

Application Disclaimer

PRIOR TO STARTING YOUR APPLICATION, DID YOU REVIEW THE LCI GUIDEBOOK, AND DO YOU HAVE A CLEAR UNDERSTANDING OF THE LIVABLE CENTERS INITIATIVE?

We strongly recommend you review the [application guidebook](#) while filling out this application.

✓ Yes, I acknowledge that I reviewed the guidebook and fully understand the program as explained.

Section 1: Applicant Information

NAME OF ORGANIZATION

City of Sandy Springs

NAME OF PRIMARY CONTACT PERSON

Caitlin Shankle

JOB TITLE

Senior Transportation Planner

DEPARTMENT

Public Works

ADDRESS

1 Galambos Way
Sandy Springs, Georgia 30328
United States

PHONE

(770) 206-1456

EMAIL

cshankle@sandyspringsga.gov

Section 2: Type of Assistance

TYPE OF ASSISTANCE

- Tactical: Advances the implementation of a priority action identified in a study within the LCI area.

Section 3: Project Information

NAME OF PROJECT

Peachtree Dunwoody Road Corridor Study

NAME OF LCI AREA AND LAST PLAN ADOPTION DATE

Perimeter, 2011

TOTAL COST OF PROJECT

\$175,000.00

PROPOSED LOCAL MATCH (MINIMUM 20% OF PROJECT COST)

\$35,000.00

PROJECT LOCATION/EXTENTS

Peachtree Dunwoody Road, between Abernathy Road and Spalding Drive

UPLOAD STUDY AREA MAP

- [studyareamap.jpeg](#)

HAS THIS PROJECT BEEN IDENTIFIED IN A PREVIOUS LCI STUDY, COMPREHENSIVE PLAN OR ANOTHER RECENTLY COMPLETED STUDY?

Yes

PLEASE NAME THE STUDY, AND REFERENCE THE SECTION OR PAGE THAT RELATES TO THIS PROJECT

2021 Sandy Springs Transportation Master Plan (page 207)

IS THE PROJECT WITHIN AN EXISTING LCI AREA?

Yes

REPORT OF ACCOMPLISHMENT

- [reportofaccomplishments.pdf](#)

PROVIDE A BRIEF STUDY GOAL AND DESCRIPTION. IN YOUR PROJECT DESCRIPTION, PLEASE BRIEFLY DESCRIBE THE SPECIFIC PRODUCTS AND DELIVERABLES THAT THIS STUDY WILL CREATE.

The goal of this study is to identify the appropriate cross section for the corridor and placemaking improvements that will facilitate future mobility for all modes and align with the Perimeter Center LCI and Perimeter Small Area Plan's vision for the area. As a key entrance to the Perimeter Center Improvement District (PCID), the corridor is utilized by vehicles, pedestrians, transit users, and cyclists. This corridor has the potential to be a vibrant multimodal connection between two transit stations and the Perimeter employment district but has an inconsistent existing cross section, insufficient bicycle and pedestrian infrastructure, and vehicular capacity issues, especially at the intersections of Abernathy Road/Peachtree Dunwoody Road and Spalding Drive/Peachtree Dunwoody Road. The study will also identify options to make the North Springs MARTA Station entrance from Peachtree Dunwoody Road more welcoming to those on foot, bike and other forms of micromobility. The corridor study deliverable will include existing conditions analysis, corridor concept plan, and public engagement activities. This work and resulting recommendations will be summarized in a final corridor plan document. Public engagement activities will include community workshops, focus group meetings, a pop-up event, and online public input tool.

HOW DOES THIS PROPOSED LCI STUDY ADDRESS A NEED IN YOUR COMMUNITY?

The City's Transportation Master Plan "TMP" recommended a Peachtree Dunwoody Corridor Study because this corridor is an important bicycle/pedestrian connection but also has poor vehicular LOS during peak hours. A shared-use path has been recommended in several planning studies: Bicycle, Pedestrian, Trail Plan (2014), TMP (2021), MARTA Station Small Area Plan (2016), and Perimeter LCI (2011). In addition, the regional PATH 400 Trail is planned to extend further north, and this segment of Peachtree Dunwoody Road is an attractive option for the trail. Existing LOS ranges from LOS C to F along segments of the corridor and conditions are expected to worsen in the future. As such, multimodal needs should be balanced, and a concept is needed to guide the future of the corridor. The study will include robust public engagement to understand the transportation needs and desires of those who live along the corridor and the barriers to accessing transit by walking and biking. The majority of the corridor has an existing 5-foot sidewalk, no bike infrastructure, and no pedestrian lighting. The Peachtree Dunwoody Road entrance to the North Springs MARTA Station is unwelcoming to those not traveling by vehicle. The study aims to better understand the importance of installation of pedestrian lighting, placemaking, and improved infrastructure to encourage mode shift and sense of community.

HOW DOES YOUR LCI STUDY ADVANCE OR ADDRESS ONE OR MORE OF THE FOLLOWING LCI PRIORITIES. IF THE APPLICATION IS SELECTED, THE ANSWERS PROVIDED WILL BE INCORPORATED INTO THE LCI STUDY SCOPE. PROJECTS DO NOT NEED TO ADVANCE ALL OF THE LCI PRIORITIES.

The Regional Housing Strategy identified "expand transportation options" and "preserve affordable supply" as solutions for the study area submarket (Submarket 5). The study area has one of the most diverse mixes of housing in

Sandy Springs, serving a mixed-income population. The surrounding land use allows for increased density bonuses. The project will expand transportation options by creating a safer last mile connection to transit, as well as a new bicycle connection to the Perimeter employment center. The existing pedestrian connection would be improved as part of the plan. The study will identify placemaking opportunities near the North Springs MARTA station. The main entrance from Peachtree Dunwoody Road appears more like a “back door” for pedestrians and bicyclists. Considering the population density surrounding the area, there is a considerable opportunity to make this entrance more welcoming and safer and encourage first/last mile trips by alternative transportation modes. The North Springs MARTA station provides ample parking so many users are driving and parking at the station even if they live in close proximity. The study will collect and analyze existing cyclist/pedestrian trips to the station. The City has a green infrastructure policy where any linear project must analyze potential green infrastructure options and the feasibility of incorporation into a project.

ARC STRONGLY RECOMMENDS THAT LCI APPLICANTS ACTIVELY ENGAGE COMMUNITY-BASED ORGANIZATIONS IN THE DEVELOPMENT OF THEIR LCI APPLICATION. LIST STAKEHOLDERS (E.G., COMMUNITY BASED ORGANIZATIONS (CBOS), BUSINESSES AND/OR INSTITUTIONS, AND LOCAL OFFICIALS) INVOLVED IN THE DEVELOPMENT OF THIS APPLICATION, AS WELL AS HOW THEY WILL BE INVOLVED IN THE PLANNING PROCESS, IF THE APPLICATION IS SELECTED.

The City of Sandy Springs will work closely with Perimeter Center Improvement District (PCID) and MARTA on this study; both have provided letters of support for this application. As a commuter corridor (transit, vehicular, bicyclist, pedestrian), PCID and its transportation demand management arm, Perimeter Connects, will be leveraged to engage Perimeter employers and employees for their perspective on the corridor and alternative means of transportation for their commute. The City will engage MARTA in pop-ups for community engagement and identifying placemaking opportunities to include as study recommendations. Recently, MARTA has partnered with Perimeter Connects and City of Dunwoody on art improvements at the Dunwoody MARTA Station and has discussed wayfinding improvements at the Sandy Springs Station with Perimeter Connects and the City. The City would like to continue this partnership for the North Springs MARTA station. The City will look to bring Arts Sandy Springs into the planning process for ideas on placemaking as well as connections to local artists. The City is also aware that a large percentage of the study area population identifies as Asian Indian or a combination of Asian Indian and other. The City’s Communication Department will develop targeted strategies to engage this group of residents as well as others historically underrepresented in the planning process.

WHO IN YOUR COMMUNITY HAS BEEN HISTORICALLY UNDER-REPRESENTED IN LOCAL PLANNING PROCESSES? HOW WILL THESE INDIVIDUALS OR GROUPS BE INCLUDED IN THIS PLANNING PROCESS?

Historically, residents who are low-income, non-English speaking, renters, and younger persons have been under-represented in local planning processes. Traditional outreach methods of public meetings, flyers, and advertising in newsletters have not been the most effective means to reach them. This study will coordinate with the HOAs and apartment complexes to engage the residents along the corridor. The City will not only ensure the communities are aware of the study, but will tailor outreach efforts to gather their input. This outreach will target representatives of underserved groups for participation in focus groups, schedule community workshops in locations and at times that make the most sense for the target populations, and conduct pop-ups where people already gather, like the North Springs MARTA station. The City also has Spanish-speaking staff for in-person events and to translate materials.

Section 5: Commitment

ADDITIONAL DOCUMENTS

- [lettersofsupport-fundingcommitment.pdf](#)

STATE OF GEORGIA
COUNTY OF FULTON

**A RESOLUTION TO APPROVE A PLANNING GRANT APPLICATION
TO THE ATLANTA REGIONAL COMMISSION FOR THE
2023 LIVABLE CENTERS INITIATIVE (LCI) GRANT PROGRAM
AND MAKE A COMMITMENT FOR LOCAL FUNDING MATCH**

WHEREAS, the City of Sandy Springs' adopted Transportation Master Plan; Bicycle, Pedestrian, and Trail Plan; The Next 10 Comprehensive Plan; MARTA Station Small Area Plan and Perimeter Center Small Area Plan have recommended bicycle and pedestrian infrastructure on Peachtree Dunwoody Road;

WHEREAS, the Transportation Master Plan identified vehicular capacity concerns at intersections and there is a need to balance needs of different modes on Peachtree Dunwoody Road;

WHEREAS, the expansion of the SR 400 trail network is a high regional priority to provide alternative transportation in the GA 400 corridor, businesses, schools, and MARTA stations and stops;

WHEREAS, the North Springs MARTA Station is designed to be auto-centric and provides an unwelcoming environment to those who arrive on bike or foot;

WHEREAS, the Atlanta Regional Commission requires a funding commitment of at least 20% from applicants for the LCI grant program;

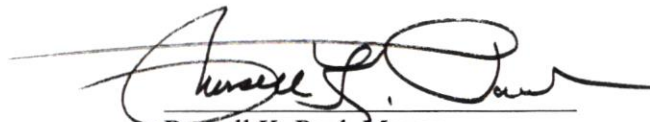
NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SANDY SPRINGS, GEORGIA

That they approve the submittal of an application to the Atlanta Regional Commission for the 2023 Livable Centers Initiative (LCI) grant program for the Peachtree Dunwoody Road Corridor Study.


Commits to providing local matching funding of 20 percent of up to \$35,000.00, for a federal grant match of up to \$140,000.00 (80 percent) for a total of \$175,000.00 for project implementation.

RESOLVED this the 21st day of February 2023.

Approved:


Russell K. Paul, Mayor

Attest:


Raquel D. González, City Clerk
(Seal)



February 16, 2023

Atlanta Regional Commission
ATTN: Lauren Blaszyk
Program Director, Livable Centers Initiative
229 Peachtree St NE
Suite 100
Atlanta, GA 30303

RE: MARTA Letter of Support for 2023 LCI Application – Peachtree Dunwoody Road Corridor Study

Dear Ms. Blaszyk:

The Metropolitan Atlanta Rapid Transit Authority (MARTA) fully supports the City of Sandy Springs' Livable Centers Initiative (LCI) grant application for the Peachtree Dunwoody Road Corridor Study. The Peachtree Dunwoody Road Corridor Study would develop a concept for the Peachtree Dunwoody Road corridor that balances multimodal needs and provides for a further extension of the PATH 400 Trail.

MARTA counts two heavy rail stations in the City of Sandy Springs: North Springs and Sandy Springs. While North Springs operates as a collector-type station for inbound passengers across the northern metropolitan Atlanta area, it is unique in having concentrated structured parking and offers Transit-Oriented Development and greenspace activation potential on an undeveloped 13-acre parcel. North Springs Station is also envisioned as a potential future terminus for a Bus Rapid Transit line along GA-400 to Alpharetta. The LCI study will identify opportunities at North Springs to facilitate last and first-mile connections to the station and a sense of place for the surrounding community and those using North Springs as a regional multimodal hub.

The Perimeter Center LCI plan envisions a walkable, pedestrian-friendly environment with both internal connectivity and connectivity to MARTA rail stations. MARTA supports the City's application for the Peachtree Dunwoody Road Corridor study to help implement this vision of connectivity to transit.

Thank you for your considering this project submitted for the Livable Centers Initiative.

Sincerely,



Collie J. Greenwood
General Manager & CEO



February 22, 2023

Ms. Lauren Blaszyk
Atlanta Regional Commission
229 Peachtree Street NE
Atlanta, GA 30303

RE: PCID Letter of Support for 2023 LCI Application – Peachtree Dunwoody Road Corridor Study

Dear Ms. Blaszyk:

The Perimeter Community Improvement District (PCID) fully supports the City of Sandy Springs' Livable Centers Initiative grant application for the Peachtree Dunwoody Road Corridor Study.

The Peachtree Dunwoody Road Corridor Study would develop a concept for the Peachtree Dunwoody Road corridor that balances multimodal needs, provides for a further extension of the Path 400 Trail, and identifies placemaking opportunities at the North Springs MARTA station.

The Perimeter Center LCI plan envisions a walkable, pedestrian friendly environment with both internal connectivity and connectivity to MARTA rail station areas. PCID supports the City's application for the Peachtree Dunwoody Road Corridor study to help implement the plan and its vision.

Sincerely,

Ann Hanlon
Executive Director



February 28, 2023

Ms. Lauren Blaszyk

Atlanta Regional Commission

229 Peachtree Street NE

Atlanta, GA 30303

RE: Sandy Springs Perimeter Chamber Letter of Support for 2023 LCI Application – Peachtree Dunwoody Road Corridor Study

Dear Ms. Blaszyk:

The Sandy Springs Perimeter Chamber fully supports the City of Sandy Springs' Livable Centers Initiative grant application for the Peachtree Dunwoody Road Corridor Study.

The Peachtree Dunwoody Road Corridor Study would develop a concept for the Peachtree Dunwoody Road corridor that balances multimodal needs and provides for a further extension of the PATH 400 Trail. It would also identify placemaking opportunities at the North Springs MARTA station.

The Sandy Springs Perimeter Chamber supports the City's effort to improve mobility in and around the Perimeter employment district. Improving multimodal options and providing trails will continue to make the City an attractive location for employers and their employees.

Sincerely,

A handwritten signature in blue ink, appearing to read "Adam", is positioned above the printed name.

Adam P. Forrand

President/CEO

1.0 :: Introduction

1.1 Overview

"Perimeter @ The Center - Future Focus" is the next evolution of 'Perimeter Focus', A Livable Centers Initiative (LCI) planning efforts that began in 2001 and was updated in 2005. 'Perimeter Focus' was the project name given to the 2001 planning effort that was jointly sponsored by the Perimeter Community Improvement Districts and Atlanta Regional Commission, Fulton and DeKalb Counties. Since the 'Perimeter Focus LCI Update' part of the PCIDs area has been incorporated into two cities, namely Sandy Springs and Dunwoody in 2005 and 2008 respectively. The PCIDs area includes three jurisdictions; City of Sandy Springs, City of Dunwoody and unincorporated area of DeKalb County. This current planning effort "Perimeter @ The Center - Future Focus" is the ten year LCI update for Perimeter's next transformation.

Perimeter is a major regional center in metro Atlanta and the premier office market in the southeast. It is the largest suburban office district in metro Atlanta. What was a farm land in the late 1960's, suburban residential and shopping in the 1970's, is now home to retail centers and office parks; world headquarters to global corporations such as UPS, Newell Rubbermaid, Cox Enterprises, and others; high rise office buildings; several educational institutions; and premier health-care center for metro Atlanta, with three hospitals, hundreds of physician practices, multiple outpatient centers and support services. Perimeter is now becoming an active mixed use district with many new high end apartments and condos including high rise condo towers, such as the Manhattan.

Perimeter is connected to Buckhead, Midtown, Atlanta and the worlds busiest Hartsfield International Airport via MARTA heavy-rail rapid transit. There

are three MARTA train stations in the PCIDs area; Medical Center Station, Dunwoody Station, and Sandy Springs Station. Just at the north edge of the PCIDs boundary is the fourth station; North Springs Station, the end of the north line.

LCI Projects

PCIDs have been aggressively implementing the projects that were recommended in the 'Perimeter Focus' as well as 'Perimeter Focus LCI Update'. Since the completion of the 'Perimeter Focus LCI Update' in March 2005, the PCIDs have completed most of the projects that were recommended. Out of the total thirty-nine projects in the five year work program, twenty-seven projects have been completed, five are currently underway and seven are awaiting funding. They have had unprecedented success in acquiring state and federal dollars for executing these projects. Besides these they have undertaken numerous initiatives to improve the traffic, mobility, walkability, safety, connectivity and visual and aesthetic quality and experience of the Perimeter market. These initiatives not only address the issues of Perimeter but also benefit the Atlanta region and set a model for other suburban communities throughout the country.

The PCIDs boundaries overlap three local municipal jurisdictions; Sandy Springs, Dunwoody, and DeKalb County. The PCIDs will continue to work with these partners as well as regional and state partners such as ARC, GRTA, GDOT and others on implementing the "Perimeter @ The Center - Future Focus"

Other Transportation Projects

Along with obtaining LCI funds, the

1.0 :: Introduction

PCIDs have also received funds through Transportation Enhancement (TE) Grants. Besides the improvements of PCIDs internal streets, there are a few freeway projects underway. The first is a new half diamond interchange at Hammond Drive and GA 400 that opened to the public in Fall 2011. The second is a diverging diamond interchange at Ashford Dunwoody and I-285, which is about to begin construction and is the first of its kind in the state. There are a few high profile projects in planning stages; managed lane system along GA 400, interchange improvements at Abernathy and GA 400, interchange improvements at GA 400 and I-285, Revive 285 with potential light rail transit connecting east west from Doraville MARTA Station to Cumberland with a link to Dunwoody MARTA Station. These regional initiatives will further strengthen the transportation infrastructure, access and linkage to Perimeter.

Regulatory Framework

Collaborating with Sandy Springs, Dunwoody and DeKalb, PCIDs has successfully enabled the adoption of Perimeter Focus LCI Update vision into the Comprehensive Plans. The Comprehensive Plans of Dunwoody and Sandy Springs have been incorporated into the vision and the land use recommendations. PCIDs continue to work with these partners to construct a regulatory framework to facilitate the implementation of the LCI vision. Land-use decisions fall under the authority of the local municipality where the parcel is located. As such, should a question arise regarding the appropriate land-

use in an area, refer to local municipality comprehensive plan.

Private Development

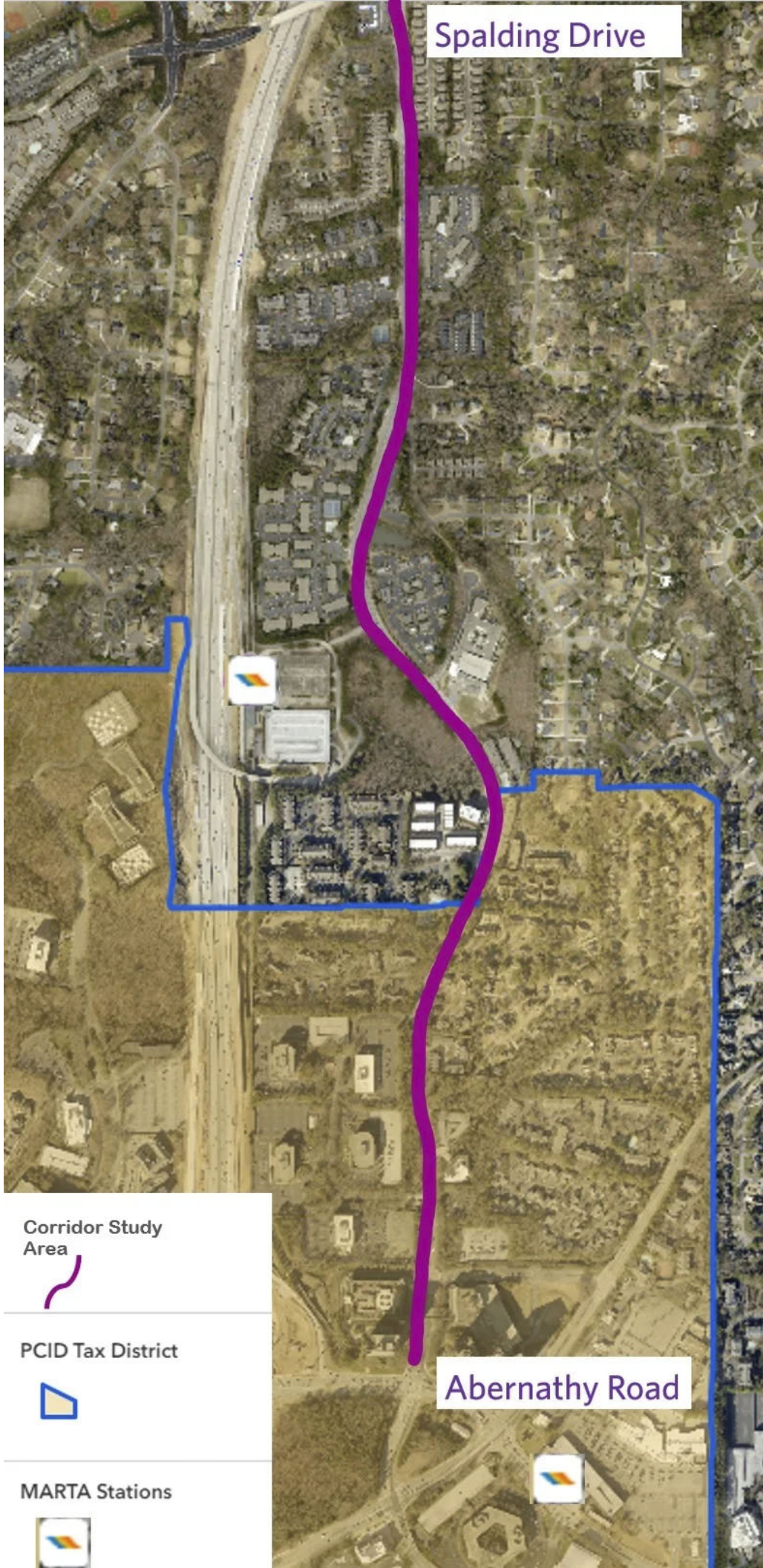
The LCI plan and implementation of projects has attracted a significant amount of private development including residential, commercial, office and hotels. Several of these projects are mixed-use developments. During the midst of this economic downturn, construction is still under way in PCIDs with the expansion of office buildings and new apartment and office buildings. Due to the economic downturn some of the planned projects are on hold and are anticipated to get back on line when the economic recovery begins.

There are number of significant projects currently on hold totaling over 5400 housing units, 1500+ hotel rooms, 1.3+ million square feet commercial and over 2.1 + million square feet of office. This would surpass the new development completed between 2003-2008.

Developments Completed (from 2003 to 2008)

Total Housing Units	- 3,437 units
Hotel	- 400 rooms
Commercial	- 821,303 SFT
Office	- 2,172,000 SFT

Spalding Drive



Corridor Study
Area



PCID Tax District



MARTA Stations



Abernathy Road