connection to the 400 trail to the south, and more generous space for pedestrians.
- **Option 2 – Directional Bicycle Lanes:** This option had 6-foot sidewalks and 5-foot directional, sidewalk-level bicycle lanes on both sides of the street. Less space was available for landscape buffers in this version, in some locations only 3 feet, which could not accommodate street trees. While many people liked the idea of directional bicycle lanes, they did not prefer the narrower landscaped buffer.

Other comments included:

- Respondents were excited about additional shade trees to make walking on this street more comfortable.
- A desire for new pedestrian crossings at Roberts Court and the Embassy Row north entrance.
- Respondents want to make sure the final design will include features like pedestrian scale lighting, accessible curb ramps, flashing beacons for pedestrian crossings, and traffic calming features to slow down drivers.

- The new design should make it easier for pedestrians to cross at major intersections, especially at Abernathy Road.
- Some respondents would prefer lanes wider than 11 feet for drivers.
- Some respondents said they would prefer to keep the existing design of the street.

Based on this input, the City decided to move forward with Option 1 (see Figure 9 on page 33) as the preferred design, opting for a new sidepath on the west side of Peachtree Dunwoody Road to connect with the 400 trail extension to the south.



Preferred Concept

Option 1 - Sidepath on West Side of Peachtree Dunwoody Road

Round 3 Input: Revised Concept

In the final round of engagement, most participants had positive feedback about the 10% concept design for Peachtree Dunwoody Road with a sidepath on the west side of the street. When asked to rate various elements of the design on a scale from "1 - Strongly Dislike It" to "5 - Love It!," most survey respondents rated every element as "4 - Like It" or "5 - Love It!" with an average score of 4.04 out of 5. The final concept is described in Chapter 3.

Additional details about comments on the draft concepts are available in the appendix.

Figure 9 Peachtree Dunwoody Road Typical Section - Option 1 - Sidepath (West Side) (August 2024 Draft)

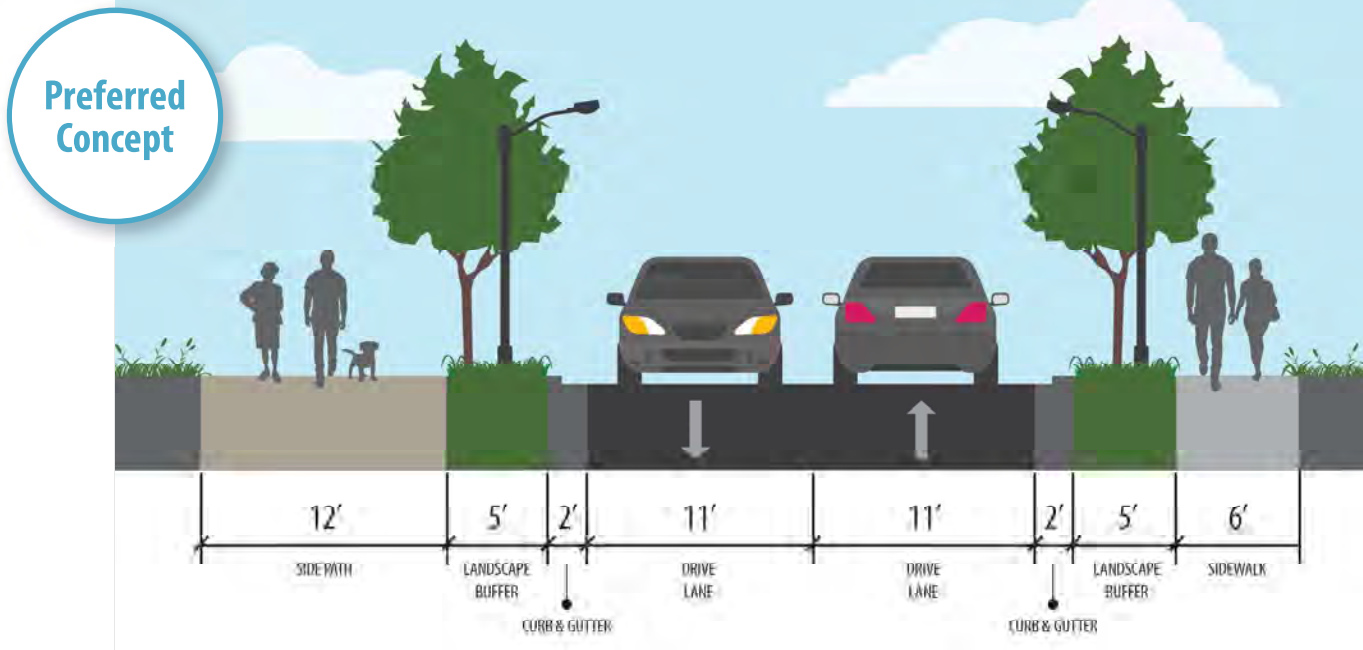
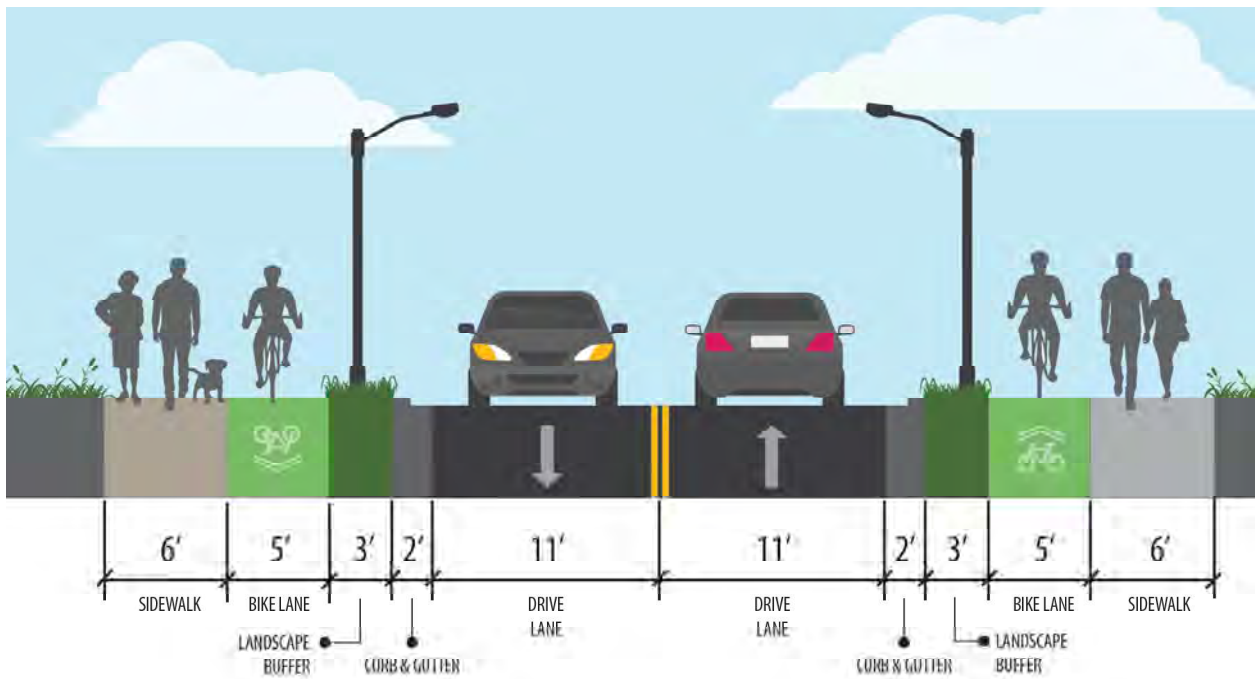


Figure 10 Peachtree Dunwoody Road Typical Section - Option 2 - Directional Bicycle Lanes (August 2024 Draft)



See appendix for typical section variations in different parts of the corridor.

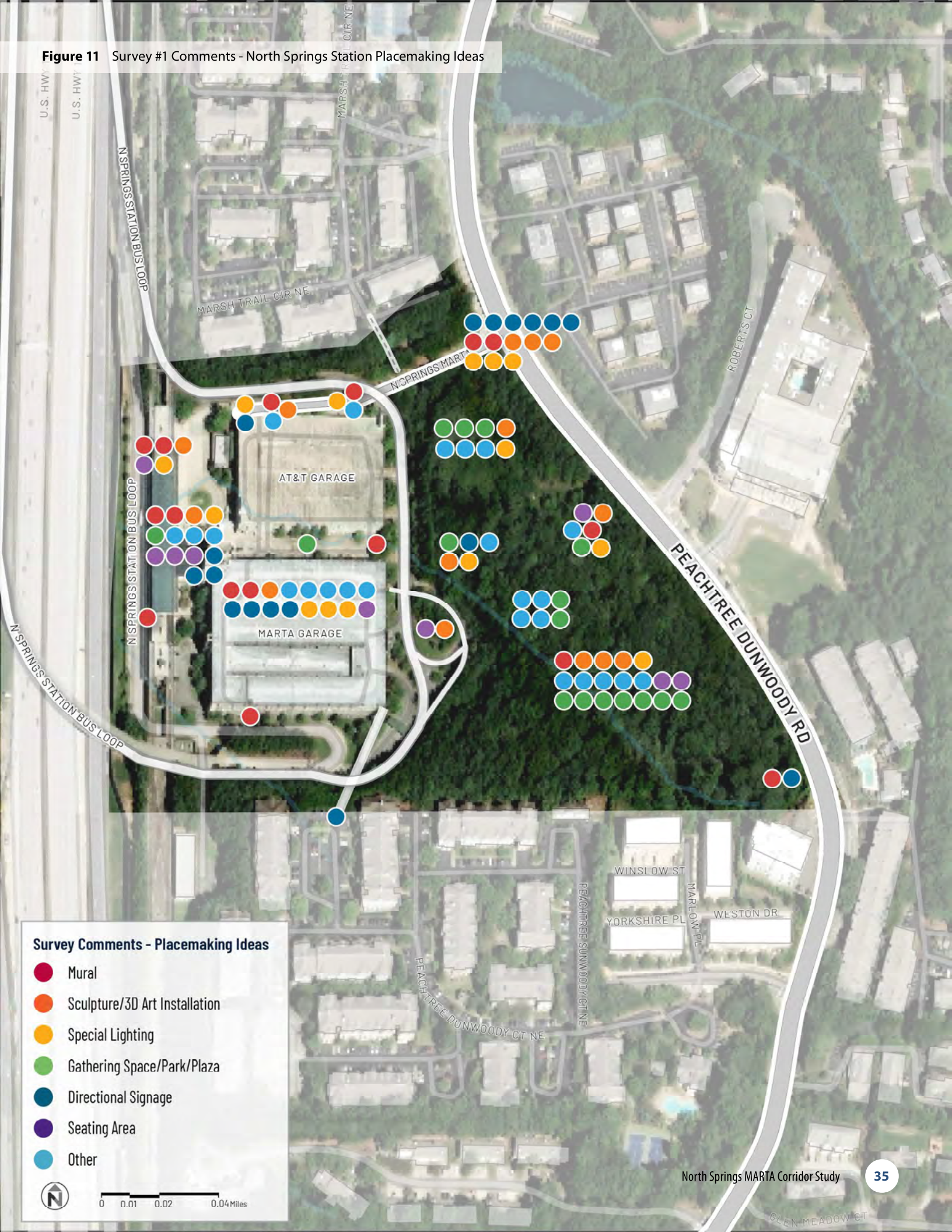
North Springs Station Site

Round 1 Input: Key Issues and Opportunities

Early engagement input also addressed issues with North Springs MARTA Station today and ideas for future improvements, such as:

- There are no parks or recreational facilities within walking distance of this corridor, and residents would like to be able to walk to greenspace, trails, or play areas for children.
- If the station site is developed, locals are most interested in everyday amenities like parks and greenspaces, grab-and-go restaurants, casual sit-down restaurants, coffee shops, a convenience store, a bank, and spaces to study or listen to music.
- Ideas for station amenities or placemaking features ranged from basic upgrades like enhanced cleaning, water fountains, automated restroom access, and vending machines to more aspirational enhancements like more generous seating areas, a dog park, murals, a farmer’s market, gathering spaces, sculptures, and special lighting.
- Participants suggested the best locations to add placemaking features at the station were along the concrete walls of the station entrance street, near the fare gates, between the parking decks, within the parking garages, and in the undeveloped area of the site.
- Challenges accessing North Springs MARTA Station today, including:
 - Lack of clear signage to navigate the station and transit service, especially a lack of real-time bus arrival signage and an interactive transit system and neighborhood map.
 - Demand for additional wide fare gates to accommodate the many airport-bound passengers with luggage
 - Confusion over circulation on site coming from Peachtree Dunwoody Road vs. GA-400
 - Need more lighting on ramps to GA-400 and in garages
 - The station is not noticeable from Peachtree Dunwoody Road
- Consider the natural features on the site and strike a balance between preservation and new development.
- Potential developers find this corridor attractive, but they also see some challenges with the station site:
 - They like its proximity to two MARTA stations, GA-400, and Perimeter Center.
 - They noted the recently revised development code in Sandy Springs is simpler to understand and makes it easier to permit smaller, more affordable homes, which makes it more attractive and feasible to develop in this area.
 - The hilly terrain on the undeveloped portion of the MARTA site would make it more challenging to develop larger building types like multifamily housing—and mass grading would be needed—compared to smaller building types that could more easily adapt to the terrain.
 - Although the current rental market has an increase in supply compared to recent years, developers think there would likely be a market for more multifamily housing here by the time the project would be completed.

Figure 11 Survey #1 Comments - North Springs Station Placemaking Ideas



Survey Comments - Placemaking Ideas

- Mural
- Sculpture/3D Art Installation
- Special Lighting
- Gathering Space/Park/Plaza
- Directional Signage
- Seating Area
- Other



0 0.01 0.02 0.04 Miles

Round 2 Input: Draft Concepts

In August 2024, the community weighed in on two alternative concepts to illustrate how new development could be introduced at the North Springs MARTA Station site, bringing more destinations within a close walk of transit. Key feedback themes from the in-person workshop, pop-up events at the station, and an online survey included:

- **Option 1 – New Neighborhood Greenspace:** Most participants preferred Option 1 overall. They often cited that they liked the placement of the neighborhood greenspace in this concept at the corner of the station entrance on Peachtree Dunwoody Road, which felt open and accessible to nearby residents. They also liked the main street feeling of the new center street, with small retail spaces on the ground floor on both sides offering walkable places to dine and shop.
- **Option 2 – Station in a Forest:** This option was not preferred by most participants. A common concern was the placement of the greenspace on the back side of the development toward the creek, which participants perceived as making it feel less welcoming to the general public and more focused on residents of the new development.

General comments about both concepts included:

- Many respondents liked the focus on housing and greenspace.
- Nearby residents are excited about potential trails and park space within an easy walking distance, which does not exist in this area today.
- For greenspace features, they were most excited about a creek and forest overlook, shaded seating areas, and trails.

- Some respondents would like to see additional housing added to the concepts to increase the density of the site and the number of people with convenient access to transit. This included comments desiring development closer to the station entrance, where the existing garages are located.
- Some respondents would not like to see any new development in this neighborhood, specifically apartments, citing concerns about impacts to traffic, crime, and nearby property values. They felt the only appropriate use for the site was greenspace.
- Some respondents were concerned that the proposed housing would be rental—a result of MARTA’s policy to ground lease, rather than sell, their land—and would prefer for-sale housing.
- Respondents wanted to ensure the station would be more accessible for pedestrians and cyclists by improving the pedestrian entrance to the station, adding bicycle facilities leading to the station along Peachtree Dunwoody Road, improving wayfinding at the station, and adding more bicycle parking.

Based on this input, the City moved forward with Option 1 as the preferred alternative, and that version was refined into the preferred concept plan.



Preferred Concept

Option 1 - New Neighborhood Greenspace

Round 3 Input: Revised Concept

In November 2024, the community shared additional feedback on the revised concept. When asked to rate various elements of the design on a scale from "1 - Strongly Dislike It" to "5 - Love It!," most survey respondents rated every element as "4 - Like It" or "5 - Love It!" with an average score of 4.13 out of 5. The final concept is described in Chapter 4.

Figure 12 North Springs MARTA Station Site - Draft Concept Option 1 (August 2024 Draft)

Preferred Concept

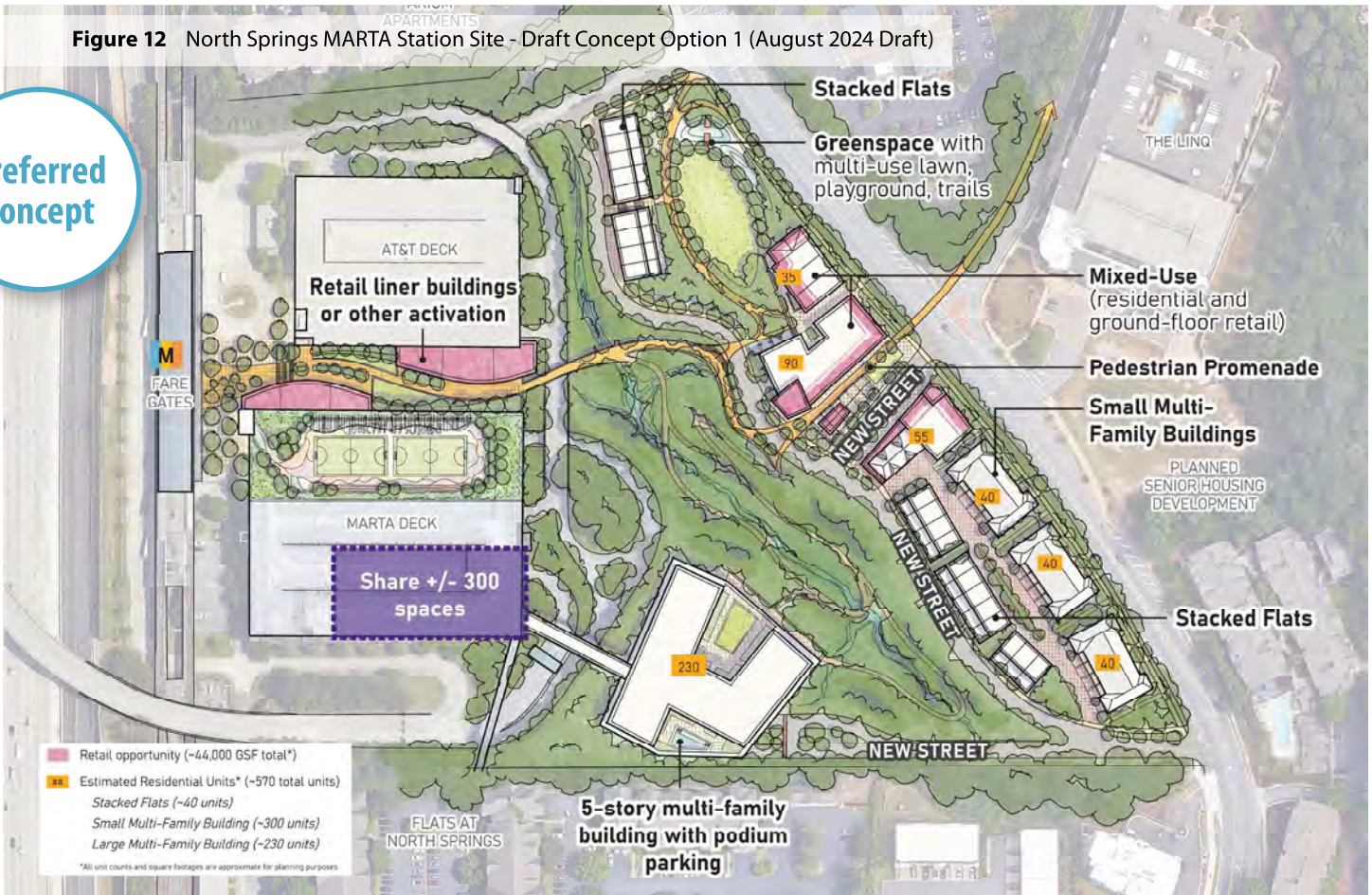
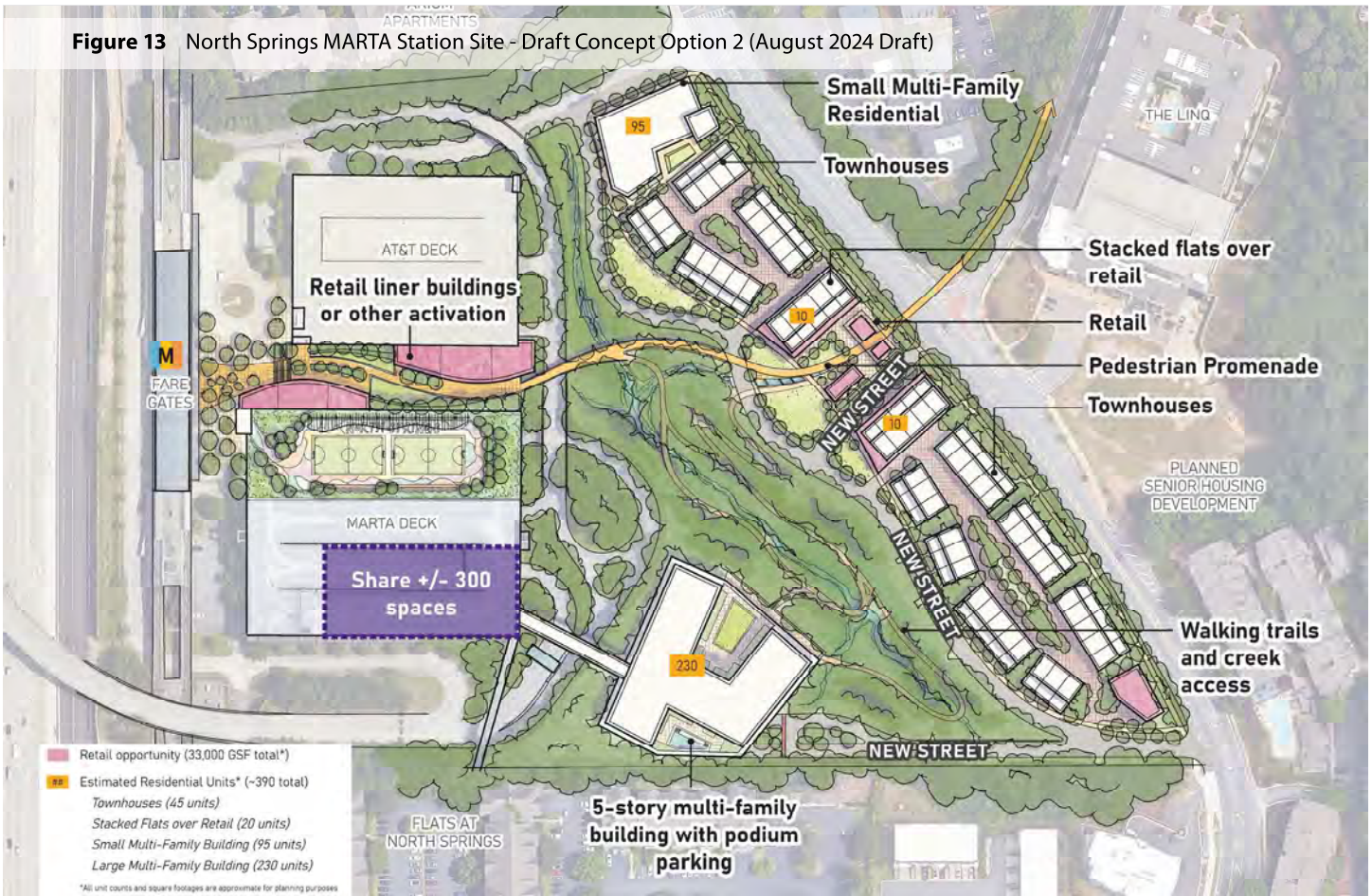
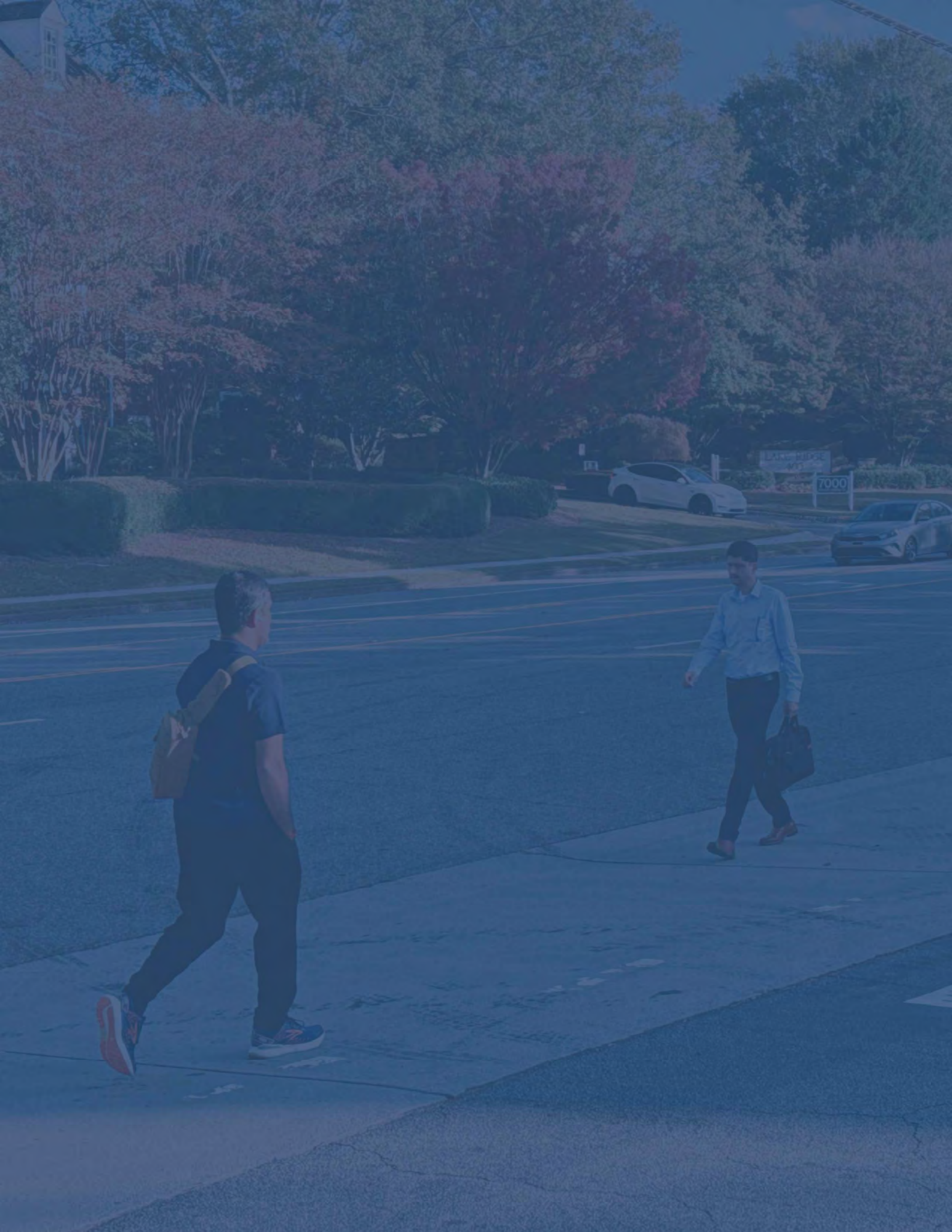


Figure 13 North Springs MARTA Station Site - Draft Concept Option 2 (August 2024 Draft)





3

Corridor Concept

The proposed design for Peachtree Dunwoody Road from Spalding Drive to Abernathy Road aims to enhance safety and comfort for all users, especially people walking, biking, and riding transit.

It focuses on creating a more consistent experience with fewer lane changes, repurposing excess pavement to offer higher quality pedestrian and bicycle facilities, and introducing new landscaping to beautify the corridor. A new sidepath will not only improve station access for pedestrians and cyclists, provide a safe connection to the Perimeter Center area, and offer neighbors a comfortable place to exercise, but will also tie these neighborhoods into a growing regional amenity, the PATH 400 trail. Design is currently underway to extend the 400 trail north from Buckhead through Perimeter Center, ending at Peachtree Dunwoody Road and Mount Vernon Road, just south of this project.

This 10% conceptual design is the first step in the design process for Peachtree Dunwoody Road. It outlines a proposed layout for the street, including lane configuration, traffic calming features, new crossings, intersection treatments, and opportunities for landscaping features like sidewalk buffers and medians. In the next phase of design, information like a topographic and property survey, subsurface utility locations, and environmental site assessments will help inform a more detailed design and cost estimate as the project moves forward.



Corridor Design Principles

These principles guided the recommended concept for Peachtree Dunwoody Road. Stakeholders and community members provided input on priority improvements as part of Round 1 engagement, which guided these principles. They then reviewed the draft principles as part of Round 2 engagement.

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

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

2 Encourage slower, safer driving behavior.

- Conduct a study to evaluate opportunities to reduce the speed limit from 35 mph to 30 mph.
- Reduce lane widths to 11 feet.
- Introduce buffers with street trees and planted medians where possible to create a sense of enclosure.

3 Create a more consistent cross section with predictable behaviors.

- Keep two travel lanes consistently between major intersections.
- Eliminate unnecessary turn lanes, such as at small subdivisions.

4 Maintain a similar Level of Service at key intersections (Abernathy Road and Spalding Drive).

- Maintain the number of travel lanes at these intersections.
- Enhance safety through design, reducing pedestrian crossings distances as much as possible with refuges and curb extensions.

Corridor 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:
 - 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 future station site development and encourage slower driving.
- **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 low volume intersections; and
 - Adding street trees to create a sense of enclosure on the street.

Safety and Comfort Strategies

The proposed design for Peachtree Dunwoody Road uses a combination of strategies to make it safer and more comfortable for all users, especially pedestrians and cyclists. The following design features are examples of typical elements that will be found throughout the redesigned corridor.

Dedicated Sidepath

The new 12-foot sidepath will provide a dedicated place for people to walk and bike. While Peachtree Dunwoody Road already has sidewalks today, an off-street facility for cycling is a new feature that will help prevent conflicts between cyclists and motor vehicles.



Potential Speed Limit Reduction

A speed study is recommended to evaluate options to reduce the existing speed limit from 35 mph today to 30 mph, and the design speed for the proposed concept reflects the lower speed limit.



Rapid Rectangular Flashing Beacons

Rapid Rectangular Flashing Beacons (RRFB) are push button activated flashing lights that accompany pedestrian warning signs at unsignalized crosswalks. They have been shown to increase driver yielding rates up to 98% and reduce pedestrian crashes up to 47%.¹



Raised and High Visibility Crossings

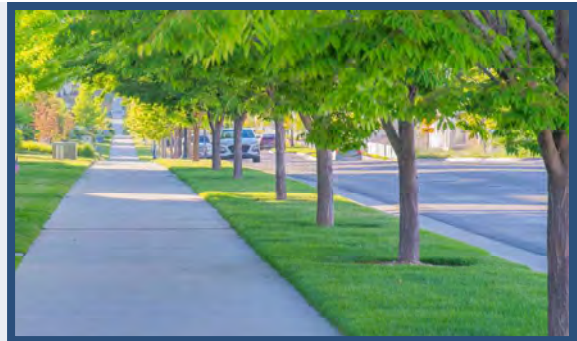
To draw attention to two-way travel on the new sidepath and encourage drivers to yield to pedestrians and cyclists, raised crossings are recommended at intersections where the ramps fit and high visibility crossings are recommended throughout.



¹ U.S. Federal Highway Administration. [Proven Safety Countermeasures - Rapid Rectangular Flashing Beacons.](#)

Landscaped Buffers

Increasing separation between pedestrians and cyclists and motor vehicles was a top request from the community, as was the provision of additional trees to provide shade for people walking and biking. New landscaped buffers will be 5 feet or wider with trees in most locations.



Medians and Pedestrian Refuges

Landscaped medians are recommended in locations where left turn lanes are not needed. In several locations, they provide space for pedestrians to wait as they cross the street. Pedestrian refuges can reduce pedestrian crashes up to 56%.²



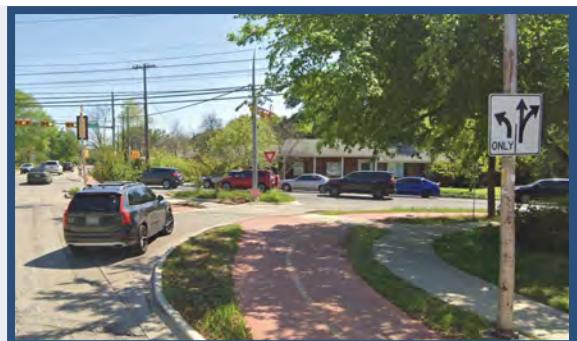
Curb Realignment

Excess pavement can cause confusion and encourage faster driving. Curbs will be realigned to repurpose striped, excess pavement for the sidepath and buffers and to narrow the street, reduce crossing distances, and encourage careful driving.



Slip Lane Removal or Modification

Right turn slip lanes are typically designed to allow drivers to keep moving without stopping. To encourage drivers to pay attention and yield to pedestrians and cyclists, these will be removed or redesigned to improve pedestrian visibility.³



Additional speed management strategies like narrowing travel lanes to 11 feet wide will help encourage slower driving, improve comfort for all users, and reduce the likelihood of fatalities and serious injuries.

² U.S. Federal Highway Administration. [Proven Safety Countermeasures - Medians and Pedestrian Refuge Islands.](#)

³ U.S. Federal Highway Administration. [Safety Countermeasures Library - Well Designed Right-Turn Slip Lanes.](#)

Proposed Concept

The proposed design for Peachtree Dunwoody Road from Abernathy Road to Spalding Drive is summarized below, along with typical existing and proposed sections at five locations along the corridor. Plan view drawings of the proposed concept are shown on the pages that follow.

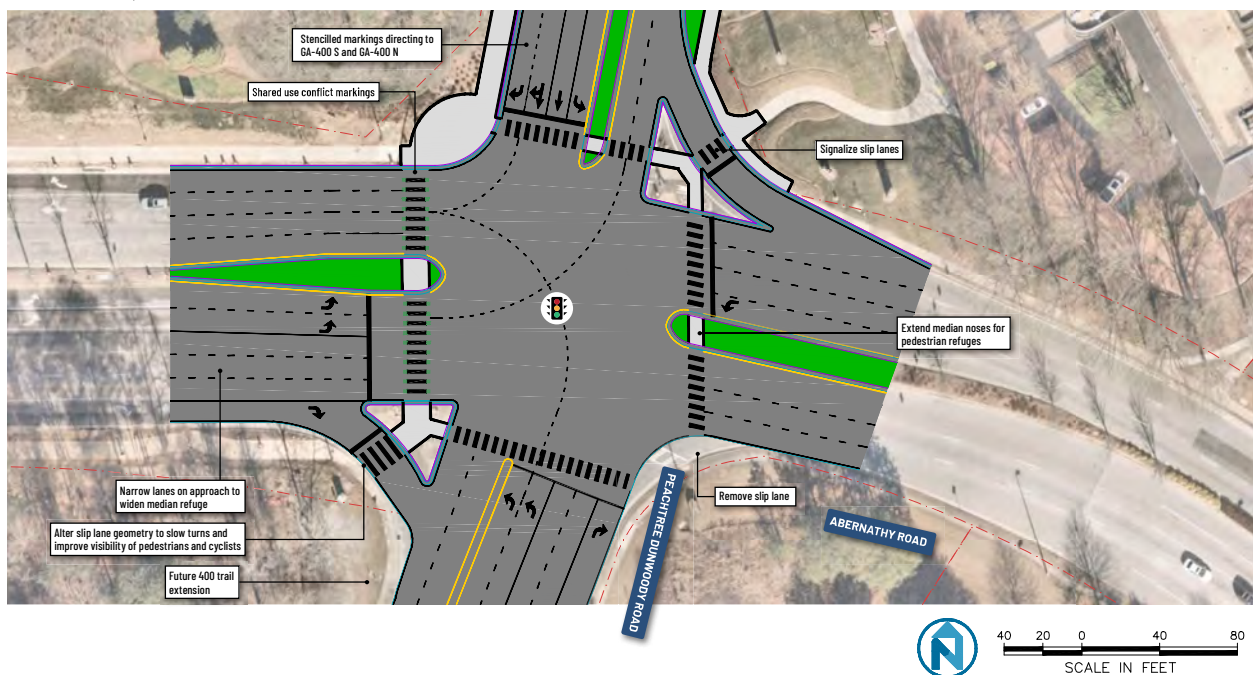
Abernathy Road Intersection

- To improve pedestrian crossings, medians on the north, west, and east approaches are extended and crosswalks are pulled back to create pedestrian refuges and the approaching stop bars are set back from the new crosswalks.
- The right turn slip lane on the southeast corner is removed, and the curb is extended to reduce crossing distances and conflicts with pedestrians. There will still be a standard, dedicated right turn lane, but drivers will come to a stop before turning right.
- Where vehicle volumes justify keeping right turn slip lanes (at the northeast and southwest corners), slip lanes are realigned as “smart rights” to encourage drivers to slow down and make crosswalks more visible to drivers
- There is no change to the number of travel or turn lanes approaching this intersection.

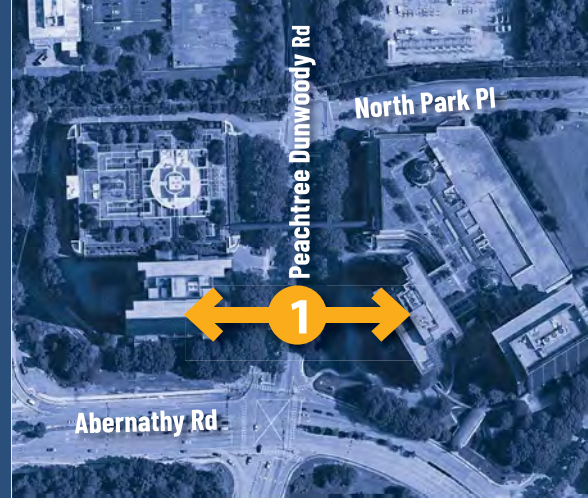
Abernathy Road to North Park Place

- The southbound right turn lane onto Abernathy Road will be shortened to end at the 1000 Abernathy Road driveway in the middle of the block. This will allow space for the 12-foot sidepath while preserving the mature trees on this block.

Abernathy Road Intersection



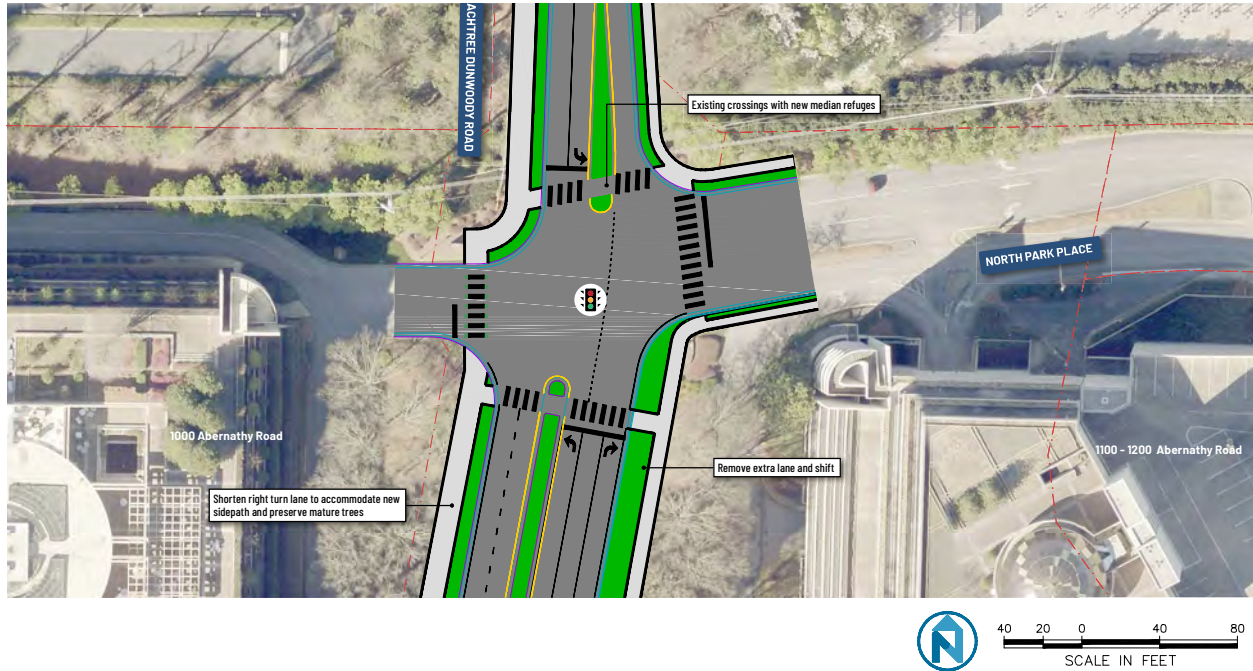
Typical Section #1: Peachtree Dunwoody Road between Abernathy Road and North Park Place



North Park Place Intersection

- The median nose on the southern approach is extended to create a pedestrian refuge.
- Crosswalks are realigned to be set back from the intersection and perpendicular to the street.

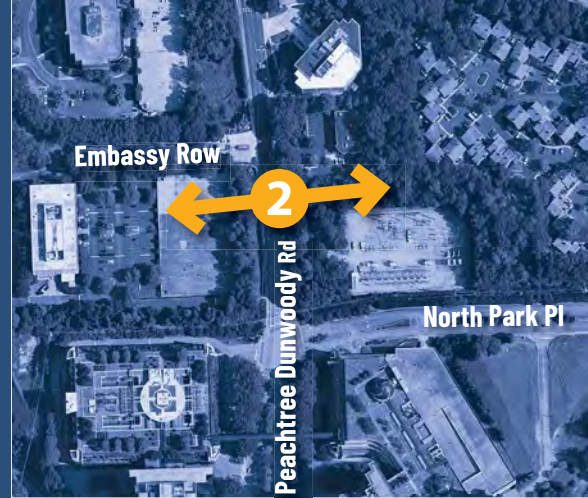
North Park Place Intersection



North Park Place to North Springs MARTA Station

- The right turn lanes will be removed at locations where they are not needed to support large developments, and the curb is extended to create a wider buffer for the sidewalk.
- Landscaped medians will be added in locations where left turn lanes are not needed.
- A new pedestrian crossing with an RRFB will be at Orchard Court/Abingdon Way.
- At a pinch point on the east side from Orchard Court to Peachtree Dunwoody Park, the sidepath will be narrowed from 12 feet to 10 feet and the landscaped buffer will be narrower.
- The short, on-street bicycle lane will be removed, as cyclists may use the new sidepath.
- Existing, striped excess pavement will be removed and repurposed as space for landscaped buffer.

Typical Section #2: Peachtree Dunwoody Road between North Park Place and Embassy Row



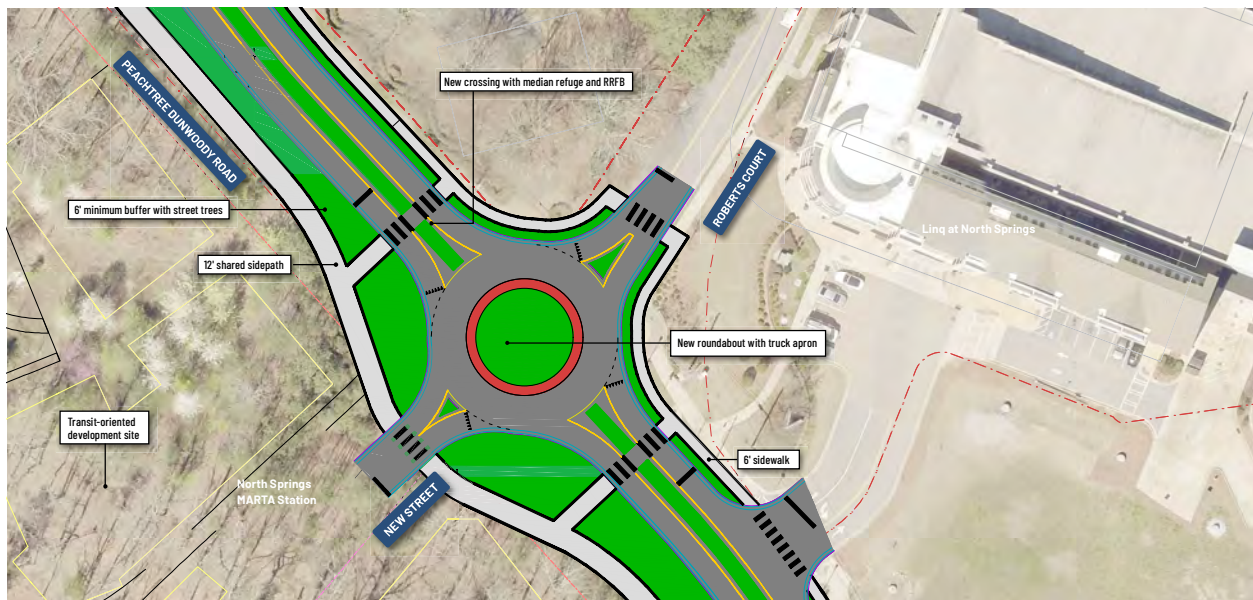
New Station Site Street (South) Intersection

- The new street on the south end of the site will be right-in, right-out only to maximize safety near the curve.
- New pedestrian crossing with an RRFB and a refuge in the landscaped median.

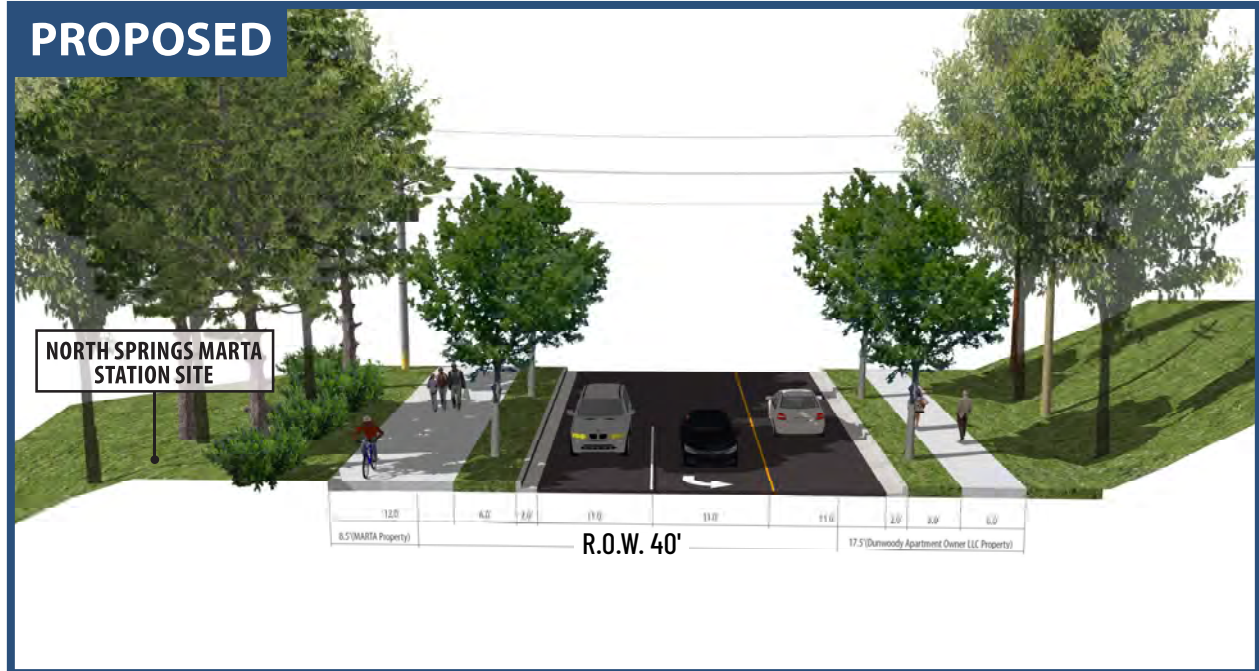
Roberts Court

- A new roundabout will connect Roberts Court to a new street on the station site. Because the new station site street to the south is at a curve and will be right-in, right-out only, this will be the primary access point for the new development. The roundabout will help facilitate access to the site, as well as encourage drivers to slow down as they approach.
- The center of the roundabout can be designed with a truck apron to accommodate larger vehicles.
- New crosswalks will be added on Peachtree Dunwoody Road at Roberts Court, and landscaped medians create space for pedestrian refuges.
- The sidepath and sidewalk crosswalks on Roberts Court will be raised to encourage drivers to yield to pedestrians and cyclists.

New Roundabout at Roberts Court



Typical Section #3: Peachtree Dunwoody Road between Peachtree Dunwoody Court and Roberts Court



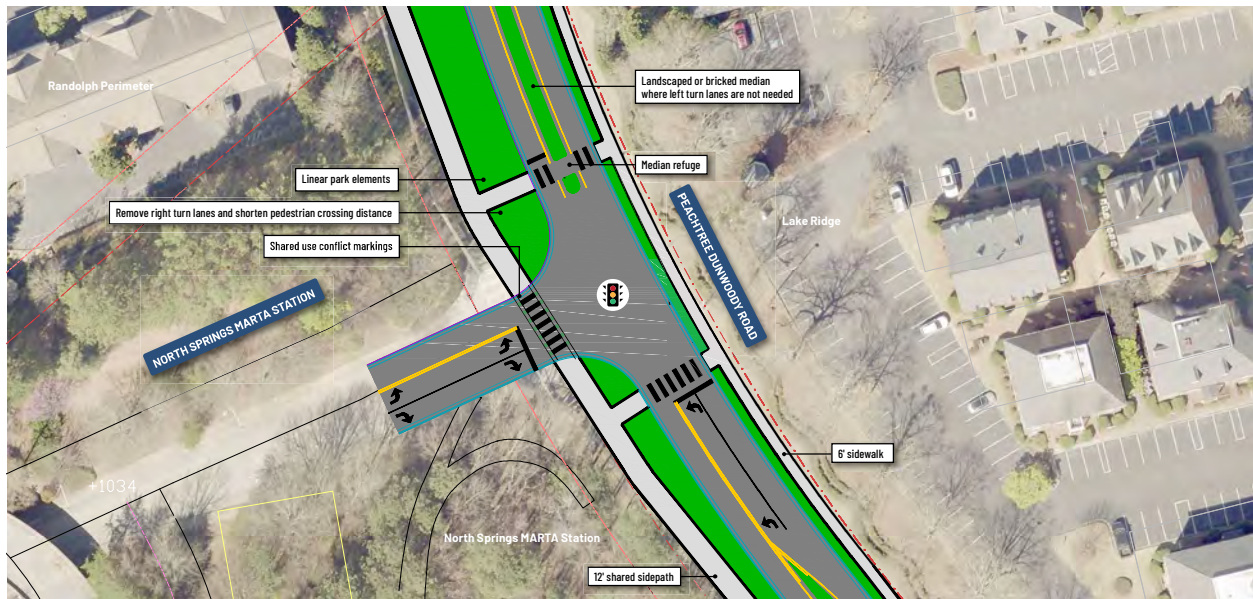
North Springs MARTA Station Entrance

- Reduce from two southbound travel lanes today to one southbound travel lane for consistency across the corridor and to eliminate unexpected merging when the second southbound lane ends.
- With additional space from the removal of the second southbound travel lane and unnecessary right turn lane, extend the curb to create a wider landscaped buffer and reduce pedestrian crossing distances.
- Add a landscaped median and pedestrian refuge on the northern intersection approach.
- Realign crosswalks to be perpendicular to the street and pull back crosswalks and stop bars.
- Add missing pedestrian signal head at the northern crosswalk.

North Springs MARTA Station to Spalding Drive

- In the section with two southbound travel lanes today, reduce to one southbound travel lane for consistency across the corridor and to eliminate unexpected merging.
- New pedestrian crossings with RRFBs at Hunters Crossing Drive and Westfair Court.

North Springs MARTA Station Entrance Intersection



40 20 0 40 80
SCALE IN FEET

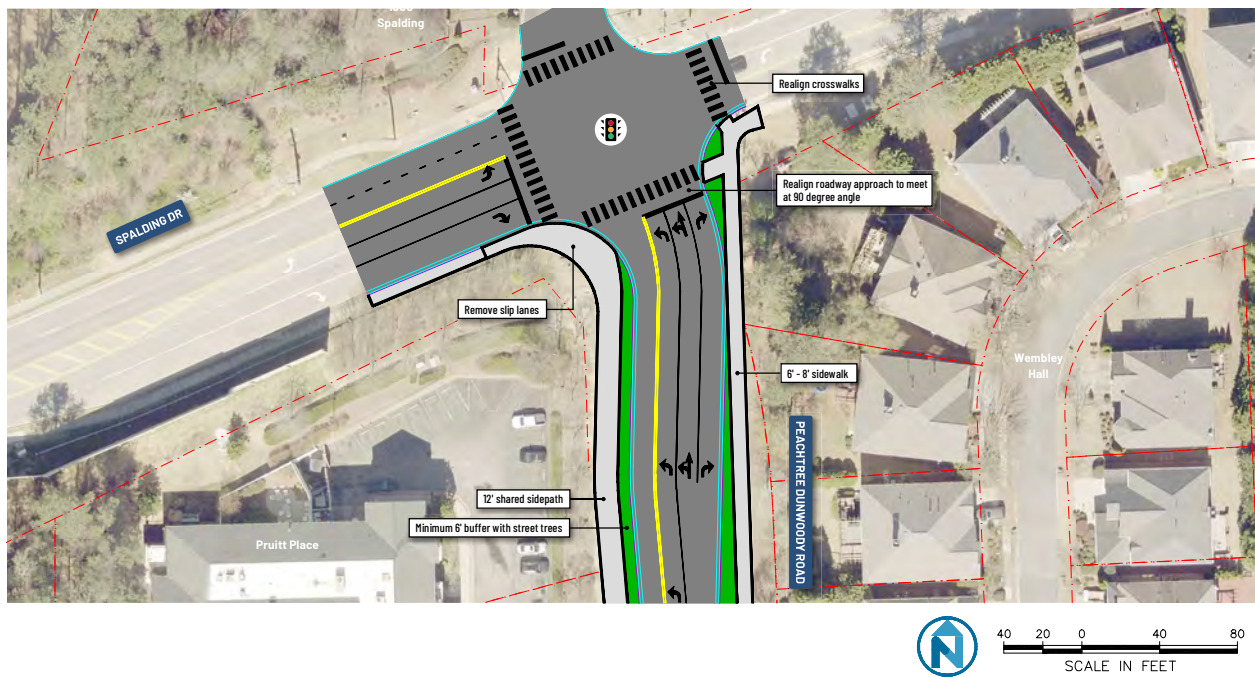
Typical Section #4: Peachtree Dunwoody Road north of Marsh Trail Circle



Spalding Drive Intersection

- The intersection will be redesigned to meet Spalding Drive at a right angle.
- The right turn slip lanes at the southwest and southeast corners will be removed to improve pedestrian safety. Drivers will still be able to turn right using a standard, dedicated right turn lane after coming to a stop.
- Crosswalks will be realigned to be perpendicular to the street.
- There is no change to the number of travel or turn lanes approaching this intersection.

Spalding Drive Intersection



Typical Section #5: Peachtree Dunwoody Road between Wembley Circle and Talbot Colony



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 flashing beacon makes it easier to cross the street in an area where it is currently 0.75-mile between crossings today.

PROPOSED



TODAY





Conceptual rendering of Peachtree Dunwoody Road facing north at the new southern street at the North Springs MARTA Station site

The 12-foot sidepath for pedestrians and cyclists will connect to the North Springs MARTA Station on the west side of Peachtree Dunwoody Road with a wider landscaped buffer and street trees. A new pedestrian crossing with a flashing beacon will be added here, making it easier to walk to the station. A landscaped or bricked median will be added in the center of the street, creating space for a pedestrian refuge.

When the new development is constructed at the station site, a new street on the south end of the development will connect to Peachtree Dunwoody Road here with a right in, right out intersection.

PROPOSED

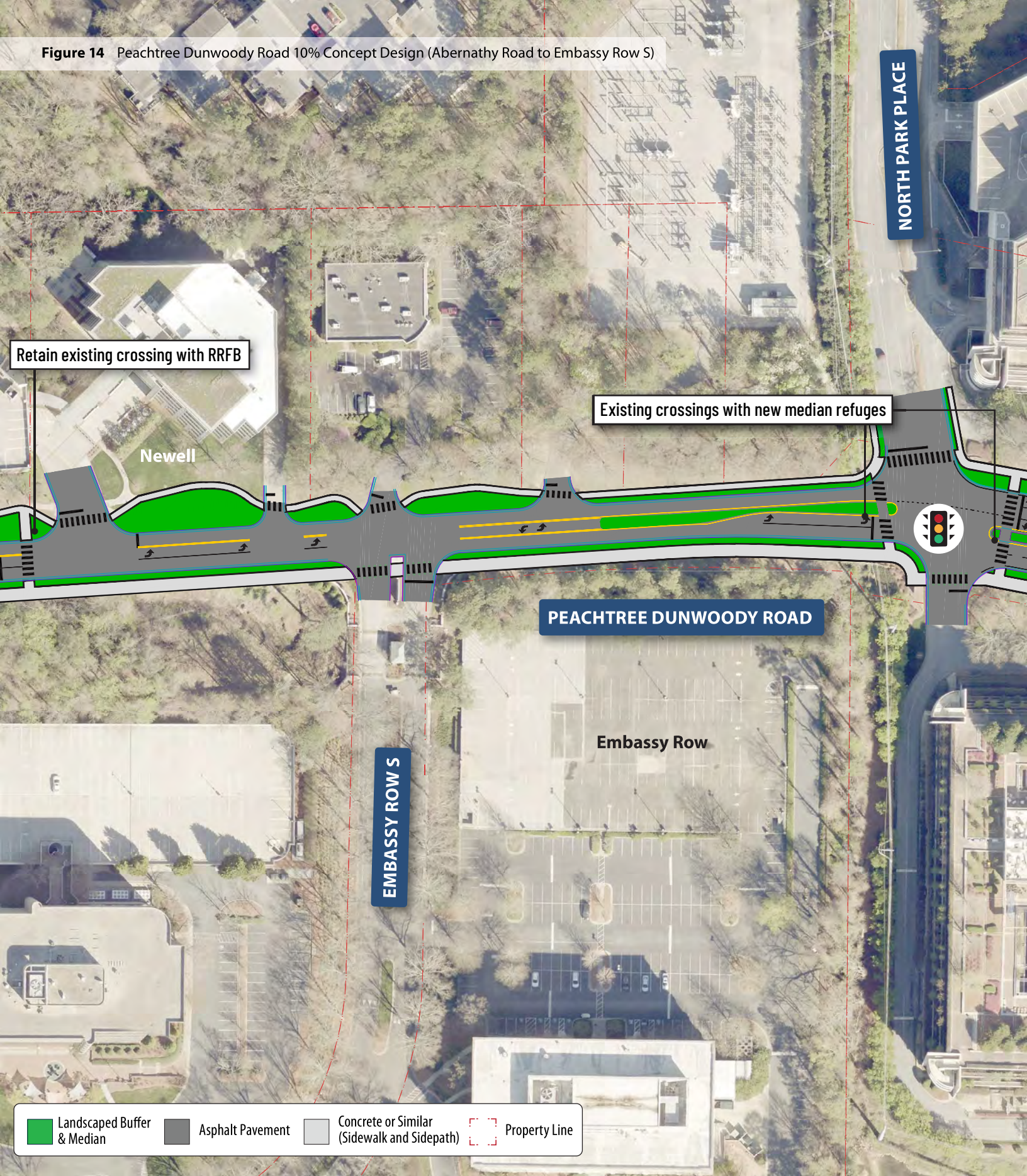


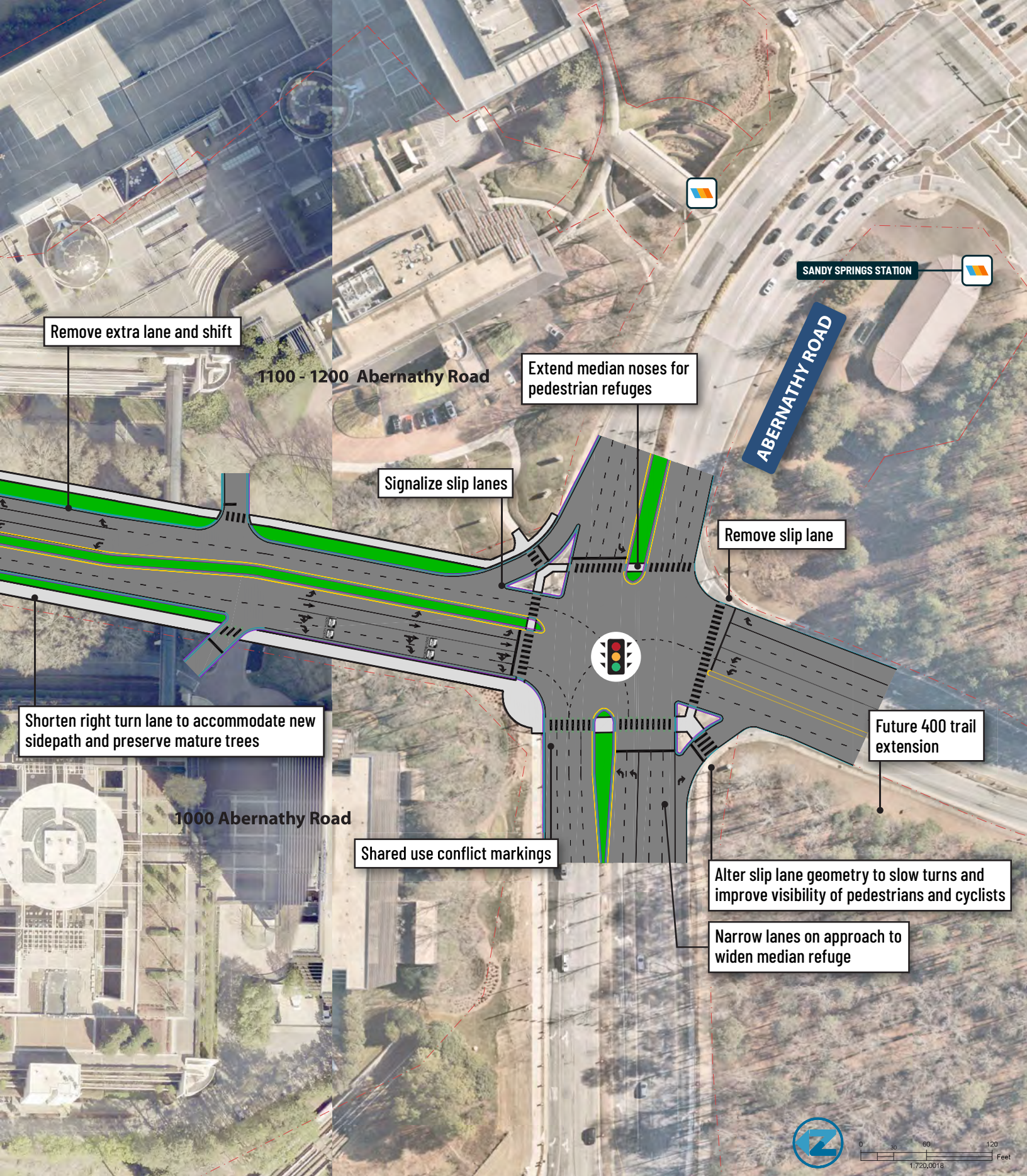
TODAY





Figure 14 Peachtree Dunwoody Road 10% Concept Design (Abernathy Road to Embassy Row S)





Remove extra lane and shift

1100 - 1200 Abernathy Road

Extend median noses for pedestrian refuges

Signalize slip lanes

SANDY SPRINGS STATION

ABERNATHY ROAD

Remove slip lane

Shorten right turn lane to accommodate new sidepath and preserve mature trees

1000 Abernathy Road

Shared use conflict markings

Future 400 trail extension

Alter slip lane geometry to slow turns and improve visibility of pedestrians and cyclists

Narrow lanes on approach to widen median refuge

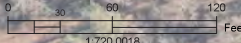
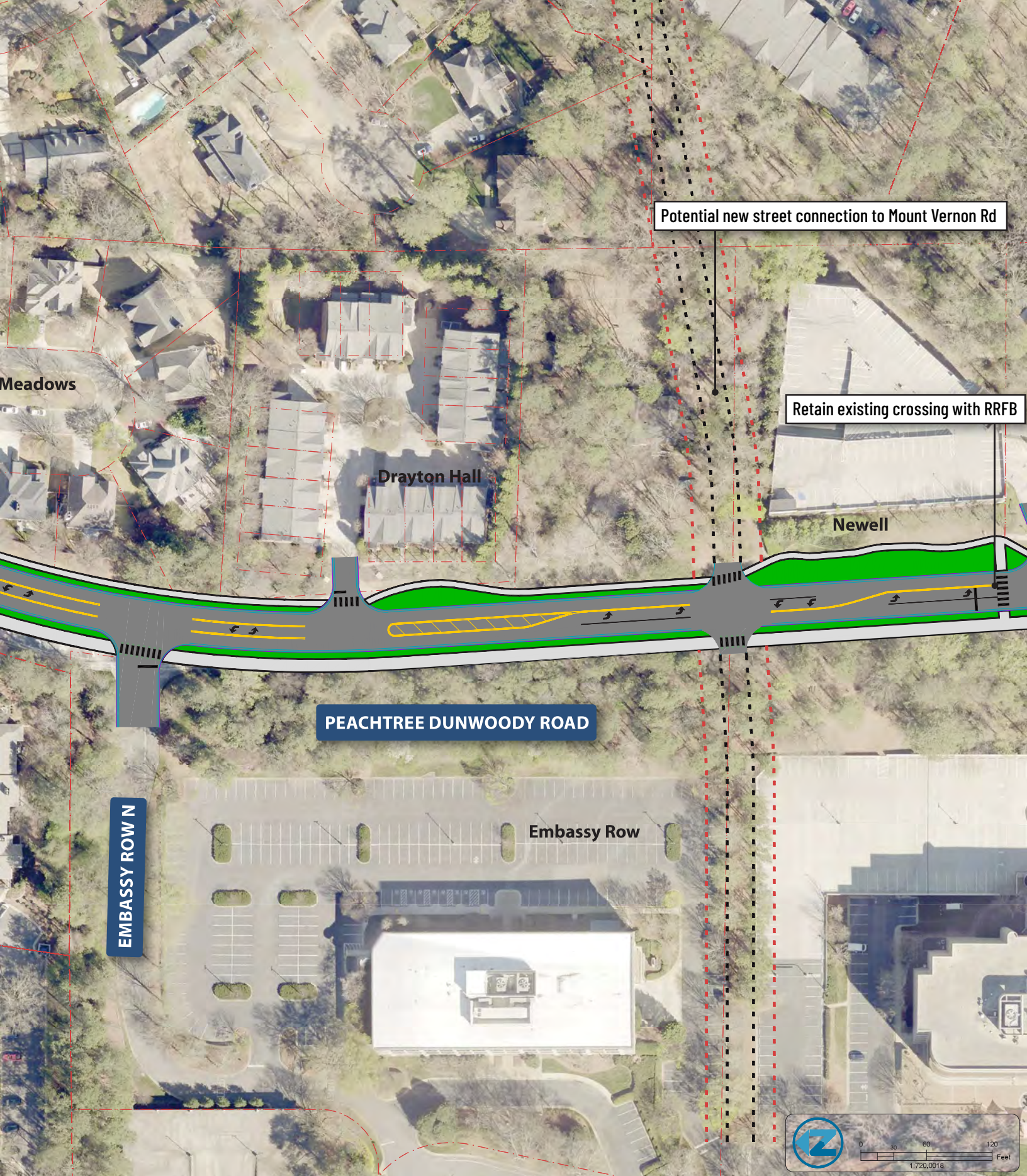


Figure 15 Peachtree Dunwoody Road 10% Concept Design (Embassy Row to Peachtree Dunwoody Court)





Potential new street connection to Mount Vernon Rd

Retain existing crossing with RRFB

Meadows

Drayton Hall

Newell

PEACHTREE DUNWOODY ROAD

EMBASSY ROW N

Embassy Row

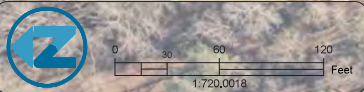


Figure 16 Peachtree Dunwoody Road 10% Concept Design (Peachtree Dunwoody Court to Marsh Trail Circle NE)





Aventura Dunwoody

New crossing with median refuge and RRFB

PEACHTREE DUNWOODY ROAD

NEW STREET

The Dunhill

PEACHTREE DUNWOODY CT

New Development

6' minimum buffer with street trees

Transit-oriented development site

The Flats at North Springs

- Landscaped Buffer & Median
- Asphalt Pavement
- Concrete or Similar (Sidewalk and Sidepath)
- Property Line

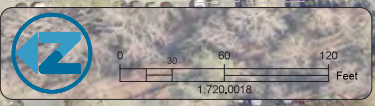


Figure 17 Peachtree Dunwoody Road 10% Concept Design (Marsh Trail Circle NE to Sunset Lane)



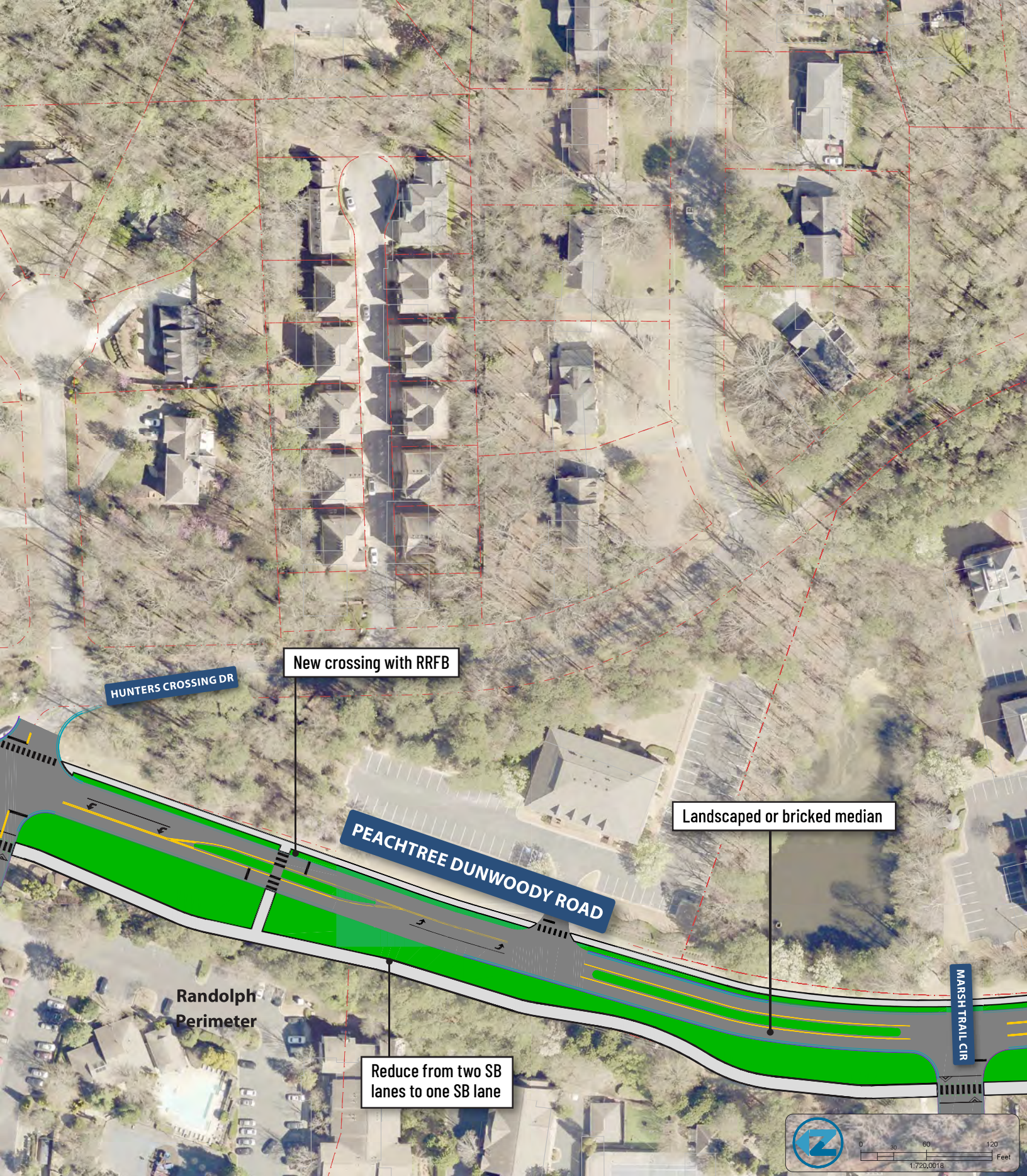


Figure 18 Peachtree Dunwoody Road 10% Concept Design (Westfair Court to Spalding Drive)





Wembley Hall

Dunwoody Ridge

PEACHTREE DUNWOODY ROAD

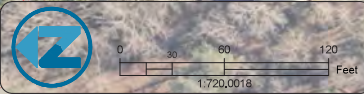
WEMBLEY CIR

VILLAGE CREEK TER

Village Creek

Westfair

WESTFAIR CT



Anticipated Traffic Impacts

The analysis shows that intersections are generally performing at an acceptable level for drivers today. The Peachtree Dunwoody Road corridor is currently operating at or above LOS D during peak hours, with the exception of the Abernathy intersection in the PM peak hour (LOS E).

Overall, minimal impacts to traffic volumes are expected to occur as a result of the proposed changes to Peachtree Dunwoody Road and potential future development at North Springs MARTA Station. Most intersections will see modest impacts with delays growing between 5 and 10 seconds per intersection. Combined with the safety benefits of the proposed corridor changes, will create a cohesive, comprehensive multimodal corridor that still functions adequately for vehicular traffic.

Additional detail about the traffic impacts and analysis is available in the attached technical memo.

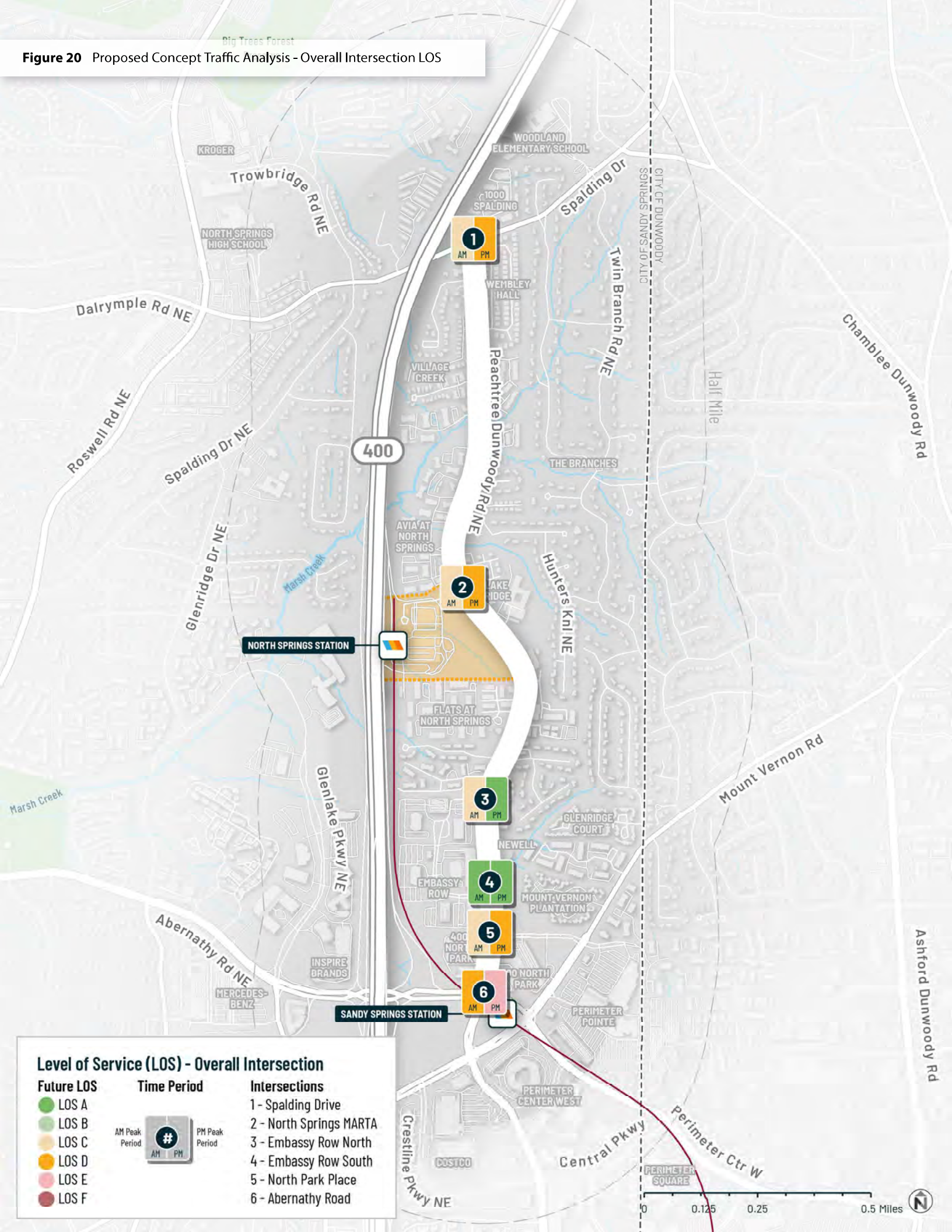
Figure 19 Proposed Concept Traffic Analysis Results

#	Intersection	Control Type	Analysis Period	Intersection/ Approach	Existing Conditions (Intersection Average)			Proposed Conditions (Intersection Average)			Difference
					LOS	Delay (s)	v/c	LOS	Delay (s)	v/c	Delay (s)
1	Peachtree Dunwoody Rd / Spalding Dr	Signal	AM Peak Hr	Intersection	C	22.4	0.62	C	23.8	0.67	1.4
			PM Peak Hr		D	39.3	0.87	D	42.5	0.92	3.2
2	Peachtree Dunwoody Rd / N Springs MARTA	Signal	AM Peak Hr	Intersection	A	6.2	0.43	C	22.2	0.87	16.0
			PM Peak Hr		B	15.5	0.89	D	50.4	1.08	34.9
2a	Peachtree Dunwoody Rd / Roberts Ct (New Design)	Roundabout	AM Peak Hr	SB Roundabout	N/A			B	12.9	0.71	N/A
				Intersection				B	10.9	0.71	
			PM Peak Hr	NB Roundabout				F	86.6	1.13	
				Intersection				F	62.7	1.13	
3	Peachtree Dunwoody Rd / Embassy Row N		AM Peak Hr	EB Approach	E	41.2	0.04	C	23.9	0.02	-17.3
				Intersection	A	0.4	0.62	C	0.3	0.73	-0.1
			PM Peak Hr	EB Approach	D	30.7	0.37	C	17.5	0.17	-13.2
				Intersection	A	1.6	0.75	A	0.8	0.89	-0.8
4	Peachtree Dunwoody Rd / Embassy Row S	TWSC	AM Peak Hr	EB Approach	C	18.7	0.02	C	23.1	0.02	4.4
				Intersection	A	0.4	0.63	A	0.4	0.75	0.0
			PM Peak Hr	WB Approach	F	75	0.06	F	79.2	0.06	4.2
				Intersection	A	6.7	0.69	A	0.7	0.83	-6.0
5	Peachtree Dunwoody Rd / N Park Pl	Signal	AM Peak Hr	Intersection	D	39.6	0.67	C	32.9	0.92	-6.7
			PM Peak Hr		C	33	0.72	D	38.2	0.86	5.2
6	Peachtree Dunwoody Rd / Abernathy Rd NE	Signal	AM Peak Hr	Intersection	D	50.3	0.68	D	52.1	0.86	1.8
			PM Peak Hr		E	57.9	0.76	E	62.5	0.84	4.6

Notes:

- AWSC: All-way stop control; TWSC: Two-way stop control; SSSC: Side street stop control
- Side street and Two-way stop control LOS is determined by the lowest performing approach.
- All intersections cycle lengths maintained.
- All other intersections maintained existing phasing schemes, splits, and offsets.

Figure 20 Proposed Concept Traffic Analysis - Overall Intersection LOS



Level of Service (LOS) - Overall Intersection

Future LOS

- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F

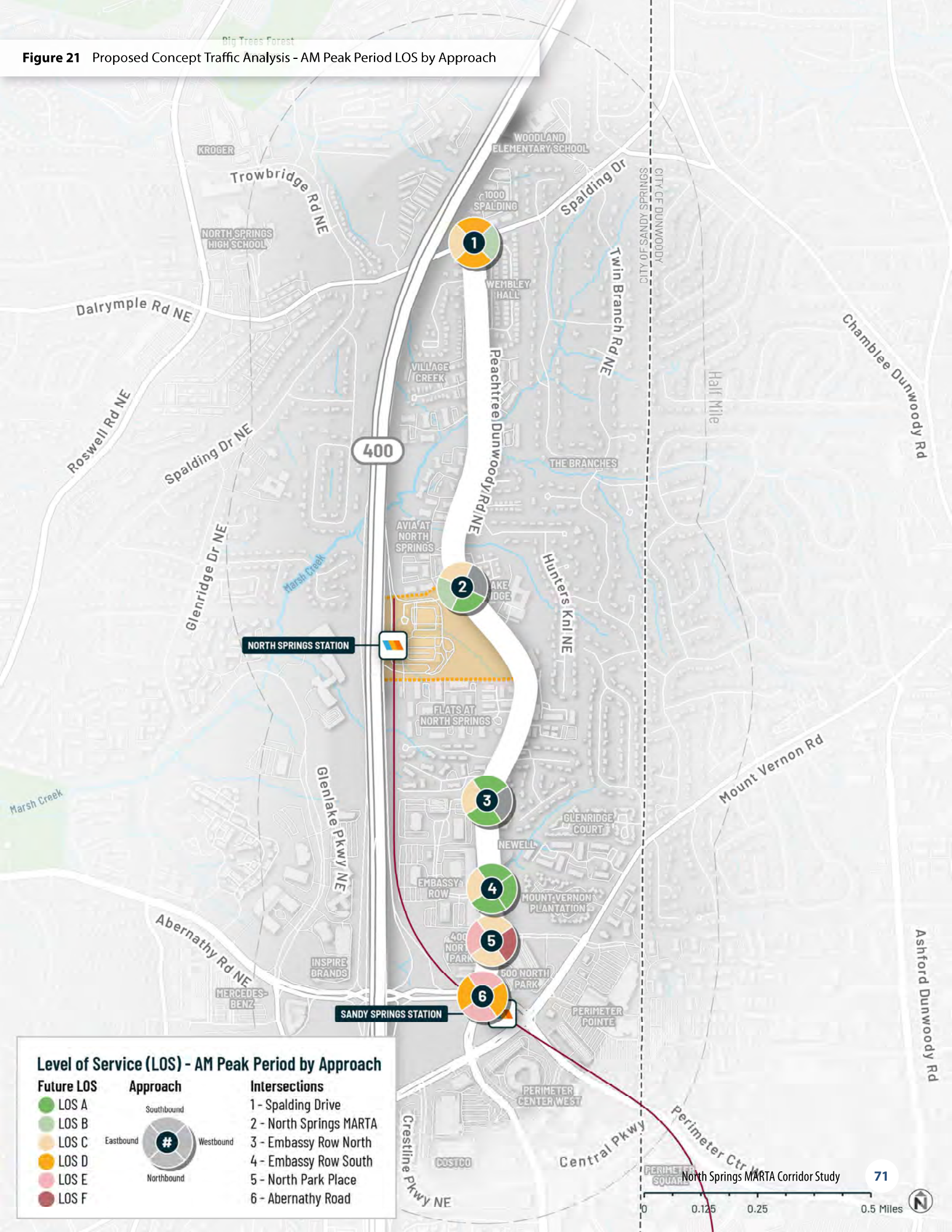
Time Period



Intersections

- 1 - Spalding Drive
- 2 - North Springs MARTA
- 3 - Embassy Row North
- 4 - Embassy Row South
- 5 - North Park Place
- 6 - Abernathy Road

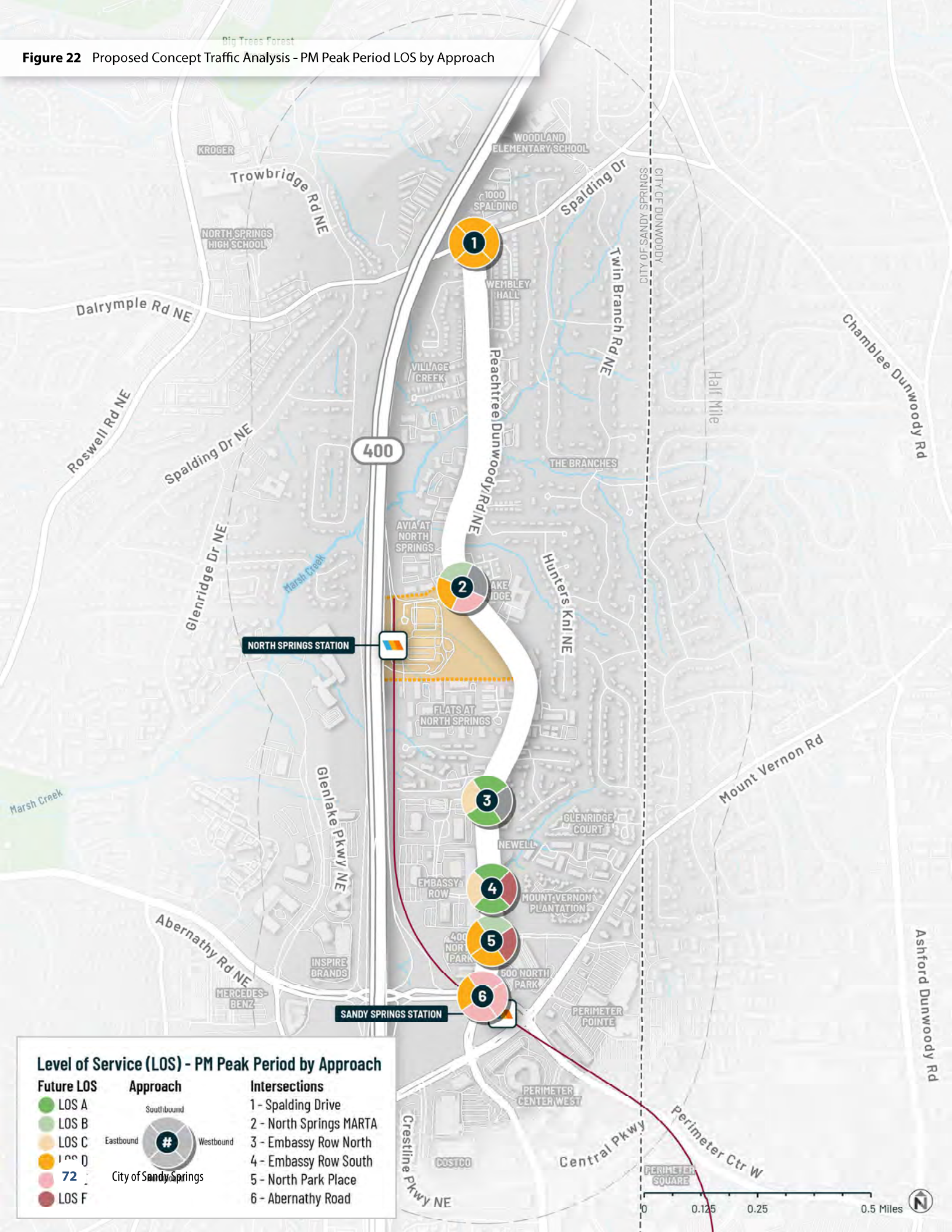
Figure 21 Proposed Concept Traffic Analysis - AM Peak Period LOS by Approach



Level of Service (LOS) - AM Peak Period by Approach

Future LOS	Approach	Intersections
LOS A	Southbound	1 - Spalding Drive
LOS B	Southbound	2 - North Springs MARTA
LOS C	Southbound	3 - Embassy Row North
LOS D	Southbound	4 - Embassy Row South
LOS E	Southbound	5 - North Park Place
LOS F	Southbound	6 - Abernathy Road

Figure 22 Proposed Concept Traffic Analysis - PM Peak Period LOS by Approach



4

Station Site Concept

The proposed concept shows an opportunity for transit-oriented development (TOD) around one of Sandy Springs' key transportation resources, North Springs MARTA Station.

It focuses on introducing new, walkable, mixed-use development on the 13 acres of undeveloped property at MARTA's site, while respecting natural features like the creek, mature trees, and areas with steep topography, as well as the existing transit operations and proposed Bus Rapid Transit at North Springs Station.



Station Site Design Principles

These principles guided the recommended concept for transit-oriented development at the North Springs MARTA Station site. They were developed based on initial community input on improvements and development for this site and were reviewed by the community as part of the alternative concepts phase of engagement.

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

1

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

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

2

- Create a large greenspace facing Peachtree Dunwoody Road that is a destination for surrounding neighborhoods.
- Preserve specimen trees and shaded grove trees and allow access to nature through hiking trails and bridges across the creek.
- Use the space on top of the parking decks for station and neighborhood amenities.

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

3

- Provide a variety of rental housing types and price ranges, with at least 20% of units affordable at up to 80% AMI, per MARTA's TOD Guidelines.
- Activate key greenspaces, 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.

4

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

Key Site Design Constraints

In addition to the community's vision for future development, the recommended site concept was informed by the existing physical and policy conditions. Key constraints include:

- **The requirement to work with the existing site access agreement between GDOT and MARTA and to retain the existing transit operations and parking garages.**
 - Maintain separate circulation for drivers accessing the site via Peachtree Dunwoody Road and GA-400.
 - Retain existing station access, bus bays, and the bus loop.
 - Cannot tie new streets into existing ramps and access points, requiring duplicate connections.
 - Can share 25% of MARTA parking spaces to support new development, but cannot use available parking at the AT&T garage.
 - Cannot construct buildings on top of the parking garages.
- **Significant topography changes across the site.**
 - These conditions limit development potential, particularly where it is steep and in areas close to the creek and floodplains.
 - These conditions limit the ADA accessibility of a direct pedestrian connection from Peachtree Dunwoody Road to the MARTA fare gates and new entry plaza without elevating the connection or adding curves. Peachtree Dunwoody Road is more than 50 feet higher than the plaza in front of the fare gates.
- **The creek and associated floodway and floodplain that runs through the middle of the site, east of the station operations.**
 - Required state and local stream buffers limit development potential.
 - The creek's angle through the site creates challenging development parcels.
 - This is an opportunity to create low-impact, natural recreational experience.
- **Forested conditions east of the station operations.**
 - Avoid removing old or specimen trees where possible.

Development Summary

The proposed program for the site is based on the market analysis, community input, and land use policy, including the existing zoning and future land use classification for the MARTA-owned property established in the Next Ten Comprehensive Plan and subsequent update. These designations include a mix of residential, neighborhood-scale retail, and recreational uses.

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.

Figure 23 Proposed Development Summary

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

Figure 24 Proposed North Springs MARTA Station Development Diagram




- | | |
|---|---|
|  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 | |
|  Forested Park | |

Concept Overview

Two station concepts were initially developed to gather preferences and feedback from the community, MARTA, and City staff. The proposed plan reflects the community's preferred concept and input received during the engagement process.

The final concept includes a greenspace on the northern end with a multi-purpose lawn, seating areas, a playground, water features, and trails. New, slow streets that prioritize pedestrians connect the site to Peachtree Dunwoody Road. New housing is provided with multi-family buildings of different sizes, offering a variety of unit types. Ground floor retail in a liner building on the AT&T parking garage and at the new central street connecting to Peachtree Dunwoody Road would include neighborhood-serving retail, like cafes, restaurants, or convenience stores. Finally, a defining feature is an elevated pedestrian canopy walk through the forested area into the station, where it steps down into a re-designed plaza at the station entrance.

 Ground floor retail opportunity (42,000 GSF total)

 Residential units (505 / 488 total)

Townhouses (17) OR Stacked Flats (34 units)

Small Multi-Family Buildings (251 units)

Large Multi-Family Building (220 units)

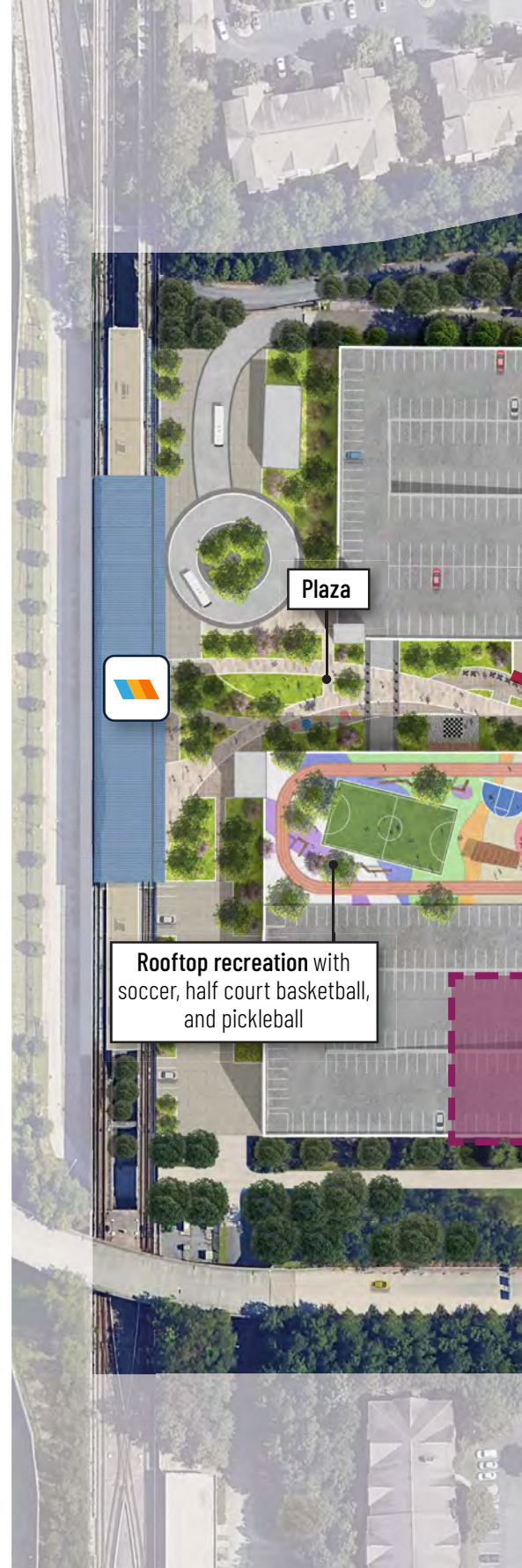


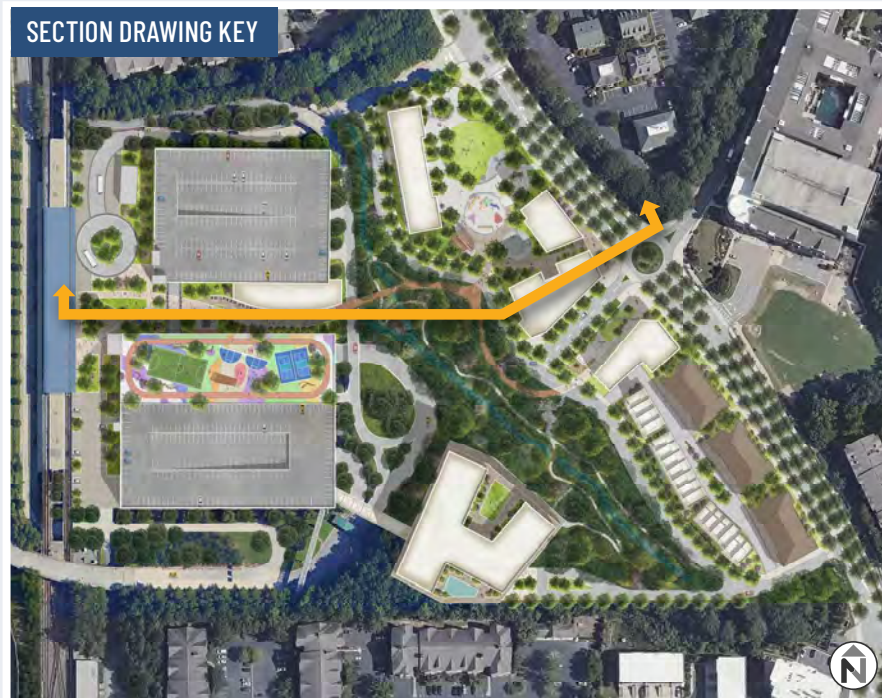
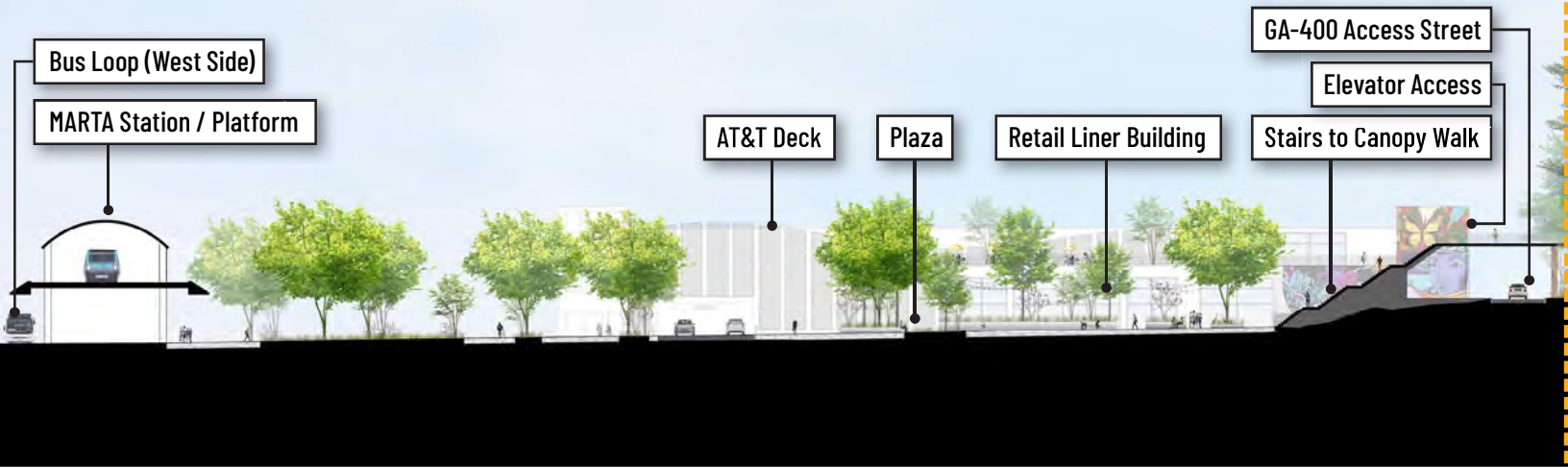


Figure 25 North Springs MARTA Station Illustrative Site Plan

Site Section (West to East, Facing North)

Enlargement A

See enlargement on page 84-85



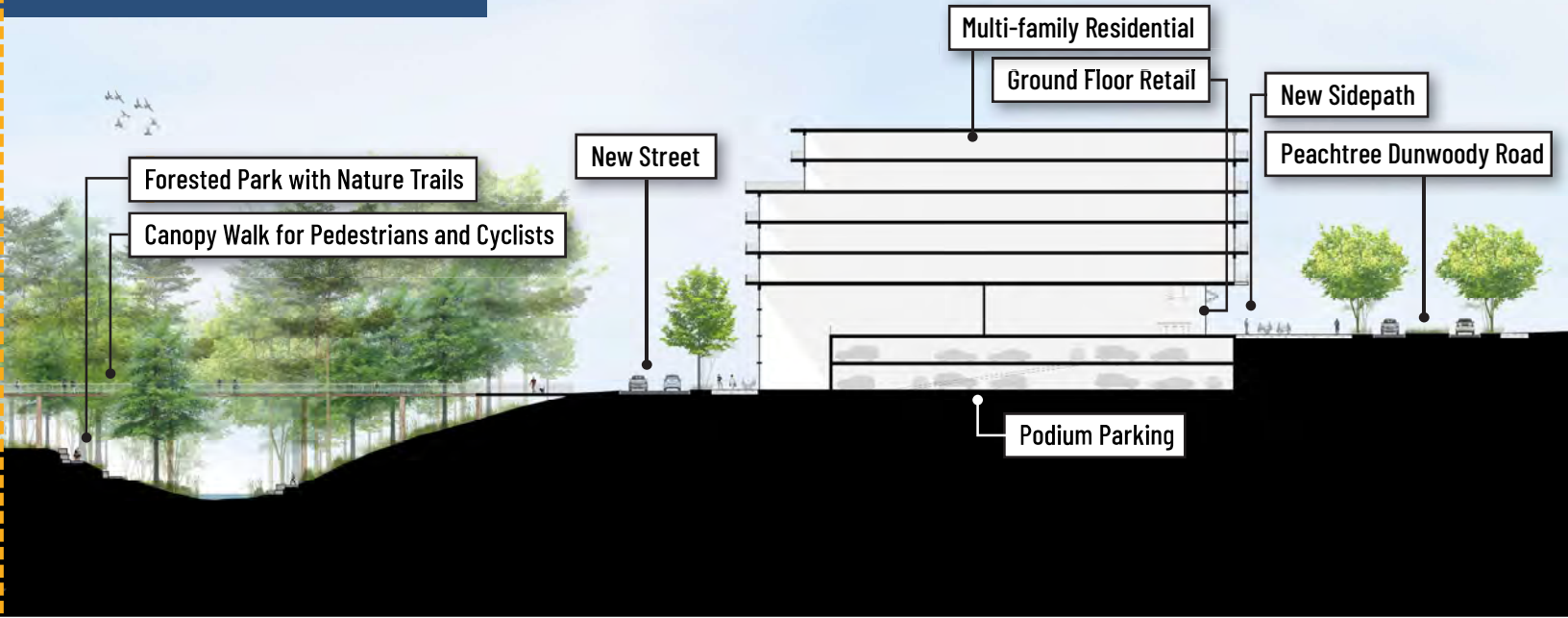
This section drawing illustrates how proposed development, new public spaces, and infrastructure could come together across the site with changing elevations. It faces northwest and shows the view through the center of the site, where the yellow line (—) is drawn.

It begins at the station fare gates to the west and shows the new station entrance plaza between the parking garages, lined with a small retail building.

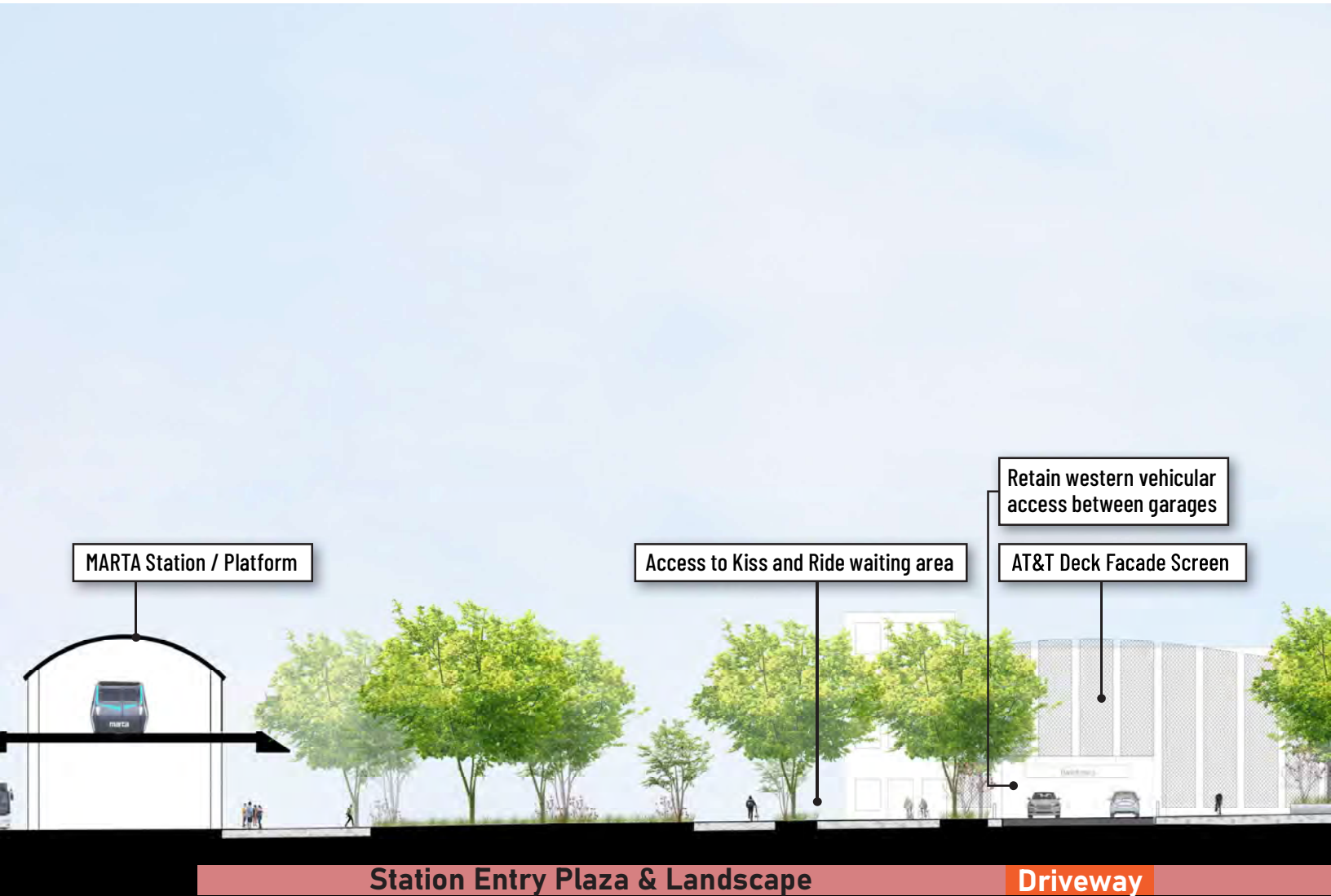
Because of the topography and the streets with separate circulation for GA-400, stairs are proposed at the east end of the plaza leading up to the canopy walk, with an option for elevator access at the garage. The canopy walk passes over the creek and nature trails below and connects to a new street on the east side of the site. The new mixed-use building shown has retail on the ground floor and residences on upper floors.

Enlargement B

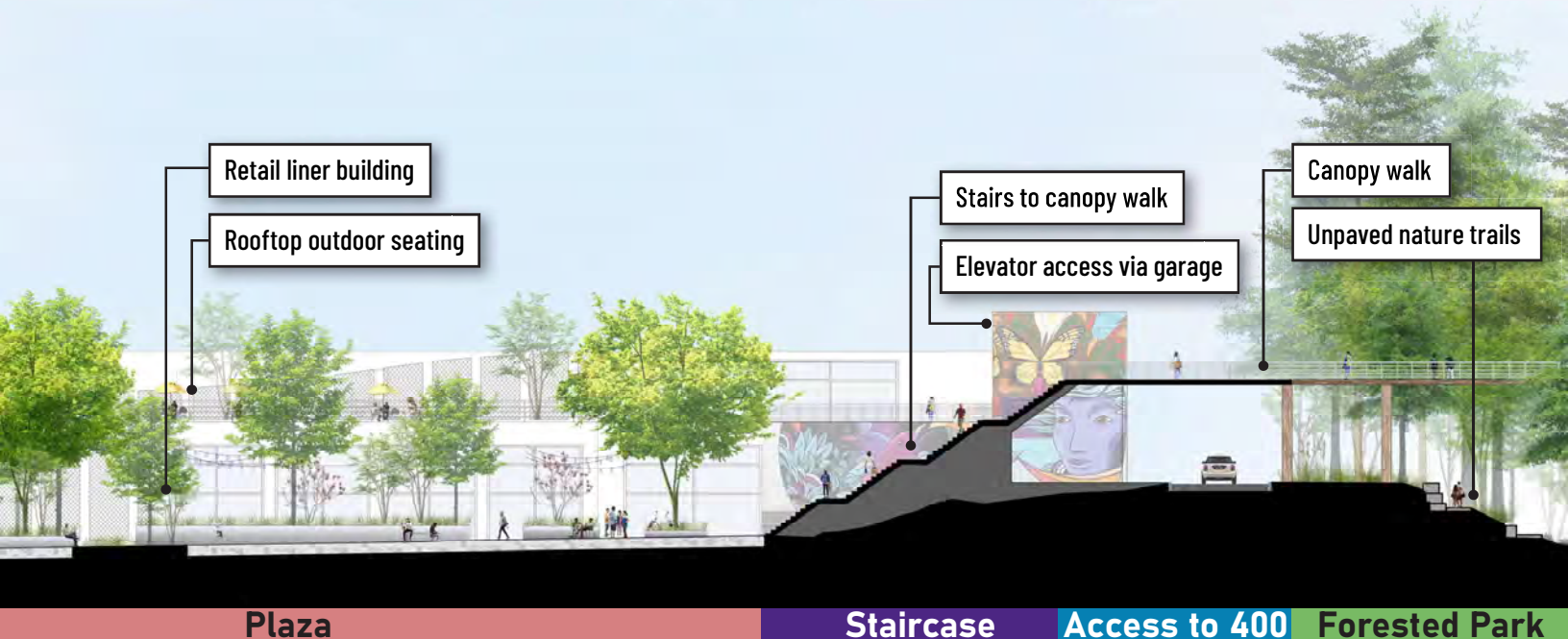
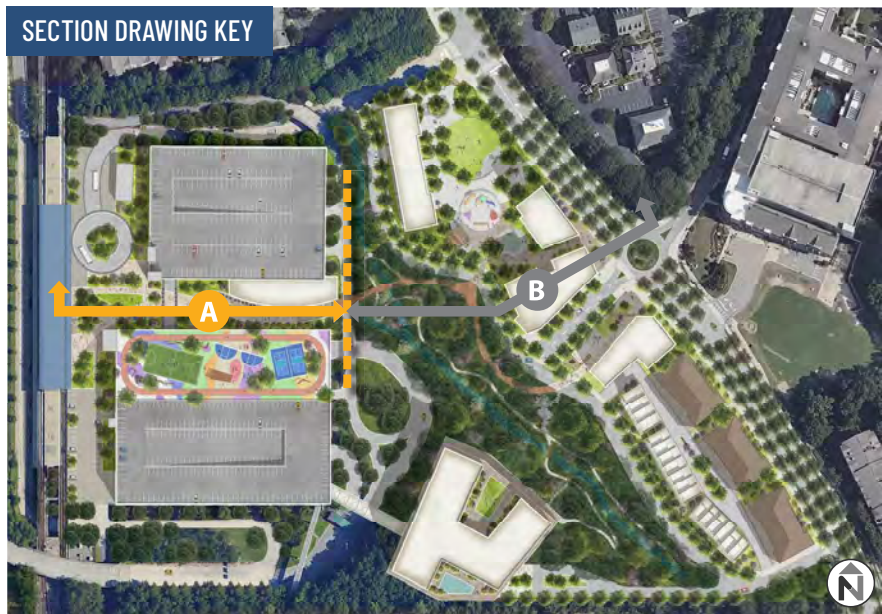
See enlargement on page 86-87



Site Section (West to East, Facing North): Enlargement A



SECTION DRAWING KEY



Retail liner building

Rooftop outdoor seating

Stairs to canopy walk

Elevator access via garage

Canopy walk

Unpaved nature trails

Plaza

Staircase

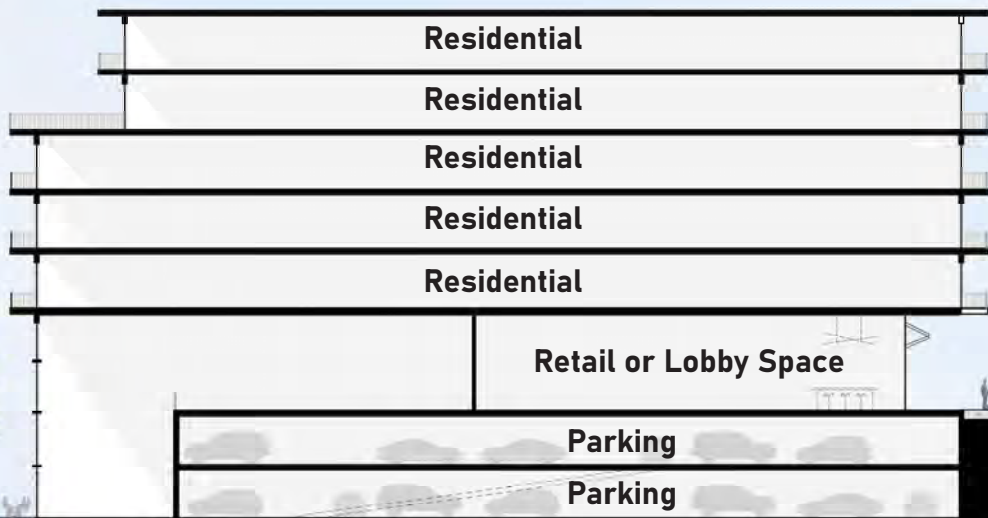
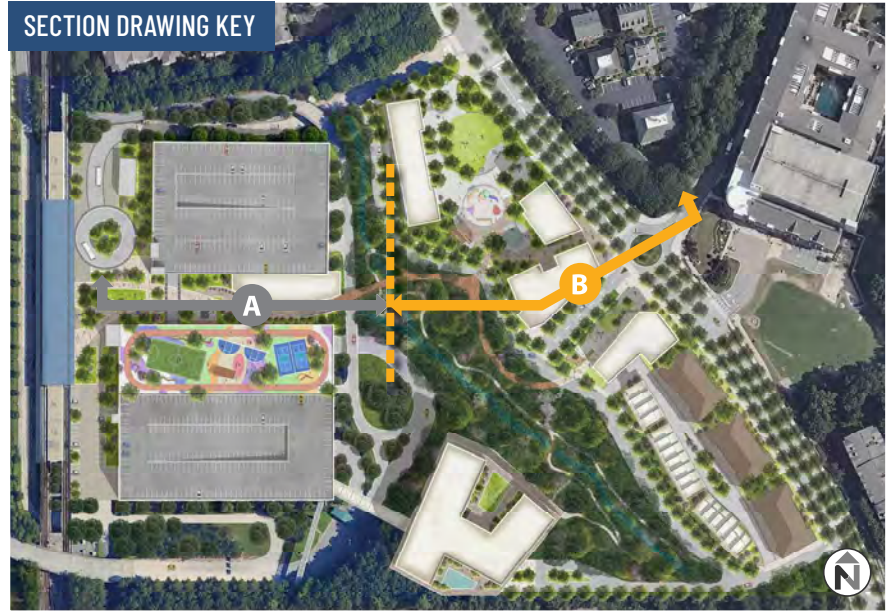
Access to 400

Forested Park

Site Section (West to East, Facing North): Enlargement B



SECTION DRAWING KEY



Retail frontage and seating

New Sidepath



Mixed-Use Building

Peachtree Dunwoody Road

Residential

Most of the proposed development is residential, in keeping with the corridor context and the strongest product demand in this area. This site plan as shown can accommodate about 500 units of housing. The exact number of units will vary depending on the final selection of unit types, unit sizes, and market conditions.

Because this site is owned by MARTA and will be their joint development project, it must follow MARTA's Transit-Oriented Development Guidelines. Key guidance from that policy that will affect proposed housing includes:

- To support equitable access to high-quality transit for a range of household types and incomes, 20% of housing units must be affordable for workforce housing up to 80% AMI. This can impact the project's financial feasibility and will require strong market conditions to attract a development partner.
- MARTA utilizes a long-term ground lease structure for joint development projects rather than a fee simple transaction. This allows them to retain more control over the land in the long term. As a result, the proposed residences will be rental units to fit with the ground lease structure.

The mix of proposed housing options includes:

- Small multifamily buildings (A.1, A.2, B.2)
- Stacked flats or townhouses (B.1). These unit types have the same building footprint, but stacked flats offer two units to one townhouse unit.
- Apartment building (C.1)



Residential Development



Small multifamily buildings at The Aria in Sandy Springs



565 Hank apartments in Summerhill
(Source Summerhill Atlanta website)



Longreen Condominiums (Source: Empire Communities)



The Crosby Townhomes (Empire Communities)



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

Retail

Approximately 42,000 square feet of retail is proposed as part of this concept. The retail program for this site will be focused on casual restaurants, coffee shops, neighborhood-serving retail, and small services, aimed at serving the surrounding community. Due to the substantial amount of retail in the Perimeter area just outside of the corridor, it may be challenging to support retail uses at the station site in the near term. Retail spaces may be occupied gradually as the corridor and station area achieve a critical mass of users.

Available storefront locations will include:

- Ground floor of new center street
- Freestanding retail pavilion on the promenade of the new center street
- Frontage facing the new greenspace
- Retail liner building facing the new plaza by the station entrance



Source: Designphase



Retail and stormwater planters on Bell Street in Seattle (Source: Hustacephoto)



Ground Floor Retail Frontage



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



Glenwood Park (Source: Coro Realty)



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



Retail near Lindbergh Station (Source: Coro Realty)




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

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 also address a gap in nearby park facilities, create new spaces for the neighborhood to gather and play, and improve stormwater management through green infrastructure. The neighborhood’s gap in parks was found in the City’s recent Recreation and Parks Master Plan. The public spaces proposed at the station site include:

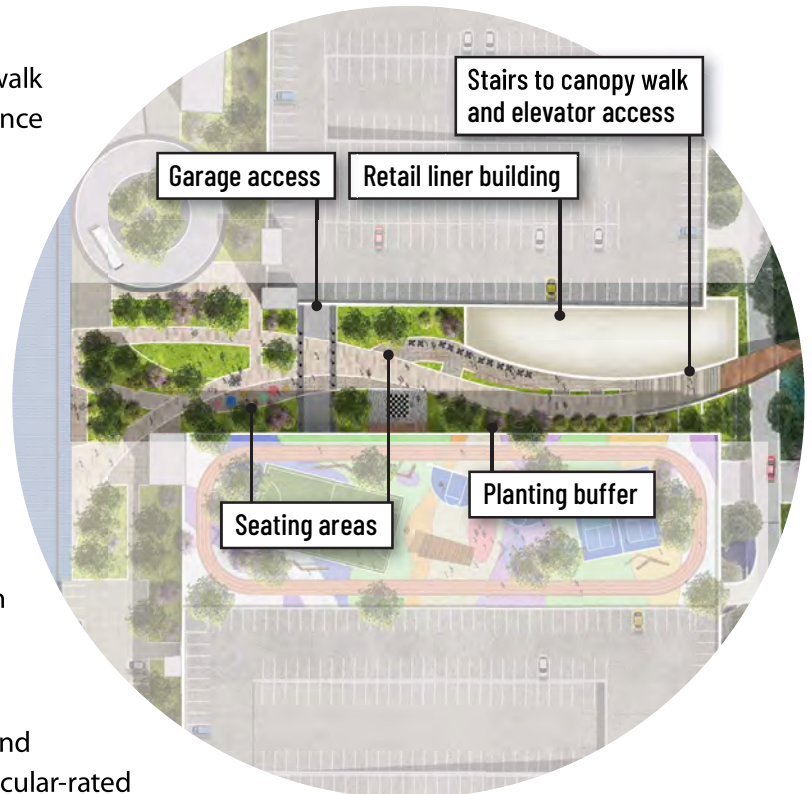
- A redesigned **MARTA entrance plaza**, repurposing a limited number of surface parking spaces to create a more welcoming space for pedestrians.
- **Rooftop recreation** on the top floor of the MARTA garage, featuring Station Soccer, pickleball courts, a running track, and seating areas.
- A **forested park with nature trails** along the creek and the elevated pedestrian promenade that connects the station to Peachtree Dunwoody Road.
- A **neighborhood greenspace** in the northern corner of the site that offers a variety of passive and active recreation opportunities.
- The **retail plaza** at the new central street and Peachtree Dunwoody Road.



 Plazas, Greenspaces, and Recreation Zones

MARTA Entrance Plaza

As the site is redeveloped and the canopy walk becomes the new primary pedestrian entrance to the station, a new plaza between the two existing parking decks will become a signature element of the station entrance. Paving changes, landscaped areas, lights, and bollards indicate different “zones” and create visual interest through the plaza. The pedestrian spine meanders like a ribbon between the parking decks, with plantings on both sides to provide a softened edge and visual buffer. A liner building on the AT&T parking garage could offer small retail spaces with seating at both the plaza level and at an upper-level roof terrace.



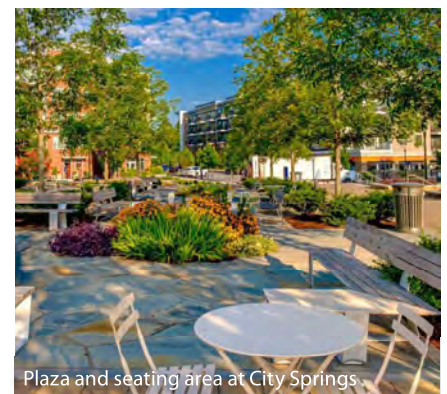
The plaza would be designed with pavers and wide cobblestone or granite curbs and vehicular-rated bollards would delineate vehicular crossings between the garages. Plaza design elements could include:

- New station wayfinding signage and pedestrian lighting
- Planting (at-grade and in raised planters) with new trees and shrubs
- A giant chess board or outdoor game room with other game offerings
- Wooden seating terraces along low walls, offering places of respite
- Outdoor dining and bar with counter seating if a restaurant fills the retail building
- Art and/or a green wall along the southern side of the AT&T parking garage to screen the garage itself
- Stairs to the canopy walk through the forested park that connects to Peachtree Dunwoody Road. The ADA access to and from this canopy walk would be provided using the elevator in the AT&T garage, which would allow access to the top of the promenade by the stairs.

To accommodate the new plaza and a more welcoming pedestrian entrance to the station, the existing surface parking spaces between the garages will be removed and the existing entrance to the first floor MARTA parking area in the AT&T garage will be relocated to the interior of the garage near the kiss and ride area, minimizing the need for vehicles to cross through the plaza area.



Terraced seating and mural at Arts Center MARTA Station



Plaza and seating area at City Springs

MARTA Garage Roof Activation / Placemaking

Underutilized parking at the MARTA parking garage since the pandemic creates an opportunity for active recreation, tying into their existing StationSoccer program. Part of the top of the garage could be re-designed to accommodate:

- A soccer field
- Two pickleball courts
- Two half basketball courts
- A running track around all the sports courts
- A painted mural on the concrete walking surface of the existing roof
- Raised planters and green roof plantings (MARTA will need to determine if the building can support the weight of plantings and soil).
- Seating / furniture

155 rooftop parking spaces would be repurposed for these facilities, spaces which are typically not occupied today.



What is Station Soccer?

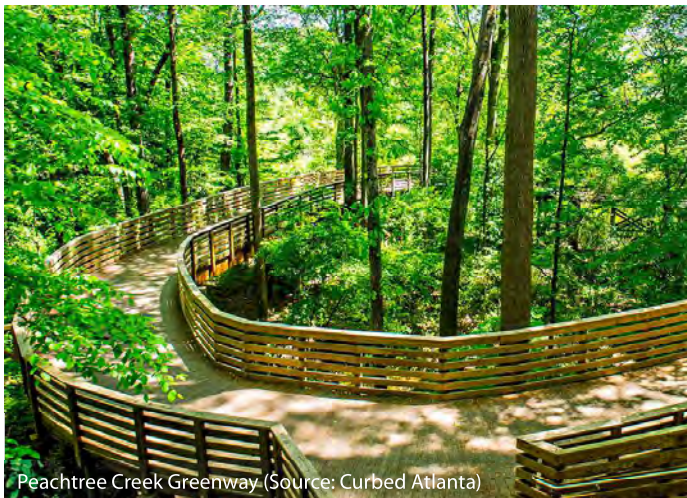
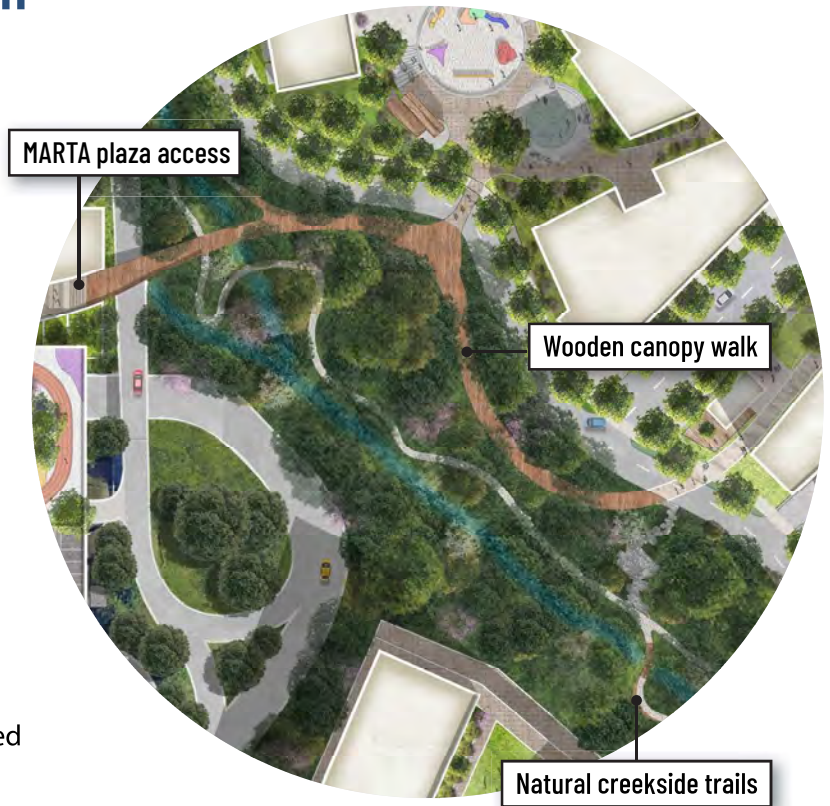
Since 2016, a non-profit organization called Soccer in the Streets has been operating soccer leagues for youth and adults at stations throughout the MARTA network, including Five Points, West End, East Point, East Lake, Kensington, and Lindbergh Stations, with plans to expand to Hamilton E. Holmes, Civic Center, and Doraville. It provides safe, transit-accessible places to play soccer and build community. MARTA, Atlanta United, and several municipalities partner to support the league. There is a potential opportunity to expand the league to include North Springs Station in the future.



Forested Park & Pedestrian Canopy Walk

The 3.46-acre forested park and canopy walk turn the challenge of undevelopable land due to the site's creek, required state and local stream buffers, and steep topography into an opportunity for natural greenspace. It also creates a memorable walkway directly from Peachtree Dunwoody Road to the heart of the station. The design of this space could include:

- An elevated, wooden canopy walk, a central and defining feature that weaves through the trees and connects the MARTA station to Peachtree Dunwoody Road
- Stair access to nature trails through forested park and along the creek
- Mulch or gravel creekside trails with wooden steps and bridges to minimize disturbance to the existing stream and floodplains
- Revegetation of the forest along the property edges and the areas of disturbance for construction with native woodland tree and shrub species
- Educational and wayfinding signage
- Dark-sky compliant lighting and motion-activated lighting for security



Peachtree Creek Greenway (Source: Curbed Atlanta)



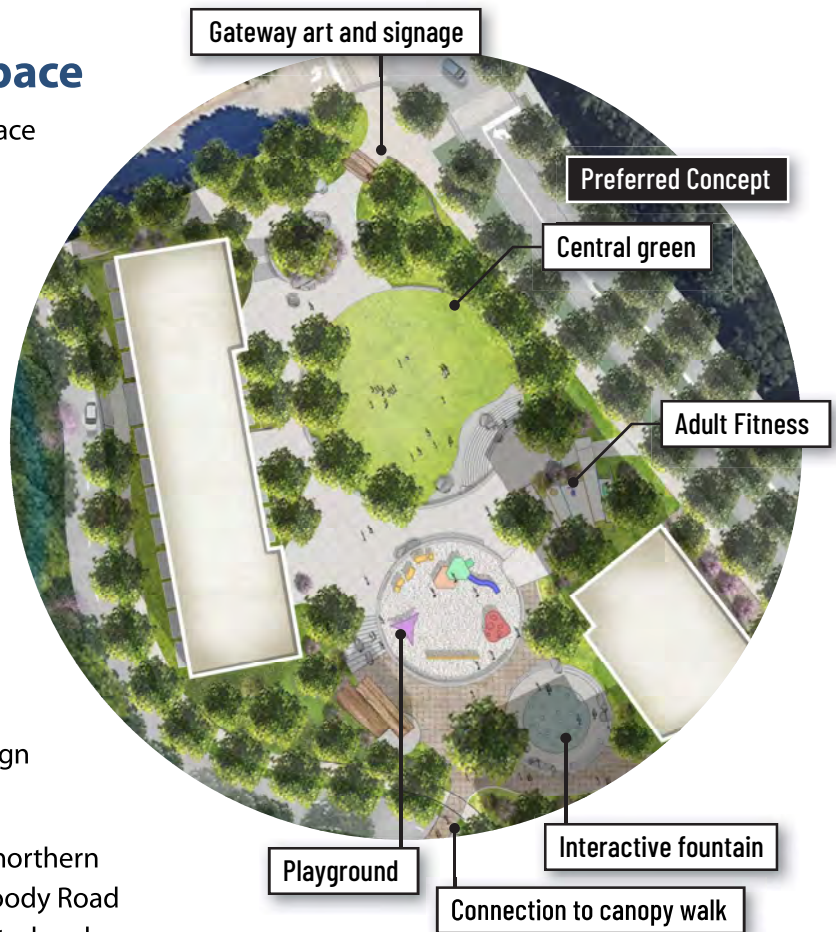
Fernbank Museum of Natural History WildWoods (Source: Expedia)

Neighborhood Greenspace

A new 1.38-acre neighborhood greenspace will be located at the corner of Peachtree Dunwoody Road and the existing station entrance, creating a welcoming gateway, a gathering space, and an attractive frontage for new residential and retail units. Two concepts for the neighborhood greenspace are provided. The preferred option divides the greenspace into more “rooms,” and includes a playground. The second alternative is a more passive design with a larger multi-purpose lawn.

In the preferred greenspace option, design features include:

- A shared use path that connects the northern corner of the site at Peachtree Dunwoody Road to the canopy walk through the forested park, which ultimately leads to the MARTA station.
- A signature fountain located at the northern gateway with art and seating around it.
- Stacked granite boulders for seating and climbing that also help manage significant grade changes.
- A central, circular green framed with precast concrete seat walls and terraced stairs.
- A large playground between residential and retail buildings, offering needed recreation for children in the area.
- Plaza spaces around the buildings with seating and shade provided by new trees.

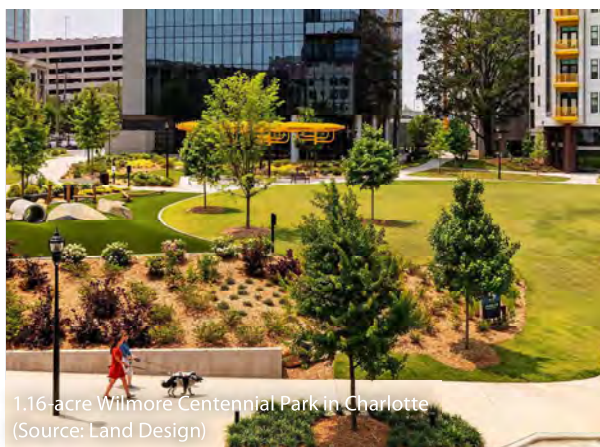


In the alternative greenspace option, design features include many similar elements, but some key differences are:

- The central green is larger (~18,000 square feet / 200 feet long and 112 feet wide) and is framed with precast concrete seat walls and a sculptural water feature that runs along the outer edge. The green provides a place for play and gathering.
- A series of rooms that peel off of the central green, for gathering, play, and musical instruments.
- Retail spill-out on the southern end of the park with terraced seating and a fire pit for residents and visitors.
- A stormwater garden along the edge of the building south of the park



At this time, it is not determined how this greenspace will be funded, constructed, or maintained, but there are multiple options. MARTA and the City could establish a partnership, MARTA could build and maintain it, MARTA could partner with a developer to build and maintain the space, or the City could build and maintain the space.



1.16-acre Wilmore Centennial Park in Charlotte
(Source: Land Design)

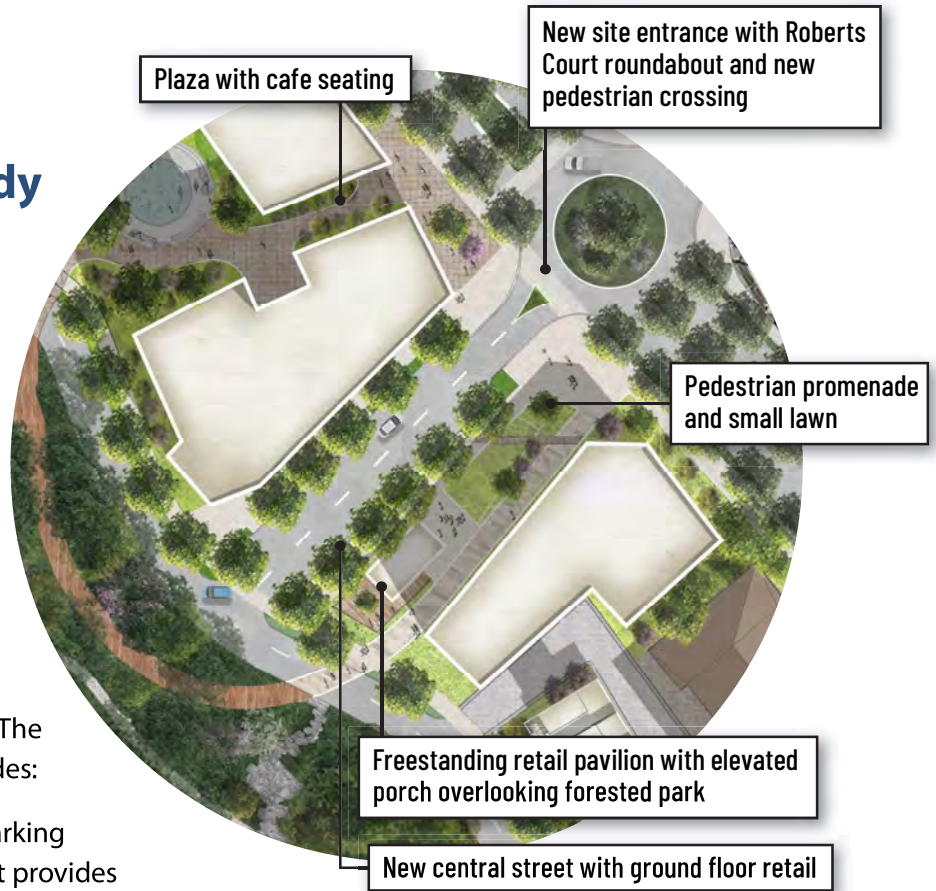


Outdoor seating area at Reformation Brewing in Woodstock
(Source: Woodstock City Lifestyle)

Retail Square at New Intersection/Gateway to Peachtree Dunwoody Road

The retail square at the intersection of the new central street and Peachtree Dunwoody Road can provide a short “main street” feeling to the future redevelopment and offer small retail outlets, like services, cafes, convenience stores, and restaurants, depending on what the market can support at the time of redevelopment. This area would provide a vehicular connection, but the focus is on pedestrians, cyclists, and transit users. The street and adjacent plaza design includes:

- A tree-lined street with on-street parking that connects to the slow street that provides access to the new residences.
- A shared-use pedestrian and bicycle path that connects to the elevated canopy walk and ultimately to the North Springs MARTA Station fare gates.
- A small retail pavilion with elevated porch overlooking the forested park
- A small lawn for events, play, or public art
- A plaza with café tables and planters for retail and dining seating



What is green infrastructure?

Green infrastructure is a sustainable approach to stormwater management, using landscaping features like stormwater planters, rain gardens, and permeable pavers, to help manage flooding and stormwater filtration, particularly after storms. Pervious surfaces like grass, mulch, and soil help naturally reduce the flow of water, and trees and plants collect and move water from their roots through their leaves in a process called transpiration. Impervious surfaces, like concrete, asphalt, and buildings can speed up the flow of water, increasing the stress on the storm sewer systems. Green infrastructure combines natural and designed elements to reduce this stress and mimic natural systems.

Below: Green infrastructure helps manage stormwater flows at the Atlanta Dairies development, using strategies like special engineered soil, terraced planters, gabion walls, filtration through pervious materials like stone chips, and native vegetation.

Green Infrastructure at North Springs MARTA Station

The new public spaces at the station site are great opportunities to add green infrastructure as part of the site design, particularly as some of the existing forested area will be lost to buildings, streets, pathways, and plazas. Some examples include:

- Permeable pavers in the on-street parking areas, plazas, and alleys behind residences.
- Stormwater planters/bioswales along the new streets and within plazas to help collect and filter rainwater.
- Replanting trees in greenspaces and plazas and adding street trees on all new streets.
- Streambank remediation and stabilization with new native plants along the creek, if needed, particularly after nature trails are constructed.

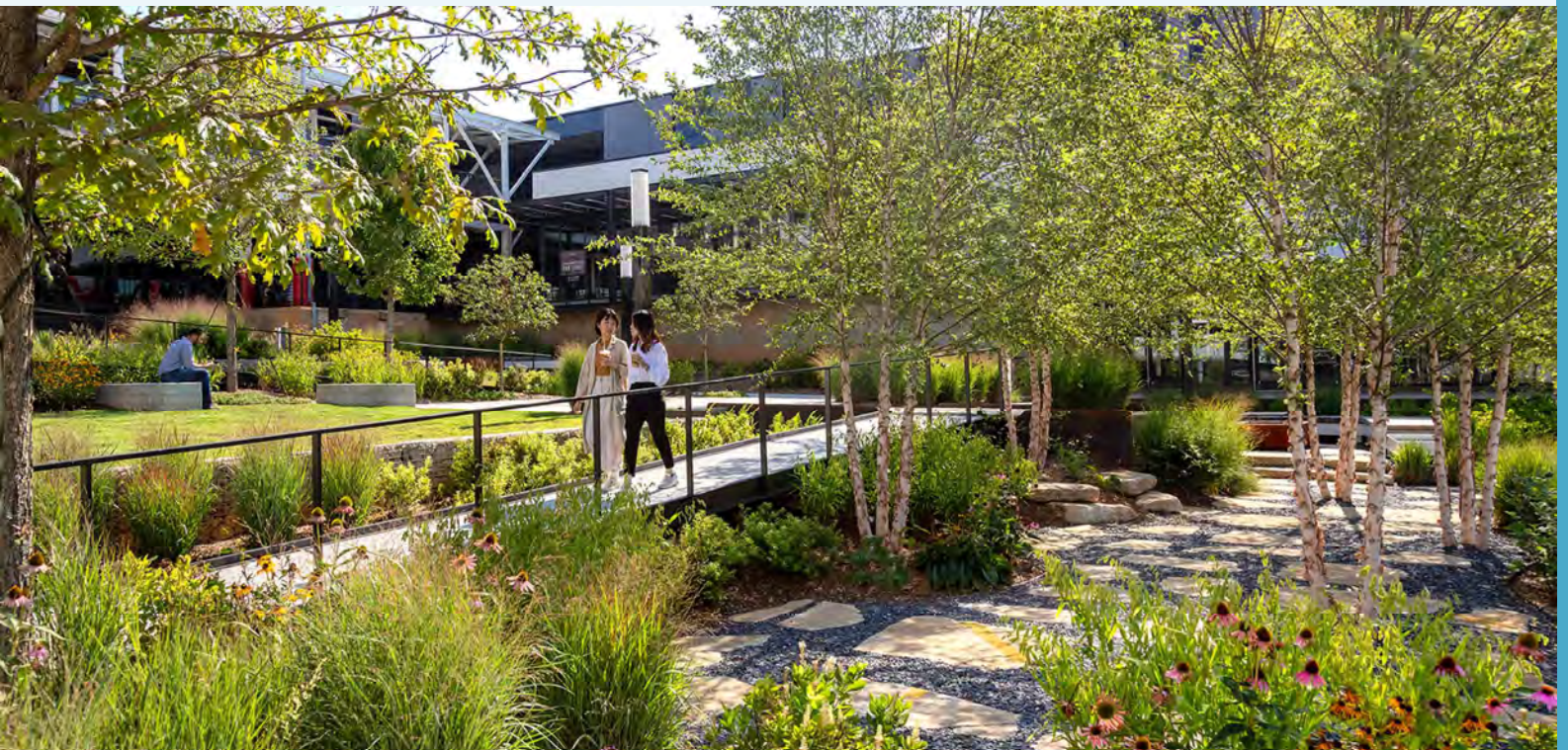
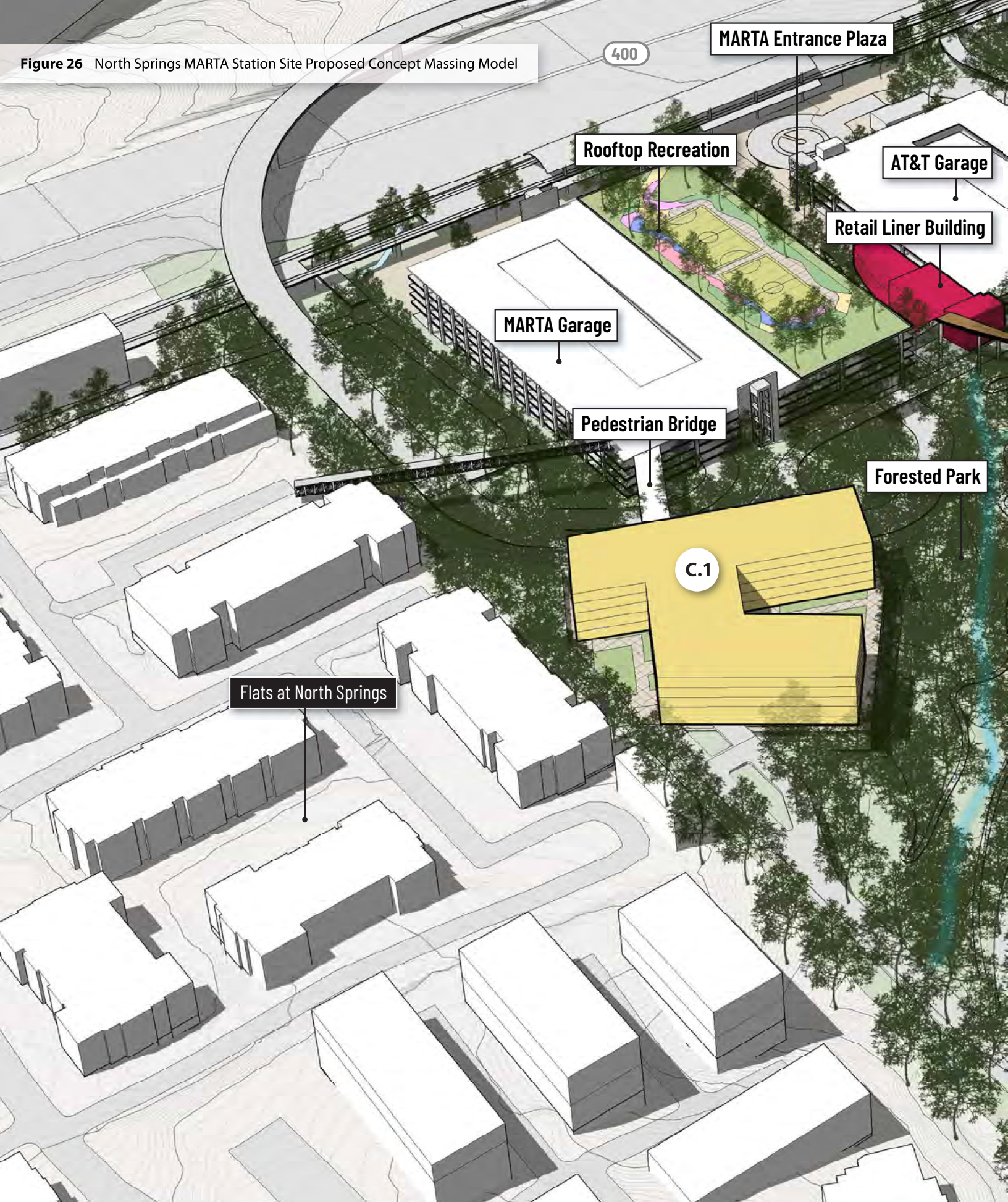


Figure 26 North Springs MARTA Station Site Proposed Concept Massing Model





Randolph Perimeter

Neighborhood Greenspace

NORTH SPRINGS MARTA ENTRANCE

A.1

Canopy Walk

A.2

Retail Plaza

Linq at North Springs

ROBERTS CT

B.1

NEW STREET

B.3

B.2

PEACHTREE DUNWOODY ROAD

NEW STREET

- A.1: Multifamily Residential (55 units)
- A.2: Multifamily Residential with Ground Floor Retail (86 units / 22,500 SF retail)
- B.1: Multifamily Residential with Ground Floor Retail (36 units / 10,000 SF retail)
- B.2: Multifamily Residential (73 units)
- B.3: Townhomes (17 units) or Stacked Flats (34 units)
- C.1: Apartment (220 units)



Site Circulation

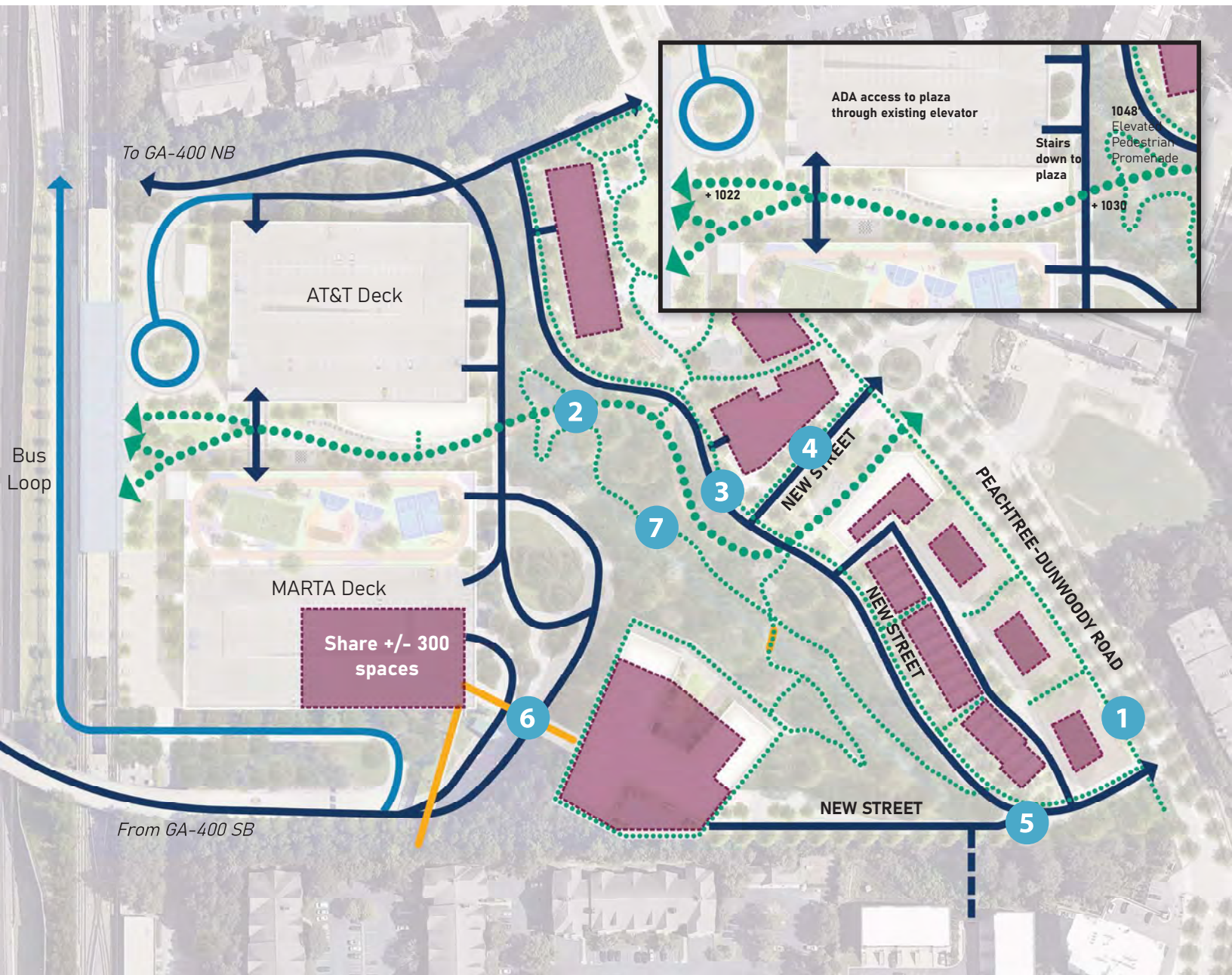
If the undeveloped portion of the station site is developed, a new network of streets and paths would be needed to support the new development. These may include:

- 1 The **new 12-foot sidepath** on Peachtree Dunwoody Road will provide comfortable access to the station for pedestrians and cyclists.
 - 2 The **canopy walk** will create a new, welcoming pedestrian route from Peachtree Dunwoody Road, through the new development, across the creek, and directly into the station entrance.
- The site will be designed to encourage slow driving, likely with a speed limit of 20 mph. There will be three new streets on the east side of the station site to support the new development:
- 3 There will be a **new north-south street** running parallel to Peachtree Dunwoody Road along the edge of the creek buffer. It would have a 50-foot ROW, with two-way vehicular travel, sidewalks, and on-street parking.
 - 4 The **center east-west street** will be designed as a main street for the new development, with signature landscaping and retail frontage on both sides of the street. It would have a 36-foot ROW with two-way vehicle lanes, on-street parking, sidewalks, and additional pedestrian plaza space fronting the adjacent retail. It will connect to a new roundabout at Peachtree Dunwoody Road and Roberts Court, facilitating full access to the site and creating a gateway entrance to the new development.

- 5 The **southern east-west street** will be more utilitarian, providing access to the proposed apartment building on the south end of the site (C.1). It will have a 30-foot ROW with two-way vehicle lanes and a sidewalk on the north side. There will be a turnaround plaza at the apartment building on the west end of the street. At Peachtree Dunwoody Road, the intersection will be right-in, right-out only, due to the curve in the street.
- 6
 - A new **pedestrian bridge** would be constructed between the MARTA garage and the proposed apartment building on the south end of the site (C.1) to allow some residents to use parking spaces in the MARTA garage.
- 7
 - A series of **unpaved walking trails** are proposed as part of the forested park. These paths are more focused on recreation and exercise than on mobility functions. Due to the steep topography, it would be challenging to make these paths fully accessible, and stairs may be needed to reach them from the surrounding streets, which will be at a higher elevation.

As shown, the vehicular circulation for drivers coming from Peachtree Dunwoody Road and GA-400 would remain separate, due to a standing agreement between MARTA and GDOT.

Figure 27 North Springs MARTA Station Proposed Site Circulation and Parking



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

- 1 Peachtree Dunwoody Road Sidepath
- 2 Canopy Walk
- 3 New North-South Street
- 4 New Center Street
- 5 New Southern Street
- 6 New Pedestrian Bridge
- 7 Unpaved Walking Trails

**All new streets include sidewalks and on-street parking*

Placemaking

The North Springs MARTA station can be enhanced in the near-term with some immediate placemaking interventions, while others will take more time to implement. Placemaking interventions can span from low-cost, tactical solutions, like small art installations, movable seating, and temporary retail, to more expensive installations like signage, building activation, and larger public art, up to the construction of public space recommendations described above. The near-term recommendations include:

- **Improvements to the station entrance underpass on the north side of the station:**
A large painted mural, lighting installation, or a combination of artistic elements would

improve the visual interest of the underpass and the adjacent retaining walls on the northern side of the street. Currently, the retaining wall, parking garage, and lack of buffers from car and bus traffic makes the pedestrian experience uncomfortable and unsafe. The lack of signage makes wayfinding to the fare gates more difficult on this long path from Peachtree Dunwoody Road through the site. Murals and lighting could improve the aesthetics and could be combined with wayfinding to help guide people to the station entrances.

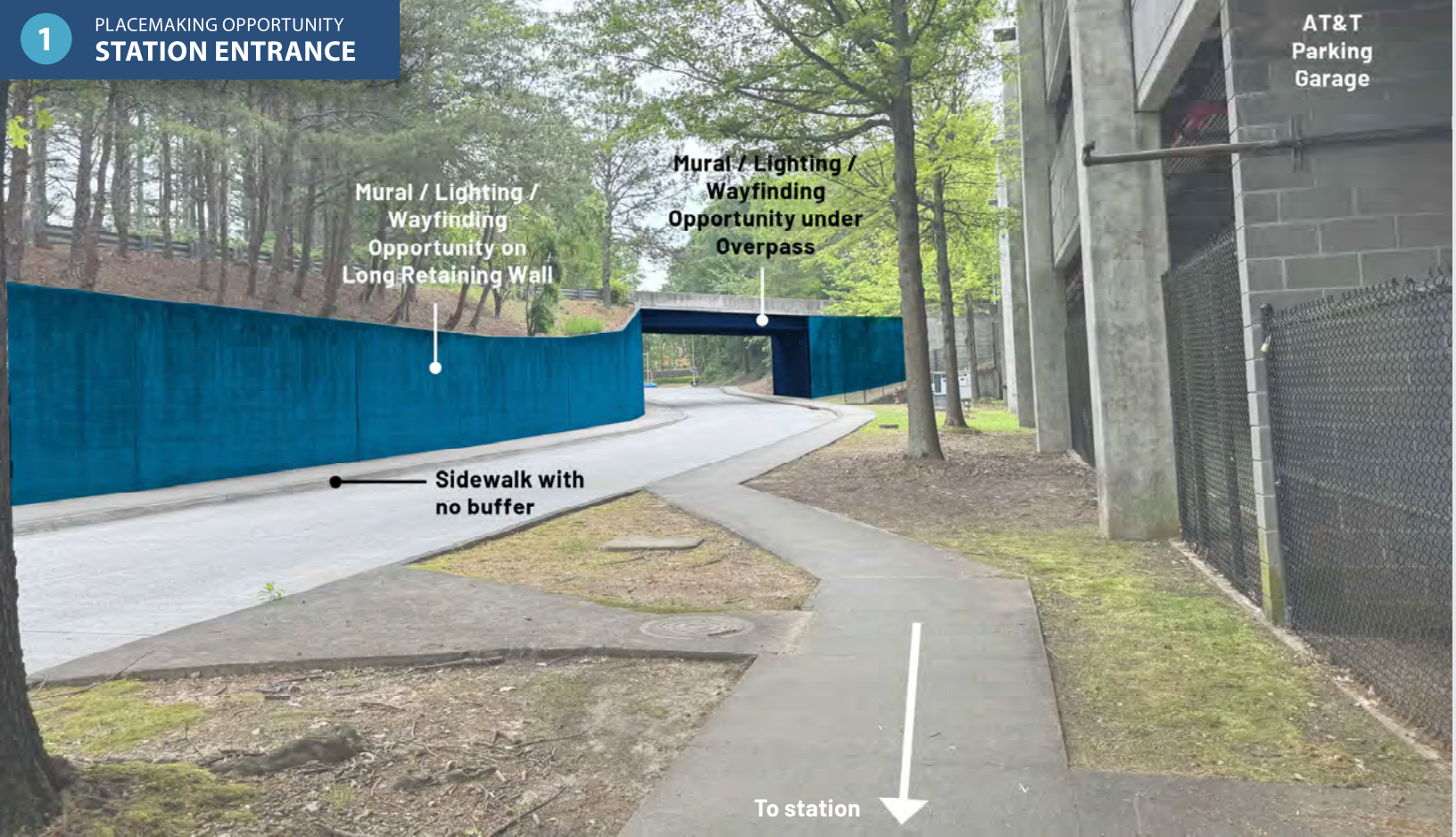
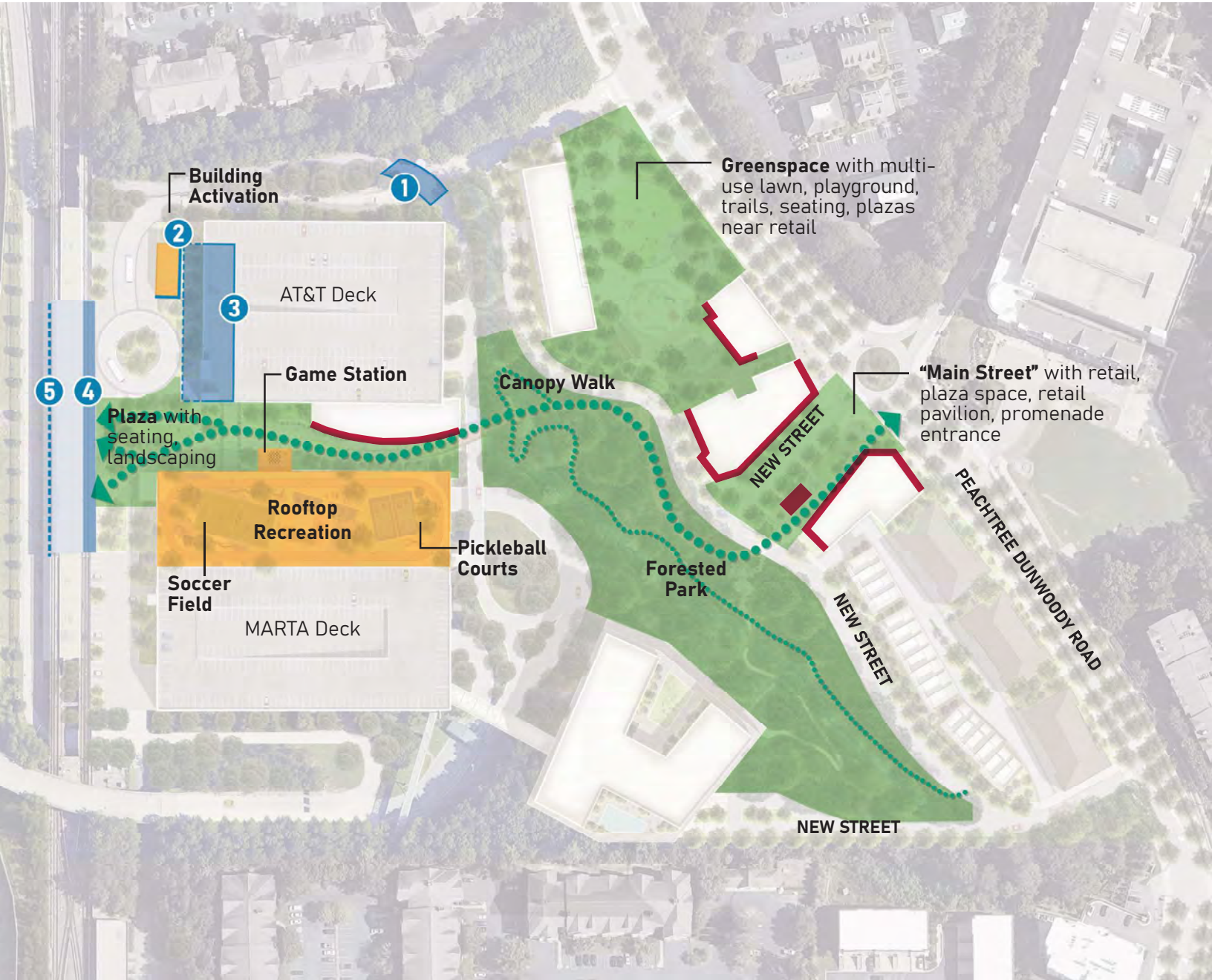


Figure 28 North Springs MARTA Station Proposed Placemaking Features



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

- **AT&T building façade improvements and building activation:** This small (approximately 25' x 70' or 1,750 square feet), concrete building owned by AT&T currently sits vacant between the secondary bus loop and the AT&T parking garage. In the immediate term, the building façade could be painted with a mural, or it could be improved architecturally with paint or the addition of warmer materials. Longer-term improvements could include some form of building activation. The building is hidden from Peachtree Dunwoody Road, so traditional retail may not succeed. However, it could be used for station amenities that support MARTA functions, like restrooms for bus drivers, vending, long-term bike parking

and lockers, MARTA Market, a place for pop-up retail or community events in collaboration with the City of Sandy Springs, or other ideas.

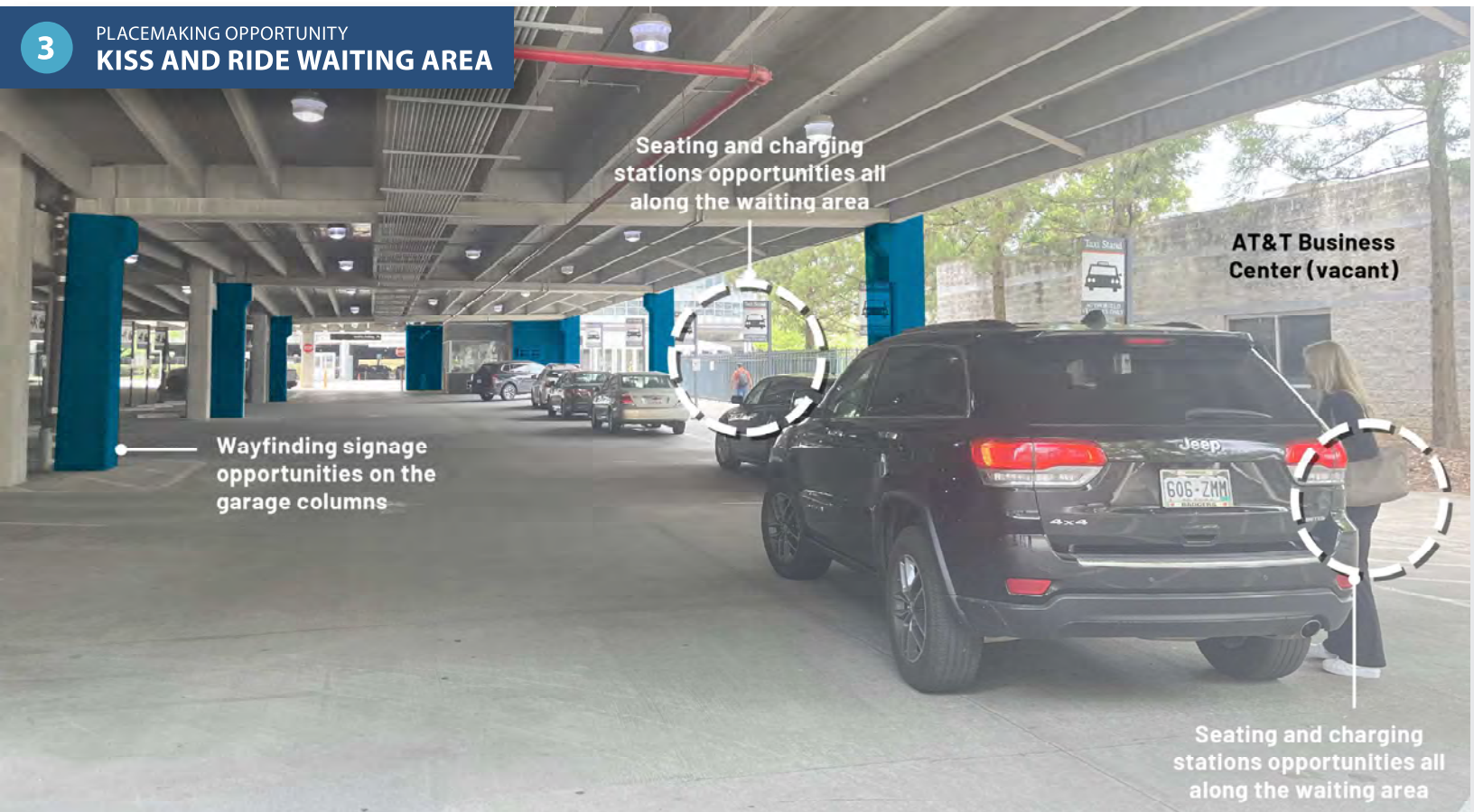
- **Kiss and ride waiting area improvements:** Currently, the kiss and ride and rideshare waiting area is located within the AT&T parking garage. Improvements to this area could include seating, charging stations for mobile devices, WiFi, and vending. Some of this could spill out onto the sidewalk between the parking garage and the secondary bus loop. To create a more cohesive place, this project could be completed in conjunction with the AT&T building façade improvements and / or activation.

2 PLACEMAKING OPPORTUNITY
AT&T BUSINESS CENTER

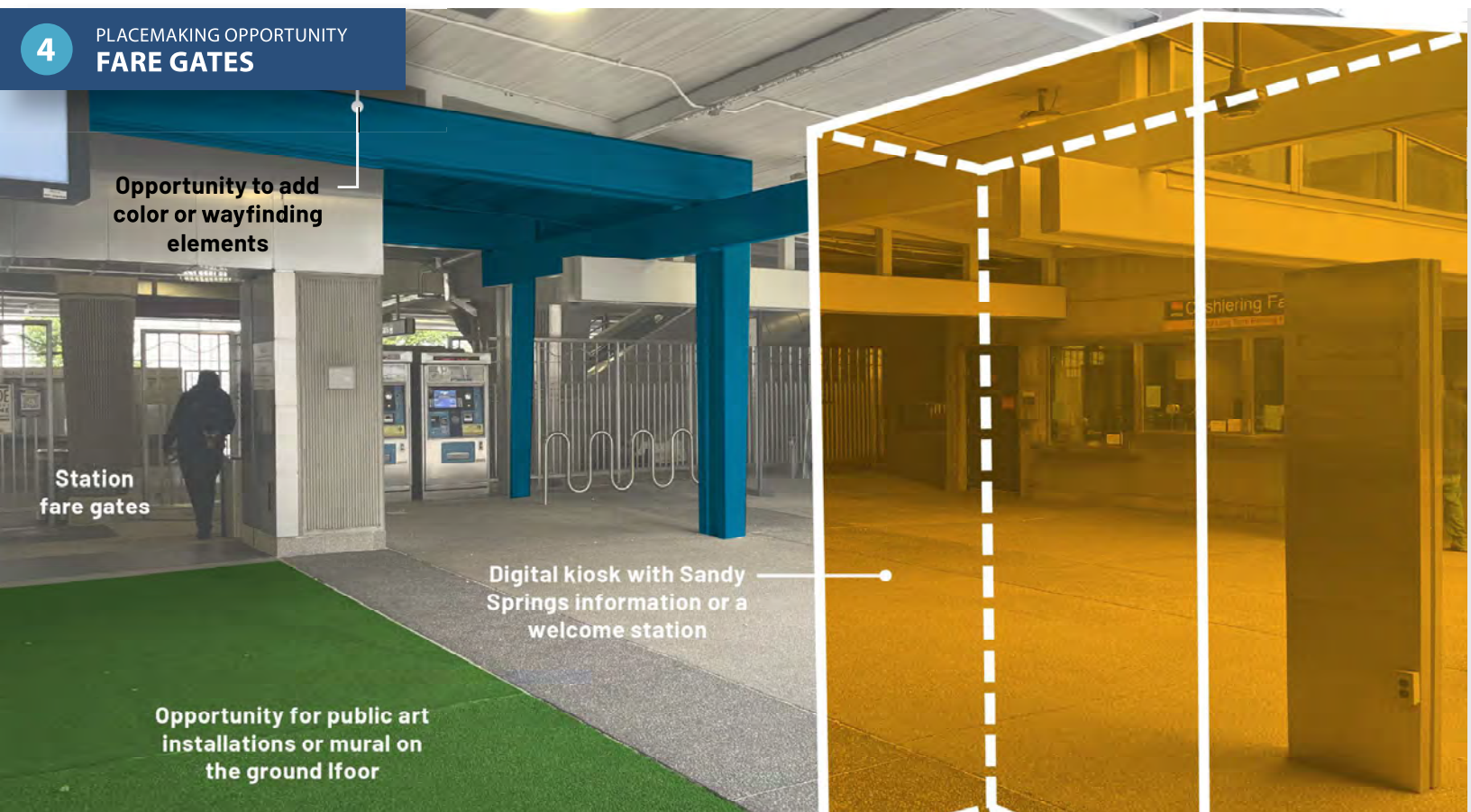


- **Fare gates art installation and welcome station:** Near the fare gates, there is a lot of underutilized plaza space and many blank, concrete station walls. The walls could be painted with murals, could have light installations, or could simply be painted with brighter colors or MARTA colors to help signify the entrance. North Springs serves as a gateway to Sandy Springs for many people. A City of Sandy Springs welcome station or digital kiosk could offer information about community events, maps of the area, things to do nearby, and more.

- **Rider-oriented wayfinding and maps:** Within the station itself, provide additional wayfinding signs and maps to help riders orient themselves within the station, the MARTA system, and the neighborhood in which they have arrived.
- **Game station in the plaza:** Prior to building the entire Entrance Plaza, MARTA could install a game station with a large chess board or other games that could be reserved in the plaza near the fare gates. Riders could play the games while waiting on their buses, trains, or rideshare. Once the Entrance Plaza is re-designed and constructed, a more permanent game station could be installed between the parking garages, where the parking lot will be re-designed as a gathering space.



- **Recreation on the MARTA parking garage:** As indicated above, MARTA can coordinate with partners like Soccer in the Streets to add a StationSoccer field to the top of the MARTA parking garage. Other recreation elements and sports courts can be added. See the Action Plan on page 118 to learn more.
- **Public spaces and pedestrian paths:** The greenspaces, plazas, and pedestrian paths will make the MARTA station feel more like a destination, but they require much more coordination, design, and funding. These long-term initiatives will require collaboration between MARTA, the City of Sandy Springs, developers, AT&T, and others. See the Action Plan on page 118 to learn more.
- **Retail:** Retail will help anchor the greenspaces and plazas and would be built during the development projects. See the Action Plan on page 118 to learn more.



Station Site Access Improvements

Several key actions to improve access to the station site and improve navigation can be implemented prior to redeveloping the station site or redesigning Peachtree Dunwoody Road to provide near-term benefits. These include:

1. **North Springs MARTA Station Entrance Intersection:** To improve pedestrian comfort crossing Peachtree Dunwoody Road to access the station, aspects of the proposed design for Peachtree Dunwoody Road could be implemented prior to the full design using temporary materials. Curb extensions and a pedestrian refuge could be added using thermoplast paint and flex posts to tighten the corners and encourage slower, more careful driving.
2. **Marked Crosswalk at Bus Loop:** A high-visibility painted crosswalk should be added at the sidewalk curb ramps near the front bus loop to draw attention to pedestrians crossing.
3. **Enhanced Pedestrian-Oriented Wayfinding:**
 - *To Fare Gates:* The existing entrance signage is minimal and oriented toward drivers accessing parking. New wayfinding signage should be added to guide people walking or biking to the station to the fare gates and available bicycle parking.
 - *To Pedestrian Bridge:* Existing signs to the pedestrian bridge to The Flats at North Springs are limited to small metal signs in the elevator. Additional signs should be added near the fare gates to direct users to the bridge. There is also an opportunity for mural-style wayfinding within the garage near the bridge to direct users toward the elevators on the opposite corner of the garage.

In the long term, the new canopy walk pedestrian path, bridge, and plaza from Peachtree Dunwoody Road to the fare gates proposed as part of the site development will dramatically enhance pedestrian access to the station. Together, these features will provide a direct, attractive, and welcoming route for people walking or biking to MARTA, rather than the vehicular-oriented entrance they use today.

5

Action Plan

This action plan outlines the next steps to implement the proposed design for Peachtree Dunwoody Road and transit-oriented development at North Springs MARTA Station. These include actions that can be accomplished in the next few years, along with actions that will be implemented over a longer period. They are organized into three time periods:

Short Term

0 - 3 Years

Mid Term

3 - 5 Years

Long Term

> 5 Years

Peachtree Dunwoody Road

Work Program

The redesign of Peachtree Dunwoody Road will be led by the City, with support from partner organizations. This work program aims to complete the corridor design by 2026 in anticipation of this project being included in the City’s 2027 TSPLOST program, with construction to follow upon approval. The table below outlines the anticipated next steps, with projects for the corridor labeled as C.# below.

Figure 29 Peachtree Dunwoody Road Work Program

#	Project	Notes	Cost Estimate	Timeframe			Potential Partners
				Short Term	Mid Term	Long Term	
C.1	Evaluate speed limit on Peachtree Dunwoody Road for potential reduction to 30 mph			■			
C.2	Finalize citywide GIS parcel update and verify corridor ROW		Staff time	■			
C.4	Install temporary mid-block crossings with solar RRFBs			■			
C.5	Close the short second southbound lane near North Springs Station using hatching as an interim solution			■			
C.6	Update the City’s Technical Manual	Modify right turn deceleration lane warrant requirements on lower speed streets	Staff time	■			
C.7	Coordinate with corridor property owners considering redevelopment to ensure portions of the concept are built out at those parcels as redevelopment occurs		Staff time	■	■		Corridor property owners
C.8	Coordinate with Perimeter CID to discuss potential contributions and partnerships	The south end of the corridor (Abernathy Road to Embassy Row) is part of PCID	Staff time	■			Perimeter CID

Peachtree Dunwoody Road Work Program (Continued)

#	Project	Notes	Cost Estimate	Timeframe			Potential Partners
				Short Term	Mid Term	Long Term	
C.9	Apply for LCI Transportation Program funding for full design and engineering		Staff time; estimated \$1.3 million PE	■			ARC
C.10	Complete the engineering and permitting process, including completing a site survey and additional engagement			■			
C.11	Include Peachtree Dunwoody Road as part of the next TSPLOST in 2027 to fund project construction		Staff time	■			
C.12	Acquire additional right-of-way, as needed	Right-of-way acquisition is expected to be minimal	TBD - Refined ROW data needed		■		Adjacent property owners
C.13	Reconstruct Peachtree Dunwoody Road to have a standard cross-section, shared use path, buffers, and street trees		\$29.9 million		■		Funding partners, MARTA, adjacent property owners

Corridor Cost Estimate Summary

A planning-level cost estimate was developed for the proposed concept for Peachtree Dunwoody Road to understand the order of magnitude for the proposed project and guide budgeting and funding strategies. The estimate considered costs from recent Sandy Springs construction bids for similar projects, cost estimating resources from the U.S. Department of Transportation and Federal Highway Administration, and the consultant team. At this initial phase of design, when a site survey is not yet available, several factors that will impact the final cost are still unknown, such as specific drainage and grading needs. As these are refined in future phases of design, the cost estimate will also be refined. This initial estimate includes contingencies and approximate costs for these elements that are not yet known. Based on the preliminary conceptual design, the construction cost is estimated at \$29,900,000 for the year 2027 and \$36,000,000 for the year 2032. The estimated cost to complete the design assumes 10% of the raw construction cost. More detailed information about the corridor cost estimate assumptions, elements, and methodology is available in the appendix.

Potential Funding Sources

There are several potential funding sources to consider for this project:

- **Transportation Special Purpose Local Option Sales Tax (TSPLOST):** The City of Sandy Springs has used TSPLOST sales tax revenues to fund similar transportation projects throughout the city. It will be up for a reauthorization vote in 2026 and a new set of transportation projects will be proposed for the next round of funding, which could include this project.
- **ARC Livable Centers Initiative (LCI):** This study is part of ARC's LCI program, which enables the City to apply for funding through the LCI Transportation Program to complete the project design and engineering. A 20% local match is required.
- **Perimeter CID:** The southern portion of this study area (Abernathy Road to Embassy Row) is part of the Perimeter CID, a self-taxing district that uses a small additional property tax on commercial space to accelerate needed transportation and infrastructure projects within the neighborhood. The district's mobility goals align with this project's vision to enhance multimodal mobility and access in the Perimeter area. It is possible the Perimeter CID may be willing to contribute to the design and/or construction of this project as one of its mobility capital projects in the coming years.

- **Better Utilizing Investments to Leverage Development (BUILD) Grant:** The U.S. Department of Transportation BUILD grant program provides grants for surface transportation infrastructure projects with significant local or regional impact. It offers grants for planning (which may include design) or construction projects. (This program was previously known as the RAISE grant program. The program name changed to BUILD and program requirements and merit criteria were updated in January 2025.) A minimum 20% non-federal match is required and grants of up to \$25 million may be awarded.

This project aligns with many of the merit criteria, such as improving safety, supporting environmental sustainability, enhancing quality of life, improving mobility and community connectivity (including access to transit), and partnership and collaboration. However, it is not located in a federally defined Area of Persistent Poverty, which has been a priority for awarding projects and may make this project less competitive. The program also prefers capital project applicant projects to be included in the local Transportation Improvement Program (TIP), and the City should ensure this project is included in the TIP if it decides to pursue a BUILD grant.

As the City moves toward implementation, it may decide to use one or more of these sources to design and construct the proposed design.

As the federal administration changes, available funding for transportation projects and the priorities of existing programs may shift. The City should continue to monitor changes to these programs to determine potential appropriateness for this project.

Implementation Considerations

Partnerships

Peachtree Dunwoody Road is a City-owned street and the new design will be led by the City of Sandy Springs, in partnership with:

- **MARTA:** As the street design proceeds, the City will continue to coordinate with MARTA about the refined design and implementation plan. In particular, this will include coordination on the sidepath and new intersections at the North Springs MARTA Station site. Currently, there are no local buses operating on Peachtree Dunwoody Road and there are no bus stops in the study area. MARTA will continue to coordinate with the City to ensure future bus service needs are met with the new design.
- **Perimeter Community Improvement District (CID):** The City will work with Perimeter CID to determine potential support for this project, such as financial contributions and/or technical assistance.
- **ARC:** This study is part of ARC's Livable Centers Initiative Transportation Program. As such, the City may apply for funding through the program to support the advancement of the proposed design, including funds for further design and engineering.
- **GDOT:** Although this project does not include any GDOT right-of-way and does not propose changes to GA-400 access at North Springs MARTA Station, it is located near GDOT facilities and the City will coordinate with GDOT as this project moves forward into design and construction.

- **Fulton County Schools:** There are no schools along this corridor, but there are many students who live in this area and are picked up by Fulton County Schools buses along Peachtree Dunwoody Road. The City will coordinate with the school district on impacts to school bus pickup/drop-off during the construction period, opportunities to enhance the waiting areas for school children, proposed mid-block crossings near school bus stops, and potential for buses to pick up on the new streets at the station site development rather than on Peachtree Dunwoody Road.

Regulatory Changes

The proposed concept is generally consistent with the designated street type (Type C) for this portion of Peachtree Dunwoody Road, according to the City's Technical Manual (2017). Minor variances may be required, such as allowing a 5-foot landscape buffer where that is the maximum feasible width (6 to 8 feet is the preferred standard). However, the City is currently revising the Technical Manual to incorporate more recent industry best practices. Potential modifications to the Technical Manual related to this concept include:

- Update requirements for deceleration lanes, such as not requiring them on lower speed streets and at intersections with low right turn volumes
- Reduce minimum median/center turn lane widths to 11 feet
- Provide a standard minimum width in cases where a sidepath is the preferred pedestrian and bicycle facility

As the speed study is conducted for Peachtree Dunwoody Road, ensure the methodology considers appropriate speeds for the surrounding context and target speeds to address neighborhood safety goals. The 85th percentile methodology is not recommended, as that method tends to favor the higher speeds of drivers speeding through the corridor. To prioritize safety for all users, use an alternative tool, such as FHWA's USLIMITS2, which also considers 50th percentile speeds, traffic volume, roadway characteristics, and crash data.

Future Design Considerations

This 10% concept design outlines the preferred street layout and design features for the corridor. As it moves forward into future phases of design, additional detail will be added. Design considerations to keep in mind for future phases include:

- **Street Trees:** Street trees should be planted in the landscape buffer to provide shade for pedestrians and cyclists and to add greenery to the streetscape. As the landscaping materials and treatments are selected, species and planting styles should aim to maximize the long-term viability of the trees and minimize root impacts to the adjacent path and sidewalk paving.
- **Pedestrian-scale Lighting:** Lighting should be added throughout the corridor at pedestrian scale spacing and height to enhance visibility and safety.
- **Rectangular Rapid Flashing Beacons (RRFBs):** RRFBs are recommended at the new pedestrian crossings. Solar RRFBs offer significant cost savings and are recommended, if feasible. A solar potential analysis is required to understand solar feasibility at proposed crossing locations.
- **Signal Timing Adjustments:** As signalized intersections are modified, the signal timing should also be adjusted to provide shorter pedestrian wait times, reduce conflicts, and improve efficiencies where possible. At Abernathy Road in particular, the existing pedestrian wait times are excessive and may encourage pedestrians to cross against oncoming traffic.
- **Bus Stops:** MARTA does not provide bus service on the corridor today; inactive MARTA buses use the street to access the station. Additionally, Fulton County School buses pick up and drop off students along Peachtree Dunwoody Road. Continue to coordinate with these partners to understand future bus stop needs and opportunities to integrate amenities as part of the final design.
- **Raised Crossings:** Raised crossings will require drainage modifications and potentially changes to the City's Technical Manual as well as coordination with the Fire Department.
- **Potential Cost Savings:** There are several potential opportunities to reduce project costs, as needed, such as replacing the landscaped medians with textured pavement. See the Cost Estimate for additional details.
- **New East-West Street:** Separate from this study, a new street would be considered in tandem with new development toward the south end of the corridor, which would run parallel to North Park Place about 1,100 feet to the north at Embassy Row. Long term, this would create the potential for a new east-west connection from Peachtree Dunwoody Road that could eventually be extended to Mount Vernon Road. Future decisions on this potential street would impact the proposed design of Peachtree Dunwoody Road in that location.

Challenges

Anticipated challenges implementing the proposed design include:

- **Drainage:** A site survey has not yet been conducted for this corridor and specific drainage needs are unknown. On the north end of the corridor on the west side of the street, there are open channels that will likely need to be closed channel to accommodate the proposed sidepath.
- **Utilities:** In some places, utility poles may need to be relocated to accommodate a 12-foot sidepath on the west side of the street, which will require coordination with Georgia Power and contribute to the construction cost. Grade adjustments to manholes and valve covers may also be required.
- **Right-of-way:** The proposed design considers the existing right-of-way and street footprint, aiming to minimize the need for property acquisition. In some locations, minor acquisition may be required. The current parcel data appears to be outdated with some inaccuracies, and the City is currently working on a citywide effort to clean up parcel data. Anticipated right-of-way needs should be revisited as that data is refined.
- **Coordination with Station Site Development:** Because the street design project is a City initiative and the station site development is dependent on the private market and developer interest in the project, the street design project is likely to occur first. The design will need to be coordinated with MARTA in anticipation of future development to the extent possible, including impacts like the roundabout at Roberts Court.

- **Traffic Handling During Construction:**

Special consideration should be given to the construction phasing and traffic handling as there are competing needs and preferences between residents and office tenants. Night work may reduce the traffic impacts however the noise and disruption may not be appropriate in the residential segments. Specialized outreach is recommended so that people can plan for alternative routes or modes.

100-Day Action Plan

Immediate action items for the corridor design are focused on organizing project responsibilities, coordinating with partners, refining data, and initiating additional due diligence:

- Identify a designated project champion in the Public Works Department.
- Coordinate with Perimeter CID to discuss potential contributions and partnerships.
- Coordinate with ARC about applying for LCI Transportation Program funds for design and engineering as part of their next application cycle.
- Finalize citywide GIS parcel update and verify corridor right-of-way to refine potential costs associated with anticipated acquisition (expected to be minor).
- Initiate a speed study for Peachtree Dunwoody Road using the USLIMITS2 approach or a similar methodology.

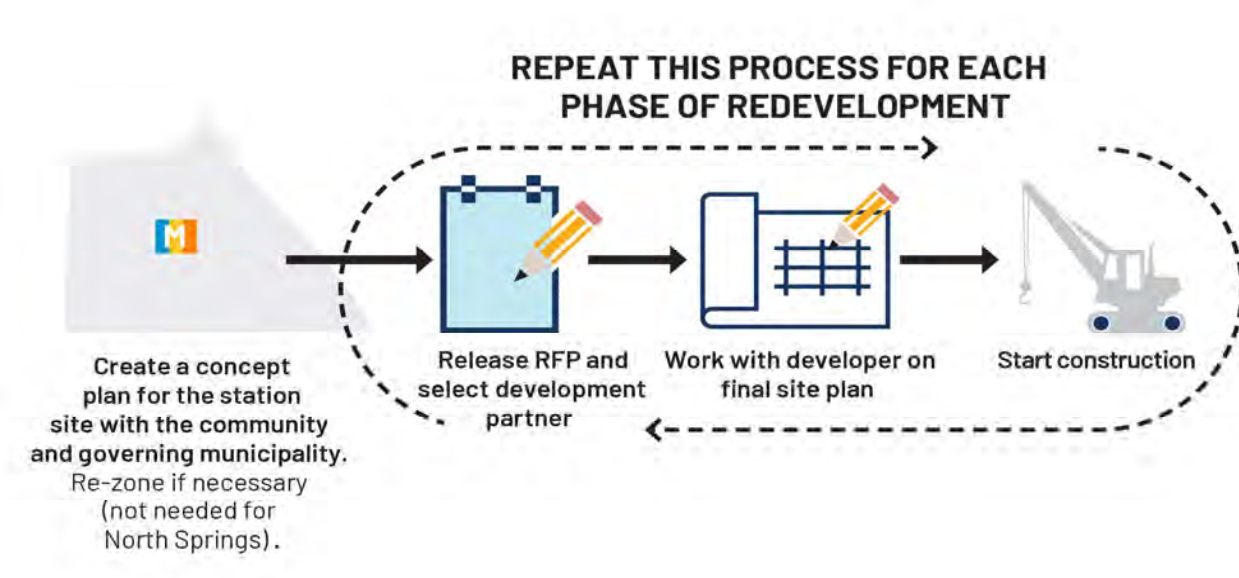
North Springs MARTA Station Site

Work Program

The North Springs MARTA station site will not be developed all at once, and it will require phasing and partnerships between MARTA, the City of Sandy Springs, and a future developer or multiple developers. It is also important to note that the final design may not exactly match the station concept design provided in this document. This concept is intended to provide a physically feasible starting point that aligns with the community’s vision; MARTA, the City, and/or future developer(s) building at the station may change design features.

When ready, MARTA will release Requests for Proposals (RFP) to the development community to build housing and mixed-use development on their land. As shown in the phasing plan, it is likely that MARTA will begin with the east side of the station facing Peachtree Dunwoody Road because of visibility, access to the MARTA station via the pedestrian canopy walk, and creation of the street network. Development located on the corridor, as opposed to deeper inside the site can help catalyze demand for redevelopment along the corridor and increase existing resident ridership.

MARTA will maintain ownership of their property and typically negotiates a 99-year ground lease with the developer(s). Because they use a ground lease structure rather than a fee simple sale, the housing units and commercial spaces will be rental. The 99-year ground lease allows MARTA to continue to earn revenue through their TOD projects to fund operations. Although the station site is divided into two major phases, more phases may be needed to completely build the TOD. Supporting public spaces, like the neighborhood greenspace, pedestrian canopy walk, and streets can be phased as funding allows.



Proposed projects for the station site based on this conceptual design are divided into groups and numbered as follows:

- M.#: Mobility Projects
- D.#: Development Projects
- PS.#: Public Space Projects
- P.#: Policy and Partnerships
- PM.#: Placemaking Projects

Many projects will need to be initiated over varying timelines to fully implement the site concept. Some of the key projects in the short-term, mid-term, and long-term time frames are summarized below. The tables that follow provide additional details on all projects associated with the North Springs MARTA station site.

Short Term: 0-3 years

- **M.1** - MARTA to relocate parking garage circulation from the space between the two garages into the AT&T deck.
- **M.2** - MARTA to monitor and evaluate garage utilization to ensure that 25% of the spaces in the MARTA parking garage can be shared with future development and that the 155 spaces on the roof can be replaced with recreation.
- **D.1** - MARTA and the City of Sandy Springs to continue due diligence on potential station development through targeted developer conversations.
- **D.2** - MARTA and the City of Sandy Springs to determine potential developer incentives available.
- **PS.1** - The City of Sandy Springs and MARTA determine a preferred ownership and maintenance structure for potential future neighborhood greenspace. If it is determined

that the greenspace will be publicly owned, they should release an RFP to hire a design firm to complete the construction documents in this phase.

- **P.4** - City to evaluate creation of a Tax Allocation District (TAD) on the MARTA station site to help pay for public improvements which would also serve as a development incentive.
- **PM.1** – Make improvements to the northern station entrance underpass and retaining walls.
- **PM.2** and **PM.3** – Start conversations with AT&T about façade improvements and building activation for the vacant AT&T business center building.

Mid Term: 3-5 years

- **PM.8** - Soccer and other sports courts added to the roof of the MARTA parking garage.
- **D.3** - MARTA to release an RFP for development of Phase 1 and select a developer.
- **PS.3** – City, developer, and/or MARTA start the construction of the new neighborhood greenspace.
- **PS.2** - MARTA and/or the developer start the construction of the canopy walk.
- **PM.3** - Liner retail building added to the entrance plaza, attached to the AT&T parking garage

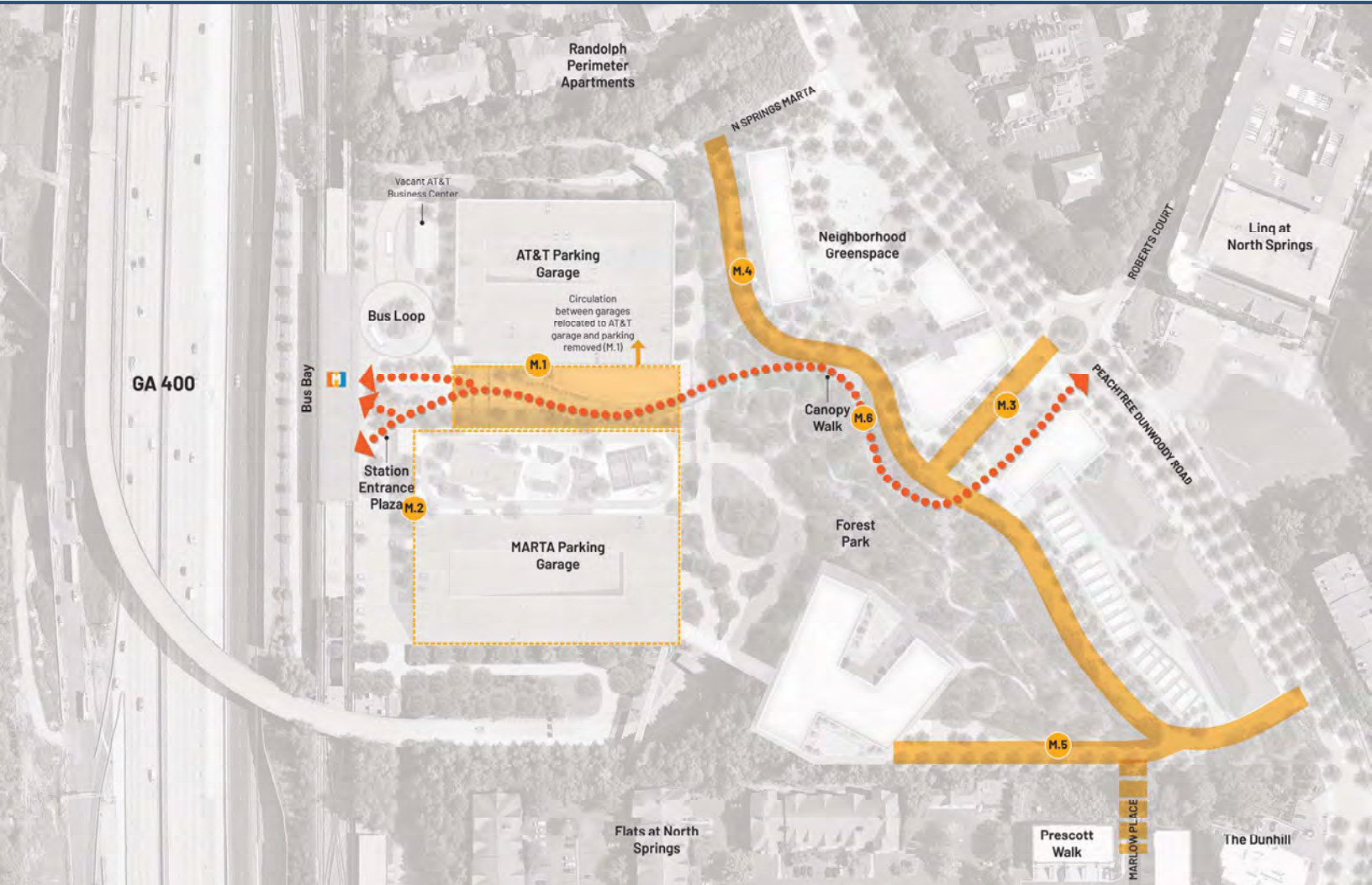
Long Term: > 5 years

- **D.4** - Complete construction Phase 1
- **D.5** - MARTA to release an RFP for the development of Phase 2
- **D.6** - Complete construction of Phase 2

Figure 30 North Springs MARTA Station Site Work Program - Mobility

#	Project	Notes	Cost Estimate	Timeframe			Potential Partners
				Short Term	Mid Term	Long Term	
Mobility Projects							
M.1	Relocate parking garage circulation from the space between the two garages and into the AT&T deck	Moving the parking will support the eventual creation of the pedestrian path and entrance plaza (PS.3)		■			MARTA, AT&T
M.2	Continue to monitor and evaluate MARTA parking garage utilization.	MARTA should ensure that spaces in the MARTA parking garage can be shared with future developer and that the 155 spaces on the roof can be replaced with recreation facilities, together accounting for up to 25% of total spaces in the MARTA garage.	Staff time	■			MARTA
M.3	Build the Central Street	This street will connect Peachtree Dunwoody Road to the new parallel street. Combine with Phase 1 redevelopment (D.4)			■		MARTA, developer
M.4	Build the new street parallel to Peachtree Dunwoody Road	This street will provide vehicle access to the development and pedestrian access to the forest park and canopy walk. Combine with Phase 1 redevelopment (D.4)			■		MARTA, developer, City for streetscape requirements
M.5	Build the new street connecting the large multi-family building to Peachtree Dunwoody Road	Combine with Phase 2 redevelopment (D.6) This street could also allow for a secondary connection to Marlow Place just south of the station property.				■	Developer
M.6	Build the pedestrian canopy walk	Combine with Phase 1 redevelopment (D.4)			■		

Figure 31 North Springs MARTA Station Site Work Program - Mobility Projects Diagram



M.1. Relocate parking garage circulation from the space between the two garages and into the AT&T deck

M.2. Continue to monitor and evaluate MARTA parking garage utilization.

M.3. Build the Central Street

M.4. Build the new street parallel to Peachtree Dunwoody Road

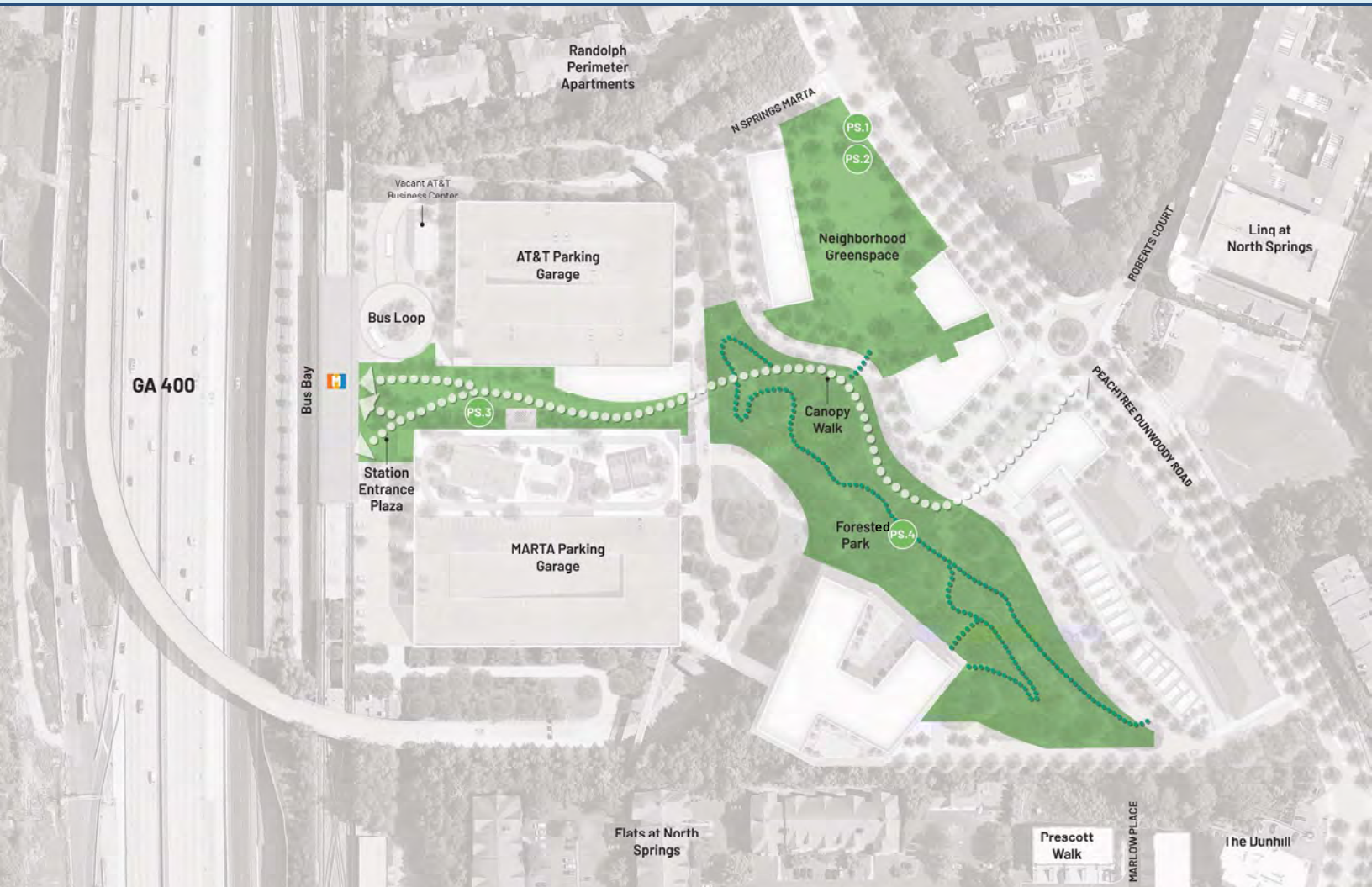
M.5. Build the new street connecting the large multi-family building to Peachtree Dunwoody Road

M.6. Build the pedestrian canopy walk

Figure 32 North Springs MARTA Station Site Work Program - Public Space

#	Project	Notes	Cost Estimate	Timeframe			Potential Partners
				Short Term	Mid Term	Long Term	
Public Space Projects							
PS.1	Determine the leader for the neighborhood greenspace	MARTA and the City will need to determine who is responsible for funding, building, and maintaining the large neighborhood greenspace on the northern corner (PS.2). In this phase, release an RFP to hire a design firm to complete the construction documents.	Staff time	■			MARTA, City of Sandy Springs, future developer
PS.2	Build the neighborhood greenspace	Depending on funding availability, the greenspace can be designed and constructed before, concurrently, or immediately following Phase 1 development (D.4). If there is investment in a new, high- quality greenspace, it could entice a developer to construct Phase 1.			■	■	MARTA, City of Sandy Springs, future developer
PS.3	Build the Station Entrance Plaza	Design and build the Station Entrance Plaza to complete the pedestrian connection from Peachtree Dunwoody Road to the MARTA station fare gates and offer a comfortable gathering space.			■		MARTA, future developer
PS.4	Build the forested park	Design and build the nature trails and bridges, ideally in coordination with Phase 1 Development.				■	MARTA, City of Sandy Springs

Figure 33 North Springs MARTA Station Site Work Program - Public Space Projects Diagram



PS.1. Determine the leader for the neighborhood greenspace

PS.2. Build the neighborhood greenspace

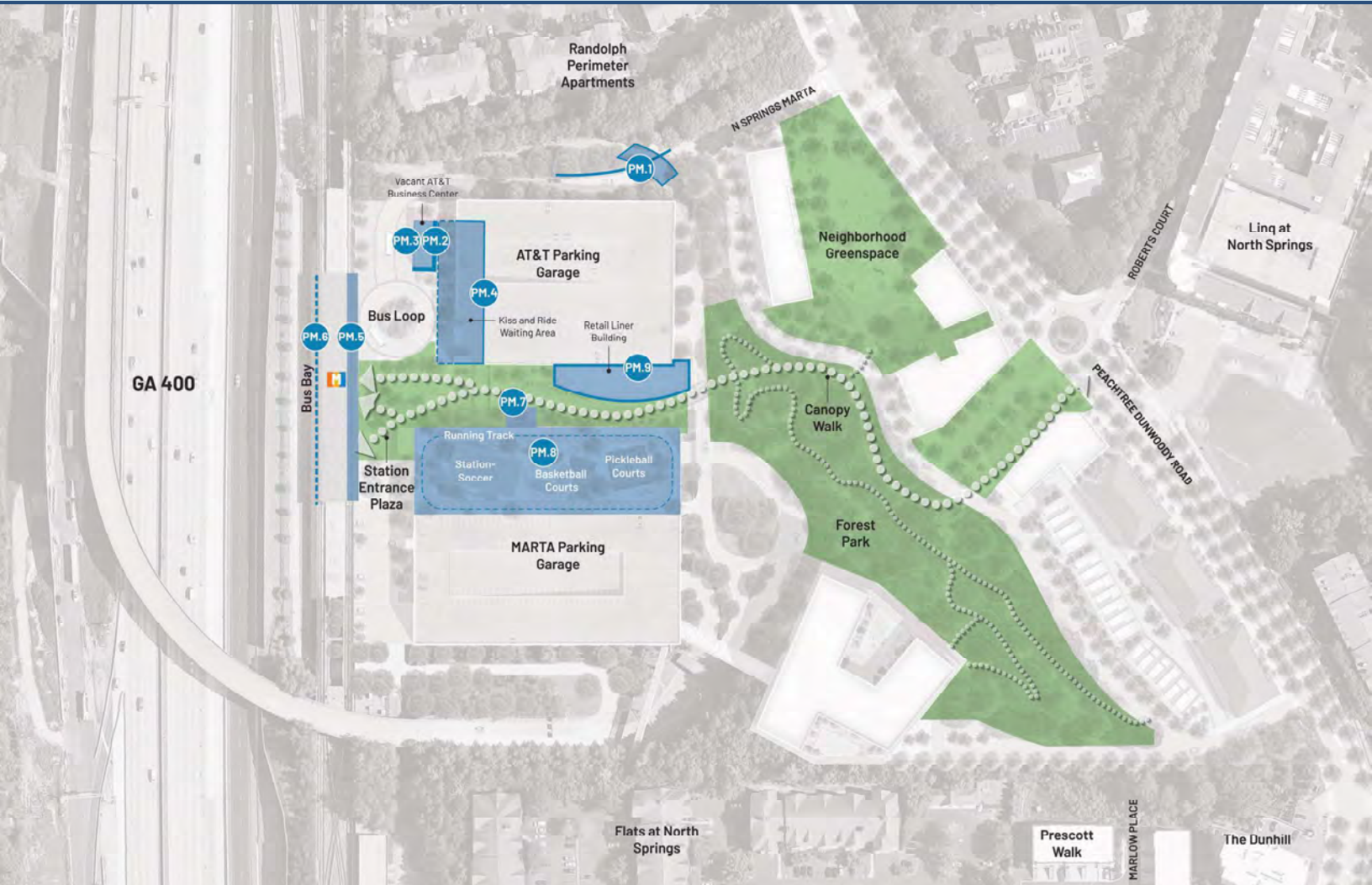
PS.3. Build the Station Entrance Plaza

PS.4. Build the forested park

Figure 34 North Springs MARTA Station Site Work Program - Placemaking

#	Project	Notes	Cost Estimate	Timeframe			Potential Partners
				Short Term	Mid Term	Long Term	
Placemaking Projects							
PM.1	Improvements to the northern station entrance underpass and retaining walls	Paint a mural and / or install light art on the underpass and retaining wall running along the north side of the street. Wayfinding elements should be added. MARTA Artbound could lead this project with City of Sandy Springs partnership.		■			MARTA, MARTA Artbound, City of Sandy Springs
PM.2	AT&T building façade improvements	Improve the building with a mural or architectural façade improvements, like paint or warmer materials. This could be completed with PM.1.		■			AT&T, City of Sandy Springs, MARTA
PM.3	AT&T building activation	Activate the AT&T building with uses that serve MARTA functions. This could be completed as a larger effort with PM.4 and PM.2 to create a cohesive kiss and ride and rideshare waiting area.		■			AT&T, City of Sandy Springs, MARTA
PM.4	Improvements to the kiss and ride waiting area (in the AT&T parking garage).	Add amenities like seating, vending, WiFi, chargers for mobile devices, improved signage, and others to make the waiting area more comfortable. This could be combined with PM.3		■			AT&T, MARTA
PM.5	Fare gate art installation and welcome station	Add public art to the underutilized plaza area in front of the fare gates. Add a welcome station and / or digital kiosk to orient riders to Sandy Springs.		■			MARTA, City of Sandy Springs
PM.6	Rider-oriented wayfinding and maps	Add more wayfinding and maps to the bus bay.		■			MARTA
PM.7	Add a game station to the plaza	Add a temporary game station to the entrance plaza. Combine with PM.5.		■			MARTA
PM.8	Add sports courts and recreation amenities to the top level of the MARTA parking garage.	Hire a design firm to design and develop the construction drawings. Build the sports courts and landscape elements. Local artists could be hired to design a mural on the walking surface or other public art installations.			■		MARTA, public art specialists, Station Soccer, City of Sandy Springs Recreation and Parks Department
PM.9	Add a liner retail building to the AT&T parking garage	Build a liner building for a small retail outlet on the southeast side of AT&T parking garage facing the plaza. This may need to be combined with other development projects. Determine if this should be typical retail or a service that can help MARTA functions or the City of Sandy Springs.			■		MARTA, City of Sandy Springs, developer, retail partner, AT&T

Figure 35 North Springs MARTA Station Site Work Program - Placemaking Projects Diagram

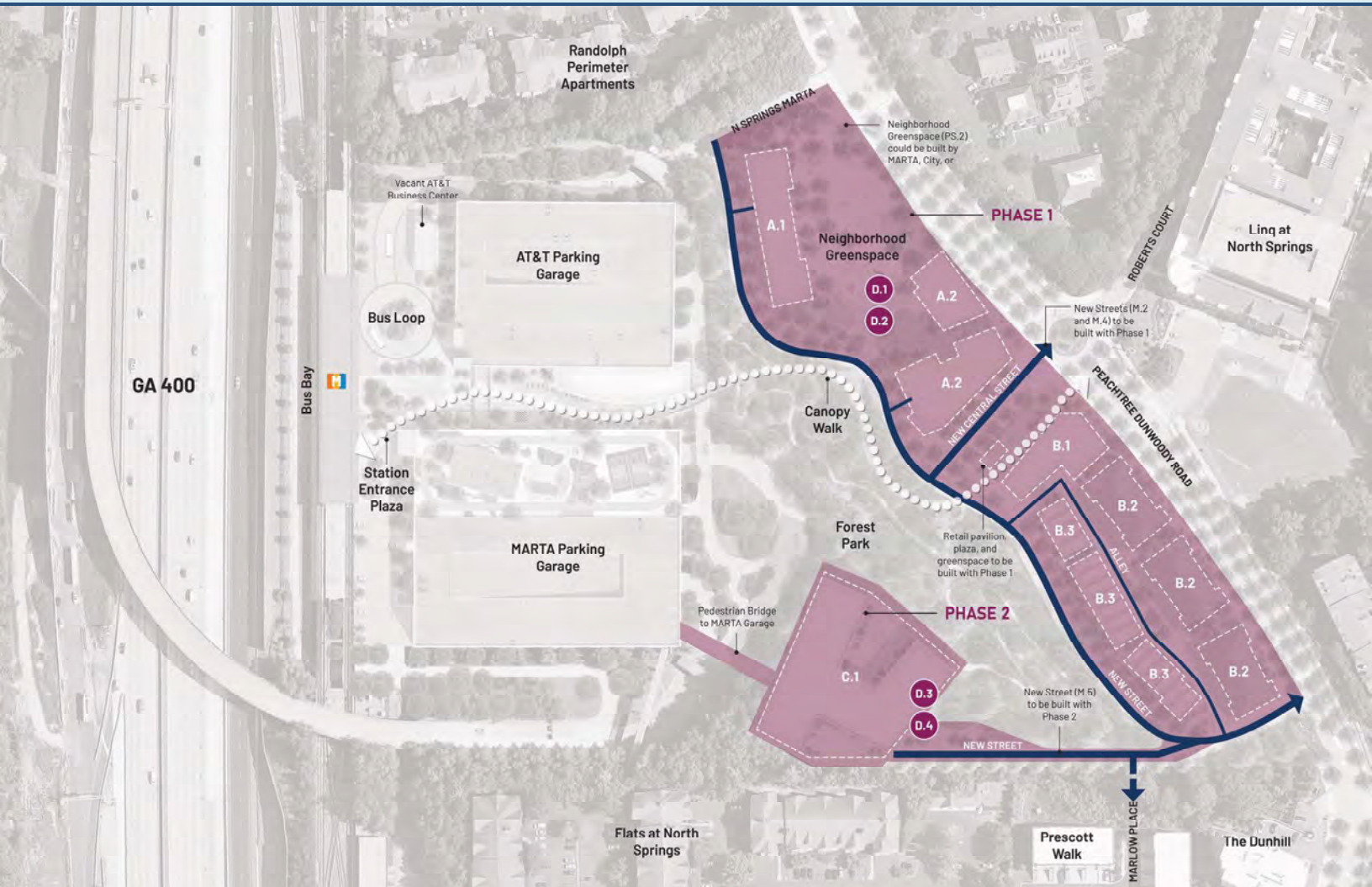


- PM.1.** Improvements to the northern station entrance underpass and retaining walls
- PM.2.** AT&T building façade improvements
- PM.3.** AT&T building activation
- PM.4.** Improvements to the kiss and ride waiting area (in the AT&T parking garage).
- PM.5.** Fare gate art installation and welcome station
- PM.6.** Rider-oriented wayfinding and maps
- PM.7.** Add a game station to the plaza
- PM.8.** Add sports courts and recreation amenities to the top level of the MARTA parking garage
- PM.9.** Add a liner retail building to the AT&T parking garage

Figure 36 North Springs MARTA Station Site Work Program - Development

#	Project	Notes	Cost Estimate	Timeframe			Potential Partners
				Short Term	Mid Term	Long Term	
Development Projects							
D.1	Continue site due diligence	MARTA will continue conducting site due diligence to support new joint development. This will include MARTA and City of Sandy Springs staff discussions with reputable developers about their perspectives on site issues and feasibility	Staff time	■			MARTA, City of Sandy Springs
D.2	Identify developer incentives	MARTA will evaluate whether any of the identified site improvements will require National Environmental Policy Act (NEPA) clearance.	Staff time	■			
D.3	Release an RFP for Phase 1 of development	MARTA will release an RFP and work with a developer to finalize the site design for Phase 1.	Staff time		■		MARTA
D.4	Start construction of Phase 1 of development	Phase 1 includes housing and retail that front Peachtree Dunwoody Road (A.1, A.2, B.1, B.2, and B.3), and should be built concurrently with the Central Street (M.3) and the Canopy Walk (M.6)				■	MARTA, developer
D.5	Release an RFP for Phase 2 of development	MARTA will release an RFP and work with a developer to finalize the site design for Phase 2.	Staff time			■	MARTA
D.6	Start construction of Phase 2 of development	Phase 2 includes a residential building (C.1) and should be built concurrently with the new street in project M.5 to connect the site to Peachtree Dunwoody Road. This building may require a pedestrian bridge connecting to the MARTA parking garage. Some residents may park in shared spaces at the MARTA garage.				■	MARTA, developer

Figure 37 North Springs MARTA Station Site Work Program - Development Projects Diagram



- D.1.** Continue site due diligence
- D.2** Identify developer incentives
- D.3.** Release an RFP for Phase 1 of development
- D.4.** Start construction of Phase 1 of development
- D.5.** Release an RFP for Phase 2 of development
- D.6.** Start construction of Phase 2 of development

Figure 38 North Springs MARTA Station Site Work Program - Policy

#	Project	Notes	Cost Estimate	Timeframe			Potential Partners
				Short Term	Mid Term	Long Term	
Policy Projects							
P.1	Enforce MARTA TOD Guidelines and recommend 20% affordable housing units for households earning 80% of Area Median Income (AMI).		Staff time		■	■	MARTA
P.2	Consider changing the station typology for North Springs Station in the TOD Guidelines to one that is more supportive of mixed-use development and the City's zoning.	Consider changing the station typology to "Commuter Town Center."	Staff time	■			MARTA
P.3	Reduce parking ratios	Consider unbundled and shared parking for development and reduce the parking needed for MARTA patrons based on utilization (M.2).	Staff time	■			MARTA, City of Sandy Springs
P.4	Create Tax Allocation District	Consider creating a Tax Allocation District for the station site to create a funding source for the station area improvements.	Staff time	■			City of Sandy Springs
P.5	Encourage green infrastructure and stormwater management practices in streets, public spaces, plazas, and private amenity areas.		Staff time		■	■	MARTA, City of Sandy Springs

Potential Funding Sources

Private development partners would fund and construct the new buildings at the station site. The public space and infrastructure construction may be funded by a combination of private developers and public partners. Potential funding sources for the station area include those that could be used to fund public improvements, along with development incentives that would help attract a developer to the joint development opportunities.

- **Tax Allocation District:** The MARTA property does not currently generate municipal tax revenue. If it is redeveloped with private investment, the City would begin to collect tax revenue from the site. The Georgia Redevelopment Powers Law enables municipalities to create Tax Allocation Districts (TADs) to sell bonds to finance infrastructure and other redevelopment costs within a specially defined TAD area. For a set period of time, future tax revenues above current value for properties within the TAD are then used to pay the bond or load that funded the infrastructure. A new TAD could be created for the station site to use newly created tax revenues from private development to help pay for infrastructure like the canopy walk, entrance plaza, or new streets.
- **Federal Low-Cost Loans:** The Federal Transit Administration (FTA) has funds available to provide low-cost loans to TOD projects. The federal government will loan up to 50% of the project's value at below market interest rates. The project would have to obtain National Environmental Policy Act (NEPA) clearance to access these funds because the money is coming from FTA, not the U.S. Department of Housing and Urban Development (HUD), which has a special legislative carve out for (NEPA) requirements. Housing developers unfamiliar with the NEPA process would not likely be willing to take on the risk, time, and expense of the NEPA process for the cost savings. However, MARTA is very familiar with the NEPA process, with which it must comply any time it deploys federal funds to make station changes. MARTA could obtain NEPA clearance for a development envelope with the desired number of housing units and retail square footage to unlock access to federal low-cost loans without requiring developers to undertake an unfamiliar and potentially expensive process.
- **Developer Funding:** Once development becomes feasible through reduced costs of capital, higher rents resulting from successful placemaking efforts, and/or reduced construction costs, developers may be able to contribute funding for station area infrastructure improvements as part of their ground lease payments.
- **City of Sandy Springs General Fund:** If the City and MARTA decide that the City will build and maintain the neighborhood greenspace (projects PS.1 and PS.2), it may need to be partially or wholly funded using the City of Sandy Springs General Fund. Other public space improvements throughout the site could be funded the same way.
- **TSPLOST:** The City of Sandy Springs has used TSPLOST sales tax revenues to fund transportation projects throughout the city. It will be up for a reauthorization vote in 2026 and a new set of transportation projects will be proposed for the next round of funding, which could include the canopy walk from Peachtree Dunwoody Road to the station fare gates.

- **MARTA Support:** The City should continue to have conversations with MARTA about the potential to help fund elements of the site infrastructure that would most directly benefit transit riders, such as the new canopy walk, which provides more direct and dignified pedestrian access to the station.
- **Bonds:** Cities often use bonds to fund public space improvements, like parks, trails, and streets. The City can take on debt from investors with the promise to repay using tax revenue. There are different types of bonds, but General Obligation Bonds (G.O. Bonds) are the most common. Bonds often require voter approval. Some projects on the MARTA site that may be eligible for this type of funding include the neighborhood greenspace, new streets through the site, canopy walk, nature trails through the forested area and along the creek, and station entrance plaza.
- **Grants:** Non-federal or state grants, like grants with private corporations, will likely require a non-profit to partner with the City of Sandy Springs or MARTA for eligibility. However, many federal agencies offer grants for parks, trails, waterways, and the arts. Some examples the City or MARTA may want to explore include:
 - U.S. Environmental Protection Agency’s America the Beautiful Challenge
 - U.S. Department of the Interior, Bureau of Reclamation’s WaterSMART Environmental Water Resources Projects
 - U.S. National Endowment for the Arts’ Our Town Funding
 - Georgia Department of Natural Resources
 - Georgia Outdoor Stewardship Program
 - Recreation Trails Program (federal grant program funded by the Federal Highway Administration and administered by the state)
 - The Atlanta Regional Commission and Georgia Department of Transportation’s Transportation Alternatives Program, which may require the City of Sandy Springs to submit the application, rather than MARTA.
 - U.S. Department of Transportation’s Active Transportation Infrastructure Investment Program: this grant program also has a primary focus of connecting active transportation to public transportation.
 - U.S. Fish and Wildlife Service’s Invasive Species Eradication Funding: if invasive species are found along the creek or within the forested area, the City or MARTA could pursue this funding to help eradicate the species and start the Forested Park improvements
 - Grants from Private Foundations where the City or MARTA may be eligible:
 - Rails to Trails Conservancy
 - PeopleForBikes

Implementation Considerations

Partnerships

Partnerships will advance implementation for the North Springs MARTA Station site development, public space, and placemaking projects.

- **City of Sandy Springs Departments:** Along with City leadership, several different departments within the City will play a role in the future of the station site, including:
 - **Community Development Department:** This team will oversee the development application and permitting process, ensuring the developer’s proposed concepts align with local regulations.
 - **Economic Development Department:** This group is a resource to help attract developers to the site and to find retail partners to occupy future storefronts.
 - **Public Works Department:** This group oversees local infrastructure and will be involved through the construction of the adjacent Peachtree Dunwoody Road street project and potentially in the development of new streets at the station site, depending on the final development structure.
 - **Recreation and Parks Department:** Depending on the selected ownership structure for the public spaces at the station site, this department may be involved in designing, programming, and maintaining one or more public spaces at the site.
- **MARTA:** The key partnership will be between MARTA and the City of Sandy Springs, which has been strengthened during this planning process. Multiple departments in each agency will need to collaborate to ensure project implementation. For example, in the near-term, the City could help fund and host community events at the MARTA station plaza, connect MARTA Artbound with local artists for future art installations, and help find funding for kiss and ride improvements. In the short-term, they will need to determine who is responsible for the proposed neighborhood greenspace and canopy walk and take steps together to implement the projects. In the long-term, as development is phased, the City and MARTA will need to collaborate frequently about parking, zoning, development and projects that could interrupt bus operations, development standards, and continual community education and engagement.
- **GDOT:** With the GA-400 access ramps at the station, GDOT may need to be part of conversations during the design and implementation of station circulation changes.
- **AT&T:** AT&T has a business center and parking garage at North Springs MARTA Station. AT&T was not engaged in this planning process, but some recommendations touch their assets. When ready to design those projects, MARTA will need to work with them to change parking circulation, add improvements to the kiss and ride area, and consider façade improvements and the use of the business center.

- **Arts Organizations:** As placemaking projects are implemented, local artists and community organizations can coordinate with MARTA Real Estate and TOD, MARTA Artbound, and the City of Sandy Springs for public art installations, retail, pop-up events, and other programming. These organizations may be eligible for grants that the City and MARTA are not, which could help advance implementation for near- and short-term projects.
- **Soccer in the Streets:** Soccer in the Streets is a necessary partner for Station Soccer, and MARTA already has a strong partnership and working program with this organization. They will need to coordinate to determine if the North Springs Station fits within Soccer and the Streets’ plan for future growth.
- **Private Developer:** Finally, another key partnership will be between MARTA and developers for the construction of the proposed developments, including the residential units, retail spaces, streets, plazas, and public spaces. MARTA may want to advance internal conversations to match the timing for releasing an RFP for Phase 1 development with findings from ongoing developer conversations and market due diligence.

Regulatory Changes

City Regulations and Policies

No regulatory changes from the City of Sandy Springs are anticipated to support the concept plan developed in this process, as it meets the requirements of site’s current zoning (TX-6 – Transit Mixed-Use). It also aligns with the future land use designation for the property, MARTA Transit-Oriented Development.

MARTA Policies

MARTA’s current TOD Design Guidelines designate the North Springs MARTA Station as a “Collector” station, which is defined as “primary capture points for inbound passengers transferring to the rapid transit system from their own cars.” The guidelines also state, “Where possible, development at transit-supportive densities should be encouraged, as at North Springs Station. But the 360-degree street and sidewalk network associated with full-fledged TOD is not required. Surface park-and-ride lots can remain in place until capacity expansions dictate the construction of garages.” These stations are more auto-oriented than other TODs, with a primary focus on park and ride facilities of 1,000 parking spaces or greater. The guidelines do not provide a minimum density because of the park and ride being the primary use. As such, the Collector designation does not support the recommended development program or align with Sandy’s Springs’ zoning for the site.

MARTA should consider changing North Springs MARTA Station to a different typology, particularly given the planned Bus Rapid Transit (BRT) line that will connect to the station and extend premium transit service farther into the

northern suburbs, including to additional park-and-ride locations. “Commuter Town Center” may be a more appropriate designation because they require the same density, mixed-use development, and design elements as the “Town Center” typology, but also serve as capture points for commuters traveling to the transit system, meaning they need to provide at least 1,000 parking spaces. They are also typically located at strategic points on the interstate system, like the North Springs MARTA Station’s location along GA-400.

Future Design Considerations

The concept plan proposed in this process provides a feasible idea of how development on the MARTA station site could look considering site constraints and community feedback. MARTA and its future private development partner will refine the plan to meet market realities at the time of development.

Many of the key site design constraints were studied extensively and addressed through this process, like the canopy walk connecting Peachtree Dunwoody Road to the fare gates. The canopy walk is an important element to provide a direct connection from the street and new development to the station, and it will require thoughtful final design to ensure ADA accessibility and pedestrian security recommended in the site plan because of the steep grade change between Peachtree Dunwoody Road and the station fare gates.

The developer selected for the residential and retail components of the site should consistently build high-quality and creative products and understand how to work within the Sandy Springs market. The City is embarking on a design guidelines process for six commercial

districts. Future development on the site should meet the guidelines to be established in this process, and the City should continue to engage the community as implementation occurs.

Challenges

There will be some challenges associated with developing the station site, mainly tied to the design constraints described on page 77, like the existing access agreements with GDOT, the forested conditions, steep topography changes, creek, and associated floodplains. Other challenges will be finding a development partner, market conditions at the time of development, coordination between agencies, the ability to add intersections at Peachtree Dunwoody Road, and construction costs.

- **Finding a development partner:** MARTA will need to attract a development partner for the site that will agree to a long-term ground lease structure, which could be difficult.
- **Market conditions:** As the market changes, some of the development program may need to change depending on what will work at the time. The configuration of retail and types of residential units may need to shift.
- **Coordination between agencies:** Coordination between MARTA, the City of Sandy Springs, and GDOT is necessary to implement many of the recommendations. Through collaboration on this effort, MARTA's Office of TOD and Real Estate and the City of Sandy Springs have established a relationship, but this will need to continue with other departments within each agency as development and placemaking projects begin.

- **Ongoing community input:** As this project moves forward with a specific development partner and proposal, community members will want to remain engaged in the process and share preferences for the new design. The City will continue to help facilitate a vision that balances city goals, neighborhood input, MARTA's needs, and private market demand.
- **Adding intersections on Peachtree Dunwoody Road:** Two new intersections on Peachtree Dunwoody Road are proposed: the new central street into the MARTA site and the southern street to connect to the Phase 2 multi-family development. This could become more challenging as design and engineering phases advance because of the collaboration required between the City and MARTA, and because the corridor streetscape project is likely to be implemented before new development is constructed at the station site. When the southern street connection is built, the City may want to consider engaging with the owners of the units in Marlow Place to discuss options to extend a street and/or path connection south to Marlow Place.
- **Construction costs:** Construction costs have risen significantly in recent years, and they will likely continue to rise. Future construction costs could prohibit certain types of development or building materials, particularly when coupled with the need to provide affordable housing units within the development. Currently, costs make it more difficult to build smaller multi-family and mixed-use buildings. Rising costs would also affect the design, materials, and timing of construction for public spaces the City and/or MARTA may choose to fund and build.

100-Day Action Plan

The 100-Day Action Plan for the MARTA station site involves conversations and coordination to start some of the short-term recommendations. MARTA, the City of Sandy Springs, GDOT, and others will need to collaborate early to set-up the station for development and begin the design and installation of short-term placemaking projects.

- **P.2:** Consider changing the station typology for North Springs Station in the TOD Guidelines to one that is more supportive of mixed-use development and the City's zoning, such as the Commuter Town Center.
- **PS.1:** Determine the leader and / or partnership for the potential neighborhood greenspace on the northeast corner of the station site. MARTA and the City of Sandy Springs can begin discussions about how this greenspace will be funded, built, and maintained, which will set both agencies up for the design of the space and construction when the timing is right.
- **PM.1:** Work with MARTA Artbound to design and install improvements to the northern station entrance underpass and retaining walls.
- **M.2:** Evaluate MARTA parking garage parking utilization to determine if spaces on the roof can be dedicated to StationSoccer, other recreation, and gathering spaces, and if 25% or more of the parking spaces throughout the garage can be shared with future developments on the site.
- **PM.8:** Start discussions with Soccer in the Streets about installing StationSoccer on top of the MARTA garage. Soccer in the Streets is currently building multiple fields throughout the MARTA system (at Bankhead, H.E. Holmes, Doraville, and the recently-opened East Lake fields) and may need to determine where North Springs MARTA station fits into their implementation plan.

6

Appendices

The following supporting documents are available in the appendices:

- **Appendix A:** Community Engagement Summaries
- **Appendix B:** Existing Conditions Report
- **Appendix C:** Peachtree Dunwoody Road Concept Supporting Documents
 - Peachtree Dunwoody Road Basis of Design Memorandum
 - Peachtree Dunwoody Road 10% Concept Design Roll Plot
 - Peachtree Dunwoody Road 10% Concept Design Intersection Sheets
 - Traffic Analysis Memorandum
 - Corridor Cost Estimate Memorandum

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