

PERIMETER FOCUS:

ENVISIONING A NEW ATLANTA CENTER

LIVABLE CENTER INITIATIVE(LCI)



UPDATE

March 2005



URBAN COLLAGE, INC.

PERIMETER COMMUNITY IMPROVEMENT DISTRICTS
ATLANTA REGIONAL COMMISSION
DEKALB COUNTY/FULTON COUNTY



Credits:

Our thanks to the following people for their vision, support, and leadership throughout the LCI update process:

CLIENT TEAM:

Ms. Yvonne Williams, President PCIDs
Mr. Michael Hanlon, Director of Special Projects/External Affairs PCIDs
Ms. Ann Miller, Project Manager PCIDs
Ms. Rebecca Rider, Project Assistant PCIDs

PERIMETER CIDS BOARD OF DIRECTORS:

DEKALB PCID:

Mr. Robert P. Voyles – DeKalb Perimeter CID Chairman
Mr. John R. Sullivan – DeKalb Perimeter CID Vice Chairman
Mr. Ted Turner – DeKalb Perimeter CID Treasurer
Mr. Martin D. Fortes – DeKalb Perimeter CID Secretary
Mr. Timothy W. Hughes – DeKalb Perimeter CID Board Member
Mr. Dean J. Patterson – DeKalb Perimeter CID Board Member
Ms. Kay Younglove – DeKalb Perimeter CID Board Member

FULTON PCID:

Mr. John R. Sullivan - Fulton PCID Chairman
Mr. Dean J. Patterson – Fulton PCID Vice Chairman
Ms. Diane S. Calloway - Fulton PCID Treasurer
Mr. Adam Orkin - Fulton PCID Secretary
Mr. Terry Kremeier - Fulton PCID Board Member
Mr. Donald Mabry - Fulton PCID Board Member
Mr. Timothy W. Hughes - Fulton PCID Board Member
Mr. Walter L. Fish – Fulton PCID Board Member

CONSULTANT TEAM

Urban Collage, Inc
Mr. Stanford Harvey, AICP, Principal
Mr. Robert Begle, Principal
Ms. Trupti Kalbag, Associate
Mr. Carlos Garcia, Project Planner

PBS&J

Mr. Taylor Wright
Mr. Mathew Mulry

Table of Contents

Introduction

- I. Overview
- II. Perimeter LCI Plan Vision
- III. Methodology
- IV. Study Area
- V. Existing Zoning Issues
- VI. Future Land Use
- VII. Market Analysis
- VIII. Public Participation Process
- IX. LCI Program Goals

1.0 Subarea 1: Sandy Springs Transit Village

- 1.1. Subarea Context
- 1.2. Existing Land Use and Development Patterns
- 1.3. Existing Transportation and Circulation Patterns
- 1.4. Development Opportunities
- 1.5. Proposed Transportation and Circulation Improvements
- 1.6. Other Public Improvements

2.0 Subarea 2: Dunwoody Transit Village

- 2.1. Subarea Context
- 2.2. Existing Land Use and Development Patterns
- 2.3. Existing Transportation and Circulation Patterns
- 2.4. Development Opportunities
- 2.5. Proposed Transportation and Circulation Improvements
- 2.6. Other Public Improvements

3.0 Subarea 3: Medical Center Transit Village

- 3.1. Subarea Context
- 3.2. Existing Land Use and Development Patterns
- 3.3. Existing Transportation and Circulation Patterns
- 3.4. Development Opportunities
- 3.5. Proposed Transportation and Circulation Improvements
- 3.6. Other Public Improvements

4.0 Subarea 4: Glenlake Mixed-Use District

- 4.1. Subarea Context
- 4.2. Existing Land Use and Development Patterns
- 4.3. Existing Transportation and Circulation Patterns
- 4.4. Development Opportunities
- 4.5. Proposed Transportation and Circulation Improvements
- 4.6. Other Public Improvements

5.0 Subarea 5: GA-400 Mixed-Use District

- 5.1. Subarea Context
- 5.2. Existing Land Use and Development Patterns
- 5.3. Existing Transportation and Circulation Patterns
- 5.4. Development Opportunities
- 5.5. Proposed Transportation and Circulation Improvements

5.6. Other Public Improvements

6.0 Subarea 6: I-285 Mixed-Use District

- 6.1. Subarea Context
- 6.2. Existing Land Use and Development Patterns
- 6.3. Existing Transportation and Circulation Patterns
- 6.4. Development Opportunities
- 6.5. Proposed Transportation and Circulation Improvements
- 6.6. Other Public Improvements

7.0 Subarea 7: Transition Zone

- 7.1. Subarea Context
- 7.2. Existing Land Use and Development Patterns
- 7.3. Existing Transportation and Circulation Patterns
- 7.4. Development Opportunities
- 7.5. Proposed Transportation and Circulation Improvements
- 7.6. Other Public Improvements

8.0 Implementation Plan

- 8.1 Implementation Framework
- 8.1 5-Year Implementation Table

9.0 Appendix

Introduction

I. Overview:

The Perimeter Center area has experienced tremendous growth and transformation since the completion of the "Perimeter Focus" LCI study (LCI Plan) prepared by the Perimeter Community Improvement Districts (PCIDs) in December 2001. Already one of the largest suburban office districts in metro-Atlanta, Perimeter Center is on its way to becoming an active mixed-use district. This study, funded by the Atlanta Regional Commission (ARC) under the Livable Centers Initiative (LCI) Program, recommended broad land use and zoning changes, along with a comprehensive transportation implementation program to guide infrastructure improvements in this area. The four phase planning process conducted between July 2001 and December 2001 resulted in a strategic action plan for implementing projects and partnerships over the next five years. Since its adoption in 2001, the following implementation has occurred:

LCI Projects: In the past two years, the LCI plan has achieved unprecedented success in acquiring state and federal dollars for executing transportation projects. **Thirty-nine of the forty-eight projects listed in the Five Year Action Plan have been funded, are currently in design or construction, or have been completed.** Three streetscape and intersection projects – along Perimeter Center Parkway and Peachtree Dunwoody Road, identified by the plan as priority projects, have received a total of about \$6.5 million in funds under LCI Implementation grants. ARC also funded the "The Sandy Springs MARTA Station Area Study", completed by the PCIDs in 2003, using the LCI Implementation Study grant. Additionally, the PCIDs have created the "Public Space Standards" recommended by the LCI Plan to assure consistent and high-quality public improvements in 2002.

Other Transportation Projects: Along with obtaining LCI funds, the PCIDs have also received funds through Transportation Enhancement (TE) and the Governor's Bond program. Traffic congestion along GA-400 and I-285 are major concerns related to access and mobility in the region, and the currently proposed Transportation Improvement Plan (TIP) has authorized funding for creating a Collector-Distributor System along GA-400, interchange improvements at Abernathy, I-285 & GA-400 and Ashford Dunwoody Interchanges to mitigate this problem. Another high-profile project is the proposed I-285 Bus Rapid Transit (BRT) Line, currently in the Environmental Impact Statement (EIS) study stage. This project is expected to be completed in the next five to ten years.

Regulatory Enhancements: Solidifying its partnerships with Fulton and DeKalb Counties through the LCI Plan, the PCIDs have collaborated with both counties for providing local match monies for currently funded projects. DeKalb County is currently preparing a Transit Oriented Development (TOD III) zoning category to support the type and density recommended by the LCI Plan. In March 2004, Fulton PCID amended its Zoning Regulations by adding Article 12-B (1), the Perimeter Community Improvement District, to adopt the Perimeter Public Space Standards. This amendment applies to the LCI study area within Fulton County jurisdiction. In addition to these zoning modifications, both DeKalb and Fulton Counties are including land use recommendations made by the LCI Plan, in their Comprehensive Plan update, to be adopted in December 2005.

Private Development: An indirect effect of this plan has been its effect on attracting high-quality private development. These transportation and regulatory successes have attracted over \$500 Million dollars in private investment, making it one of the fastest developing areas in the region. A large number of high-density mixed-use developments are under construction or have received zoning variances as described in the following sections. This wide-ranging success in implementing the LCI Plan has encouraged the PCIDs to take a proactive approach for updating the Plan and preparing for the next ten years of development. This update aspires to achieve the goals and objectives recommended by the LCI plan.

II. Perimeter LCI Plan Vision:

One of the key goals of the Perimeter LCI plan was to build consensus on a vision for the Perimeter area utilizing a comprehensive community participation approach. The planning team met one-on-one with stakeholders in the area to understand their goals and future plans. Additionally, a web-based facilitated community character survey which became known as the Perimeter Compass', was taken by over 275 people, and proved to be an effective guide for defining the use, density and visual character of new development in Perimeter Center. A number of public meetings were also held throughout the process to build consensus on the overall vision.

The culmination of this visioning process resulted in the Framework Plan, which serves as a comprehensive future land use plan for the entire area. High-density mixed-use was

recommended along the two main corridors – GA-400 and I-285. A quarter mile radius around each of the three MARTA Stations serving the study area was identified as potential "Transit Villages", with high-density mixed-use development aimed at creating a '24-hour environment' for people to live, work and shop and socialize. The remaining study area was defined as a "Transition Zone", where sensitive design standards would allow appropriate buffering of new development to protect the surrounding neighborhoods. Using these three districts, the overall objective of the Plan was to change Perimeter from an office focused district to a mixed-use activity center, the goal of the LCI program. This would also improve the jobs to housing balance, providing housing options for people currently commuting to Perimeter. The following section describes the methodology used in this study. Based on this mixed-use scenario, the Market Study conducted as a part of the LCI process estimated over 11,500 new housing units and over 11 million square feet of new office.

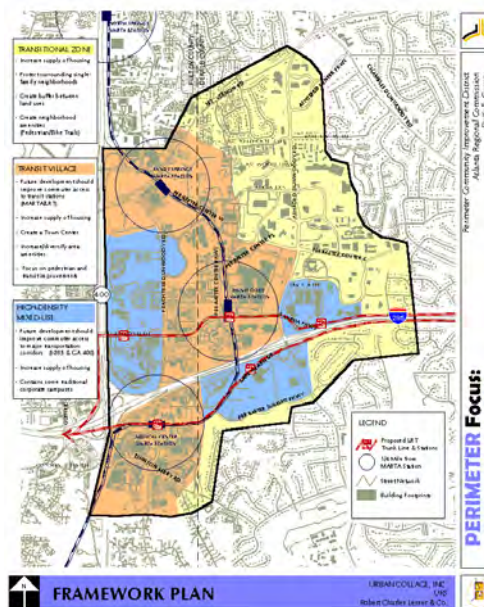


Fig I. Perimeter LCI Framework Plan



Fig. II. Popular Images from the Community Visioning Survey

III. Methodology:

The LCI Update takes the overall vision and recommendations made by the original LCI plan to the next step, by studying each of these proposed future land use districts in detail. The Update makes recommendations for land use development in each subarea described in section VI, which in turn define the transportation and infrastructure improvements that would be needed to encourage these mixed-use growth patterns. The study has been conducted in two phases as described below:

1. Inventory and Assessment:

The Perimeter area is fast developing with new projects changing the landscape. To understand and document the pattern of new growth accomplished since the completion of the plan, the planning team revalidated existing conditions gathered during the LCI process. This was done through a survey of existing land use along with a detailed documentation of transportation projects currently planned, under construction or recently completed. In addition, the planning team researched newspaper articles and interviewed stakeholders to verify planned projects and other public improvements. The team is also working with both DeKalb and Fulton County to include their recent zoning, transportation or land use plan updates into this report and assure consistency in all recommendations. The inventory and assessment includes the following analysis:

A. Existing land use: The planning team updated existing land use data through a windshield survey. Land use categories including residential, commercial, institutional, open space etc. were created based on type of use and density. In general, the land use categories derived for this study are a modification of the land use classification systems used by Fulton and DeKalb County. The calculations are based on parcel level GIS data compiled by Fulton County and parcel information from DeKalb County.

B. Existing Transportation Network: Verifying planned projects in the area is essential for understanding the need for future improvements. Hence the planning team conducted a detailed sidewalk inventory, along with researching proposed public projects through TIP and Regional Transportation Plan (RTP).

C. Existing Circulation Network: The Perimeter Public Space Standards recommended a comprehensive street classification to provide a guide for maintaining the overall high-quality of streetscape design and standards, while focusing on individual streetscape/roadway improvement projects. This street hierarchy system is based on sidewalk widths, existing development character and vehicular speeds. **Boulevards** are primarily commuter routes connecting to interstate highways. They are recommended to have tree-lined medians and heavy landscaping. **Thoroughfares** are secondary commuter roads connecting Boulevards and major locations in the area. **Avenues** are the destination oriented “main streets” – pedestrian friendly, transit connectors with low vehicular speeds. **Streets** are the local serving roads with very low traffic volumes and speeds.

D. Database: The creation of a GIS Database of existing development that can allow documentation of the quantity and type of existing land uses. This database would be regularly updated to include new developments.

2. Plan Analysis and Recommendations: Using the information gathered in the Inventory and Assessment phase, the planning team created a comprehensive list of projects that would be necessary for the effective and planned growth of this area. These projects

were then prioritized based on current conditions and funding potential to create the updated five-year action plan. The land use and transportation recommendations had the following components:

A. Development Opportunities: As one of the fastest growing areas in the region, the Perimeter Center area has multiple projects under construction or planned, as described in the following sections. These new developments are anticipated to encourage more high-quality private developments. The planning team has identified future development sites for short-term and long-term based on current usage, density and location. Short term development is identified mostly on vacant land or properties with abandoned/unoccupied buildings. Long term opportunities are identified primarily on parcels with highly underutilized buildings, surface parking lots etc.

B. Operational Improvements: One of the goals identified in the original LCI plan was to improve current traffic congestion and the planning team recommends a three step approach for trying to achieve this goal. The first approach is to work with federal, state and local authorities in implementing large infrastructure projects such as interstate highway and interchange improvements. The second step proposes improving the local street grid pattern by encouraging new internal roads within private developments to provide vehicular and pedestrian options. The third approach encourages increasing transit to support to the new residents and employees and increasing development around existing and proposed transit stations.

C. Circulation Improvements: A considerable investment in pedestrian-safety related infrastructure needs to be invested in this area to promote it as a true live-work-play center. Projects would vary from streetscapes, intersection enhancements, and bikeways to public art, signage and wayfinding.

IV. Study Area:

The original LCI Plan Study Area largely covered the commercial core around Perimeter Mall, numerous office parks and surrounding shopping centers. In particular, the study area was bordered by GA-400 on the west, Glenridge Connector on the south, Mt. Vernon Highway on the north and creek-bed separating the single family neighborhoods from Perimeter Center on the east. It also included some residential developments along the periphery of this commercial core.

As Illustrated in Figure IV, the Study Area for the LCI update includes most of the original boundary and has been expanded to include the commercial development along Barfield Road, Glenlake Parkway and Glenridge Drive. The Fulton PCID was created during the original LCI process and this study takes into consideration the area under their jurisdiction. Single-family communities north of Mt. Vernon



Fig. III. Perimeter LCI Study Area

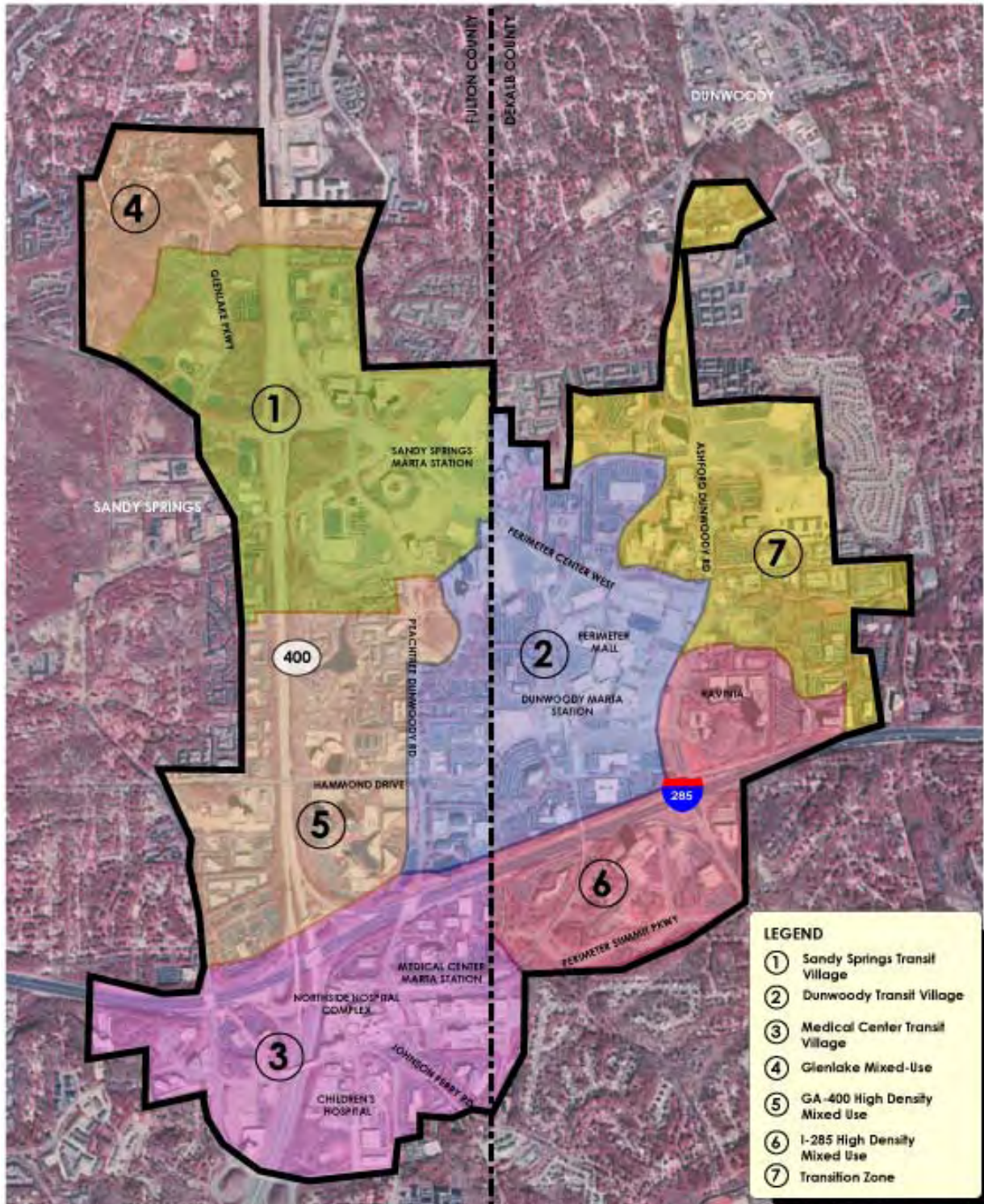


Fig. IV. Perimeter LCI Update Study Area

Road and south of I-285 included in the original study have been excluded since they are not likely to redevelop in the near future.

The expanded Study Area consists of numerous properties with low-density commercial development and hence holds good potential for redevelopment in the near future. Additionally, it includes areas that currently create a transition zone between higher density office development and single-family neighborhoods that would require attention to density, design and quality of development. And finally, the expanded Study Area allows for creating effective linkages between the existing neighborhoods and future mixed-use developments in this area.

For the purposes of this study, the Study Area is divided into seven subareas based on location, access and potential for future development, recommended by the LCI Study. Subareas 1, 2 and 3 encompass parcels around the three MARTA Stations are described as the three Transit Villages in the LCI Plan. Subareas 4, 5 and 6 include the areas bordering the GA-400 and I-285 corridors which would allow accessibility for high-density development. Subarea 7 forms the transition area between Perimeter's commercial core and single family neighborhoods. Detailed descriptions of these subareas are included in the introductions of each of the following sections.

V. Existing Zoning Issues:

Existing zoning patterns in Perimeter are reflective of Perimeter's predominately commercial nature with a majority of parcels zoned either Office-Institutional (OI) or Commercial (C-1/NS). Though the study area straddles two jurisdictions, the zoning patterns show the same general patterns. Both counties have had recent rezoning to allow a mix of commercial and residential categories. In Fulton County, the Northpark site, the Home-Depot site and parcels along Barfield have recently been rezoned to a Mixed-Use (MIX) category. In DeKalb County, we see similar examples of numerous parcels being rezoned to OCR (Office-Commercial-Residential). This recurring pattern shows evidence of the market demand for residential development, especially within walking distance of the transit stations, which is consistent with the recommendation made the LCI Plan.

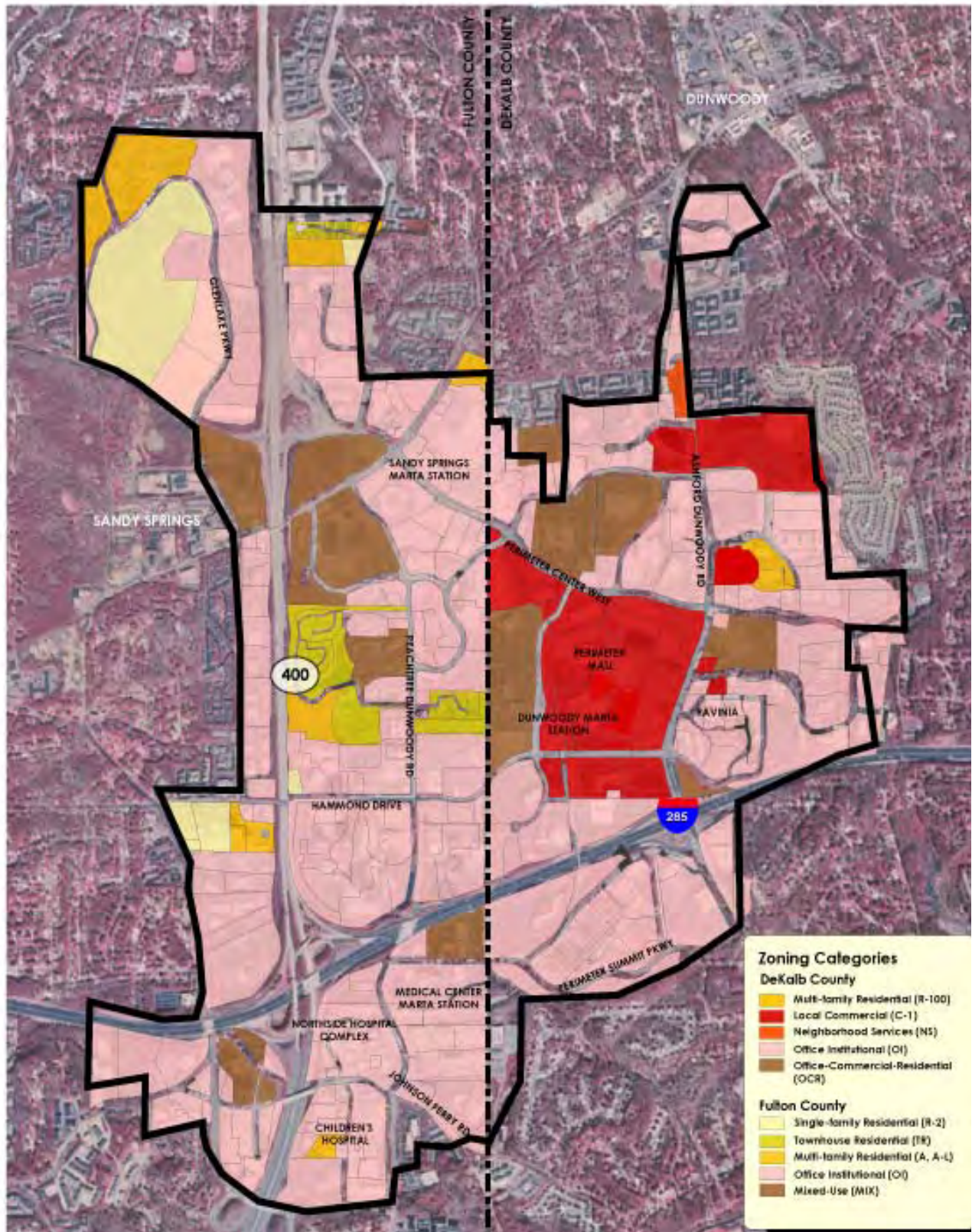


Fig. V. Existing Zoning Map

VI. Future Land Use:

The Future Land Use Map is the comprehensive guide for development in the Perimeter area. As the culmination of the planning process, it incorporates the vision defined by the stakeholder community and builds upon the recommendations made by the Original LCI Plan. While detailed recommendations are made for each subarea (as described in the "Development Opportunities" Section in Chapters 1 – Chapter 7), this map distills key features from each of these subareas to create a consensus framework.

Continuing the land use pattern that was determined during the original LCI Planning process, the study area is divided into three distinct zones – Transit Villages, High-density Mixed-use Villages and Transition Zones, as illustrated in Fig. V. These zones are based on location, future density, and development character. Existing land use, planned transportation infrastructure and development potential for long-term viability have been taken into consideration while creating growth strategies for each of these three zones.

Transit Villages: Defined by a half-mile radius around the existing MARTA Stations, the Transit Villages are planned as high-density urban districts promoting a mix of residential, commercial and institutional uses. Three reasons justify the need for parcels surrounding transit stations to develop at a higher density. Firstly, major transit infrastructure provides non-vehicular options for people to commute and hence reduces the stress on roads. Secondly, land prices in this area require a high-density of development to make the projects feasible and lastly, the Atlanta market is transforming rapidly with more people choosing to live in such urban environments. Hence market studies show a continuing demand for such transit oriented residential and commercial products.

Additionally, there is an overwhelming desire in the Perimeter community to create a "Town Center" which would provide the area an identity along with further reinforcing existing anchors such as Perimeter Mall. The three specific locations targeted as "Transit Villages" are parcels around the Dunwoody, Sandy Springs and the Medical Center MARTA Stations, all located approximately within half-mile of the three MARTA Stations. The "Transit Village" at Dunwoody (Perimeter Mall) is envisioned to be the prototype spearheading development at other MARTA Stations. A potential fourth such location could be the North Springs MARTA Station, currently not in the study area or within the PCIDs' boundaries. As the terminus of the MARTA North line, this station presently has high traffic from North Atlanta commuters. But when MARTA plans the north line extension to Roswell and Alpharetta, the North Springs Station could lose some of its ridership and parking demand. At that point, the station could potentially become a locally serving Transit Oriented Development (TOD) site with the redevelopment of some of the adjacent underutilized properties.

High-Density Mixed-Use: Areas included in this zone enjoy excellent interstate access and currently house high-density office complexes such as Concourse and the Glenlake Parkway buildings. Based on this existing infrastructure and opportunities for new development, the Plan recommends continuing commercial development along with encouraging compatible residential uses to balance office expansion. Three general areas are identified to be suitable for this type of development: (1) Ravinia and Perimeter Summit located north and south of I-285 respectively. Perimeter Summit is already developing on the standards recommended for this zone with a focus on office towers while incorporating residential and supporting retail uses. (2) Parcels fronting GA-400 between Barfield Road and Peachtree Dunwoody Road, south of Crestline Parkway. (3)

The North Springs MARTA Station area and parcels along Glenlake Parkway west of GA-400.

Transitional Zone: The Transition Zone addresses the single-family communities such as Sandy Springs, Dunwoody and North Brookhaven, which surround Perimeter's commercial core. High land values have made these areas vulnerable to increased density, threatening their low-density residential character. The Transition zone addresses this issue by recommending a designated area with transitioning residential uses that are sensitive to the design of the adjoining communities. Within the study area, parcels east of Ashford Dunwoody adjacent to the Dunwoody neighborhoods are included in the Transition Zone. Even though this area has a considerable amount of underutilized land, redevelopment has been slow due to a relative lack of interstate and transit access.

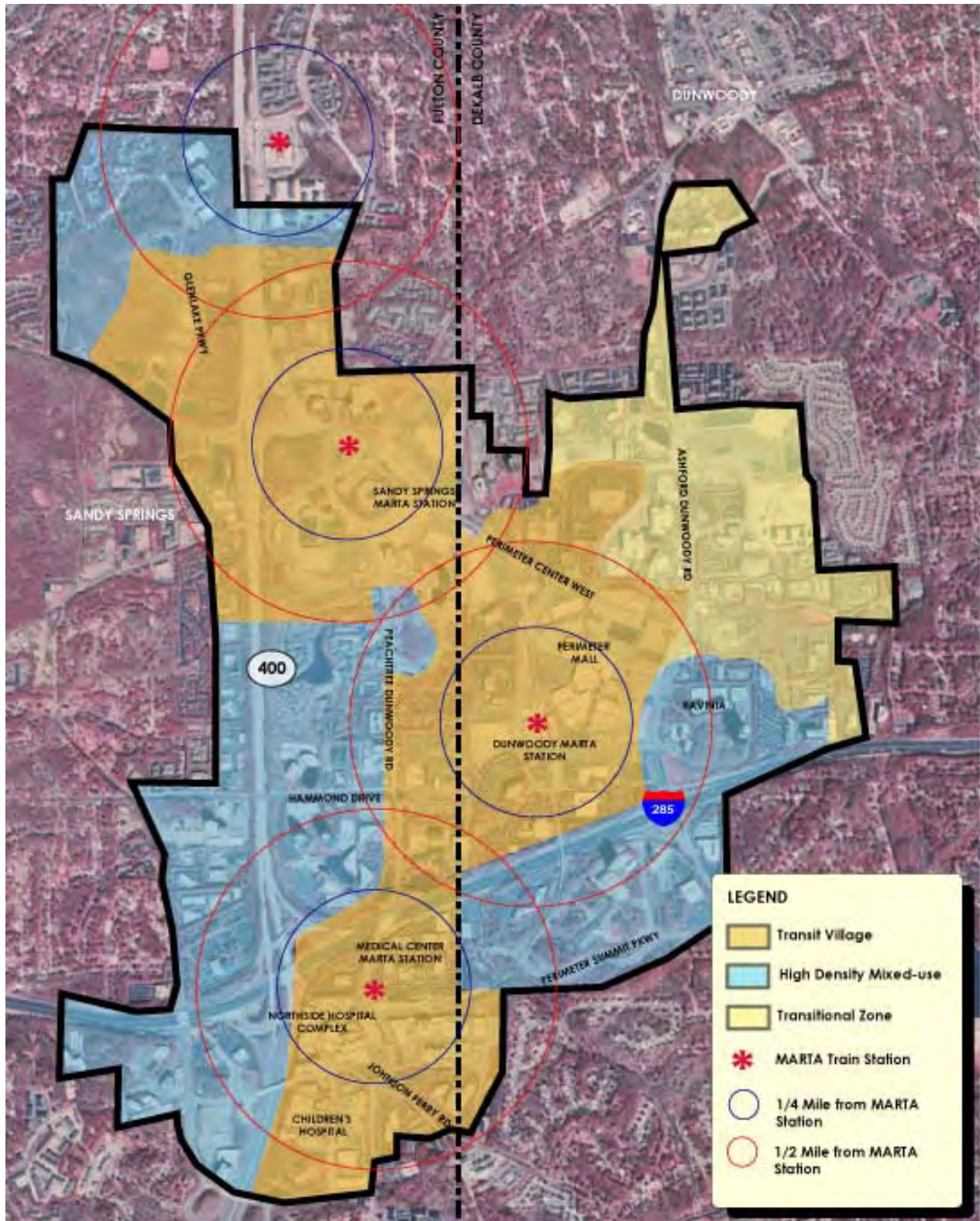


Fig. VI. Future Land Use Map

VII. Market Analysis:

The Perimeter LCI Market Study had identified the Central Perimeter district as the largest corporate office market in the Southeast. This commercial market has continued to grow since the completion of the LCI Plan, despite the general economic downturn. Many new high-density office buildings such as One Glenlake, west of GA-400 and 2002 Perimeter Summit, south of I-285 have consolidated Perimeter's dominance as a prime office location.

The original market study identified key two issues – traffic congestion and lack of residential development that were affecting Perimeter. If left unchecked, these issues would eventually cause Perimeter to lose its market share of new development. Since the completion of the plan, the PCIDs have made a concerted effort for improving roadway connectivity and pedestrian infrastructure. But large scale road improvements require a long time for planning and construction. Hence, the Perimeter market continues to struggle with traffic congestion issues. The other issue of inadequate housing identified by the market study is currently being mitigated by encouraging residential projects within the commercial core. The PCIDs have been very successful in creating partnerships with private developers. Figure VI & VII tabulate projects in Perimeter that are planned/under construction or have been recently completed.

The updated market study (Fig. VIII) shows market absorption for over 6000 residential units over the next ten years if Perimeter continues to grow using a "smart growth" strategy. As evident from Figures VI & VII, Perimeter is already on track for achieving this target with over 2000 units currently planned in the area. From the market standpoint, it is very important that the area continues this effort of attracting new housing projects, given the direct relationship between office and housing development. As tabulated in Fig VIII, the market could absorb over 2 million square feet of additional office space using the mixed-use growth pattern. Currently the area has more than 5.98 jobs per household. This imbalance shows that a large percentage of the people working here commute to get to their workplace; leading to increased traffic congestion. The Plan recommends that Perimeter aim at achieving a "jobs to housing ratio" of 5.0 over the next 10 years. This effort would require substantial regulatory enhancements from both DeKalb and Fulton County.

Project Name	Project Location	Number of Residential Units (Rental)	Number of Residential Units Condos	Number of Hotel Units	Commercial Space (sq ft)	Office Space (sq ft)	Construction Stage
Perimeter Place Retail (Sembler)	Perimeter Center West	330	220	0	455,000	45,000	Under Construction
Park Place Retail (Sembler)	Ashford Dunwoody Road	0	110	0	67,834	0	Complete (Residential-planned)
St. Joseph's Hospital Completed Expansion	Peachtree Dunwoody Road	0	0	0	0	300,000 (Medical Office and Clinics)	Complete
Children's Healthcare of Atlanta	Peachtree Dunwoody Road	0	0	0	0	250,000 (Medical Space)	Under Construction
Gables Metropolitan III	Ashford Dunwoody Road	416	0	0	0	0	Under Construction
Perimeter Summit (residential converted to Condo in 2004)	Perimeter Summit Parkway	0	321	0	25,000	1,380,000	Complete
One Glenlake (Siebel)	Glenlake Parkway	0	0	0	0	750,000	Complete
Dunwoody Row Townhouses	Crestline Parkway	0	48	0	0	0	Complete
Total Development		746	699	0	547,834	2,725,000	

**Fig. VII. KEY DEVELOPMENTS SINCE THE COMPLETION OF THE PERIMETER FOCUS LCI PLAN
(December 2001)
(Under Construction/Completed Developments)**

Project Name	Project Location	Number of Residential Units	Number of Hotel Units	Commercial Space (sq ft)	Office Space (sq ft)	Construction Stage
Perimeter Town Center	Perimeter Center Parkway & Hammond	650	0	150,000	1,500,000	Planned
211 Perimeter Center	Perimeter Center Parkway	438	200	20,400	370,000	Planned
Northplace	Barfield Road - near Mount Vernon Hwy	130	0	22,500	347,500	Planned
St. Joseph's Hospital Expansion	Peachtree Dunwoody Road	0	0	0	100,000 (Medical Offices)	Planned
Perimeter Summit (Planned Phase)	Perimeter Summit Parkway	0	500	0	2,120,000	Planned
Perimeter Crossing TOD	Abernathy Road & Barfield Road	150	400	40,000	600,000	Planned
Total Development		1368	1100	2,329,00	4,937,500	

Fig. VIII. Other Planned Developments in the Perimeter CID Area

	Current Trends		Smart Growth (Mixed-use Pattern)	
	2005-2009	2010-2014	2005-2009	2010-2014
Estimated Annual Office Absorption ^{1/}	360,000	360,000	643,000	643,000
Estimated Annual New Employees (@ 200/s.f.)	1,800	1,800	3,215	3,215
Jobs/Household Ratio, Central Perimeter ^{3/}	5.98	5.97	5.98	5.50
Central Perimeter Area Households, Continued Jobs/Housing Balance	301	302	538	585
5 -Year Housing Needs, Central Perimeter Area	1,505	1,508	2,688	2,923
Total Population Increase, 5 Years ^{5/}	3,040	2,940	5,430	5,699
Retail Space per Capita ^{6/}	71,000	68,000	126,000	132,000
@ 66% of Expenditures ^{7/}	47,000	45,000	83,000	87,000
Employees Retail Expenditures ^{8/}	\$29,610,000	\$29,610,000	\$52,886,750	\$52,886,750
Retail Space Supported by Employees ^{9/}	130,000	130,000	232,000	232,000
New Target Store (supported by Regional demand)	173,560	173,560	173,560	173,560
Total Potential Additional Retail Space Supported, 5 Years ^{14/}	350,560	348,560	488,560	492,560
Additional Housing Units Required from Retail Jobs, 5 Years	147	146	204	224
Summary:				
Office Space Absorbed:	1,800,000	1,800,000	3,215,000	3,215,000
Net New Office Space: ^{15/}	0	640,000	158,000	3,818,000
Net New Housing Units:	1,652	1,654	2,892	3,147
Net New Retail Space:	350,560	348,560	488,560	492,560
				6,039
Potential Tax Implications ^{10/}				
Additional Real Estate Taxes for periods 2005-2009 and 2010-2014				
New Office Development ^{11/}	@ 50%	\$0	\$1,661,968	\$410,298
New Retail Development ^{12/}	@ 50%	\$910,343	\$905,149	\$1,268,705
Additional Sales Tax Revenues (counties) ^{13/}		\$1,598,554	\$1,589,434	\$2,227,834
Additional Sales Tax Revenues (state) ^{13/}		\$3,197,107	\$3,178,867	\$4,455,667

1/ Current growth scenario assumes annual office absorption will remain constant relative to average levels achieved from 1990 to 2004.

Smart Growth scenario assumes future office absorption will be that of the Central Perimeter's share of the total Atlanta office supply.

2/ The Central Perimeter Area is defined as Census Tracts 212.02, 212.07, 101.10, 101.09, and 101.01.

3/ RCLCo based on data obtained from the Atlanta Regional Commission between 1990 and 2004. 5.98 is 2004 ratio. It is expected to decrease as more people move c/c.

4/ RCLCo based on data obtained from the Atlanta Regional Commission between 1990 and 2004.

5/ Assumes 2.02 persons per household for Census Tracts 212.02, 212.07, 101.01, 101.09, 101.10 per US Census 2000. Assumed 1.95 by 2010 due to demographic trend.

6/ Based on 2000 data for the state of Georgia as estimated by the National Research Board.

7/ RCLCo estimate which assumes restaurant and other regional shopping expenditures, including some work-based expenditures, will occur outside the local area.

8/ Based on data obtained from the International Council of Shopping Centers 2004 study on Office Worker Spending Patterns.

9/ Assumes 90% of work-based expenditures will occur locally at \$228 per square foot of GLA, average achieved sales per square foot as per the ULI in *Dollars and Cents*.

10/ Assumes approximately one-half of new Central Perimeter development will occur in DeKalb County and one-half in Fulton County.

11/ Assumes value of office properties @ \$175 per square foot and applying DeKalb CID tax rates of 39.26 mils and Fulton CID tax rates of 34.935 mils.

12/ Assumes value of retail properties @ \$175 per square foot and applying DeKalb CID tax rates of 39.26 mils and Fulton CID tax rates of 34.935 mils.

13/ Assumes retail sales of \$228 per square foot (U.S. average) with two cent local sales tax (both Fulton & DeKalb) and four cent state sales tax - MARTA tax (\$0.01) not included.

14/ Assumes existing retail space is in equilibrium with demand.

15/ Significant vacant space is available in the Central Perimeter market at this point. There is little to no room in the submarket for new product until year 2009.

**Fig. IX Estimated 5-year Development Potential
Current Growth Patterns Vs. Smart Growth**

VIII. Public Participation Process:

The Perimeter Focus LCI Study involved a very detailed community involvement component with participation from stakeholders at several public meetings and workshops. A Core Steering Committee Team working with the planning group provided day-to-day support during the process and reviewed the final report. Continuing the dialogue started during the Perimeter Focus LCI Plan, the Steering Committee was reinstated to direct and review the LCI Update. This team is composed of public organizations such as the Fulton and DeKalb Counties, ARC, GRTA and MARTA along with neighborhood representatives. The PCIDs Boards, with members representing most of the area's large properties, provided their insight through a working session held in May 2004. Since then, they have also been involved in structuring the final recommendations. In addition, the planning team has met with neighborhood representatives from surrounding residential areas including Dunwoody, Sandy Springs and North Brookhaven, to build consensus on the proposed development and transportation improvements.

Along with these key stakeholders, the PCIDs also organized a "lunch and learn" session in collaboration with the Perimeter Transportation Coalition, to involve area employees and residents in the planning process. These attendees reiterated the need for a shuttle connecting major office locations to MARTA and safer pedestrian environment, especially at and around the Sandy Springs and North Springs MARTA Stations. Some of the neighborhoods were concerned with the effects of increasing densities on traffic and school capacities. Neighborhood organizations around the PCIDs districts reiterated the need for continued collaboration, especially on large-scale infrastructure improvements projects. They were unanimous in their support for the proposed BRT line and for creating a new pedestrian connection linking North Springs MARTA Station to land uses west of the interstate.

This community process has reestablished the land-use vision created during the original LCI process and revalidated transportation improvements identified for the Update.

PCIDs Board Members:

John Sullivan, Fulton PCID Chairman and DeKalb PCID Vice Chairman
 Dean Patterson, Fulton PCID Vice Chairman and DeKalb PCID Board Member
 Adam Orkin, Fulton PCID Secretary
 Diane Calloway, Fulton PCID Treasurer
 Timothy Hughes, DeKalb and Fulton PCIDs Board Member
 Don Mabry, Fulton PCID Board Member
 Terry Kremeier, Fulton PCID Board Member
 Walter Fish, Fulton PCID Board Member
 Lynn Rainey, Fulton PCID Attorney
 Robert Voyles, DeKalb PCID Chairman
 Martin Fortes, DeKalb PCID Secretary
 Ted Turner, DeKalb PCID Treasurer
 Kay Younglove, DeKalb PCID Board Member
 Charles Palmer, DeKalb PCID Attorney

Steering Committee:

Commissioner Elaine Boyer
 DeKalb County Board of Commissioners

Commissioner Karen Handel
 Fulton County Board of Commissioners

Commissioner Robb Pitts
Fulton County Board of Commissioners

Ralph Daniels
Asst. to Commissioner Tom Lowe

Rob LeBeau
Atlanta Regional Commission

Steve Stancil
Georgia Regional Transportation Authority

Joe Palladi
GDOT

Cynthia Moss Beasley
MARTA

David Sutherland
Perimeter Transportation Coalition

Joan Smeltzer
North Brookhaven Neighborhood Coalition

Nancy Leathers
Sandy Springs Revitalization

Ken Wright
Dunwoody Homeowners Association

John Gurbal
DeKalb County

Angela Parker
Fulton County

Shari Strickland
Long Range Planning

Betsy Stark
Fulton County

John Baldwin II
Children's Healthcare

John N. Banks - Director of Facilities
St. Joseph's Hospital

John Cummings
Northside Hospital

Summary of Meetings:

May 7 th , 2004	LCI Update Working Session at the Joint PCID Board Meeting
June 22 nd , 2004	Perimeter Focus LCI Plan & Update Meeting with Georgia Regional Transportation Authority
July 27 th , 2004	LCI Update Meeting (with Atlanta Regional Commission, Fulton County and DeKalb County)
September 30 th , 2004	LCI Update Public Meeting (at the Perimeter Transportation Coalition's "Lunch & Learn" Session)
October 6 th , 2004	Steering Committee Meeting
November 10 th , 2004	Meeting with Dunwoody & North Brookhaven Neighborhood Associations
December 7 th , 2004	Meeting with Sandy Springs Neighborhood & Business Associations

Details of public involvement process, meeting minutes and list of participants are included in the appendix section of this report.

IX. LCI Program Goals

The LCI Program has identified eight goals that communities should aspire to meet while creating activity centers. The Perimeter LCI Plan Update successfully meets all these goals through recommended policies and projects as described below:

1. Efficiency/feasibility of land uses and mix appropriate for future growth including new and/or revised land use regulations needed to complete the development program

- The Plan recommends mixed-use development including residential, office, institutional and retail in all the subareas, with varying densities and development character.
- The PCIDs are also working with both Fulton and DeKalb Counties for creating the regulatory environment which supports the LCI recommendations. DeKalb County is currently in the process of creating a mixed-use zoning category to allow high-density uses at "Activity Centers" like Perimeter. Fulton County has already incorporated PCIDs' Pedestrian Space Standards and is also recommending the creation of a TOD in Fulton PCID as a part of Comprehensive Plan Update.

2. Transportation demand reduction measures

- The Plan encourages a range of housing products to increase the existing housing stock within the study area. This will provide more choices for current employees to live close to their workplace, thus reducing vehicular trips.
- The Perimeter Shuttle, identified as a project in the Implementation table, will also help towards reducing internal trips by providing a transit alternative.

3. Internal mobility requirements – traffic calming, pedestrian circulation, transit circulation, bicycle circulation including safety and security of pedestrians

The Plan makes several recommendations to encourage better internal mobility in the Perimeter area including:

- Continuation of the "Sidewalk and Intersection Program" instituted by the PCIDs.
- Wayfinding measures
- Better Pedestrian-scale lighting along all major corridors.

4. Mixed-income housing, job/housing match and social issues

- The Plan recommends studies to analyze strategies such as affordable housing bonuses, development assistance by creating a Tax Allocation District etc.
- Recommendations are especially targeted in areas with large number of work-force employees such as the Medical Center Area.

5. Continuity of local streets in study area and development of a network of minor roads

- New streets are proposed to be included as parts of proposed private redevelopment projects. These internal streets will provide vehicular alternatives as well as shorter pedestrian and bicycle connections creating network of primary and secondary streets.

- Street extensions and connections to improve overall connectivity are also recommended in the Plan. One such project is the extension of Meadow Lane/Perimeter Center North to connect to Perimeter Center East.

6. Need/identification of future transit circulation systems and line haul routes

- The I-285 BRT transit line, currently under study will add to the transit infrastructure already in place.
- The Consolidated Circulator supported by GRTA (Georgia Regional Transportation Authority) will contribute towards reducing internal trips and connect large office complexes with major destinations in Perimeter.

7. Connectivity of transportation system to other centers

- The "GA-400 Collector-Distributor System" will enhance north-south connectivity in the Perimeter area
- The I-285 BRT Line will connect the Dunwoody MARTA Station in Perimeter Center to Cumberland Galleria and Doraville creating an effective linkage between Cobb Transit, and MARTA.

8. Center development organization and management, promotion and economic restructuring

- Continued collaboration between Fulton County, DeKalb County and the PCIDs.
- The PCIDs are a part of the GA 400 Coalition to work with major property owners along the GA-400 corridor in lobbying for the Collector Distributor project.
- Perimeter is also creating an alliance with other Community Improvement Districts (CIDs) within Metro-Atlanta for collaborating on major roadway and transit projects in the region.
- The PCIDs have continued their efforts of engaging surrounding residential communities since the completion of the LCI Plan.

9. Stakeholder participation/support

The community process involved in creating this Plan included:

- Public meeting to engage area residents and employees.
- Steering Committee guiding the Plan and recommended projects.
- Presentations to major area stakeholders and property owners at the PCIDs Board meetings.

10. Public and private investment policy

- The Plan encourages active partnership between PCIDs and private developers for development projects to collaborate on pedestrian improvement projects.
- Potential development incentives from Fulton and DeKalb Counties.

Chapter 1

Subarea 1: Sandy Spring MARTA Transit Village

1.1 Subarea Context:

Located in Fulton County at the intersection of Mount Vernon Road, Abernathy Road and Perimeter Center West, the Sandy Springs MARTA Station and its environs are the central focus of this subarea. Along with being a transit center, this subarea creates the northwestern vehicular gateway into the Perimeter area with a high-volume interchange at GA-400 and Abernathy. As the Perimeter market matures, this area has fast gaining focus as a potential hub for new development due to its strengths of good access and large parcels of developable land.

A detailed study co-funded by the Atlanta Regional Commission through a LCI Implementation Study Grant, and the Fulton PCID, was completed in December 2003. The "Sandy Springs MARTA Station Area Plan", conducted a comprehensive inventory and assessment of existing conditions in the area and held one-on-one interviews with all the major stakeholders to get an understanding of the development climate. The Study resulted in an illustrative framework plan to guide future development and a detailed transportation implementation program to plan for future growth. Using a transit oriented development strategy, the Framework plan created a potential build-out scenario for all prospective development sites within the subarea along with suggested development benchmarks for each site. The mix of uses and densities suggested by this plan were guided by the overall vision of creating a mixed-use center. The following sections in this chapter summarize the analysis and recommendations presented by the Sandy Spring MARTA Area Plan.

1.2 Existing Land Use and Development Patterns:

The Sandy Springs MARTA Station is surrounded by high-rise and mid-rise office developments, strip retail, hotels, housing and vacant land. Housing is present in the form of garden-style rental apartments, townhouse condominiums, and single-family attached cluster homes. Several hotels are located within the study area primarily along the Peachtree Dunwoody Road corridor.

The Sandy Springs MARTA study subarea is made up of just over 50 parcels covering approximately 290 acres of land. Surrounded by predominantly residential neighborhoods like Sandy Springs and Dunwoody, the study area is mostly a commercial district with some scattered institutional and residential developments. Fig. 1.1 illustrates existing land use within the study area, assessed through a windshield survey. A small percentage of the study area is made up of residential uses (about 3.5%), which include a single-family house fronting Mount Vernon and a new townhouse development east of GA-400. Though not included in the study area, a large number of apartment/condominium complexes are within a quarter mile of the MARTA station.

A wide variety of commercial uses are scattered throughout the study area and constitute about 75% of the land use in terms of acreage. They are subdivided into three categories based on density and building height. High-density office developments include Northpark Town Center, Embassy Row, Crown Pointe, and Central Park. Several corporate headquarters are located within the subarea, including Cox Enterprises,

United Parcel Service and Mirant, along with the Art Institute of Atlanta's northern campus and a branch of American Intercontinental University. Low-density commercial uses such as Home Depot, Costco and the Perimeter Pointe Shopping Center contribute to the suburban character in this area.

Finally, an astounding 50 acres of land within the study area are currently vacant. In particular, a 17-acre parcel of land located between Abernathy Road and Mount Vernon Road presents a significant opportunity for high-density development. There is no public open space in this subarea.

1.3 Existing Transportation and Circulation Patterns:

Existing transportation systems in this area are under constant stress due to the high volume of traffic at the interchange of GA 400 and Abernathy Road. Both short-term and long-term transportation improvements are planned to mitigate this issue. Short-term improvements are locally funded and will consist of reconfigured on/off ramps and improved pedestrian amenities including crosswalks and signalization. Long-term improvements are part of county and state-funded initiatives, and include the GA-400 Collector Distributor System with interchange improvements and the potential addition of HOV lanes along GA-400.

Street classifications created as a part of the LCI plan formulate a vision for the overall transportation framework for this area and guide future roadway improvements. As illustrated in Fig. 1.3, Abernathy Road and Perimeter Center West are recommended as Boulevards carrying high volumes of vehicular traffic. Peachtree Dunwoody and Mt. Vernon Highway would qualify as 'Thoroughfares' connecting the boulevards and internal streets. Prospective mixed-use development on Crestline Parkway and Barfield Road could create the 'Avenue' effect.

In terms of transit, bus routes provide transit connectivity within the study area in support of the Sandy Spring MARTA station. Buses run along Abernathy road, Peachtree Dunwoody Road and Barfield Road. The MARTA station by itself is centrally located with three entrances as described in the study area context section. A radius of a quarter mile (considered a reasonable walking distance) from the MARTA station connects to major office high-rises and residential areas. Though centrally located, the MARTA station lacks direct pedestrian connectivity between surrounding residential areas and the station. Hence the Sandy Springs MARTA station is used mostly as a 'park and ride' facility.

Current transportation initiatives include streetscape and intersection improvements along Peachtree Dunwoody Road (funded through a LCI Implementation Grant) and Perimeter Center West. The Fulton PCID has completed pedestrian improvements including street lighting and crosswalks along intersections at GA-400 and Abernathy as a part of the short-term improvements mentioned above.

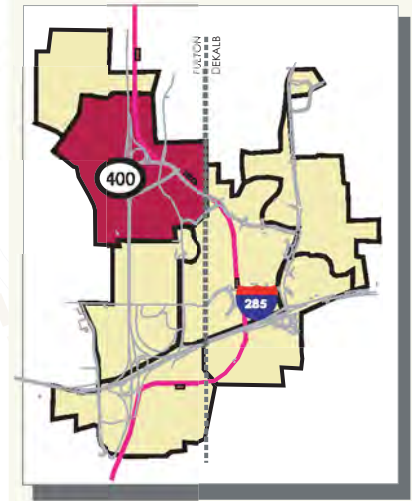


LEGEND

- SINGLE FAMILY RESIDENTIAL
- MULTIFAMILY RESIDENTIAL
- TOWN HOUSE RESIDENTIAL
- OFFICE HIGH DENSITY
- OFFICE MID DENSITY
- OFFICE LOW DENSITY
- RETAIL LOW DENSITY
- INSTITUTIONAL
- LODGING
- TRANSPORTATION/UTILITIES
- MARTA PARK & RIDE
- VACANT LAND
- MARTA RAIL ROUTE
- SUBAREA BOUNDARY

Existing Land Use:

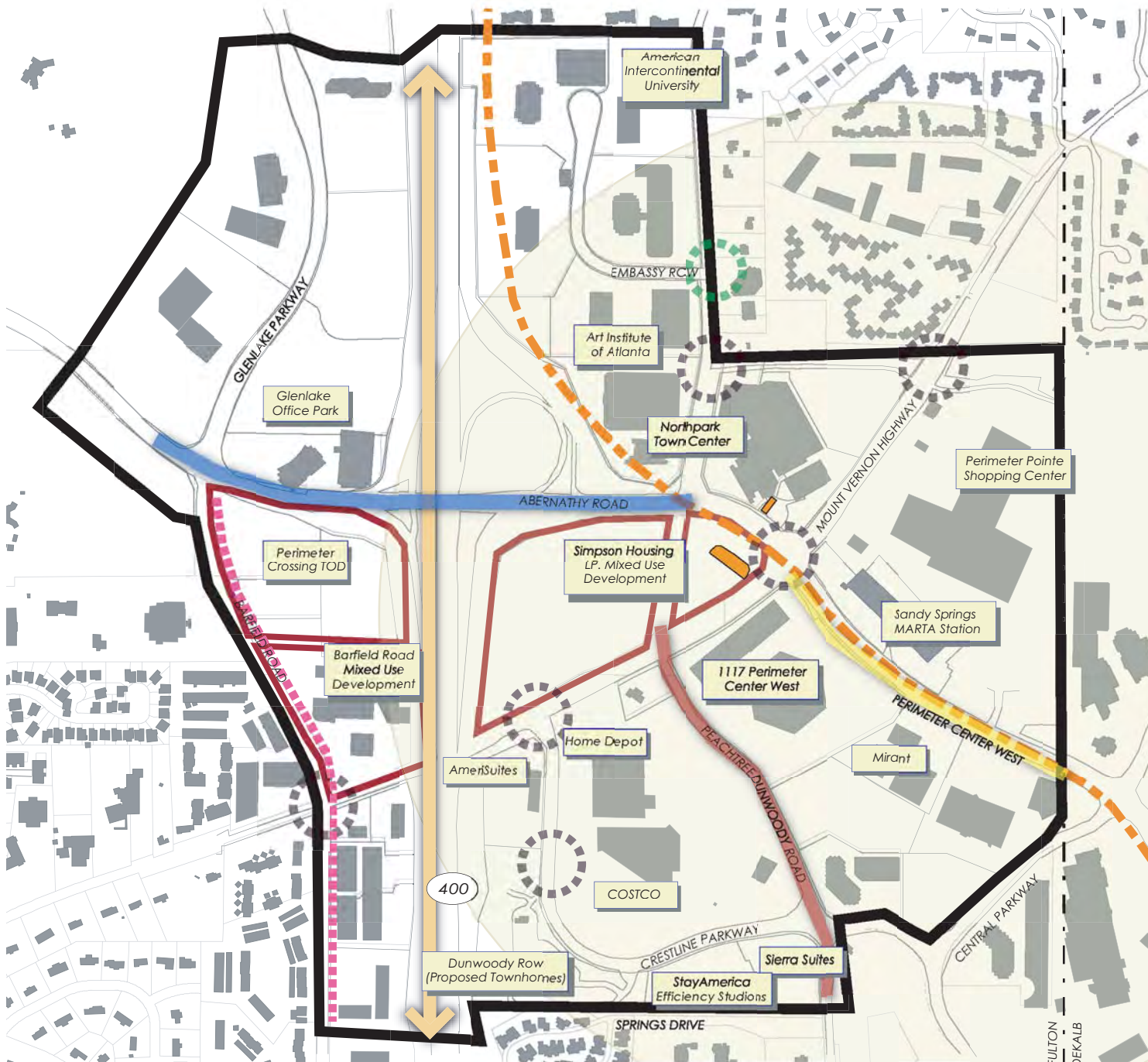
- Dominated by commercial land uses varying from low-density retail to high-rise office.
- Surrounded by low-density residential neighborhoods.
- Many opportunities for new development.



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Fig. 1.1 EXISTING LAND USE MAP
Subarea 1: Sandy Springs Transit Village





LEGEND

PROJECTS UNDER DESIGN:

- Perimeter Center West Streetscape
- Fulton Perimeter CID Phase 1 Intersection
- Peachtree Dunwoody Rd. @ Arts Institute Intersection

PLANNED PROJECTS

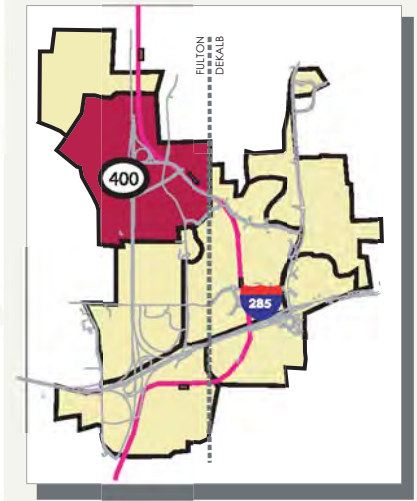
- Peachtree Dunwoody Streetscapes (LCI)

PROJECTS UNDER CONSTRUCTION/IMPLEM:

- GA-400/ Abernathy Interchange
- Fulton County Sidewalks

SPECIAL INTEREST PROJECTS

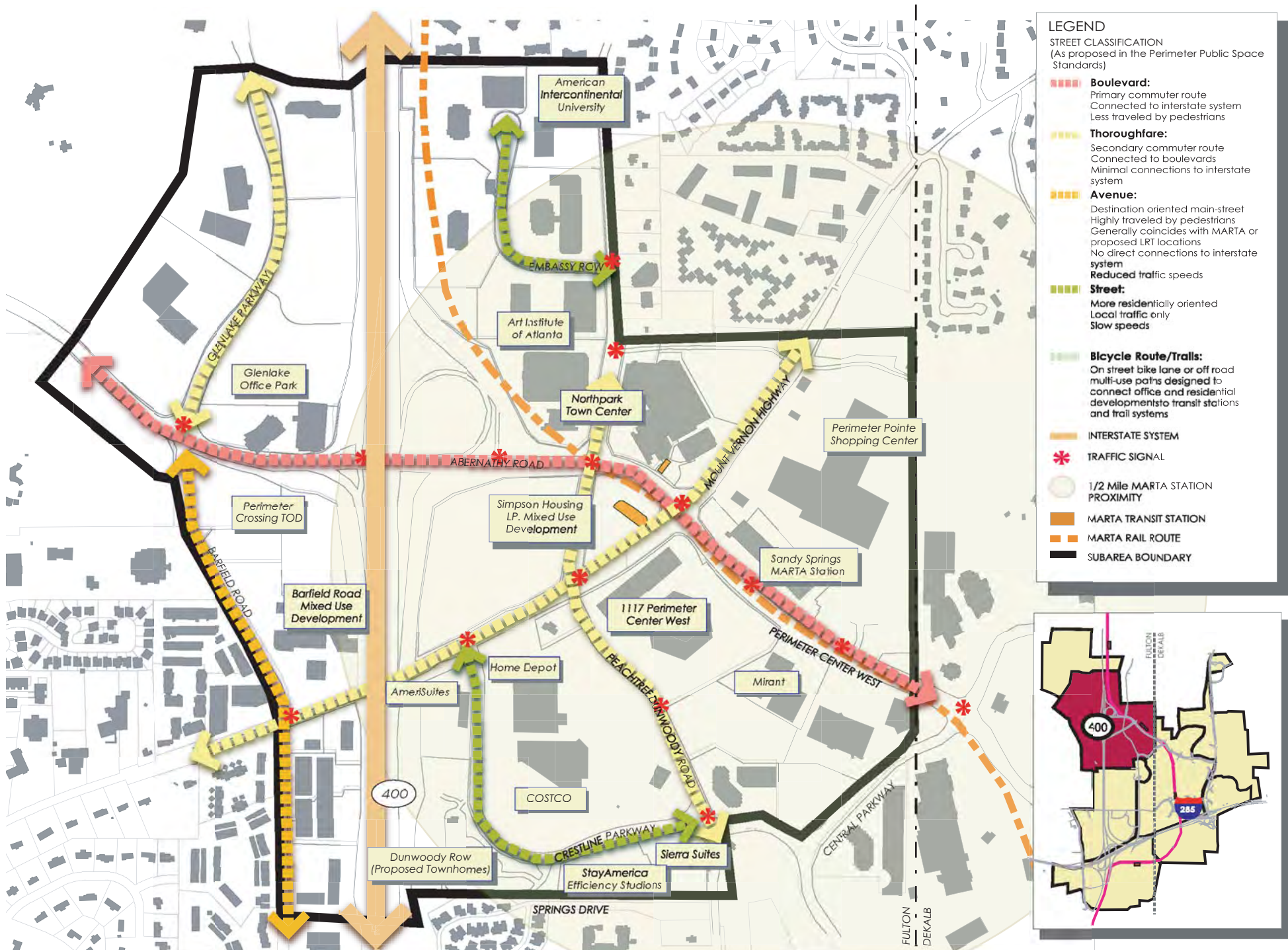
- GA-400 Collector Distribution System
- PROPOSED DEVELOPMENTS
- 1/2 Mile MARTA Station Proximity
- MARTA RAIL ROUTE
- SUBAREA BOUNDARY



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Prepared for: Perimeter CIDs

Fig. 1.2 TRANSPORTATION & DEVELOPMENT PROJECTS
Subarea 1: Sandy Springs Transit Village





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Prepared for: Perimeter CIDs

Fig. 1.3 CIRCULATION MAP
Subarea 1: Sandy Springs Transit Village



1.4 Development Opportunities:

As illustrated in Figure 1.4, this subarea has numerous opportunities for short-term and long-term development. Strategically, the 17 acres of undeveloped land at the intersection of Mount Vernon and Abernathy Road represents the greatest opportunity for new transit-oriented-development in the area. This site is owned by Simpson Housing Limited Partnership, the same entity that controls Northpark Town Center. The site is located at the highest point topographically within the study area and offers dramatic views of the "Perimeter skyline." The only structure currently located on the site is the canopy to the MARTA transit station. However, the site is bisected into two unequal portions – a 3-acre site with the MARTA station entrance and a 14-acre portion adjacent to GA-400. This location is the largest area of undeveloped land within Perimeter Center, has unparalleled access both to transit and the interstate system, and thus represents a key development opportunity for the area. A mixed-use project which includes housing, retail and a hotel has been proposed as a long-term development. Additionally, there is vacant land along Peachtree Dunwoody Road adjacent to the Mirant headquarters, and along Barfield Road and Glenlake Parkway on the west side of GA-400.

Two key projects west of GA-400 will help establish a critical mass at this location and provide much needed residential uses in close proximity to the Sandy Springs MARTA Station. The first is the former Perimeter Ford site at the northeast corner of Mount Vernon and Barfield Road. This site has been abandoned for a number of years and is currently being considered by the Griffin Company for a mixed-use project that would include two office towers of 10 and 6 stories each, a parking deck and 130 town homes. The project was reviewed earlier this year by the Atlanta Regional Commission as a Development of Regional Impact (DRI) and found to be in the best interest of the state. The second parcel that is currently underutilized and also targeted for future mixed-use development is the 11-acre site at the southeast corner of Barfield and Abernathy Roads. This site is owned by MARTA and is immediately adjacent to the former Perimeter Ford site described in the previous paragraph. It is under long-term ground lease to Abernathy Development Partners, LLC, which has been approved by the Fulton County Commission for development with two office towers, a hotel, and 150 residential condominiums.

In terms of underutilized parcels in the study area, there are some key sites that offer great potential for redevelopment at a higher density than what is currently present. One such possibility is on the adjacent parcels currently occupied by COSTCO and Home Depot along Peachtree Dunwoody, between Mount Vernon and Crestline Parkway. While these parcels contain a seeming oversupply of surface parking, they are in fact highly successful retail establishments that demand significant parking during peak times, particularly during the weekends and also have stringent requirements for unloading materials and supplies. Potential development could be possible along the periphery of the site. Additionally, the Perimeter Pointe Shopping Center could be a prime candidate for long-term densification. Given this site's adjacency to the Sandy Springs MARTA Station and the abundant parking supply provided within the existing MARTA parking deck, it is recommended that this site be considered as a viable transit-oriented redevelopment opportunity that could significantly enhance the housing options located in the study area as part of a mixed-use concept. Other potential projects for additional density could be located along Glenlake Parkway on current parking lots or sites between existing office buildings.

1.5 Proposed Transportation and Circulation Improvements:

The big transportation project that will undoubtedly change the vehicular movement in this area is the GA-400 Collector Distributor (CD) system described in the existing transportation issues sections. The CD system program includes additional HOV lanes and interchange improvements at Abernathy along with a potential new interchange at Hammond Drive. Along with these large improvements, the CD system project includes roadway improvements to improve east-west connectivity over GA-400. One such project is the overpass at Mt. Vernon Road, one of the most frequently used east-west connector between Perimeter Center and Sandy Springs due to congestion at Abernathy Road. The existing design of the bridge poses a serious issue as it suddenly narrows from three lanes to two lanes without necessary warning. Long term improvements include plans to widen the bridge and provide for improved pedestrian and bicycle access. Short-term intersection improvements along Mt. Vernon Road at Barfield Road, Crestline Parkway and the bridge over GA-400 will be conducted as a part of the Fulton Phase 1 Intersection Program and funded by the Fulton PCID.

Circulation improvements, as illustrated in Fig. 1.6 are focused on providing sidewalks as required along Barfield Road and Glenlake Parkway. The mixed-use developments planned along Barfield Road require high-quality streetscape improvements as required by the recently adopted Perimeter Public Space Standards. This requirement provides an opportunity for a unique partnership between the PCIDs and the developers to have consistent streetscape improvements along this corridor. Mt. Vernon Road as described above, is an important east-west connection between Dunwoody, Sandy Springs MARTA and the Sandy Springs neighborhood. It also carries lower volumes of vehicular traffic as compared to Abernathy and Peachtree Dunwoody and hence becomes a prime candidate for streetscape improvements for better pedestrian connectivity.

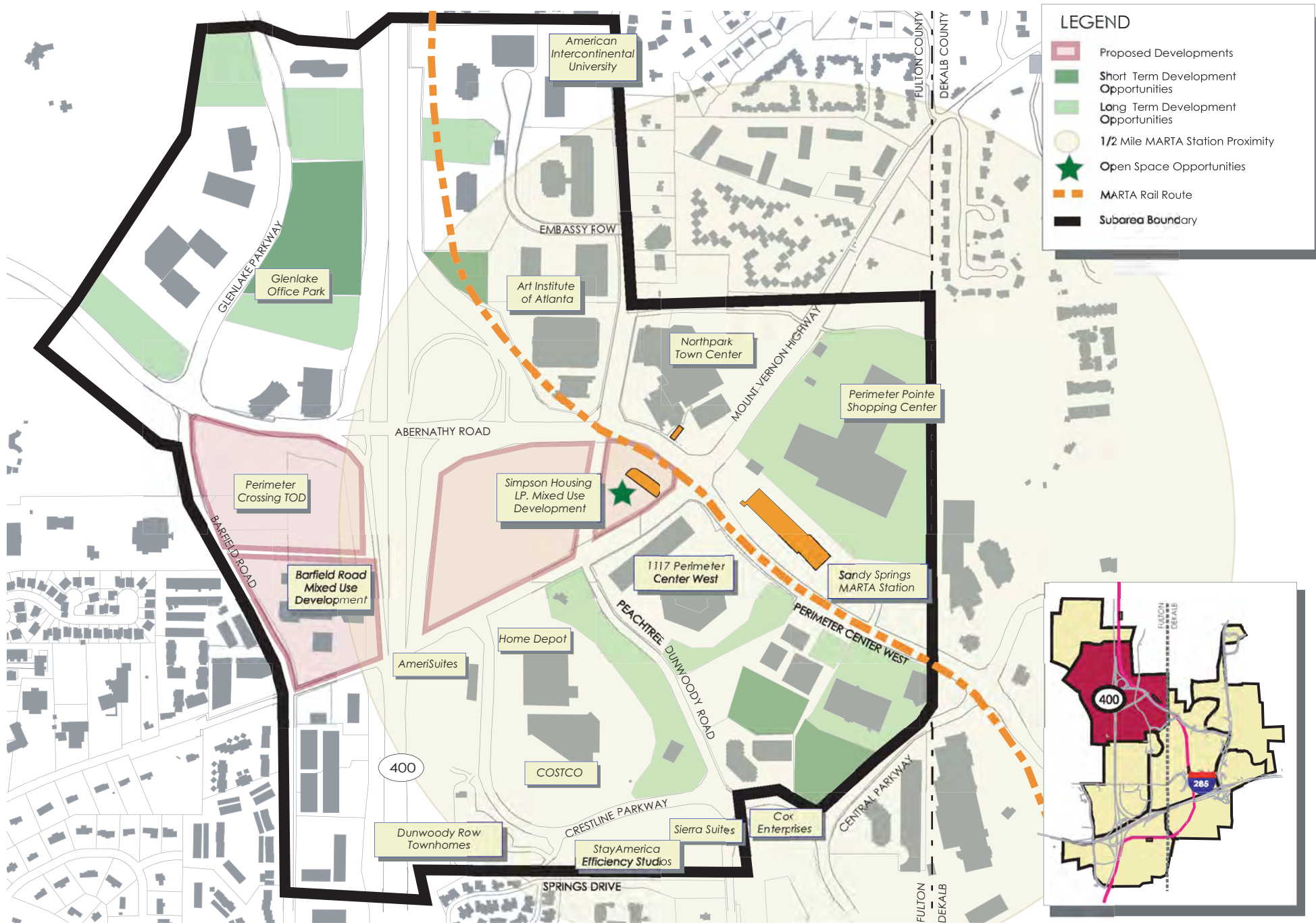
Recommended circulation improvements also included bikeways connecting the MARTA Stations at both North Springs and Sandy Springs to various residential, commercial and institutional uses within the area. Peachtree Dunwoody Road, north of Abernathy connects the Art Institute of Atlanta and American Intercontinental University to the MARTA Stations and provides necessary infrastructures for students to access transit. Hence along with Perimeter Center West and part of Abernathy Road, Peachtree Dunwoody could be a key connector in the bicycle plan for this area.

1.6 Other Public Improvements:

The Sandy Springs MARTA subarea has a prominent lack of public open space. Currently some of the office buildings have small sit-out spaces and plazas for their employees along with some outdoor restaurant seating at Perimeter Pointe. This study identifies two potential sites which could incorporate open space components when they redevelop. The first one is the Perimeter Pointe Shopping Center located adjacent to the MARTA Station. Along with proximity to MARTA, this site is recommended to have higher density multifamily housing and providing an open space at this location could be an amenity for these future residents. The second location for a public open space could be incorporated on the three acre site which currently has the Sandy Springs MARTA canopy, to be a part of the proposed hotel development.

Wayfinding, Signage and Public Enhancements are recommended to be located at two strategic locations within this subarea. The Sandy Springs MARTA Station entrances are prime locations with large concentration of commuters. The plan also recommends

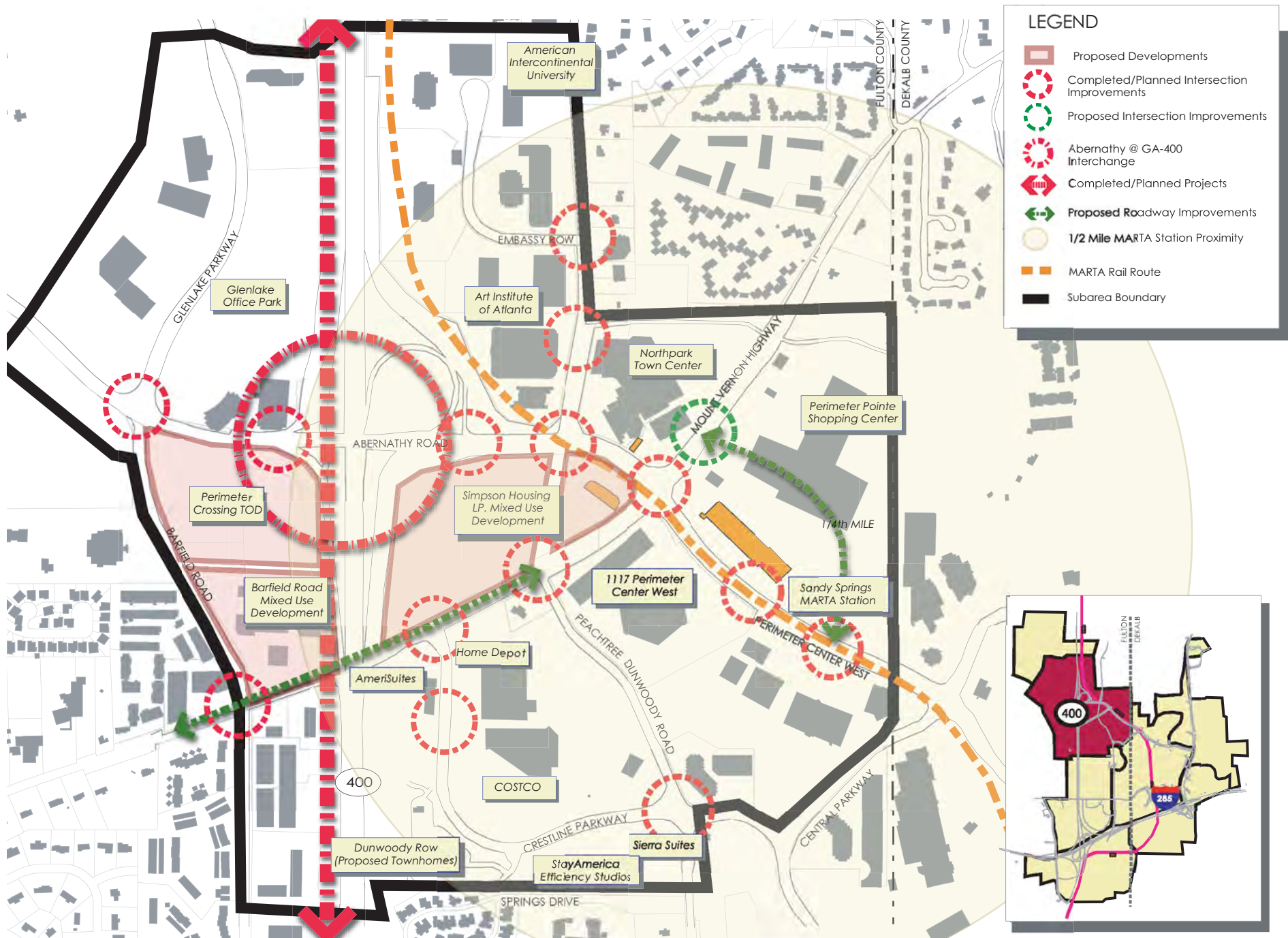
large-scale pedestrian access and connectivity improvements to the MARTA Station itself. The Sandy Springs Station was originally designed as the termination of the North Line and a 'park and ride' facility for commuters from the northern suburbs of Roswell and Alpharetta. Hence its design is more auto-oriented with a focus largely on entering the station from the parking deck. But with the construction of the North Springs Station, this Station currently has more local student and employee traffic. The proposed improvements recommend better pedestrian access from Perimeter Center West, Abernathy and Mt. Vernon Road including sidewalks and crosswalks leading up to the Station along with a drop off facility. The other area for potential public enhancements is the main vehicular entry at GA-400 and Abernathy. The stark interstate landscape could be enhanced with some additional landscaping, signage gateway treatments.



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Fig. 1.4 DEVELOPMENT OPPORTUNITIES MAP
Subarea 1: Sandy Springs Transit Village

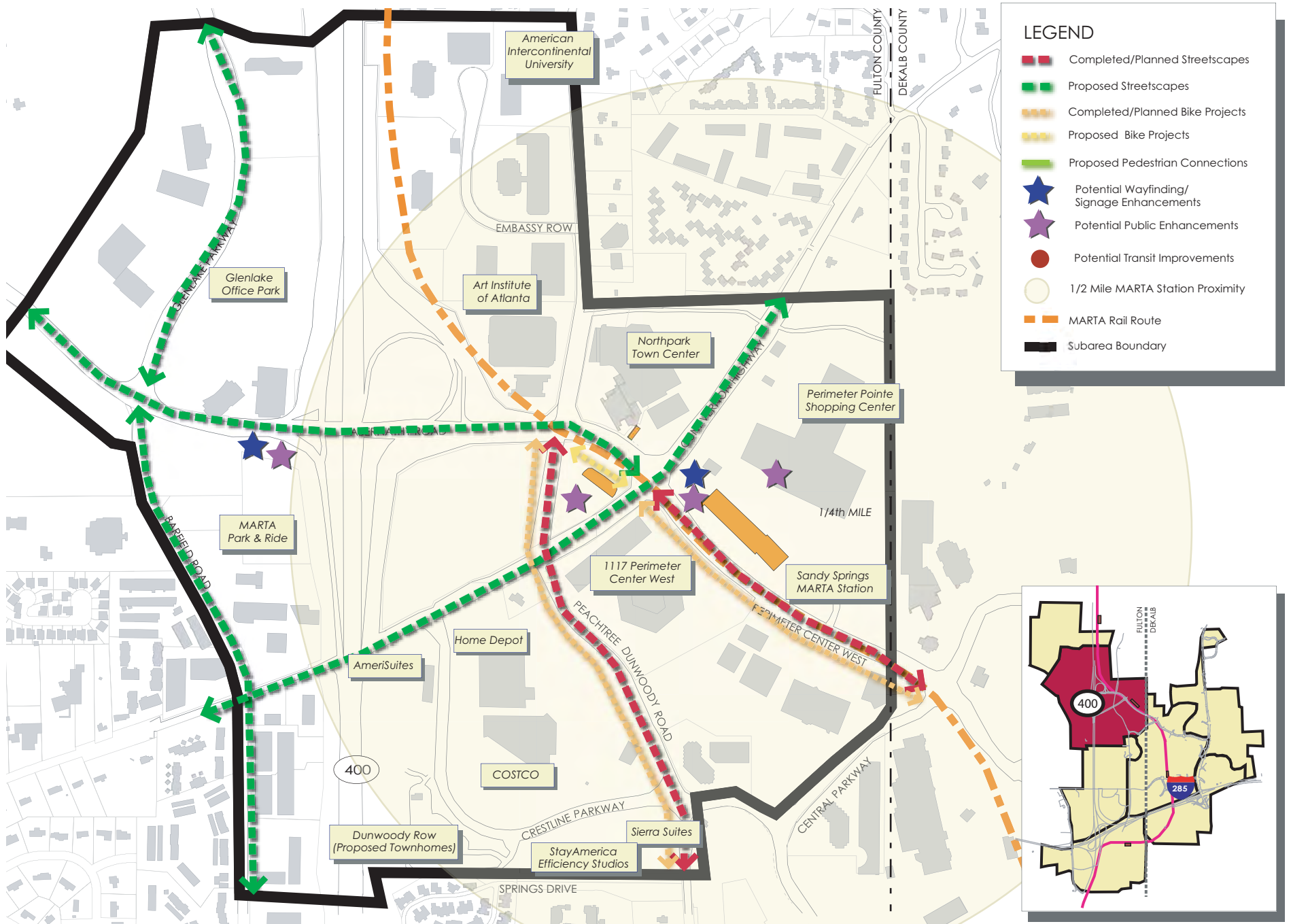




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Prepared for: Perimeter CIDs

Fig.1.5 OPERATIONAL IMPROVEMENTS MAP
Subarea 1: Sandy Springs Transit Village

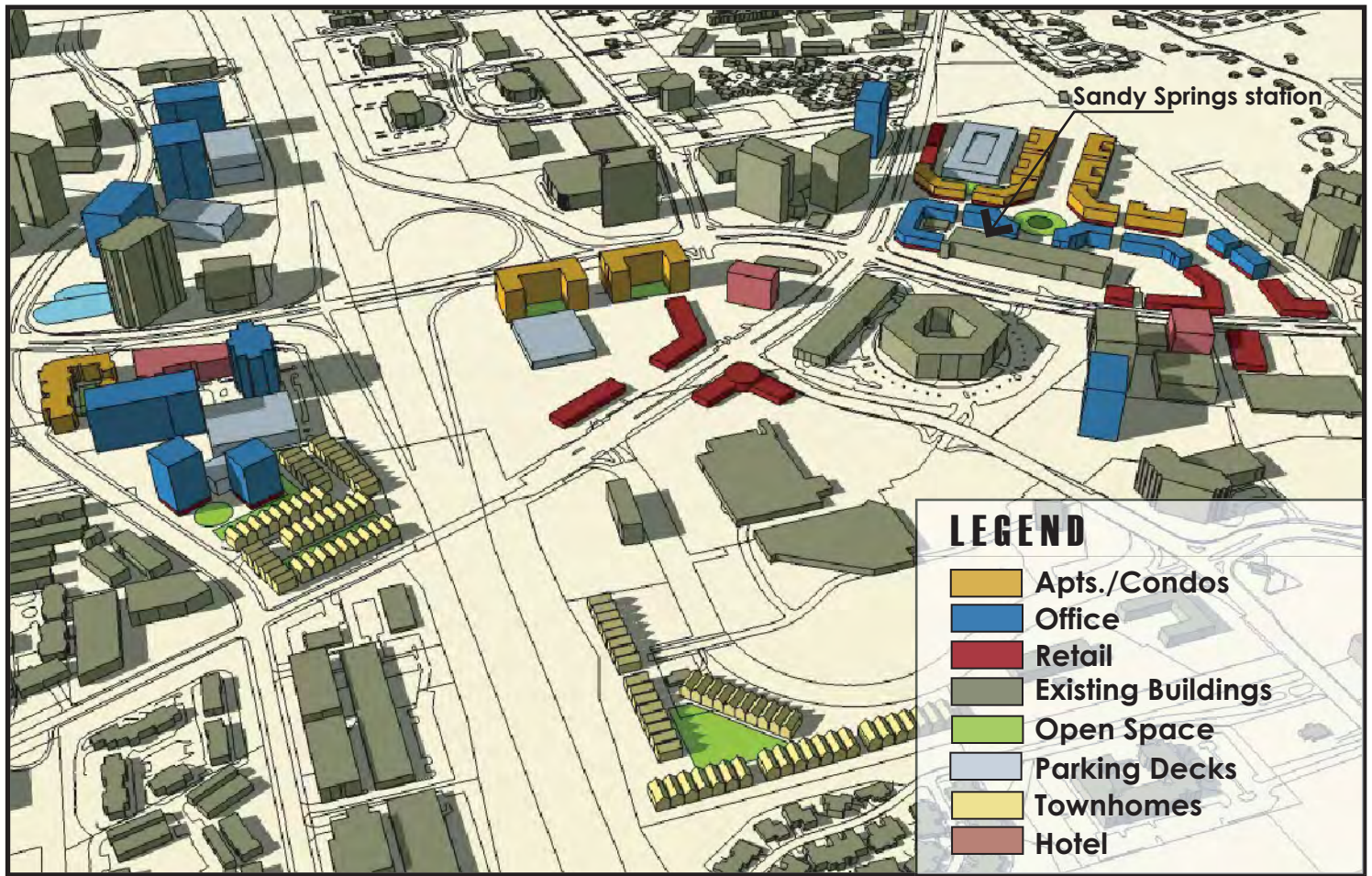




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Fig. 1.6 CIRCULATION IMPROVEMENTS MAP
Subarea 1: Sandy Springs Transit Village



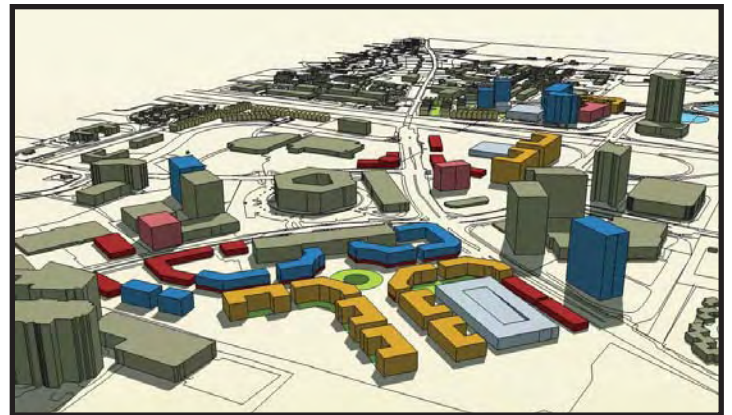


New Development Targets

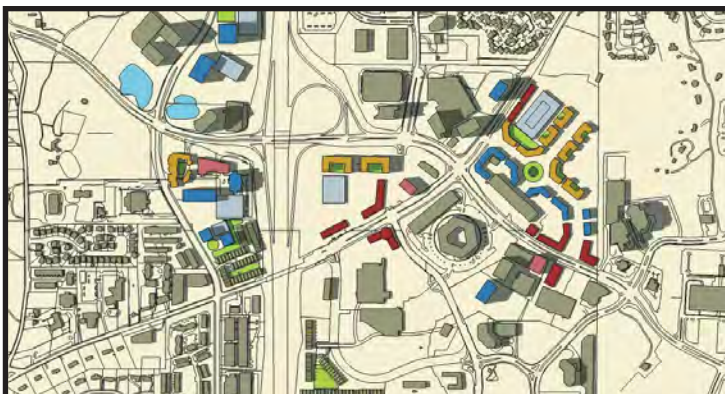
Residential	+/- 1,480 units
Office/commercial	+/- 4,500,000 sq. ft.
Retail	+/- 500,000 sq. ft.

Open space: Planned within the Perimeter Center Village Redevelopment

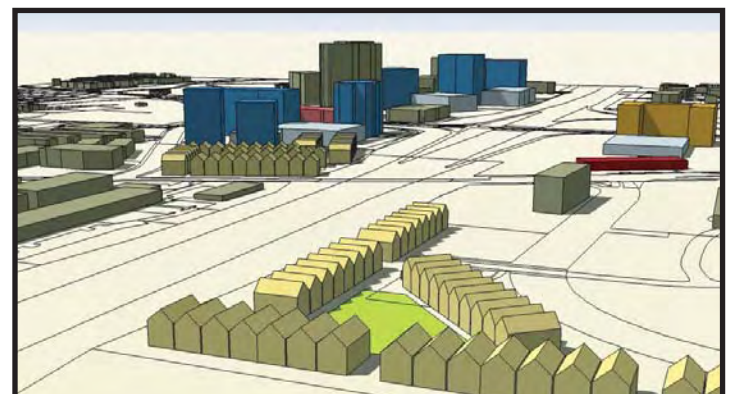
Transportation improvements: Streetscape improvements along Perimeter Center West, Peachtree Dunwoody, Mt. Vernon and Abernathy



looking southwest towards Sandy Springs station



plan view



looking northwest from Dunwoody Row

Fig. 1.7 CONCEPTUAL DEVELOPMENT TARGETS
Subarea 1: Sandy Springs Transit Village



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Chapter 2

Subarea 2: Dunwoody MARTA Transit Village

2.1 Subarea Context:

Subarea 2 (Dunwoody Transit Village) can broadly be described as the area surrounding the Dunwoody MARTA Station, anchored by Perimeter Mall. Bordered by I-285 on the south, Meadow lane on the north, Ashford Dunwoody Road on the east and Peachtree Dunwoody Road on the west, this subarea straddles both DeKalb and Fulton Counties. The Perimeter Focus LCI study completed in December 2001 had established this area as one of the three 'Transit Villages' and recommended focused redevelopment efforts to transform it into a mixed-use transit district.

2.2 Existing Land Use and Development Patterns:

Existing land use patterns are reflective of typical suburban development models with large blocks and separation of uses. Perimeter Mall, one of the most popular shopping venues in Atlanta, occupies 96 acres of land area, about 30% of the overall retail acreage in the Perimeter area. Additionally, a concentration of strip shopping complexes such as Perimeter Expo and Perimeter Square surround Perimeter Mall, resulting in large surface parking lots associated with retail centers. As illustrated in Fig. 2.1 (land use map), low (1-2 stories) and medium (3-10 stories) density office parks such as 211 Perimeter Center Parkway and Hammond Center are located west of the Dunwoody MARTA Station. There are no existing residential uses in this area, which emphasize the existing housing deficiency surrounding transit stations in Perimeter's commercial core. Additionally, the lack of parcel interconnectivity and the concentration of commercial and retail activities have resulted in severe traffic congestion issues, particularly during rush hours.

Existing zoning regulations support current land use patterns in the area, while recently planned mixed-use projects have required variances due to a lack of appropriate zoning categories in the current zoning code.

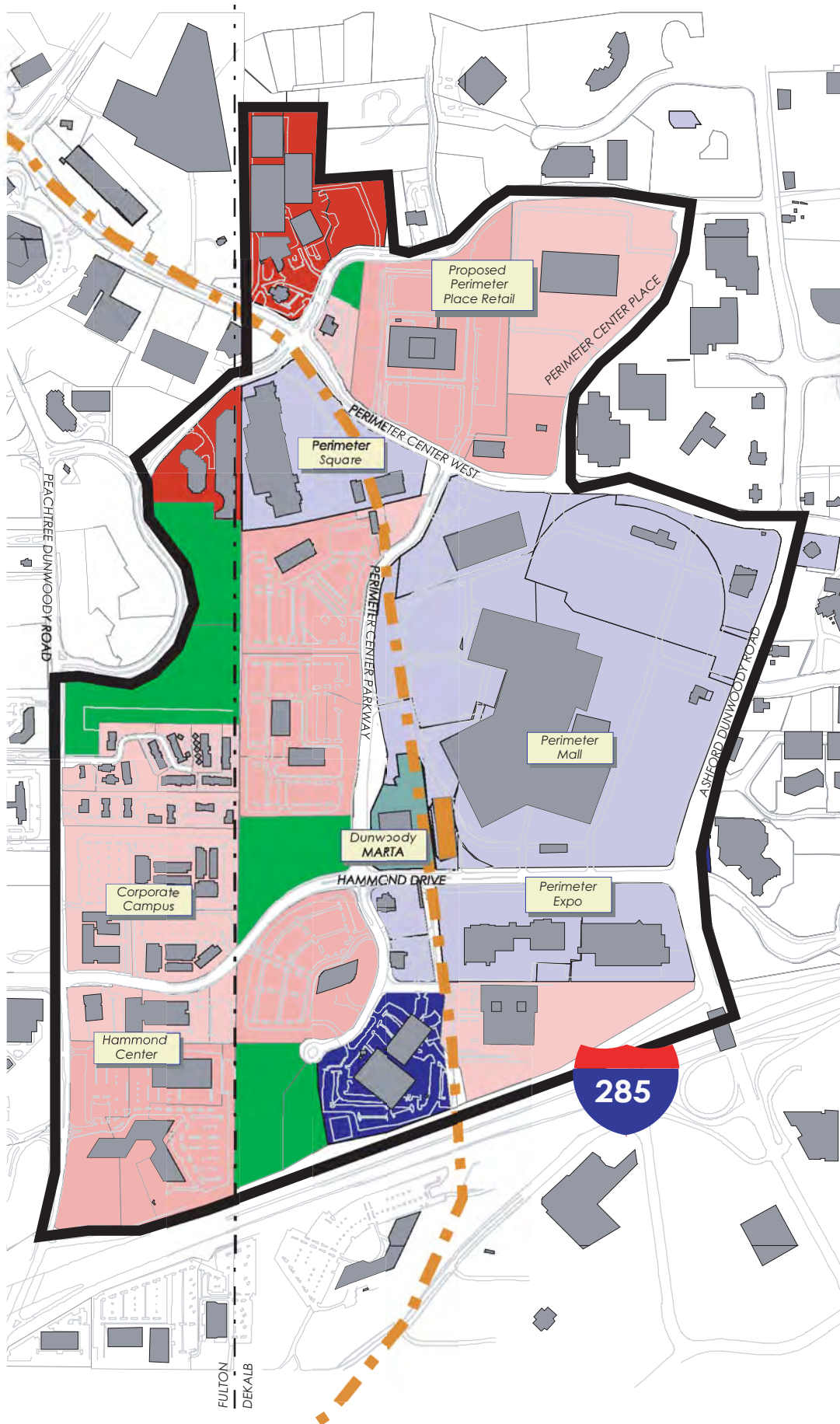
2.3 Existing Transportation and Circulation Patterns:

Following the recommendations of the LCI Plan, transportation improvements required to provide better vehicular and pedestrian connectivity are well under way. Significant streetscape and intersection improvements have been completed along Ashford Dunwoody at Perimeter Mall in the past two years. Perimeter Center Parkway, which forms the western boundary of Perimeter Mall and frontage for the two proposed mixed-use projects, received \$1.8 million in 2002 through LCI Implementation funds. Other strategic streetscapes such as Perimeter Center West are currently in design. Along with this investment in improved pedestrian connectivity, the Perimeter area has also achieved unprecedented success in funding large infrastructure projects. As illustrated in Figure 2.2 (Existing transportation & development projects), improvements at the I-285 and Ashford Dunwoody interchange are included in the TIP 2005-10. Another high priority project underway is the Perimeter Center Parkway Extension Flyover, which will provide an alternate north south connection over I-285, relieving traffic along Ashford Dunwoody and Peachtree Dunwoody Roads.

New transit to connect the commercial center in the Cumberland–Galleria area and Perimeter Center has also been programmed in the TIP and Engineering/Environmental

Studies are underway. The potential I-285 BRT line meets the existing MARTA rapid rail line at the Dunwoody MARTA Station within this subarea. When completed, this project will be a significant addition to the existing MARTA system for providing transportation choices in the region.

Street classification illustrated in Fig. 2.3 shows Ashford Dunwoody, Hammond Drive and Perimeter Center West as three boulevards providing major vehicular access to the interstate highways. Meadow Lane, Perimeter Center Parkway and Perimeter Center Place are defined as Avenues as they front major mixed-use developments with ground floor retail. On-street bikeways should be incorporated into streetscapes along these as and when possible.

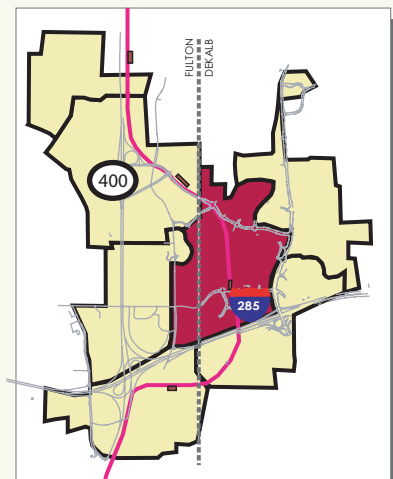


LEGEND

- SINGLE FAMILY RESIDENTIAL
- MULTIFAMILY RESIDENTIAL
- TOWN HOUSE RESIDENTIAL
- OFFICE HIGH DENSITY
- OFFICE MID DENSITY
- OFFICE LOW DENSITY
- RETAIL LOW DENSITY
- INSTITUTIONAL
- LODGING
- TRANSPORTATION/UTILITIES
- OPEN SPACE
- VACANT LAND
- MARTA RAIL ROUTE
- SUBAREA BOUNDARY

Existing Land Use:

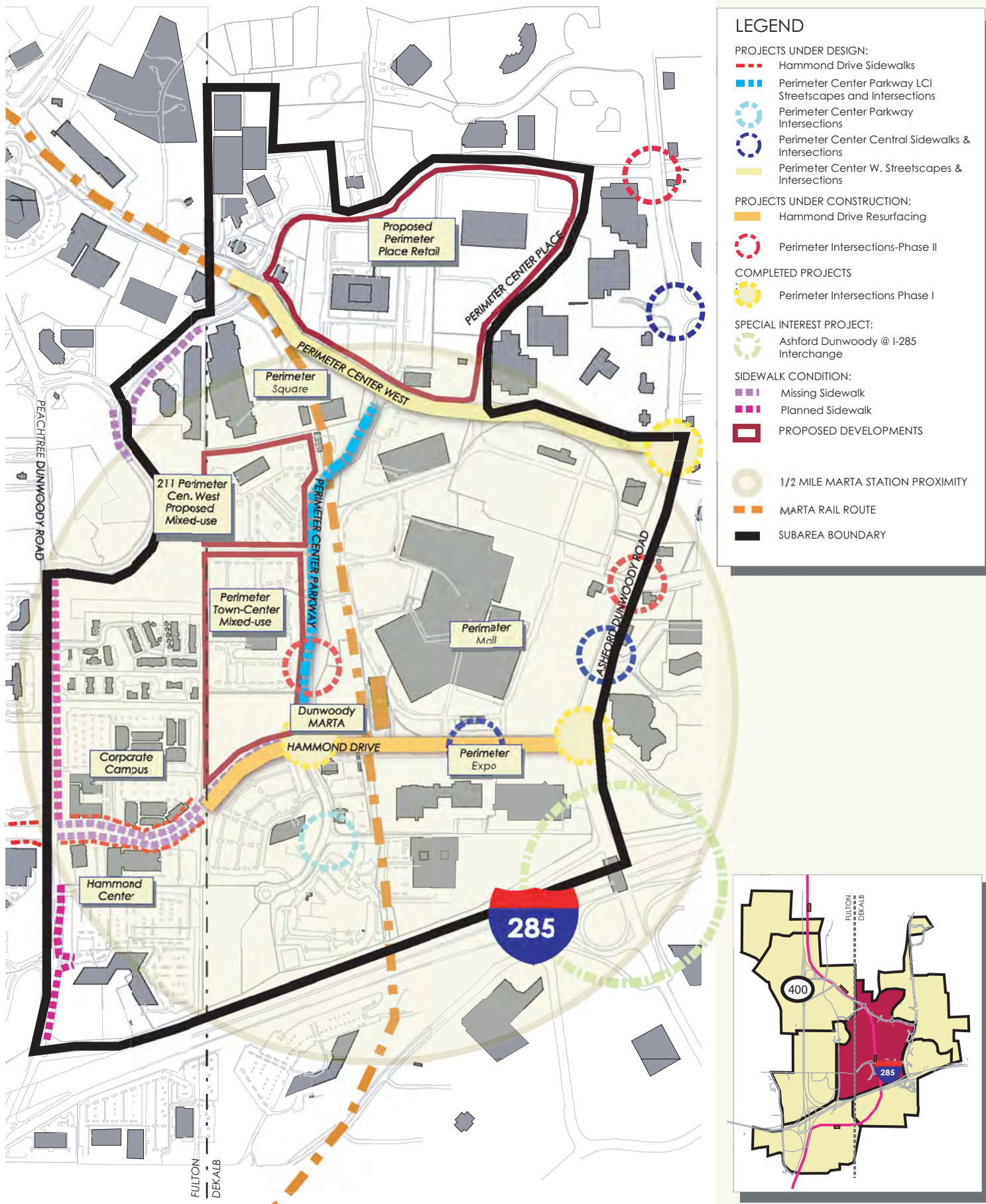
- Office complexes concentrated along Peachtree Dunwoody Road and Perimeter Center West
- No residential uses in this subarea
- Perimeter Mall, located within this subarea, is one of the prominent retail centers in the Atlanta region
- Other retail services are located at Perimeter Square and Perimeter Expo
- Large parcels of undeveloped land along Hammond Drive and Crestline Parkway
- The Dunwoody MARTA station serves this area.



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Prepared for: Perimeter CIDs

Fig. 2.1 EXISTING LAND USE MAP
Subarea 2: Dunwoody Transit Village

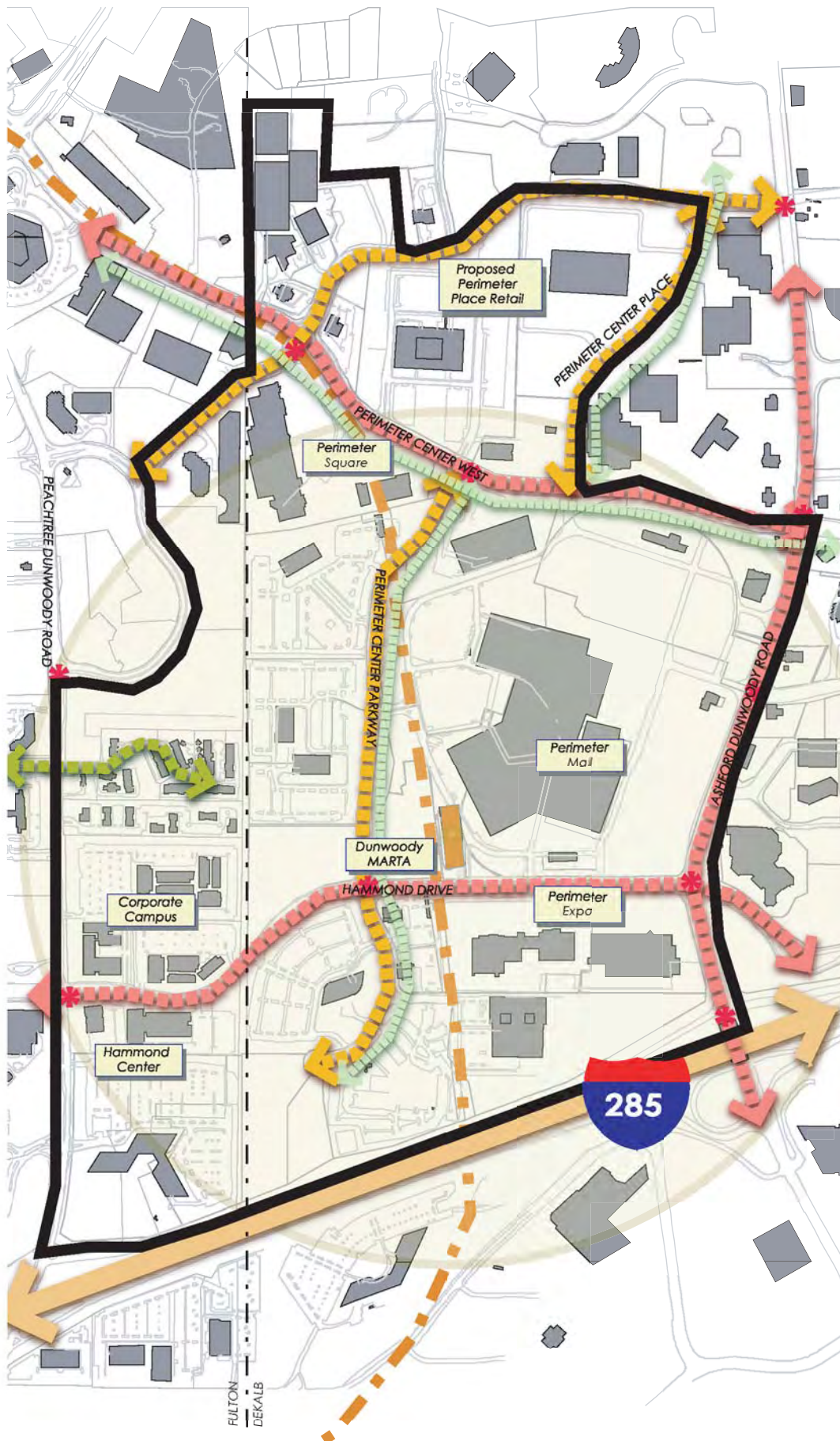




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Prepared for: Perimeter CIDs

Fig. 2.2 TRANSPORTATION & DEVELOPMENT PROJECTS
Subarea 2: Dunwoody Transit Village

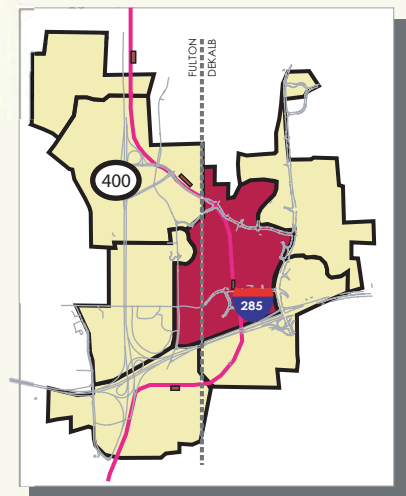




LEGEND

STREET CLASSIFICATION
(As proposed in the Perimeter Public Space Standards)

- **Boulevard:**
Primary commuter route
Connected to interstate system
Less traveled by pedestrians
- **Thoroughfare:**
Secondary commuter route
Connected to boulevards
Minimal connections to interstate system
- **Avenue:**
Destination oriented main-street
Highly traveled by pedestrians
Generally coincides with MARTA or proposed LRT locations
No direct connections to interstate system
Reduced traffic speeds
- **Street:**
More residentially oriented
Local traffic only
Slow speeds
- **Bicycle Route/Trails:**
On street bike lane or off road multi-use paths designed to connect office and residential developments to transit stations and trail systems
- INTERSTATE SYSTEM
- ✱ TRAFFIC SIGNAL
- 1/2 MILE MARTA STATION PROXIMITY
- MARTA TRANSIT STATION
- MARTA RAIL ROUTE
- SUBAREA BOUNDARY



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Fig. 2.3 CIRCULATION MAP
Subarea 2: Dunwoody Transit Village



2.4 Development Opportunities:

The Perimeter Center area is undergoing a rapid change, transforming itself from a suburban office hub into a high-density mixed-use district. Proximity to a major transit station makes this subarea a prime candidate for mixed-use transit oriented development. As illustrated in Fig. 2.4, three recently proposed development projects around Dunwoody Station and Perimeter Mall have set examples for future mixed-use development in the area. Of these – 211 Perimeter Center Parkway (planned by Prudential Real Estate Investors) and Perimeter Town Center (to be developed by Equity Offices Partners and Cousins) propose a combination of residential and commercial uses with five to ten storied buildings and ground level retail. The third project, proposed by the Sembler Company, incorporate a main street concept integrating big box retail (Super Target) with high rise residential towers on in the same development.

In addition to the proposed developments, there are many opportunities for long term redevelopment around the Dunwoody MARTA Station. Prime amongst these are the Perimeter Expo and Perimeter Square Shopping Center sites which could potentially have mixed-use developments with residential components. The Perimeter Mall site also has good potential for redevelopment along its peripheral parking lots. This additional density would require converting some existing surface parking into decks. The low-density office area east of Peachtree Dunwoody Road is also a likely candidate for new development.

Zoning regulations to support higher density and mixed-use in the area are also underway. DeKalb County is in the process of modifying its existing code to create a Transit Oriented Development Overlay district (TOD III) for the area around the MARTA Station. The new zoning category will allow incentives for affordable housing along with stricter design controls for future projects.

2.5 Proposed Transportation and Circulation Improvements:

Planned transportation improvements in the Perimeter area are a continuation of the ongoing efforts for providing transportation options. Figure 2.5 illustrates completed or funded projects marked in red and proposed streetscapes marked in green. Proposed circulation improvements include streetscapes improvement along Meadow Lane and Hammond Drive to support proposed development plans. Improved pedestrians connections at Perimeter Mall and Dunwoody MARTA Station also compliment current efforts for improved connectivity. Bikeways are planned along Perimeter Center Parkway, Perimeter Center West and Hammond Drive to build into the existing network of bike paths.

Proposed intersection improvements (marked as green circles in Figure 2.5) extend the existing intersection program currently underway. Intersections along proposed streetscape projects (as illustrated in Fig. 2.6) are prioritized to allow for concurrent and consistent corridor improvements.

The LCI update also builds upon the recommendation of the Perimeter Focus LCI plan for improving inter-parcel connectivity and smaller block sizes. New roads within Subarea 2 are proposed within parcels targeted for short term and long term redevelopment. Perimeter expo, Hammond Center, Corporate Campus and Perimeter Square could potentially have internal roads connecting existing arterial providing alternative access routes for vehicles and pedestrians.

2.6 Other Public Improvements:

Public space enhancements, open space and wayfinding measures are also proposed for the Perimeter area as shown in figure 2.6. In this subarea, proposed park/plaza opportunities are west of Perimeter Mall along Perimeter Center Parkway as illustrated in Figure 2.7 and in the proposed Perimeter Town Center development along Hammond. Wayfinding and public enhancements including kiosks with computerized maps showing locations of nearby attractions/landmarks are recommended around the MARTA Station, Mall and prime retail and office complexes.

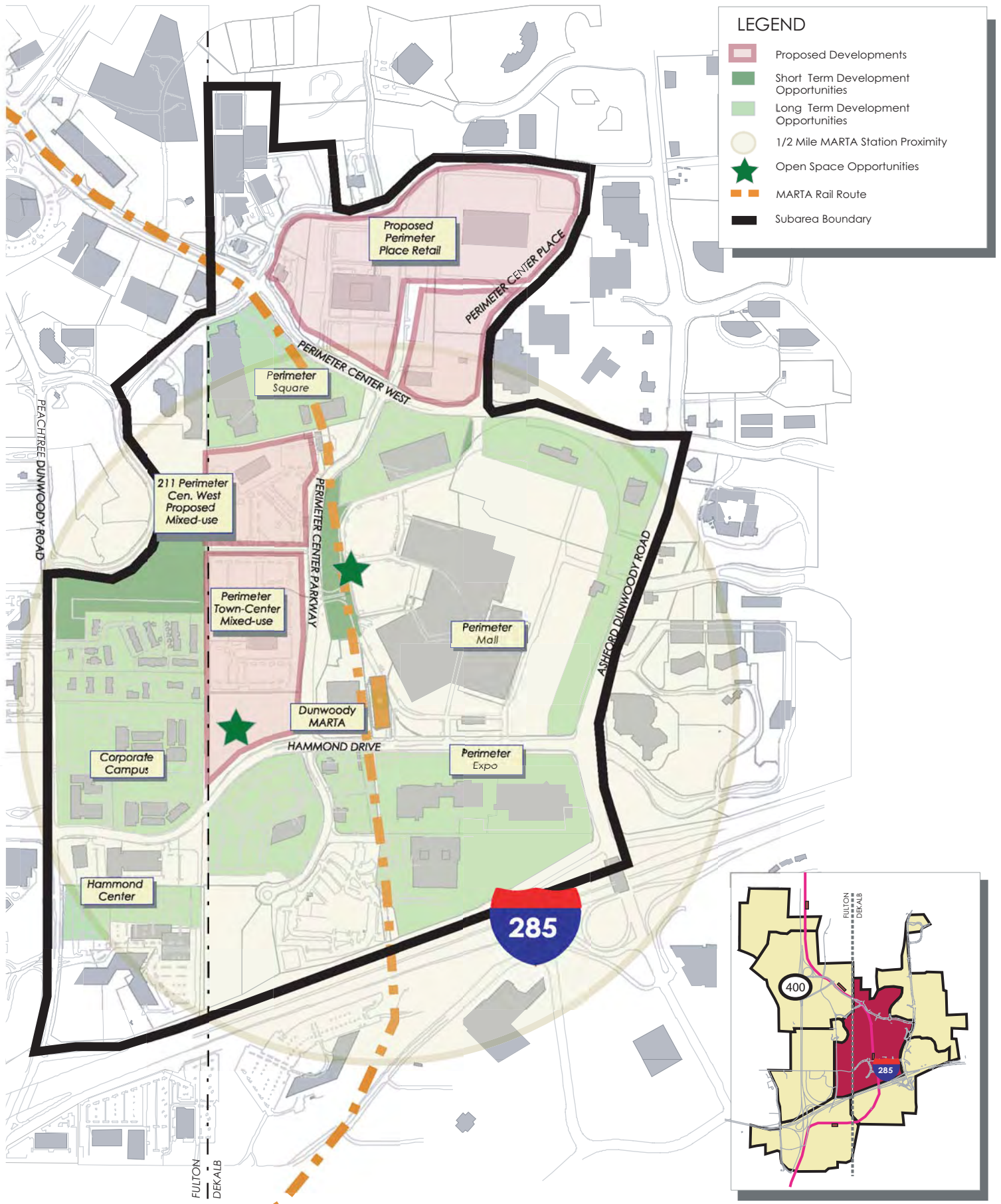
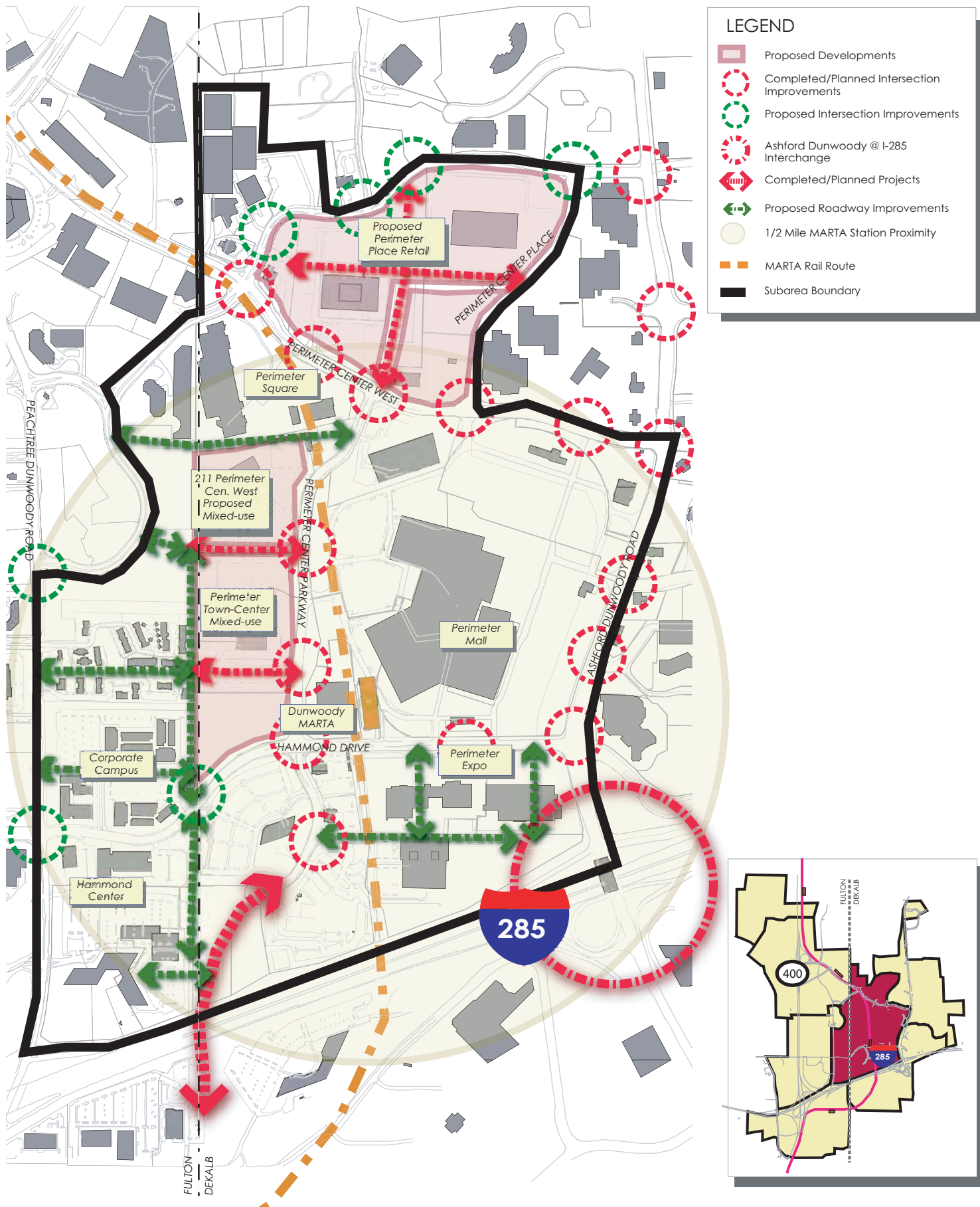


Fig. 2.4 DEVELOPMENT OPPORTUNITIES MAP
Subarea 2: Dunwoody Transit Village



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Prepared for: Perimeter CIDs





Prepared by: URBAN COLLAGE, Inc.
Prepared for: Perimeter CIDs

Fig. 2.5 OPERATIONAL IMPROVEMENTS MAP
Subarea 2: Dunwoody Transit Village



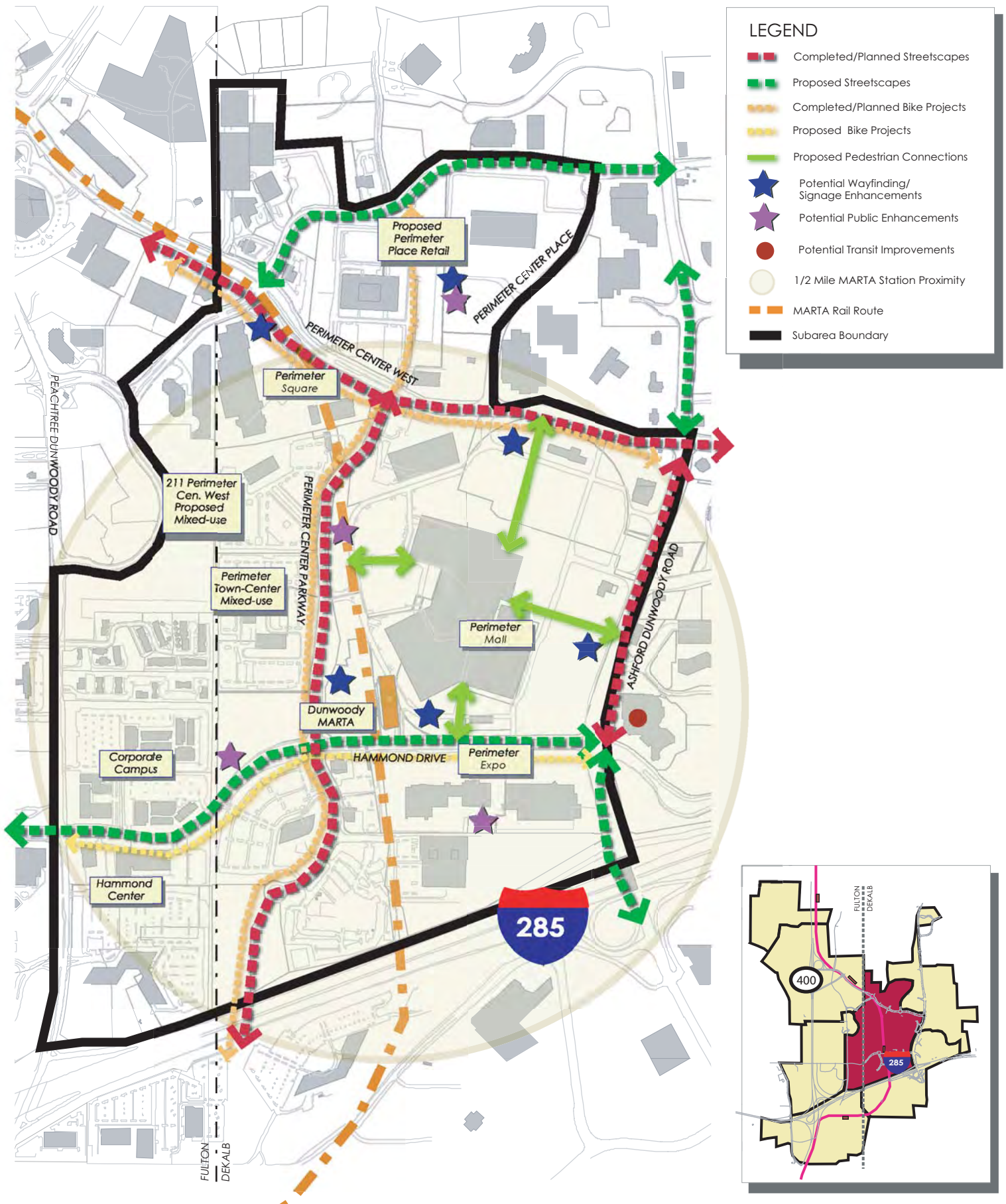
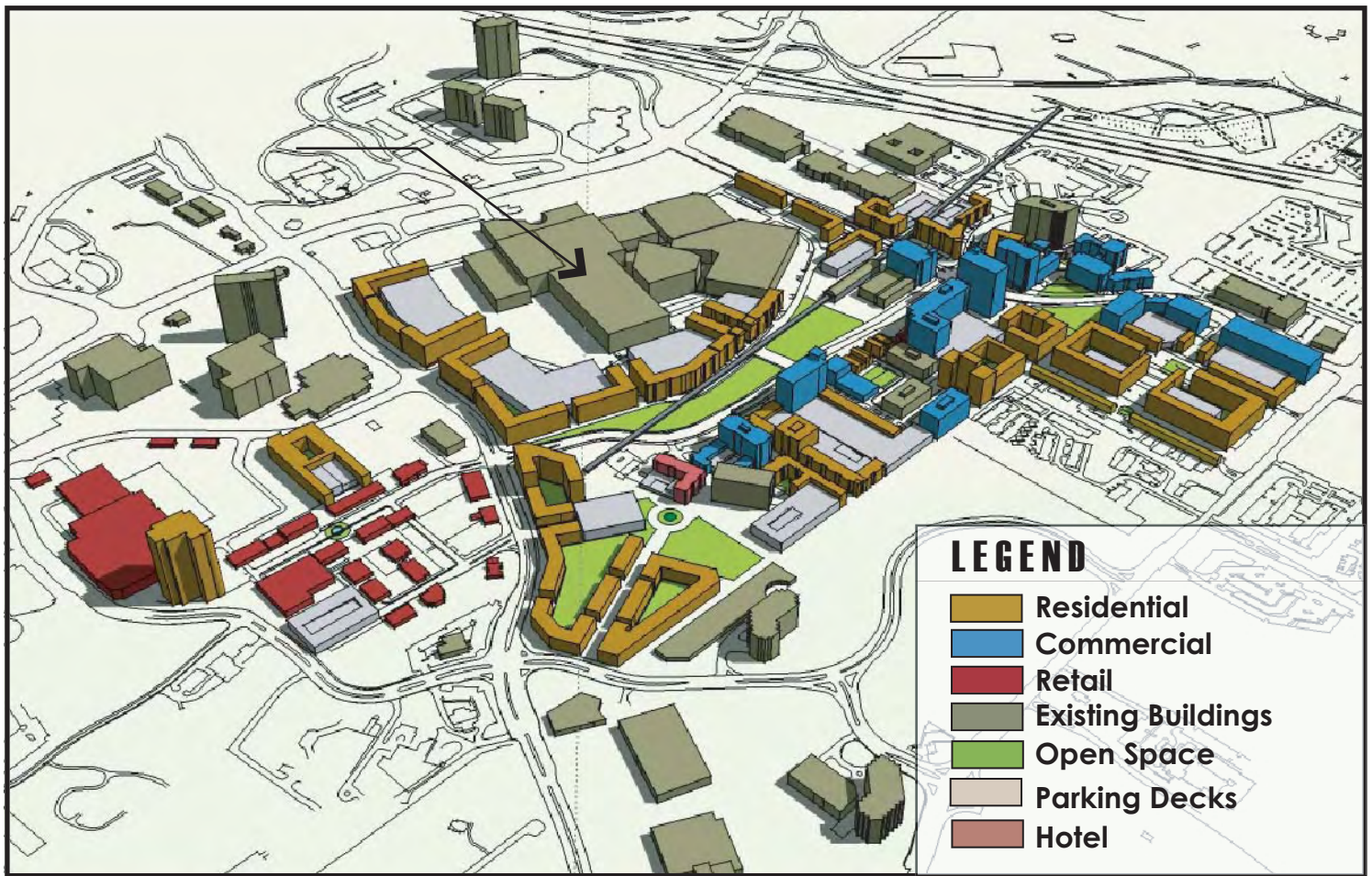


Fig. 2.6 CIRCULATION IMPROVEMENTS MAP
Subarea 2: Dunwoody Transit Village



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Prepared for: Perimeter CIDs





New Development Targets

Residential	+/- 5,500 units
Office/commercial	+/- 2,000,000 sq. ft.
Retail	+/- 700,000 sq. ft.

Open space: New open space along Perimeter Center Parkway

Transportation improvements: Perimeter Center Parkway, Perimeter Center West, Ashford Dunwoody Road etc.



looking southwest towards perimeter mall



plan view



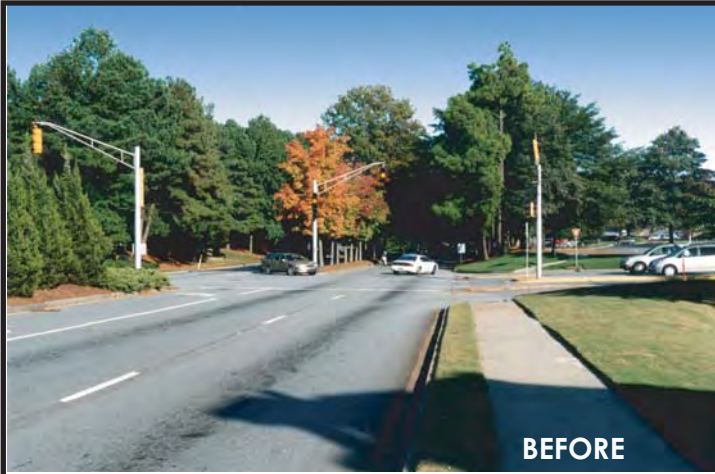
looking northwest from dunwoody station



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Fig. 2.7 CONCEPTUAL DEVELOPMENT TARGETS
Subarea 2: Dunwoody Transit Village





BEFORE



AFTER

Perimeter Center West at Perimeter Mall



BEFORE



AFTER

Perimeter Center Parkway at Dunwoody Station



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Fig. 2.8 CONCEPTUAL DEVELOPMENT
Subarea 2: Dunwoody Transit Village



Chapter 3

Subarea 3: Medical Center MARTA Transit Village

3.1 Subarea Context:

The Medical Center MARTA Station can be defined as the area south of I-285 around Johnson Ferry Road and Peachtree Dunwoody Road. Bisected by GA-400, the eastern side of this subarea is popularly known as the “Pill Hill” due to the large concentration of hospitals and medical offices, and the western side is mostly high and mid-rise office towers. This commercial core acts as a buffer for neighborhoods south of I-285 and east of GA-400 such as north Brookhaven Sandy Springs. Though separated by the interstate highway, this subarea is connected to northern Perimeter Center through multiple north-south connections such as Peachtree Dunwoody, Ashford Dunwoody and the planned Perimeter Center Parkway Flyover. In fact, the Glenridge Connector can be considered as the southeastern gateway into the Perimeter Center area.

The Perimeter LCI Plan identified the Medical Center MARTA Station as one of the three villages for transit oriented development. The MARTA Station is located in the northeastern quadrant within a quarter mile distance of three major hospitals - Northside Hospital, St. Joseph's Hospital and Children's Healthcare of Atlanta. Together the three hospitals employ over 8,000 people, 20 percent of which utilize MARTA on a daily basis to get to and from work. Hence the development of this subarea as a high-density mixed-use district is crucial to the best utilization of this well used transit station.

3.2 Existing Transportation and Circulation Patterns:

A wide variety of institutional and commercial uses surround the Medical Center MARTA Station. In particular, the three major hospitals mentioned above occupy over seventy acres of land. They are located predominately along Peachtree Dunwoody Road, Johnson Ferry Road and Meridian Mark Road. Surrounding the hospitals are auxiliary services such as hotels, such as the Courtyard Marriott and medical office buildings such as Peachtree Dunwoody Center.

Large office parks are located southwest of the GA-400 and I-285 interchange taking advantage of the excellent access and high visibility. These include mid to high-density office complexes such as Cingular headquarters, Premier Plaza, Centrum office complex etc. Some offices are also located east of GA-400 including Perimeter 400 Center on Johnson Ferry Road and Peachtree Dunwoody Center at Glenridge Connector. The land use in the area along Lake Hearn Drive south of I-285 mainly consists of low to mid-rise office parks, surrounded by surface parking. The Pavilion at Lake Hearn and Pavilion at Peachtree Dunwoody are two examples of such office complexes with excellent access and potential for future densification.

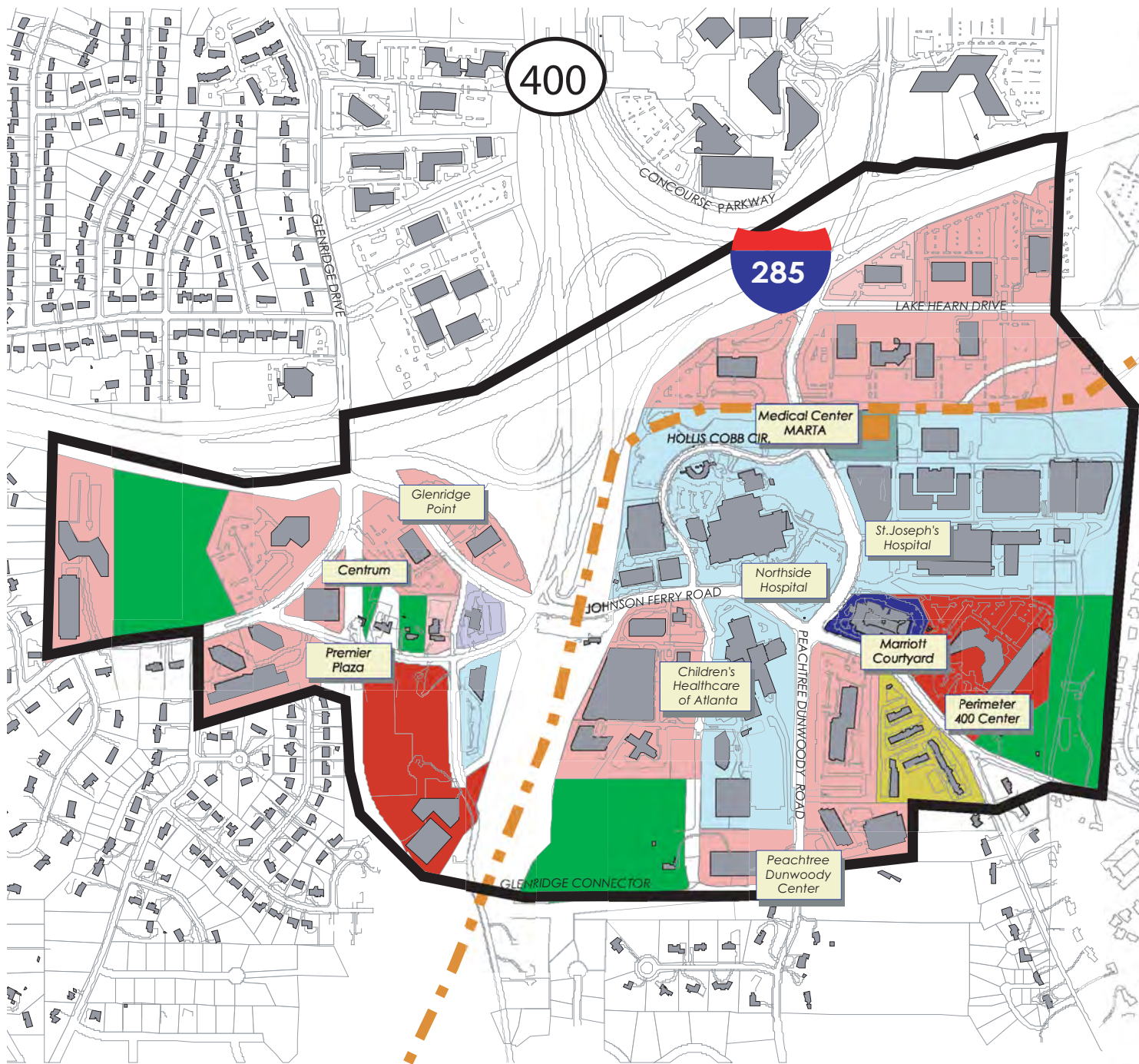
The only residential use in the study area is a small condominium community along Old Johnson Ferry Road. Though not directly within the subarea, single family communities surround the medical center district adding to the MARTA ridership as well as traffic congestion at Peachtree Dunwoody Road. There are no public open spaces in this district. This lack is somewhat compensated for by the plazas and private landscaped areas provided by the hospitals and office complexes to provide for the passive recreation needs of their employees.

3.3 Existing Transportation and Circulation Patterns:

High volumes of traffic along Glenridge Connector, Peachtree Dunwoody Road, and Johnson Ferry road have created a dire need for additional infrastructure. In particular, the 'pill hill' area on Peachtree Dunwoody Road has severe traffic congestion as it serves as the main vehicular access for Northside Hospital, St. Joseph's Hospital, the MARTA Station and some office complexes. Furthermore, it is one of the few north-south connections across I-285 in the Perimeter Center area. Current plans for building a bridge over I-285 at Perimeter Center Parkway will alleviate some of the north-south connectivity problem. But it will create excess traffic on Lake Hearn Drive and at the Peachtree Dunwoody – I-285 entry ramp.

Street classifications conducted as a part of the LCI plan create a vision for the overall transportation framework for this area and guide future roadway improvements. As illustrated in the circulation plan Fig. 3.3, Peachtree Dunwoody and Johnson Ferry Road have been classified as thoroughfares though they are primary vehicular streets, since they also carry heavy pedestrian traffic around the hospitals. Glenridge Connector is classified as a Boulevard or the main vehicular road connecting to the interstate. Lake Hearn Drive could, in the future become a great avenue with denser development and pedestrian improvements.

Based on existing pedestrian patterns and street classifications, plans for improving pedestrian and vehicular mobility in this area are mostly focused east of GA-400. As illustrated in Fig. 3.2, Streetscape and intersection improvements along Peachtree Dunwoody Road from Johnson Ferry to I-285 have been funded through an LCI Implementation Grant. As a part of this project, sidewalks will be constructed where missing on Peachtree Dunwoody along with lighting, and street furniture improvements throughout the corridor. Two of the three hospitals are working with the PCIDs by incorporating their sidewalk improvements into the overall streetscape to accomplish overall consistency. Other current projects in this subarea included intersection improvements on Lake Hearn at the Pavilion at Lake Hearn office park and intersection upgrades at Lake Hearn and Peachtree Dunwoody Road.



LEGEND

	SINGLE FAMILY RESIDENTIAL
	MULTIFAMILY RESIDENTIAL
	TOWN HOUSE RESIDENTIAL
	OFFICE HIGH DENSITY
	OFFICE MID DENSITY
	OFFICE LOW DENSITY
	RETAIL LOW DENSITY
	INSTITUTIONAL
	LODGING
	TRANSPORTATION/UTILITIES
	VACANT LAND

	MARTA RAIL ROUTE
	SUBAREA BOUNDARY

Existing Land Use:

- Dominated by Institutional uses - Northside Hospital, St. Joseph's Hospital and Children's Healthcare of Atlanta
- Commercial uses are concentrated east of GA 400
- No significant residential development within this study area.

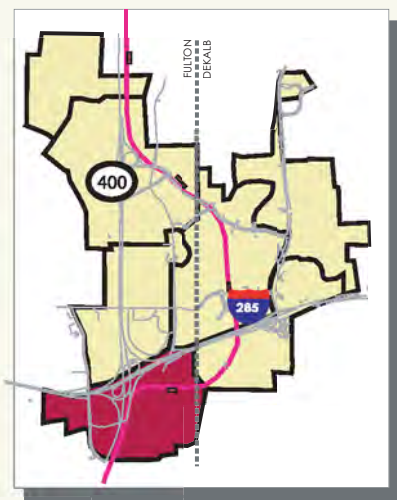
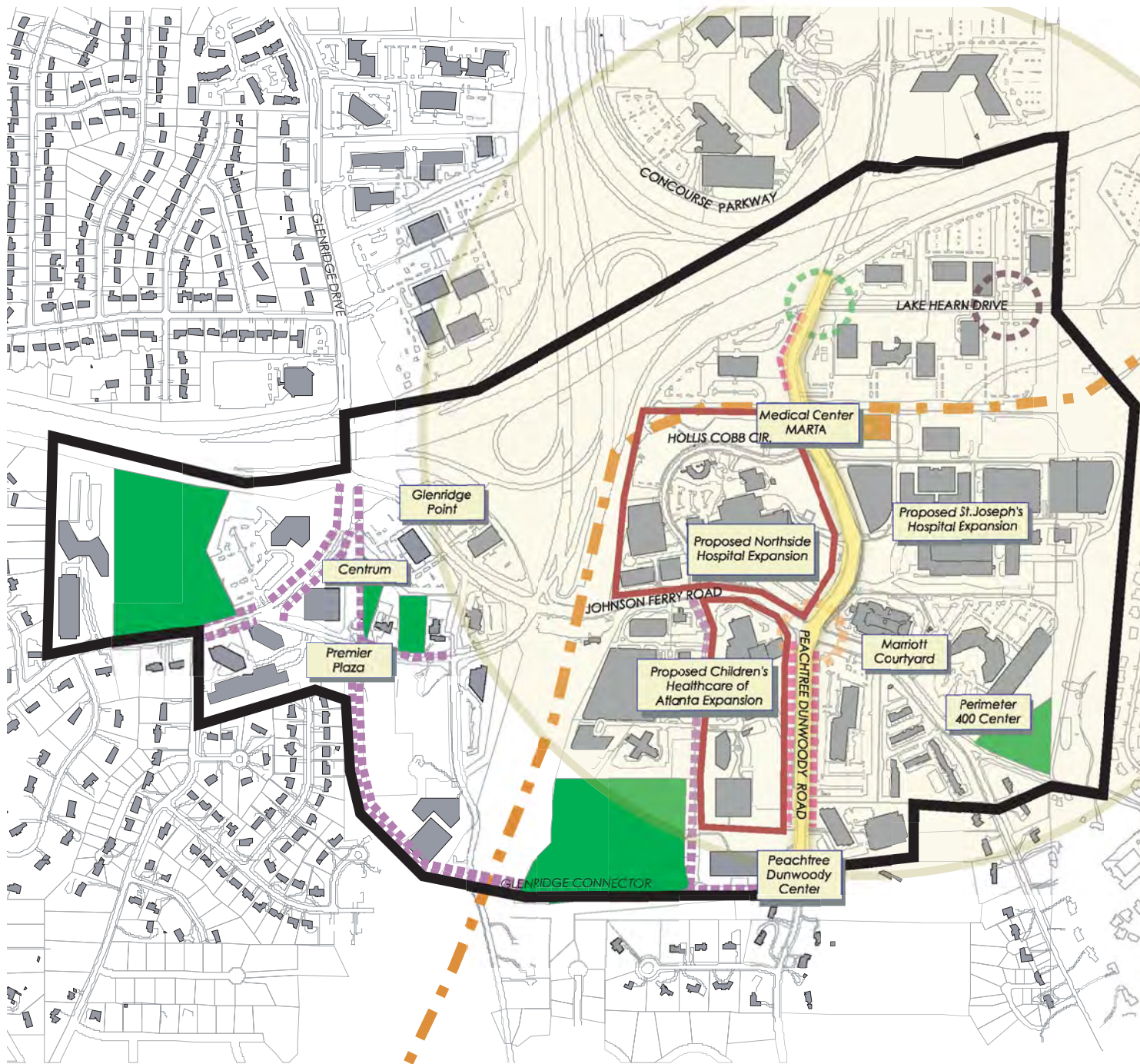


Fig. 3.1 EXISTING LAND USE MAP
Subarea 3: Medical Center Transit Village





LEGEND

PROJECTS UNDER DESIGN:

- Peachtree Dunwoody/Medical Center Streetscapes (LCI)
- Perimeter Center Pkwy Bridge Intersections
- Peachtree Dunwoody Rd. @ Lake Hearn Intersection

COMPLETED PROJECTS

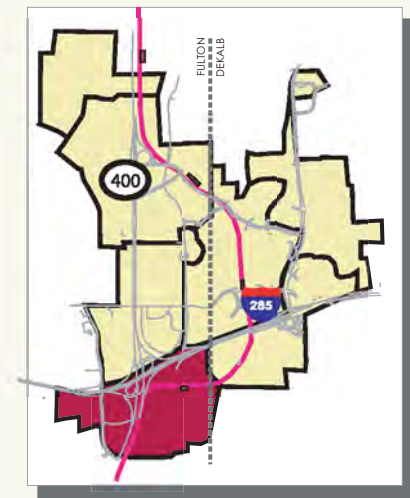
- Johnson Ferry Signal Upgrade

SIDEWALK CONDITION:

- Missing Sidewalk
- Planned Sidewalk

PROPOSED DEVELOPMENTS

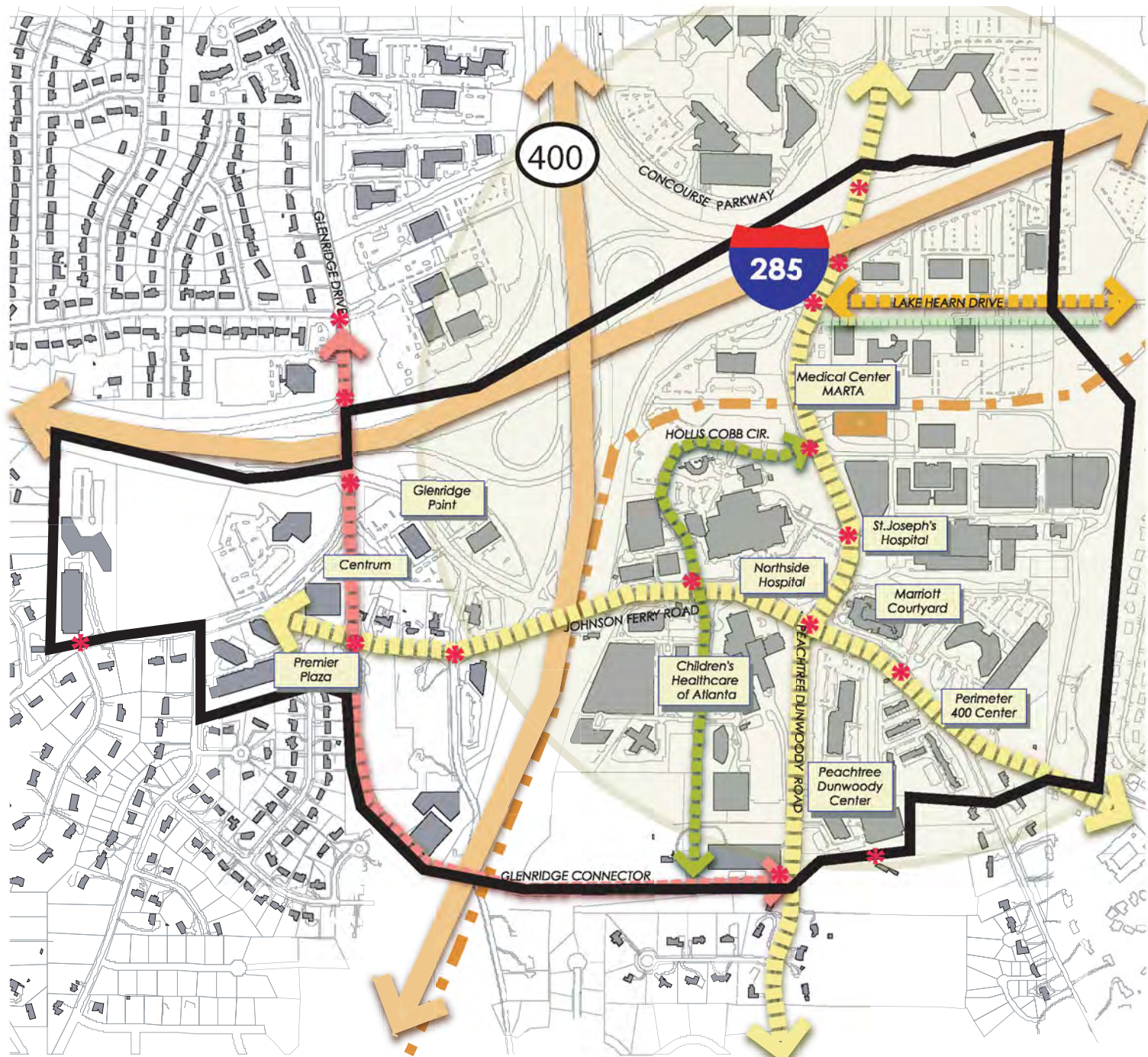
- Development Opportunities
- 1/2 Mile MARTA Station Proximity
- MARTA RAIL ROUTE
- SUBAREA BOUNDARY



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Prepared for: Perimeter CIDs

Fig. 3.2 TRANSPORTATION & DEVELOPMENT PROJECTS
Subarea 3: Medical Center Transit Village

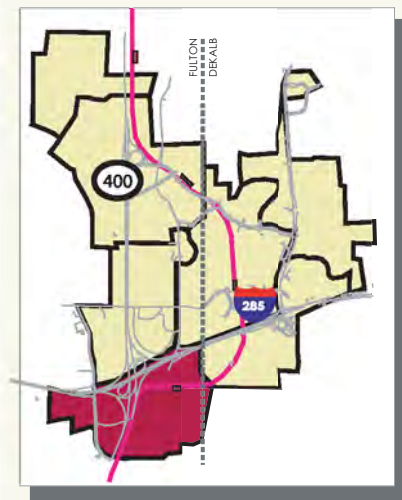




LEGEND

STREET CLASSIFICATION
(As proposed in the Perimeter Public Space Standards)

- ▬▬▬ **Boulevard:**
Primary commuter route
Connected to interstate system
Less traveled by pedestrians
- ▬▬▬ **Thoroughfare:**
Secondary commuter route
Connected to boulevards
Minimal connections to interstate system
- ▬▬▬ **Avenue:**
Destination oriented main-street
Highly traveled by pedestrians
Generally coincides with MARTA or proposed LRT locations
No direct connections to interstate system
Reduced traffic speeds
- ▬▬▬ **Street:**
More residentially oriented
Local traffic only
Slow speeds
- ▬▬▬ **Bicycle Route/Trails:**
On street bike lane or off road multi-use paths designed to connect office and residential developments to transit stations and trail systems
- ▬▬▬ INTERSTATE SYSTEM
- ✱ TRAFFIC SIGNAL
- 1/2 Mile MARTA STATION PROXIMITY
- ▬▬▬ MARTA TRANSIT STATION
- ▬▬▬ MARTA RAIL ROUTE
- ▬▬▬ SUBAREA BOUNDARY



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Fig. 3.3 CIRCULATION MAP
Subarea 3: Medical Center Transit Village



3.4 Development Opportunities:

As illustrated in Figure 3.4, this subarea has numerous opportunities for short-term and long-term development. The three hospitals which occupy a large part of this subarea have recently completed additions and renovations or have improvements planned for the near future. For example, St. Josephs added some additional parking and doctors' offices on their site right behind Medical Center MARTA Station. Additionally, Northside Hospital added new medical facilities and increased their capacity for structured parking and Children's hospital of Atlanta currently is in the progress of reworking internal circulation to access the new emergency facility.

Strategically, two sites provide the greatest opportunity for short-term development in this area. The first site is a 13 acre property located at the intersection of Meridian Mark Drive and Glenridge Connector. Currently vacant, this site has excellent access from GA-400 and could potentially be developed as a high-density office building along with some residential and retail. The second site is located along Glenridge Road, just south of the Johnson Ferry Road Intersection. This site is also located close to the interstate and surrounded by mostly office uses. A mixed-use center with office retail component is potentially the best use for this site.

Along with the vacant sites, some underutilized parcels within this subarea have good potential for site densification. For example, the low to mid-rise offices buildings at Lake Hearn Drive, in some cases, have large parking lots which could be converted into office building with the provision of parking decks. Underutilized parcels with very low-density commercial along Johnson Ferry Road near the Glenridge connector are also likely to redevelop in the long term at a higher density. The Glenridge Point office building is another example of a mid-rise office building surrounded by parking, and is likely to chance given its location and land value.

3.5 Proposed Transportation and Circulation Improvements:

As illustrated in Fig. 3.5, one of the major plans to improve traffic along the interstates includes the reconfiguration of the I-285 and GA-400 interchange. Currently the Ashford Dunwoody entry ramp is located very close to the GA-400 north exit on I-285 creating a dangerous environment for vehicles changing lanes at both the interchanges. In addition, plans for adding an HOV lane on I-285 will require widening the current highway and major modifications at all interchanges. Further study is required to determine the design for the improvements described above.

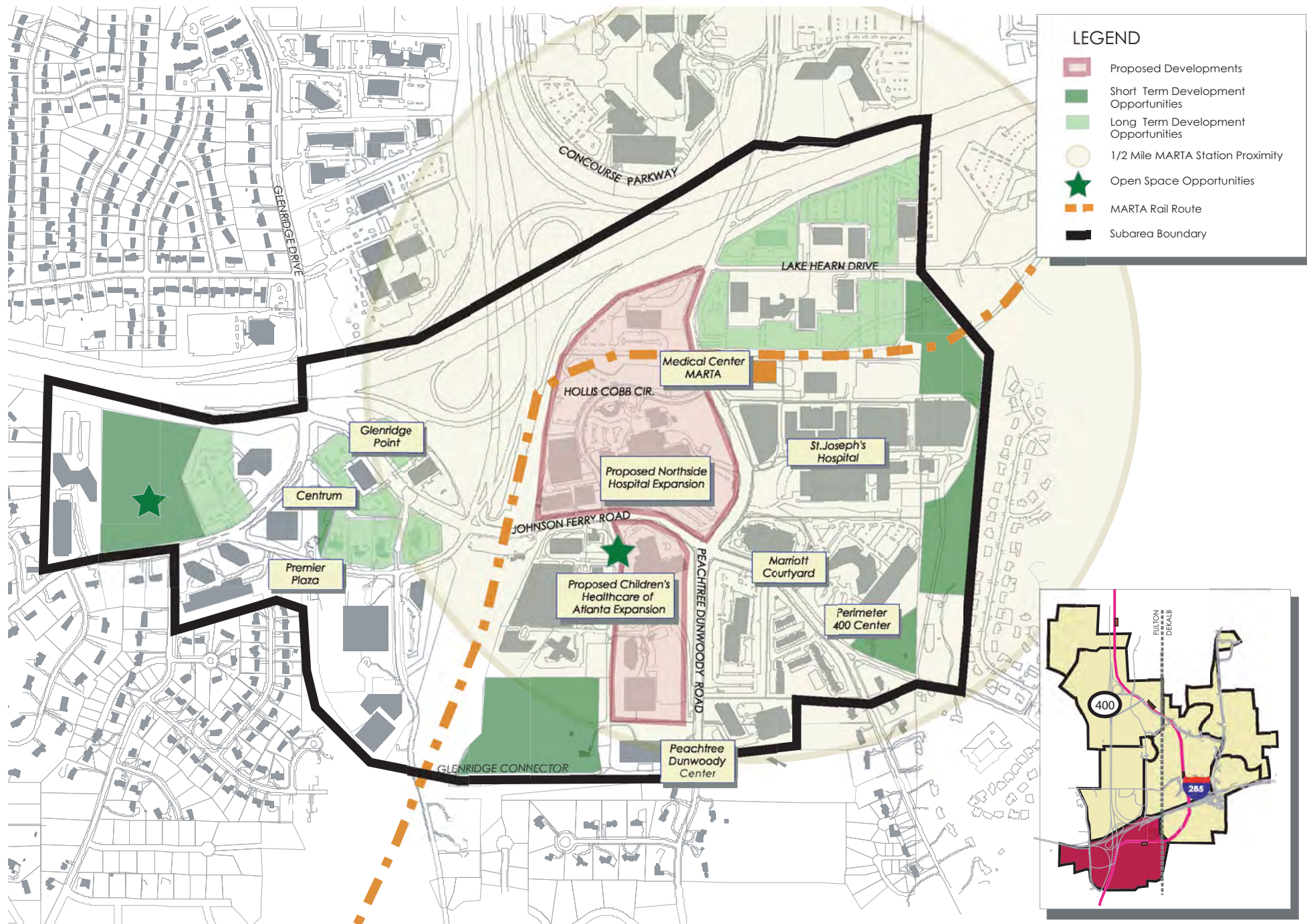
To ease the increasing traffic congestion, the road-widening is recommended along Peachtree Dunwoody Road. This project will be challenging due to the limited land available for road widening at Northside Hospital, St. Joseph's Hospital and the MARTA Station. Another candidate for road-widening would be Lake Hearn Drive to allow a smooth flow of traffic after the Perimeter Center Parkway Flyover is completed. Most of the office developments along Lake Hearn are buffered from the road with landscaping, which would allow some additional roadway capacity. New streets are recommended within all new developments to provide for better connectivity in the area.

As described in section 3.3, current plans for pedestrian and streetscape improvements are mostly east of GA-400. To complement the improvements on Peachtree Dunwoody and add to the overall connectivity around the MARTA Station, Lake Hearn Drive is

targeted for streetscapes and bikeways in the short term. Streetscape improvements are also suggested at Johnson Ferry Road due to its importance as an east-west connector and its location with reference to the hospitals. The overall vision is to create a safe and well connected pedestrian environment for a person using MARTA to get to the hospitals and employment centers around the station.

3.6 Other Public Improvements:

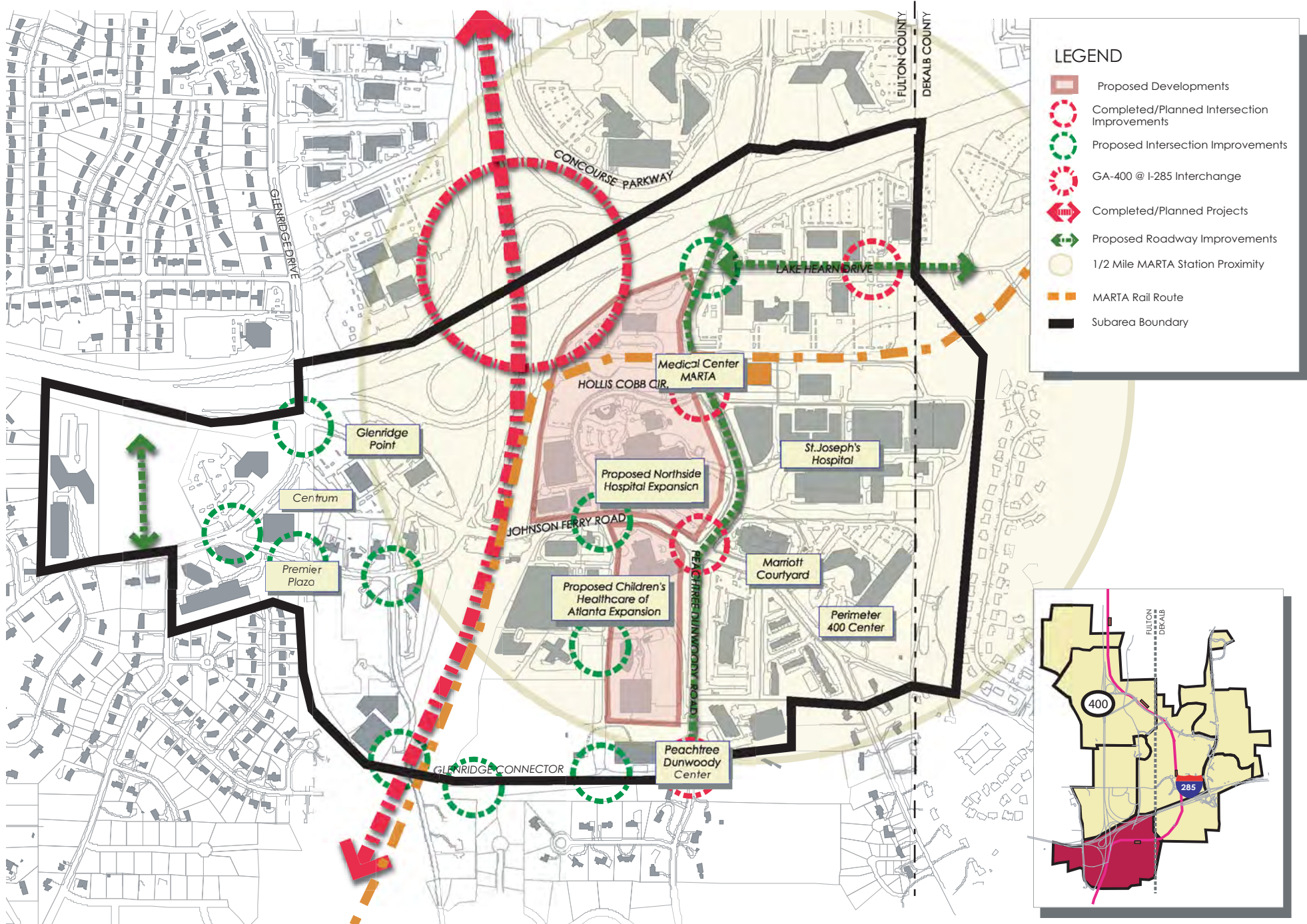
There is currently no public open space in this subarea, but area hospitals and office buildings provide some private plazas space. Due to the constraint of available land within this subarea, new open spaces are recommended within developments at Glenridge Drive and Meridian Mark (as described in section 3.4) along with some large gathering space for the medical center area. Wayfinding, Signage and Public Enhancements are recommended to be located at three strategic locations within this subarea. The Medical Center MARTA Station entrance is a prime location for such enhancements as it attracts large volumes of pedestrian traffic. The second strategic area that would be an obvious choice for signage and public art is the proposed plaza in the hospitals area. This would provide a necessary gathering space for employees and visitors at the hospital. The third location for improvements is within any new public park or plaza provided as a part of new developments.



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Fig. 3.4 DEVELOPMENT OPPORTUNITIES MAP
Subarea 3: Medical Center Transit Village

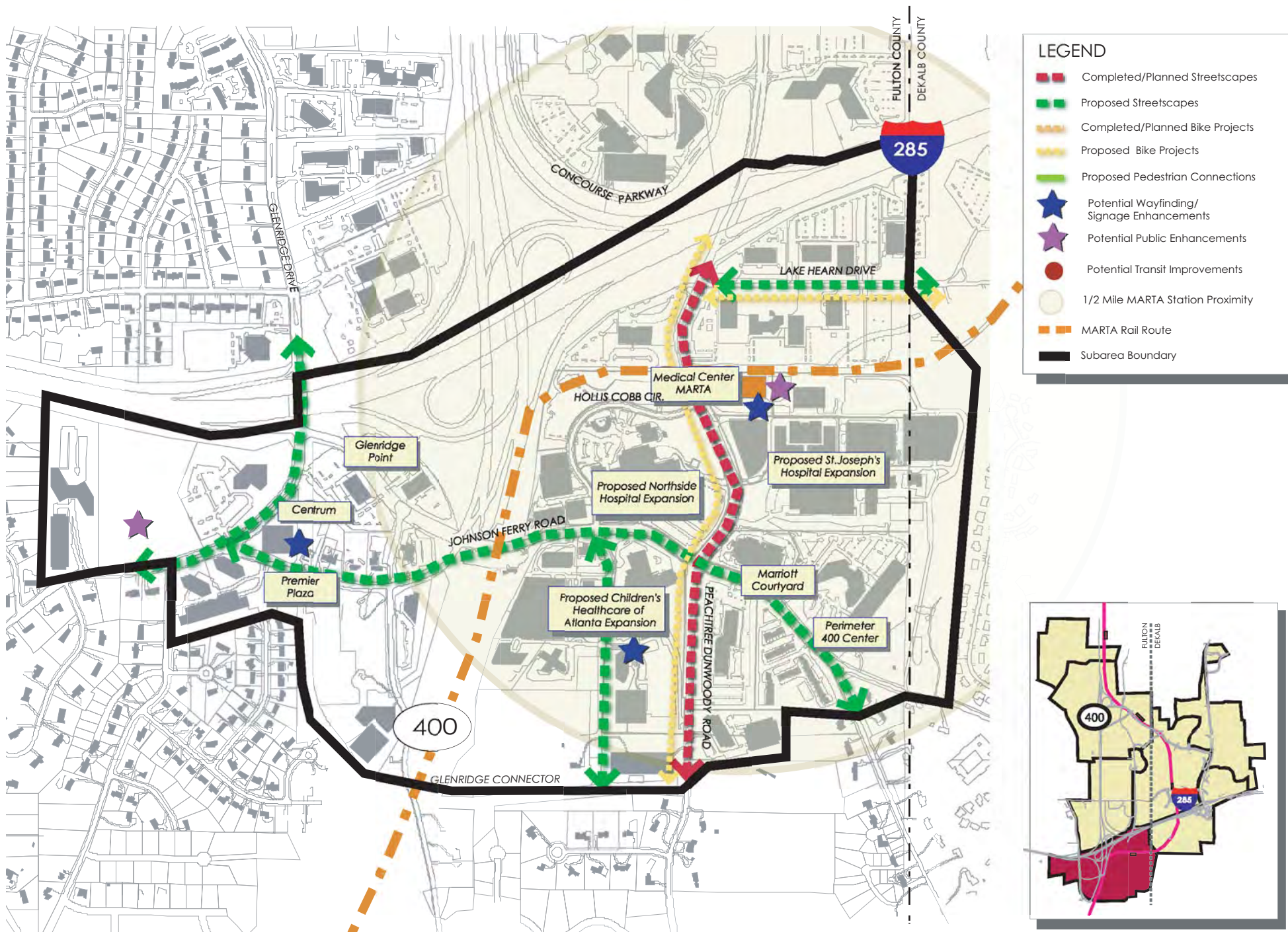




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Fig. 3.5 OPERATIONAL IMPROVEMENTS MAP
Subarea 3: Medical Center Transit Village





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Fig. 3.6 CIRCULATION IMPROVEMENTS MAP
Subarea 3: Medical Center Transit Village





Lake Hearn Drive looking West

BEFORE



Lake Hearn Drive looking West

AFTER



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Fig. 3.7 CONCEPTUAL DEVELOPMENT
Subarea 3: Medical Center Transit Village



Chapter 4

Subarea 4: Glenlake Mixed-use

4.1 Subarea Context:

Located in Fulton County north of Abernathy Road, this subarea straddles both sides of GA-400. In general, it covers the northern part of Fulton PCID, encompassing most of Glenlake Parkway west of GA-400 and the predominately residential area between Peachtree Dunwoody Road and Mt. Vernon Highway, east of GA-400. The subarea excludes the area surrounding Peachtree Dunwoody, which was covered as a part of the Sandy Springs MARTA Station Area Study. This study takes into consideration the North Springs MARTA Station, though outside the subarea boundary, due to its direct influence on the transit structure and transportation linkages.

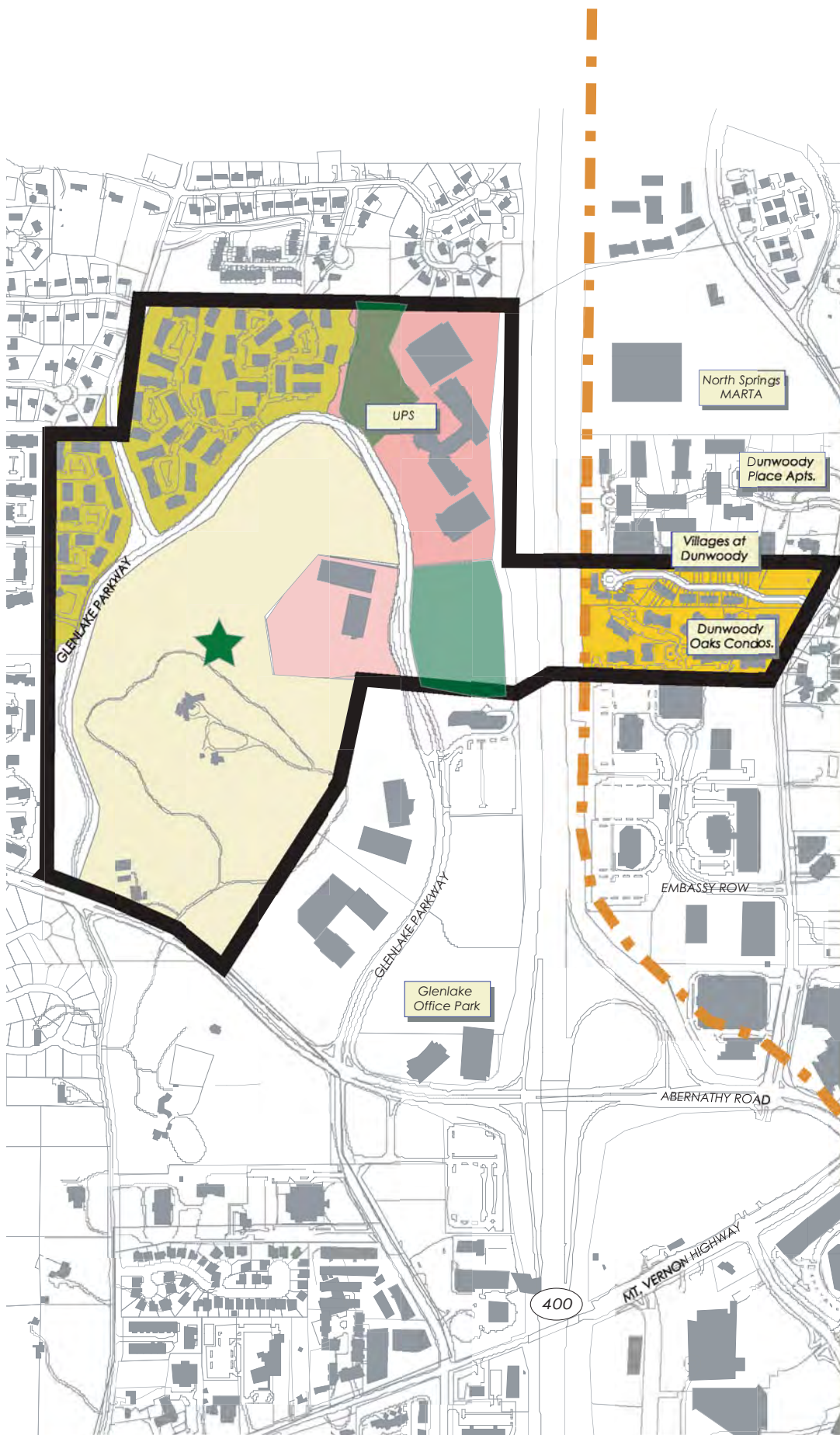
4.2 Existing Land Use and Development Patterns:

Land use patterns in this subarea show a stark contrast with reference to both use and density. The area east of GA-400 is mostly residential with the exception of a parking deck and a mid-rise commercial property along Peachtree Dunwoody Road. The residential uses include a wide variety of types and densities, ranging from townhouse communities to apartment complexes, and located in the prime Dunwoody neighborhood, buffer the single family communities from the high-density commercial buildings in the Perimeter area. In fact both Peachtree Dunwoody and Mt. Vernon Highway rapidly change from commercial to residential north of Abernathy Road. High land values in this area have put pressure on older single family houses along Peachtree Dunwoody Road to redevelop, which is evident from the new single-family and townhouse communities that have developed along Peachtree Dunwoody Road in the recent years. Favorable location in terms of access as well as a strong school district has created a viable market for both ownership and rental types of residences in Dunwoody. West of GA-400, this subarea shows a mix of residential and commercial uses. Residential uses include two condominium communities which are located on the northwestern edge of the subarea, buffering the Sandy Springs neighborhood. The UPS headquarters building is located adjacent to these residential communities, and houses two mid-rise buildings supported by two decks on a twenty-five acre property. The other commercial office park is 50 Glenlake Parkway, a mid-rise office building supported by a parking deck. The biggest opportunity in this area is the seventy acre parcel bound by Abernathy road and Glenlake Parkway, currently occupied by a single historic house, owned by the Glenn Family.

4.3 Existing Transportation and Circulation Patterns:

The interchange at Abernathy which serves this subarea has been analyzed as one of the most congested in the Perimeter area. In addition to being a highly utilized interstate access, Abernathy Road is also one of the few east-west connectors linking Perimeter Center and Sandy Springs. The lack of interconnectivity in the street pattern is most obvious in this area as UPS requires a shuttle to carry its employees to the Sandy Springs MARTA Station though located directly adjacent to the North Springs MARTA Station across GA-400. The PCIDs have recently completed short-term improvements at intersections along Abernathy Road between Glenlake Parkway and Peachtree Dunwoody Road and are currently in the process of adding sidewalks where missing.

The proposed street pattern recommends Peachtree Dunwoody north of Embassy Row as a local street and Glenlake Parkway as a thoroughfare, but retaining its median and landscape character.



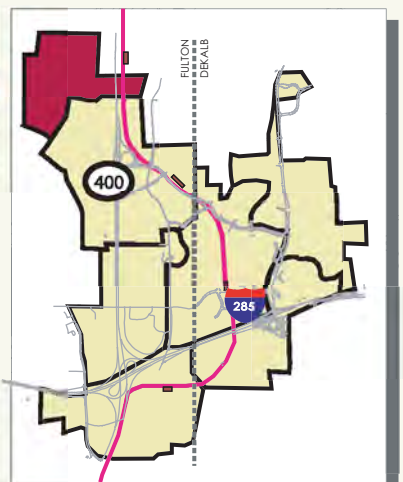
LEGEND

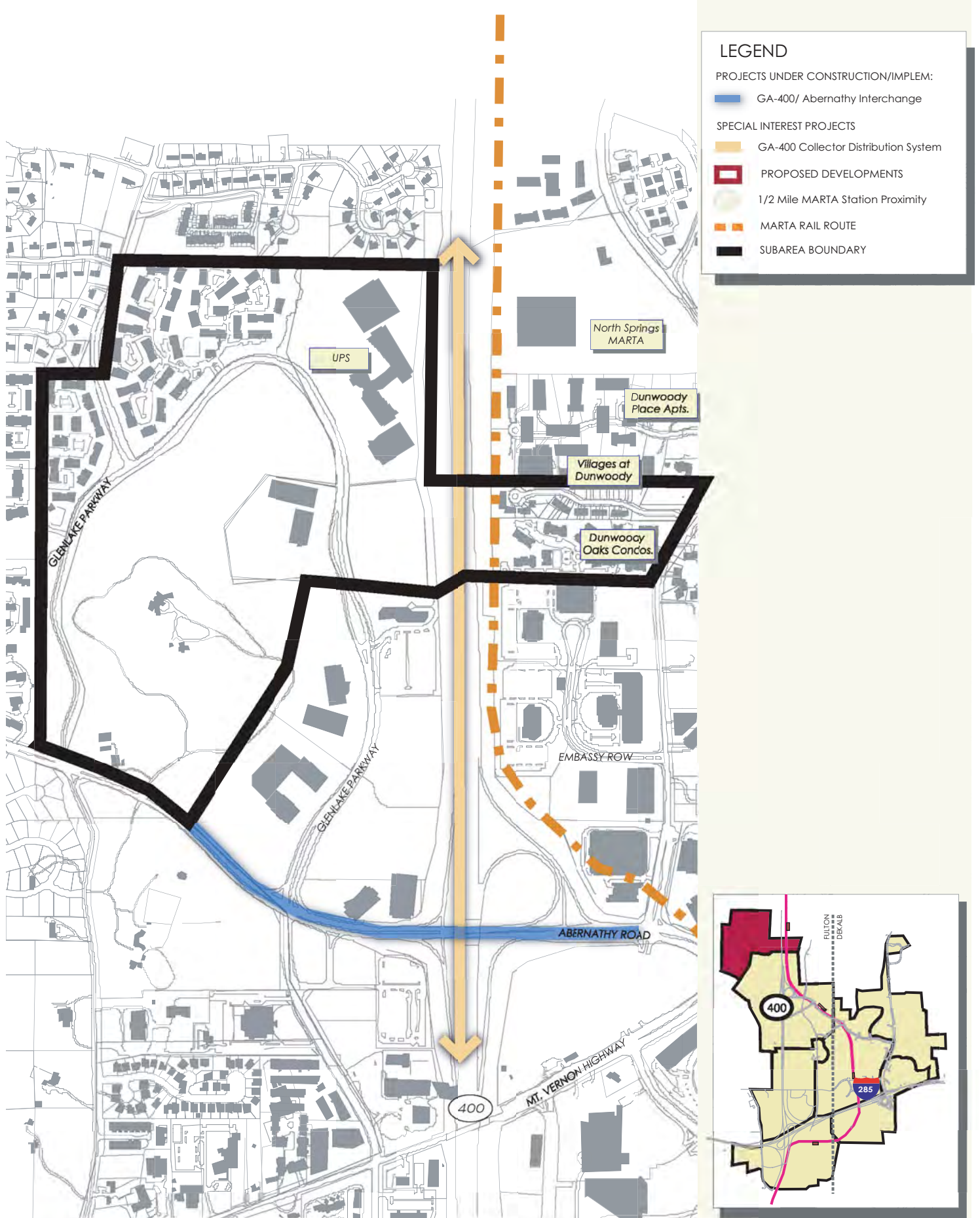
	SINGLE FAMILY RESIDENTIAL
	MULTIFAMILY RESIDENTIAL
	TOWN HOUSE RESIDENTIAL
	OFFICE HIGH DENSITY
	OFFICE MID DENSITY
	OFFICE LOW DENSITY
	RETAIL LOW DENSITY
	INSTITUTIONAL
	LODGING
	TRANSPORTATION/UTILITIES
	VACANT LAND

	MARTA RAIL ROUTE
	SUBAREA BOUNDARY

Existing Land Use:

- Office complexes such as UPS along Glenlake Parkway
- Residential developments including Dunwoody Oaks and Villages at Dunwoody east of GA-400
- The large single-family parcel along Glenlake Drive is occupied by Glenridge Hall, a property designated by the National Register of Historic Places.
- The North Springs MARTA Station, located just outside the study area boundary forms the terminus of the MARTA North line. Although physically close to users west of GA-400, poor connectivity creates access issues.

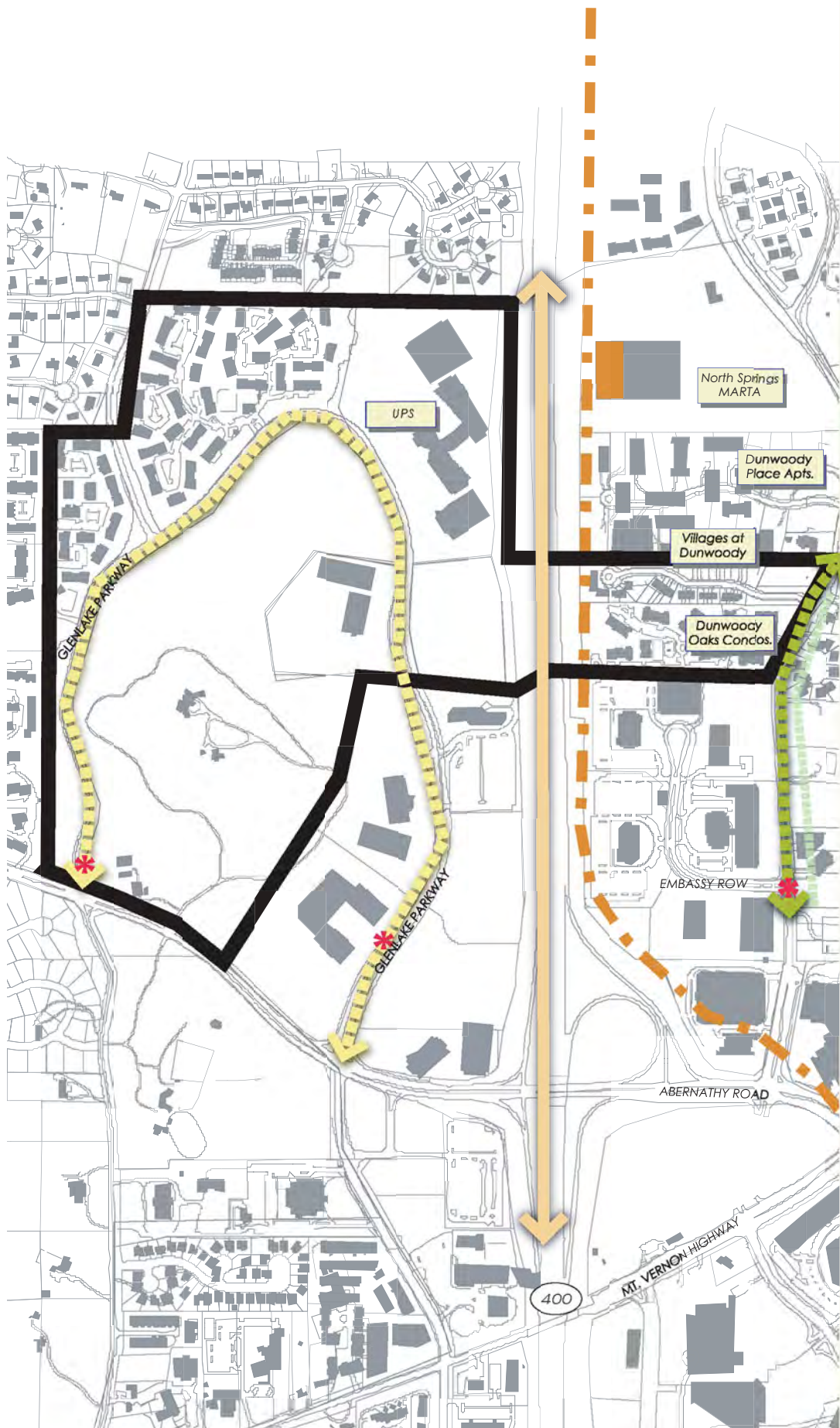




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Prepared for: Perimeter CIDs

Fig. 4.2 TRANSPORTATION & DEVELOPMENT PROJECTS
Subarea 4: Glenlake Mixed Use





LEGEND

STREET CLASSIFICATION
(As proposed in the Perimeter Public Space Standards)

Thoroughfare:

Secondary commuter route
Connected to boulevards
Minimal connections to interstate system

Street:

More residentially oriented
Local traffic only
Slow speeds

Bicycle Route/Trails:

On street bike lane or off road multi-use paths designed to connect office and residential developments to transit stations and trail systems

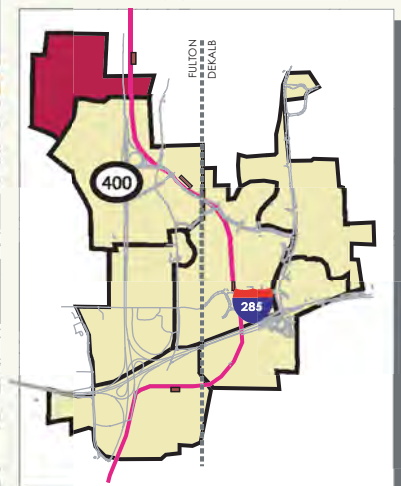
INTERSTATE SYSTEM

TRAFFIC SIGNAL

MARTA TRANSIT STATION

MARTA RAIL ROUTE

SUBAREA BOUNDARY



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Prepared for: Perimeter CIDs

Fig. 4.3 CIRCULATION MAP
Subarea 4: Glenlake Mixed Use



4.4 Development Opportunities

Development potential in this subarea is concentrated west of GA-400 since most of the eastern part of the subarea has been built out as lower density residential. The seventy acre site at Glenlake Parkway mentioned in the land use section is one of the largest development opportunities in Perimeter Center. But any development would require sensitivity to the preservation of the Glenridge Hall, a National Historic Register Property, which occupies this property. Internal streets are recommended in the development of this site to create a network of streets, distributing traffic on Glenlake Parkway. The other opportunity for short-term development is the vacant site south of the UPS headquarters. This location would be ideal for office development due to the high land value and accessibility to GA-400.

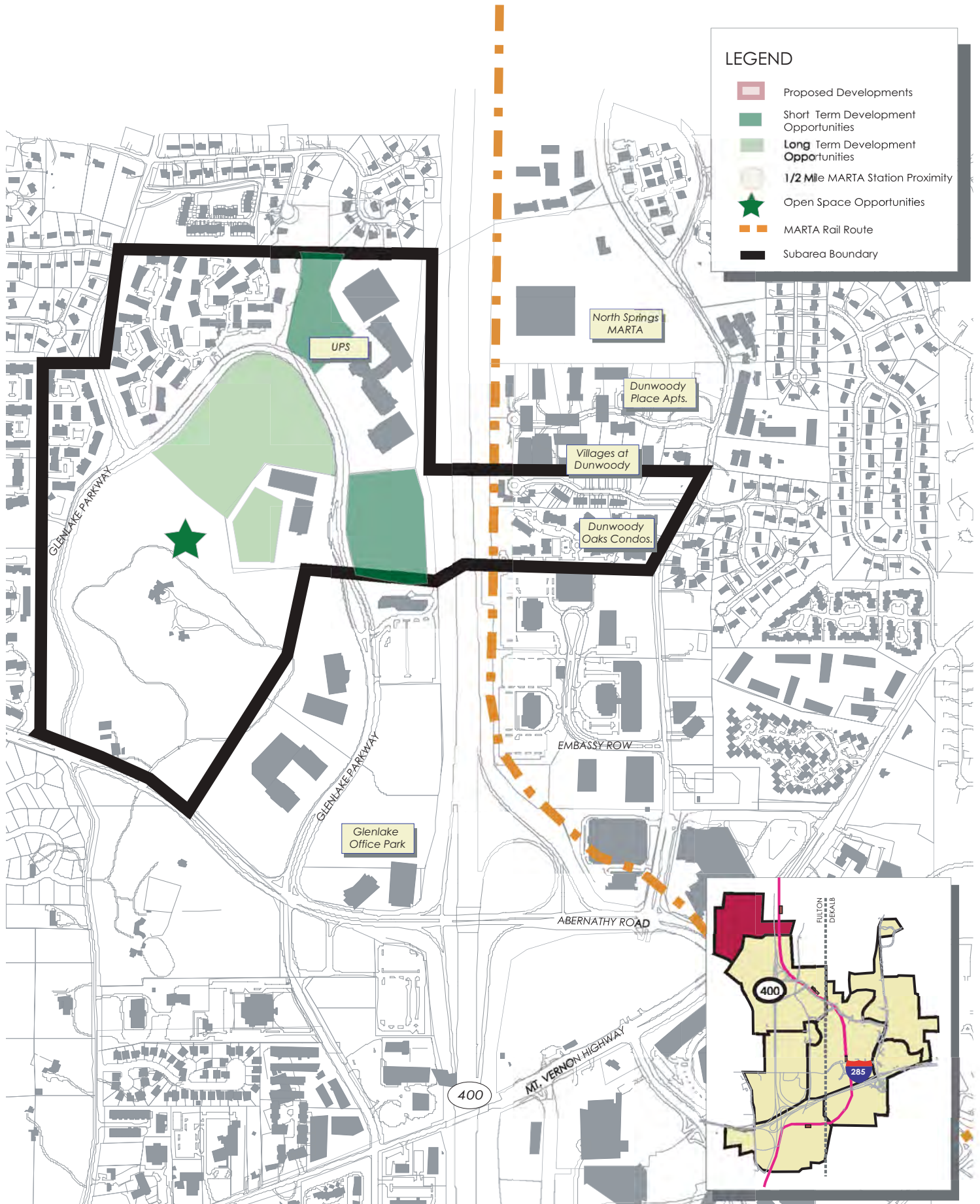
4.5 Proposed Transportation and Circulation Improvements:

The GA-400 Collector Distributor (CD) system and interchange improvements to the Abernathy interchange described in Chapter 1, directly affects the traffic congestion issues in this subarea. But along with these large-scale improvements, a pedestrian/connection between the North Springs MARTA Station and UPS site could provide a much needed east-west connector. Currently a lane on GA-400 south bound connects to the North Springs Station by a one-lane flyover. A new pedestrian bridge is recommended to be built by partly using this infrastructure to connect to UPS west of GA-400. Such a connection could potentially be funded as a part of the CD system improvements.

Long term improvements include sidewalks and streetlights along Glenlake Parkway to support the additional office and residential development proposed in the Development Opportunities section.

4.6 Other Public Improvements:

Public improvements are recommended at the proposed mixed-use developments on the large underutilized property along Glenlake Parkway. Wayfinding and signage kiosks would be most effective at two locations – the North Springs MARTA Station and the GA-400 and Abernathy Interchange.

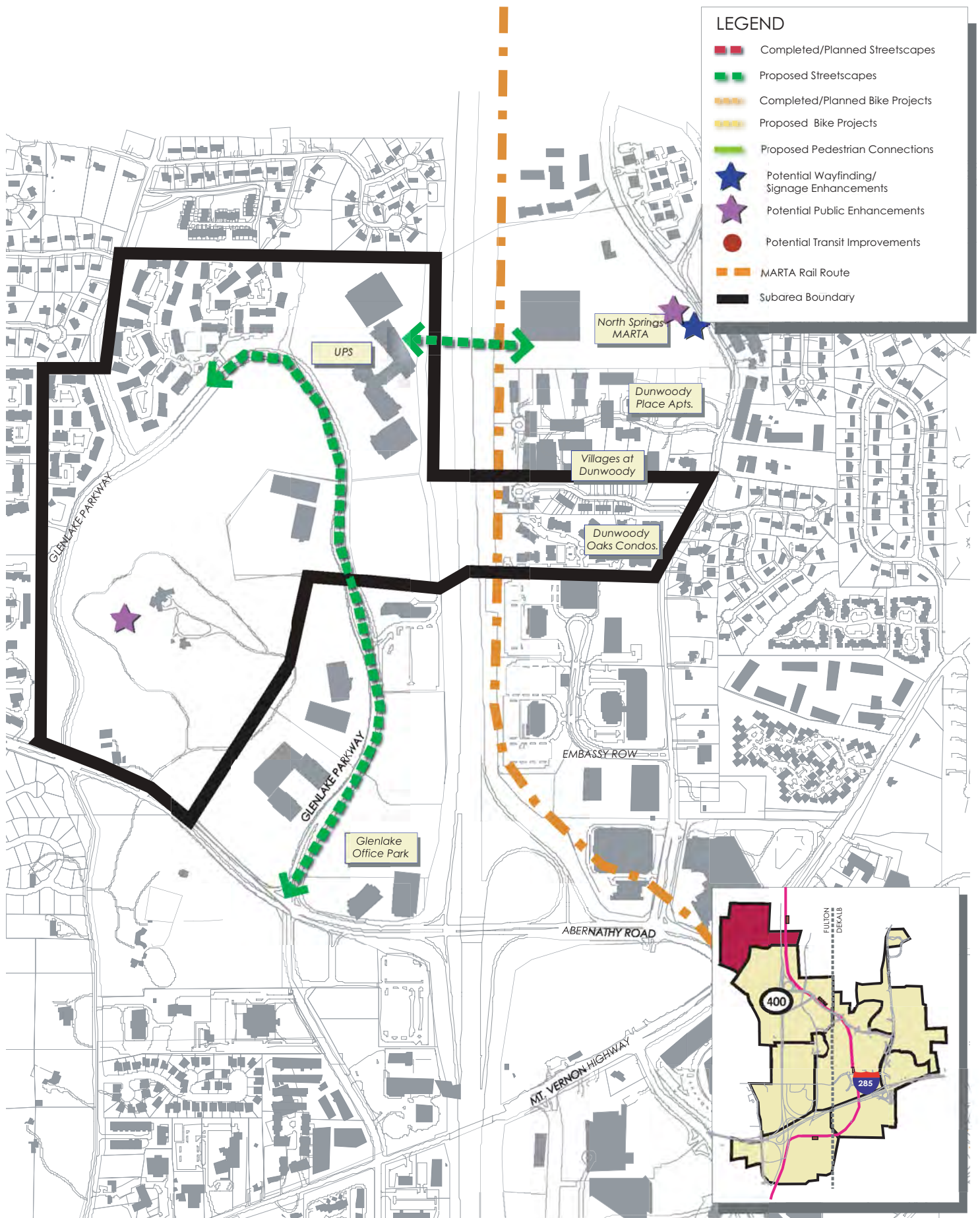


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Prepared for: Perimeter CIDs

Fig. 4.4 DEVELOPMENT OPPORTUNITIES MAP
Subarea 4: Glenlake Mixed Use







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Prepared for: Perimeter CIDs

Fig. 4.6 CIRCULATION IMPROVEMENTS MAP
Subarea 4: Glenlake Mixed Use





BEFORE



Pedestrian Bridge Connecting North Springs MARTA Station with Development West of GA-400

AFTER



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Prepared for: Perimeter CIDs

Fig. 4.7 CONCEPTUAL DEVELOPMENT
Subarea 4: Glenlake Mixed Use



Chapter 5

Subarea 5: GA-400 High-Density Mixed-Use

5.1 Subarea Context:

Subarea 5 encompasses the area on both sides of GA-400, north of I-285, and south of Dunwoody Springs Drive. Defined as a 'high-density village' in the LCI Plan, this area currently has a mix of residential and high-rise commercial. Along with great access from two highways, most parcels in this area also enjoy frontage on major streets such as Hammond Drive and Peachtree Dunwoody Road, increasing their redevelopment potential. Though not directly connected to the MARTA Stations, the areas east of GA-400 are within walking distance (20 min walk) from either Dunwoody or Sandy Springs MARTA Stations.

5.2 Existing Land Use and Development Patterns:

Land uses within this subarea display a range of types and densities. Residential uses are mostly restricted to the east of GA-400 with a group of townhouse and condominium communities concentrated around the lake at Dunwoody Springs Drive. This predominately residential area is well buffered from the commercial core through landscaped buffers and a series of hotels fronting Peachtree Dunwoody Road. The other residential complex in this subarea is the high-density apartment complex located at Hammond Drive and GA-400, a good example of the type of project that would be appropriate along an interstate corridor.

Commercial uses vary in type and density. The Concourse complex includes a mix of high and mid-rise office towers along with a hotel and some supporting services. The other high-rise office development in this subarea is the recently completed Cox Enterprises office tower at Peachtree Dunwoody and Central Parkway. Low-density office commercial lines the eastern edge of Peachtree Dunwoody providing space for small medical and law offices. Similar partly-occupied one-two storied office parks line Barfield Road between Hammond Drive and the Internet Security Systems offices. Some mid-rise office parks such as the Lakeside office complex border Glenridge Drive. In addition to commercial offices, this subarea has a high concentration of hotels providing much needed services to the Perimeter area. In particular, a row of extended-stay hotels including Marriott Courtyard, Microtel, and Doubletree etc., line the western edge of Peachtree Dunwoody. The Publix shopping complex located at Hammond Drive and Peachtree Dunwoody includes retail and restaurants supporting the employees and residents.

Hammond Park, located at the intersection of Hammond Drive and Glenridge Drive is the only public open space in this area and supports the Sandy Springs neighborhood. It provides for both active and passive recreation needs of the community. The Concourse Complex has a smaller well landscaped plaza used mostly by employees at offices within the complexes.

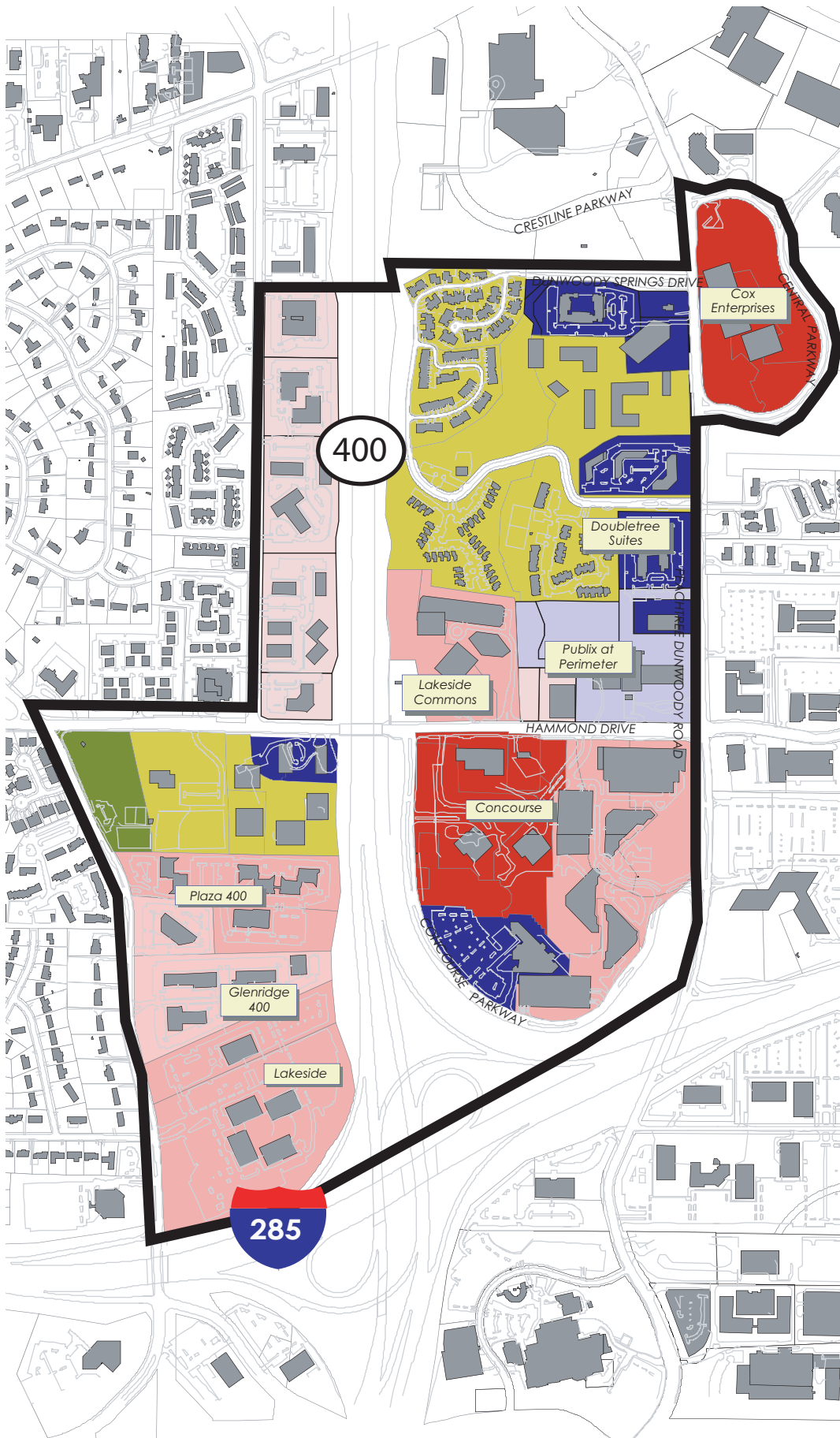
5.3 Existing Transportation and Circulation Patterns:

As described in sections 1, the GA-400 CD system is one of the most important large scale projects to be implemented in this area. One of the major proposals as a part of this project is constructing a new interchange at Hammond Drive and GA-400. Currently,

three interchanges provide access to this subarea – Ashford Dunwoody and Peachtree Dunwoody on I-285 and Abernathy on GA-400. But none of these three provide direct access to this subarea and hence add to the traffic congestion, especially during rush hour. The current road pattern does not promote connectivity and concentrates all the traffic along the major arteries. Thus, providing a new interchange at Hammond will potentially provide relief to the congestion in this area. The existing transportation map fig. 5.2 also illustrates the I-285 widening project that will include much needed improvements at the Ashford Dunwoody intersection.

One of the alignments for the proposed BRT Line connecting Cumberland and Perimeter centers runs along Hammond Drive. Such a system could have a tremendous impact on reducing traffic by providing multimodal options for employees. Within our subarea, a station is planned near Concourse office park, close to the Hammond – Peachtree Dunwoody Intersection. This station can serve not just the employment centers but the residential areas along Dunwoody Springs.

Street classification, illustrated in fig. 5.3 demarcates Hammond Drive, Ashford Dunwoody Road and Glenridge Drive as the boulevards serving this area. This is based on the assumption that Hammond Drive will have an interchange at GA-400 as planned. But with the construction of the BRT Line, Hammond will serve as both the vehicular and transit hub for the area making it one of the most important east-west connections. Peachtree Dunwoody Road is defined as a thoroughfare, consistent with its role as a north-south traffic mover. Bike paths are proposed along Barfield Road (consistent with its future design as an avenue) as well as Hammond (to work with the multimodal plans for improvements).



LEGEND

- SINGLE FAMILY RESIDENTIAL
- MULTIFAMILY RESIDENTIAL
- TOWN HOUSE RESIDENTIAL
- OFFICE HIGH DENSITY
- OFFICE MID DENSITY
- OFFICE LOW DENSITY
- RETAIL LOW DENSITY
- INSTITUTIONAL
- LODGING
- TRANSPORTATION/UTILITIES
- OPEN SPACE
- VACANT LAND
- MARTA RAIL ROUTE
- SUBAREA BOUNDARY

Existing Land Use:

- Dominant high-density and medium density commercial concentrated around the GA-400 and I-285 corridors
- Residential uses along Dunwoody Springs Drive include apartments and townhouses
- Concentration of lodging establishments along Peachtree Dunwoody Road
- Retail services include Publix at Perimeter at the intersection of Hammond Drive and Peachtree Dunwoody Road
- Hammond Park provides active and passive recreation space in this area

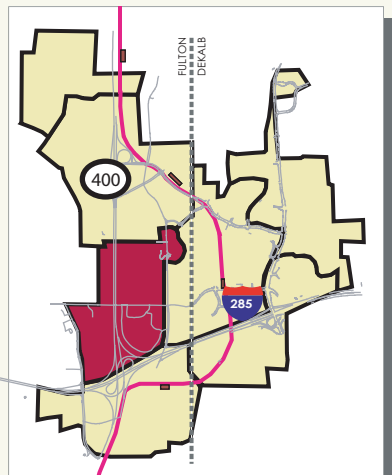
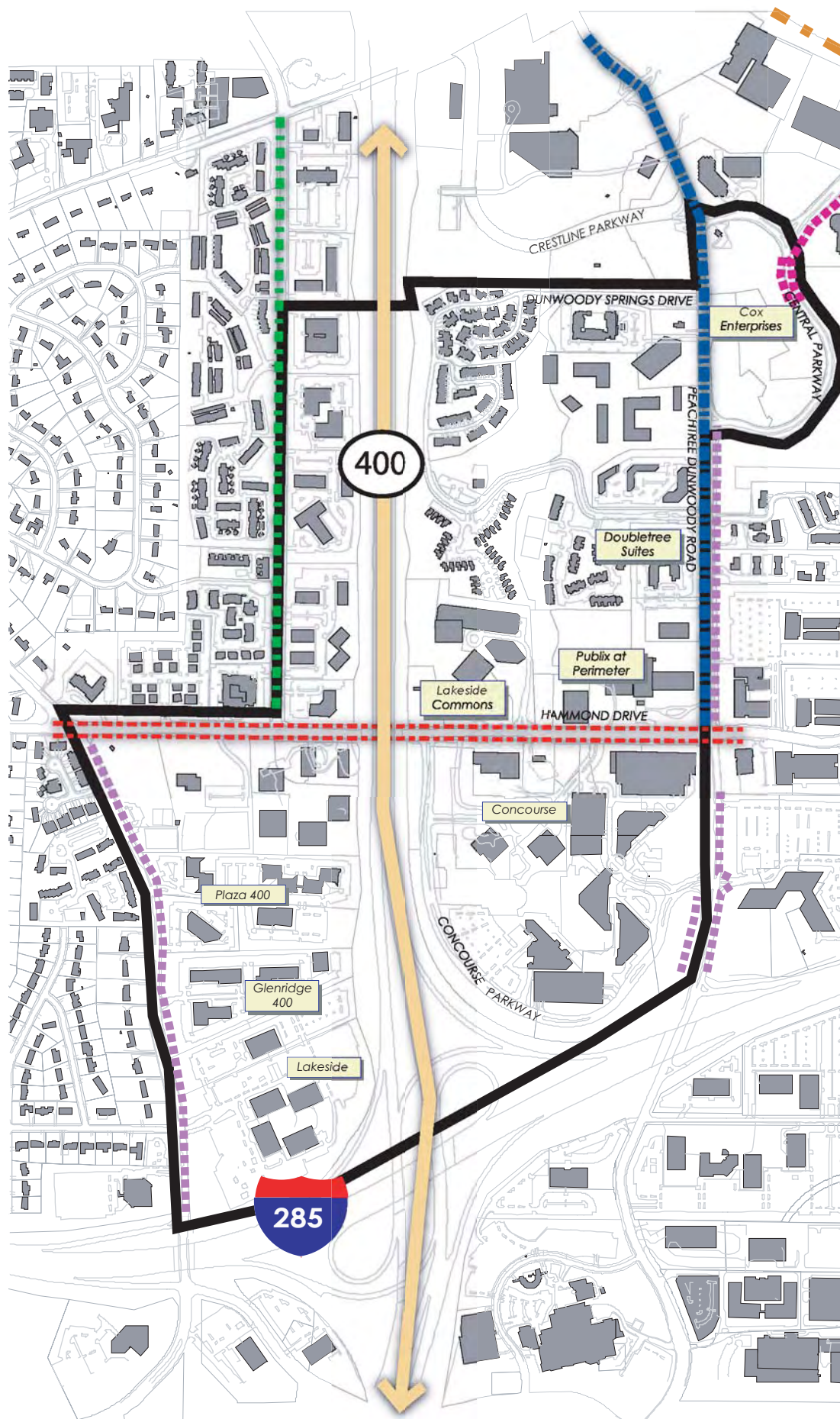


Fig. 5.1 EXISTING LAND USE MAP
Subarea 5: GA 400 Mixed Use



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Prepared for: Perimeter CIDs



LEGEND

PROJECTS UNDER DESIGN:

- Hammond Drive Sidewalks

PROJECTS UNDER CONSTRUCTION:

- Fulton County Sidewalks
- Peachtree Dunwoody ATMS

SPECIAL INTEREST PROJECTS

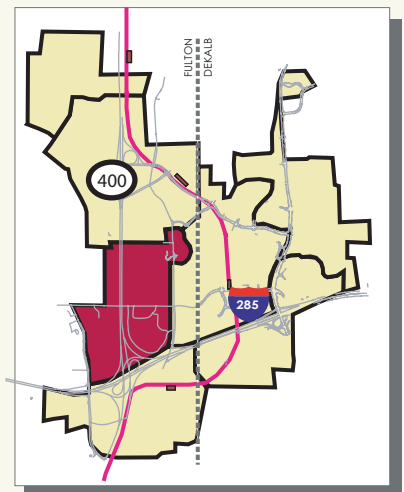
- GA-400 Collector Distribution System

SIDEWALK CONDITION:

- Missing Sidewalk
- Planned Sidewalk

- MARTA RAIL ROUTE

- SUBAREA BOUNDARY



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Fig. 5.2 TRANSPORTATION & DEVELOPMENT PROJECTS
Subarea 5: GA 400 Mixed Use



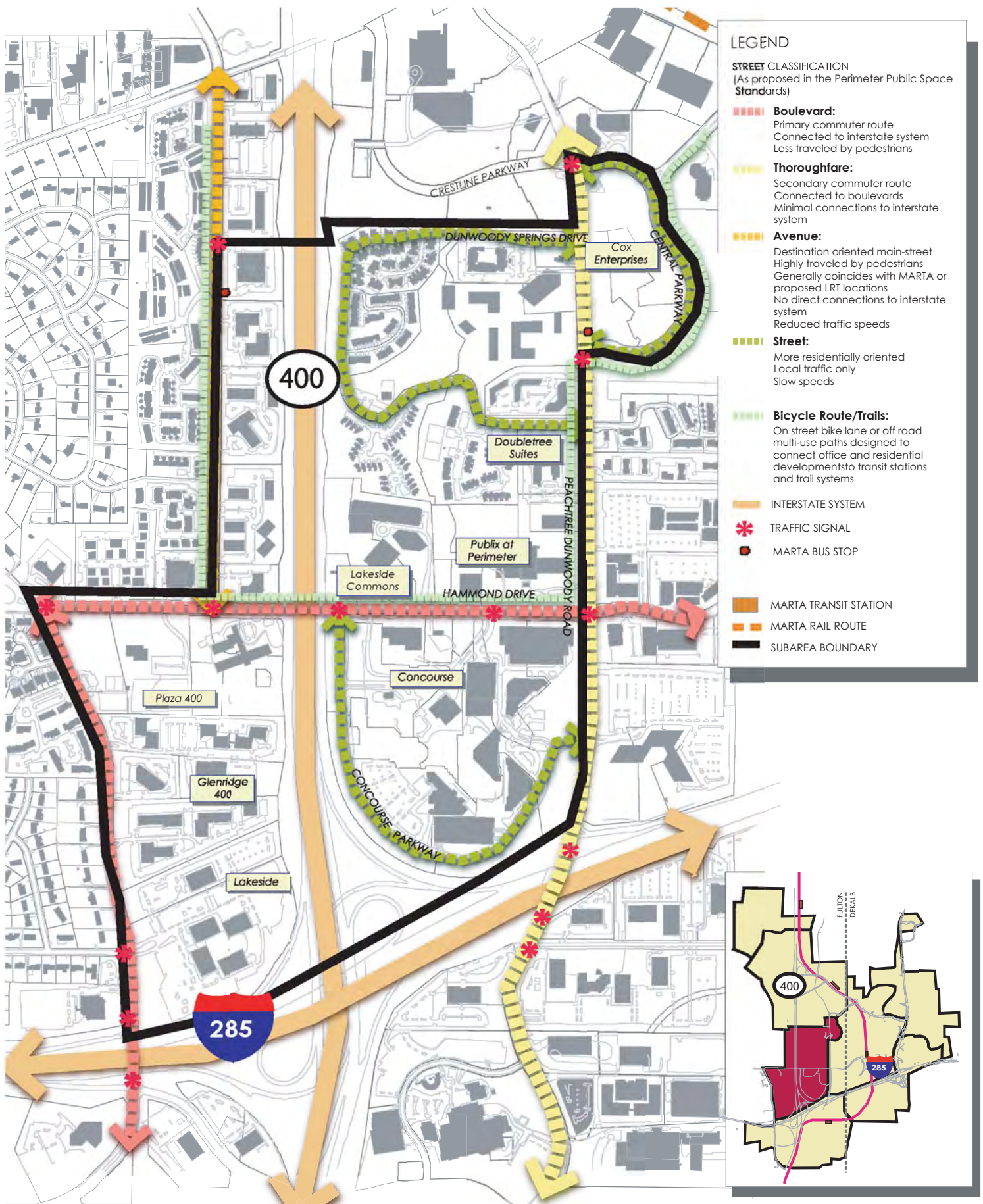


Fig. 5.3 CIRCULATION MAP
Subarea 5: GA 400 Mixed Use



Prepared by: URBAN COLLAGE, Inc.
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5.4 Development Opportunities:

As described in the existing conditions section, this subarea is dominated by low-density office complexes which will redevelop as the Perimeter market matures. These partially occupied office complexes are located in all four quadrants of this subarea. The area south of Hammond along Glenridge Drive has good potential for changing into higher density mixed-use developments with high-rise office components. Any development though will require being sensitive to the single family neighborhoods west of Glenridge Drive. On the northeast side of the study area, some of the hotels lining Peachtree Dunwoody Road will also redevelop in the future allowing more office or residential options. Similarly one – two storied office parks that line Barfield Road north of Hammond Drive have good access from the interstate and could become prime property when an interchange is constructed at Hammond Drive.

One of the largest but very long term opportunities is the Publix complex at Perimeter, which is strategically located at the intersection of two busy roads and will be served by transit in the future. This location is targeted for long term development since the Publix was constructed recently as compared with the low-density office market and also provides much needed services to the Perimeter area. Overall, though this subarea has the least amount of vacant land that can be immediately developed, it is likely to redevelop in the near future as most of the current development is over 30 years old and underutilized.

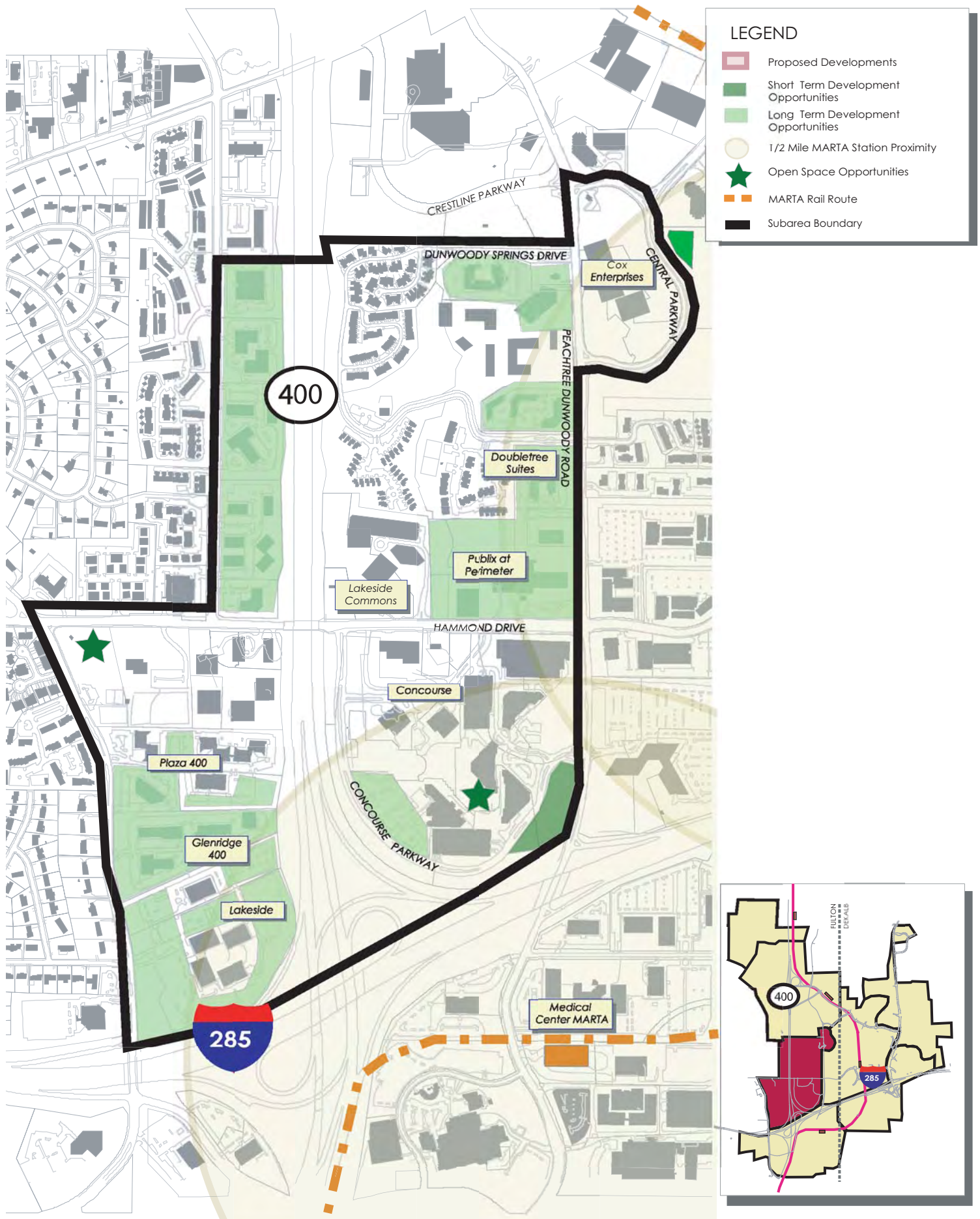
5.5 Proposed Transportation and Circulation Improvements:

As illustrated in Fig. 5.5, the subarea lacks interconnectivity between parcels which could be a key improvement for reducing traffic problems. A new road is proposed north-south to connect the residential developments in Dunwoody Springs to Hammond Drive. Designed to run parallel to Peachtree Dunwoody, this road could direct traffic from Dunwoody Springs Drive to Hammond Drive. It will require to be built in pieces with the redevelopment of the retail along Hammond and will also require some right-of-way from some of the residential communities south of Dunwoody Springs Drive. Road-widening could be required along Peachtree Dunwoody Road from the interchange to Crestline Parkway as this area redevelops further stressing existing infrastructure. The proposed BRT Line will also require additional lanes on Hammond Drive to accommodate the BRT Station.

Current plans for streetscape improvements include Peachtree Dunwoody which has been funded through an LCI Implementation Grant. This \$2.2 million grant will provide funds for sidewalk widening, street lights and pedestrian lights, trees, furniture as well as ADA (American Disabilities Act) compliant ramps and crosswalks at intersections. Similar improvements have been targeted on Hammond Drive as it serves as an important east-west link. Pedestrian safety enhancements will encourage more people to walk to lunch venues from their work places reducing the number of short-distance trips during lunch hours. Sidewalk connections are also recommended along Barfield and Glenridge Drive to connect surrounding neighborhoods to the proposed mixed-use developments in the Perimeter area. These projects though are targeted for long term development and could be funded in collaboration with these mixed-use projects.

5.6 Other Public Improvements:

Signage and wayfinding kiosks are recommended at the proposed BRT Station as well as the gateways into the Perimeter area, such as Glenridge and GA-400 and Hammond Park. Public art would be appropriate in Hammond Park which is an ideal location for people to congregate.



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Fig. 5.4 DEVELOPMENT OPPORTUNITES MAP
Subarea 5: GA 400 Mixed Use



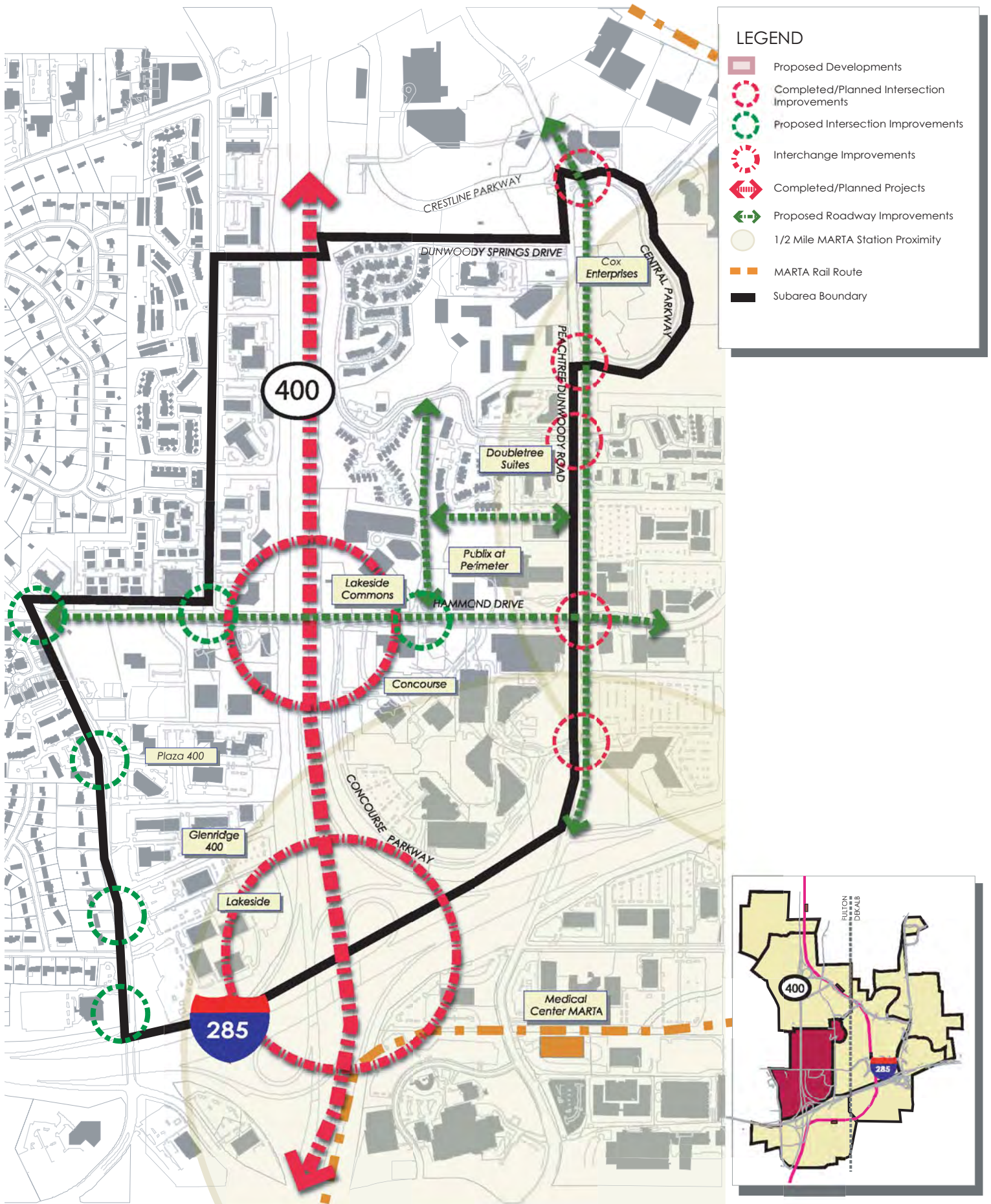
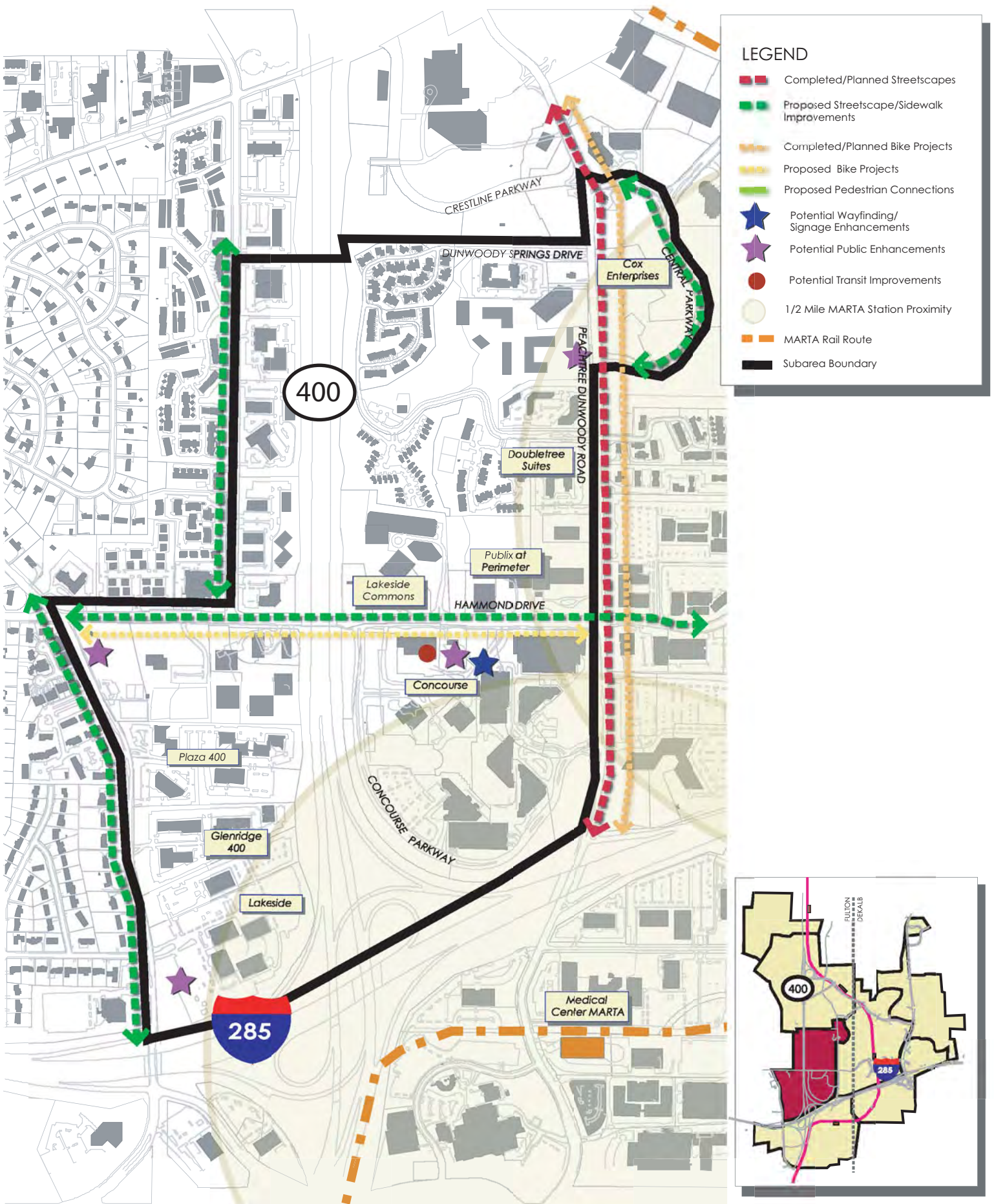


Fig. 5.5 OPERATIONAL IMPROVEMENTS MAP
Subarea 5: GA 400 Mixed Use



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Fig. 5.6 CIRCULATION IMPROVEMENTS MAP
Subarea 5: GA 400 Mixed Use





BEFORE



AFTER

Hammond Drive looking West



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Fig. 5.7 CONCEPTUAL DEVELOPMENT
Subarea 5: GA 400 Mixed Use



Chapter 6

Subarea 6: I-285 High-Density Mixed-Use

6.1 Subarea Context:

The area around the Ashford Dunwoody interchange that primarily includes Ravinia and Perimeter Summit define subarea 6. Identified as a high-density mixed-use village in the LCI Plan, it enjoys good access as well as tremendous development opportunity. A majority of parcels in this subarea buffer single-family neighborhoods and hence require being sensitive in terms of type and density of development. There are no MARTA Stations within the subarea boundary, but it is generally served by both Dunwoody and Medical Center.

6.2 Existing Land Use and Development Patterns:

This subarea currently has a concentration of commercial uses, mostly due its accessibility from I-285. The Ravinia complex on the north side of I-285 includes an upscale hotel (Crown Plaza) and two high-rise office towers surrounded by undeveloped land. The parcels north of Ravinia are a part of the Perimeter Center East commercial properties, owned by Equity Office Properties. These buildings vary from low-density offices built in the 1970s (such as 77 Perimeter Center West) to high-rise buildings (including the Philips regional headquarters) fronting I-285.

South of I-285, Perimeter Summit complex, developed by Hines on an 85 acre parcel, at present includes three high-rise office towers including the Hewlett Packard southeastern regional headquarters. The residential component, Summer Villa is a 330 unit apartment complex built in 1999. The complex also houses Villa Christina, an upscale restaurant and meeting facility. Future plans for this site include a hotel, and some additional office buildings and residences. Just northeast of Perimeter Summit, the Cox Communications regional headquarters fronting I-285 is another high-rise office tower in this area. Two mid-rise offices – Ashford Green and Ashford Perimeter are located on Ashford Dunwoody Road, surrounded by large surface parking lots.

6.3 Existing Transportation and Circulation Patterns:

As described in Chapter 2, the interchange at Ashford Dunwoody is one of the major transportation bottle-neck locations in the Perimeter area. Current road patterns require all of the traffic on Ravinia Drive and Perimeter Center East to converge on to Ashford Dunwoody. Given the commercial nature of the developments on both these roads, morning and afternoon rush hour times create huge congestion issues south of Perimeter Center West. Similar issues are created south of I-285 at Ashford Dunwoody Road, where vehicular traffic from offices at Perimeter Summit and Lake Hearn backs up during peak hours. The proposed interchange improvements at Ashford Dunwoody are aimed at reducing congestion on Ashford Dunwoody, on both sides of I-285. A preliminary proposal to add an interchange at Perimeter Center East and I-285 is also under consideration. If constructed, this interchange will potentially open up large development opportunities in that area.

The PCIDs have recently completed improvements along Ashford Dunwoody as a part of the Intersections Master Plan. As a part of this project, streetscape improvements have

been completed on sidewalks fronting Perimeter Mall and improvements for remaining intersections along Ashford Dunwoody are currently in design. Additionally, the PCIDs are diligently working on the Perimeter Center Parkway Bridge (flyover), with construction planned for late 2004. This bridge provides much needed vehicular, pedestrian and bicycle accessibility connecting the Dunwoody MARTA Station to Perimeter Summit.

Street classifications illustrated in fig. 6.6, the study recommends that Ashford Dunwoody and Perimeter Summit Parkway be designed as Boulevards carrying heavy volumes of traffic. While allowing high traffic on Perimeter Summit Parkway, it is recommended that the streetscape design maintain the landscaped median. Lake Hearn Drive, which connects major office complexes, is suggested to be designed as an Avenue, encouraging more retail and residential development. Perimeter Center East could also be a prime candidate for similar development while maintaining its scenic character by preserving the landscaped median.



LEGEND

	SINGLE FAMILY RESIDENTIAL
	MULTIFAMILY RESIDENTIAL
	TOWN HOUSE RESIDENTIAL
	OFFICE HIGH DENSITY
	OFFICE MID DENSITY
	OFFICE LOW DENSITY
	RETAIL LOW DENSITY
	INSTITUTIONAL
	LODGING
	TRANSPORTATION/UTILITIES
	VACANT LAND

	MARTA RAIL ROUTE
	SUBAREA BOUNDARY

Existing Land Use:

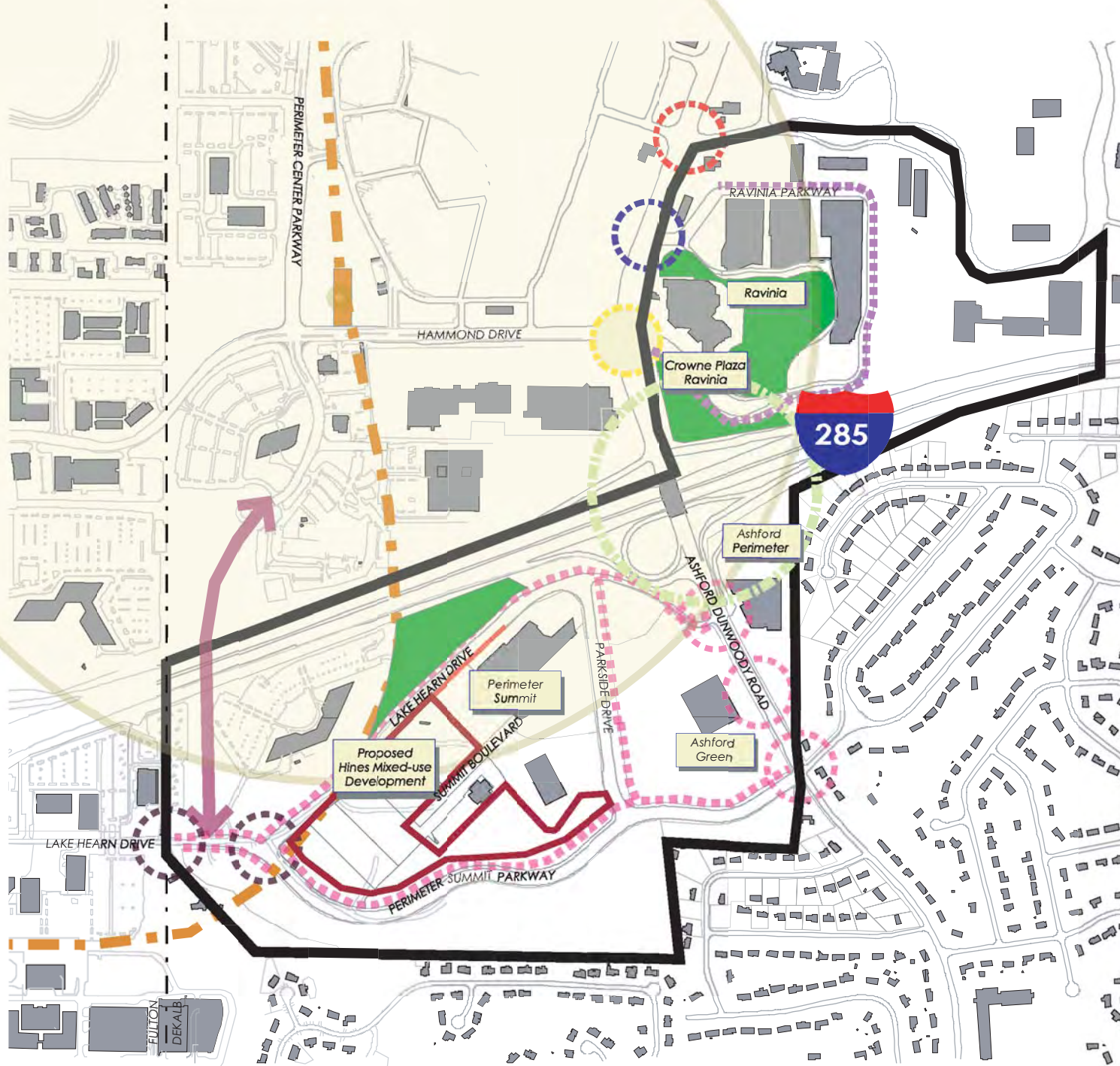
- Commercial uses include high-density offices at Perimeter Summit, the Cox Enterprise Headquarters and Ravinia along with some medium-density office complexes.
- Large parcels of undeveloped land along the southern edge of the study area.
- Only one multifamily development - Summer Villa located within the Perimeter Summit area.



Prepared by: URBAN COLLAGE, Inc.
Prepared for: Perimeter CIDs

Fig. 6.1 EXISTING LAND USE MAP
Subarea 6: I-285 High -Density Mixed Use





LEGEND

PROJECTS UNDER DESIGN:

- Perimeter Centers South Sidewalks & Intersections
- Perimeter Center Pkwy Intersections
- Perimeter Center Central Sidewalks & Intersections

PROJECTS UNDER CONSTRUCTION:

- Perimeter Intersections-Phase II

COMPLETED PROJECTS

- Perimeter Intersections Phase I

SPECIAL INTEREST PROJECT:

- Perimeter Center Parkway Extension
- Ashford Dunwoody @ I-285 Interchange

SIDEWALK CONDITION:

- Missing Sidewalk

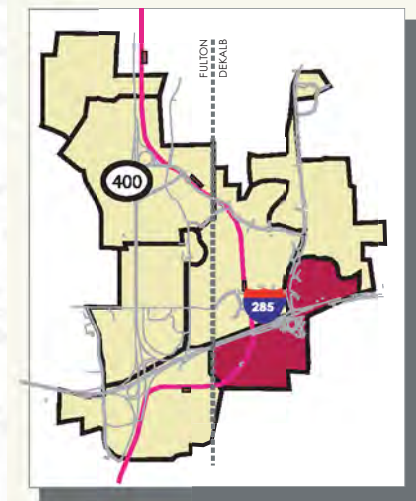
- PROPOSED DEVELOPMENTS

- DEVELOPMENT OPPORTUNITIES

- 1/2 Mile MARTA STATION PROXIMITY

- MARTA RAIL ROUTE

- SUBAREA BOUNDARY

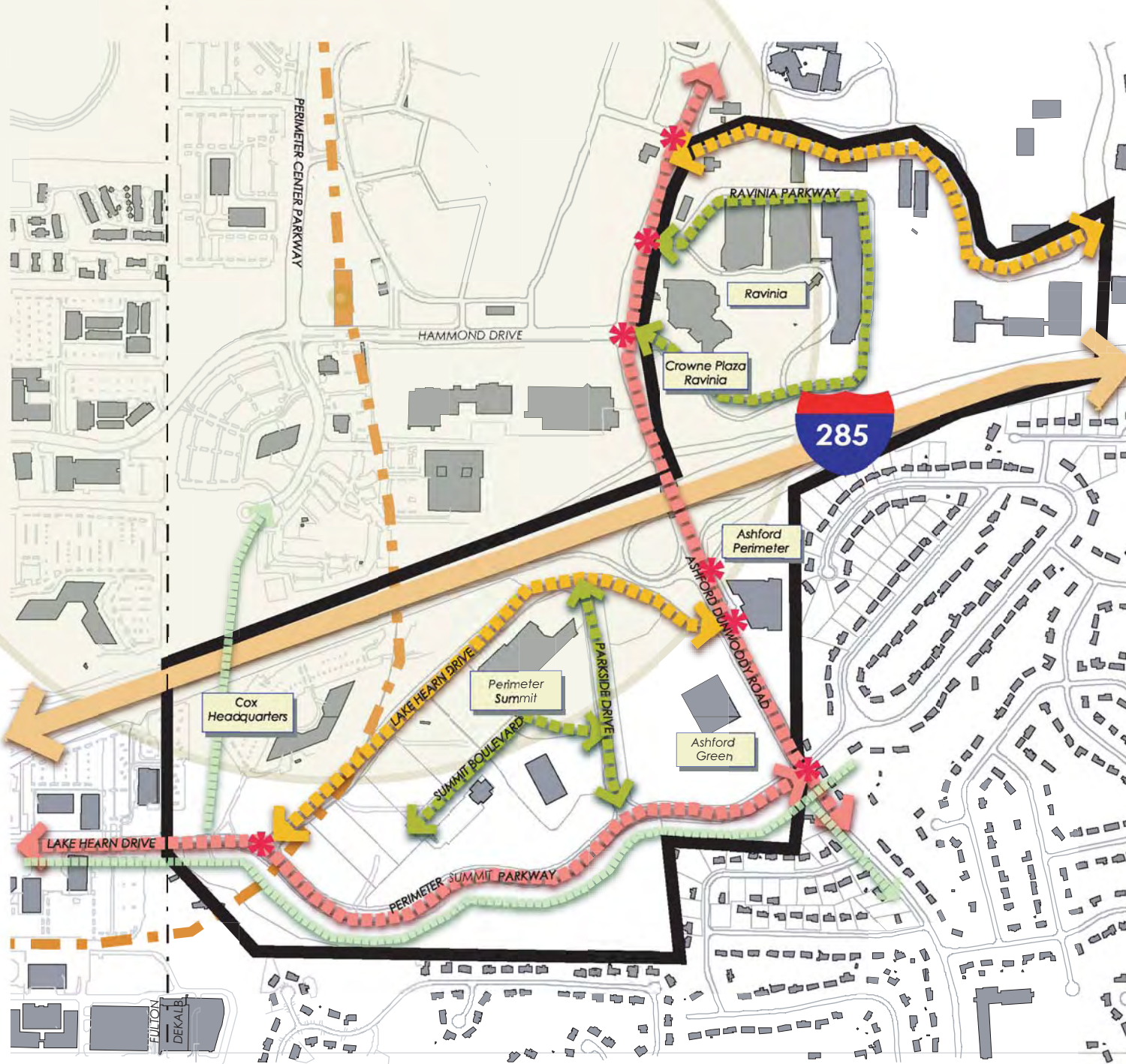


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Fig. 6.2 TRANSPORTATION & DEVELOPMENT PROJECTS

Subarea 6: I-285 High-Density Mixed Use





LEGEND

STREET CLASSIFICATION (As proposed in the Perimeter Public Space Standards)

- Boulevard:**
Primary commuter route
Connected to interstate system
Less traveled by pedestrians
- Thoroughfare:**
Secondary commuter route
Connected to boulevards
Minimal connections to interstate system
- Avenue:**
Destination oriented main-street
Highly traveled by pedestrians
Generally coincides with MARTA or proposed LRT locations
No direct connections to interstate system
Reduced traffic speeds
- Street:**
More residentially oriented
Local traffic only
Slow speeds
- Bicycle Route/Trail:**
On street bike lane or off road multi-use paths designed to connect office and residential developments to transit stations and trail systems
- INTERSTATE SYSTEM
- TRAFFIC SIGNAL
- MARTA BUS STOP
- 1/2 Mile MARTA STATION PROXIMITY
- MARTA TRANSIT STATION
- MARTA RAIL ROUTE
- SUBAREA BOUNDARY



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Fig. 6.3 CIRCULATION MAP
Subarea 6: I-285 High -Density Mixed Use



6.4 Development Opportunities:

The Hines property along Perimeter Center East provides one of the biggest development opportunities in Perimeter Center. The 1970s style low-density office could be converted into mixed-use commercial district with good street frontage and viable retail. Currently a primarily commercial district, mid-rise residential bordering the eastern edge could provide a buffer between the single-family neighborhoods and the commercial core. The Ravinia complex also has some vacant office pads that could be developed in the future based on the Perimeter market. Its strategic location close to the interstate, Perimeter Mall as well as the Dunwoody transit station makes it a good site for commercial development.

As illustrated in fig. 6.4, the Perimeter Summit Complex is planned for additional mixed-use development. The proposed plan calls for a pedestrian friendly mixed-use community with a proposed 75 unit townhouse community in addition to the existing apartments, a 500 – room hotel and additional office buildings. When completed, this could be a good model for future development in Perimeter.

Subarea 6 also has some scope for developing surface parking lots, mostly on Ashford Dunwoody south of I-285 on the Ashford Green site. This land is valuable due to its location and frontage and will potentially redevelop in the long-term future as high-rise office.

6.5 Proposed Transportation and Circulation Improvements:

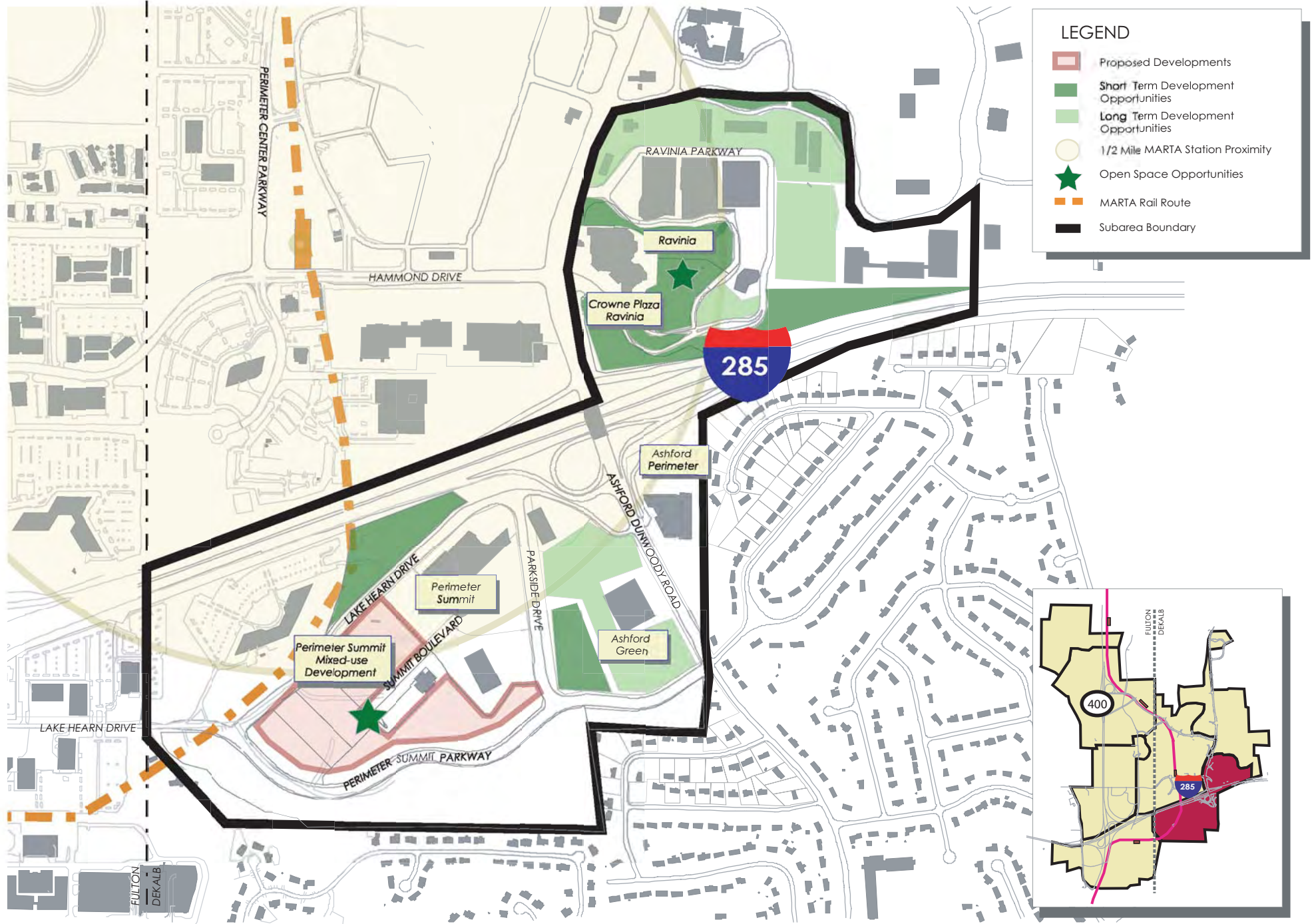
The major transportation improvement in this subarea is the I-285 widening and interchange improvements at Ashford Dunwoody. As discussed in the existing transportation section, similar plans are being considered for an interchange at Perimeter Center East. The other major project that will have a significant effect on traffic patterns is the Cumberland to Perimeter BRT line. One of the alternatives under review for this proposed transit line locates the terminus of this line in the Perimeter Center East area. Though the exact location has not been defined, the plan calls for running the BRT line along Hammond and bridging over to Perimeter Center East.

Since the completion of the LCI Study, this was one of the first areas targeted for streetscape and intersection improvements. Hence sidewalk enhancements, street furniture installation and intersection upgrade work has been completed or is underway on most part of Ashford Dunwoody within this area. The study recommends similar streetscape work for streets south of I-285 including Lake Hearn Drive and Parkside Drive. Extending Summit Boulevard to intersect with Perimeter Summit Parkway is strongly recommended in the spirit of increased connectivity and vehicular options. This will help relieve traffic congestion on Parkside Drive during rush hours.

6.6 Other Public Improvements:

Open space in Subarea 6 is limited to the trails behind the Ravinia Towers. The study recommends that an open space be preserved when Ravinia is further developed in the future. A public plaza would also be appropriate at Perimeter Summit, to serve the large number of residents and employees that will be using the complex. Public art such as sculptures or fountains could enhance these open spaces.

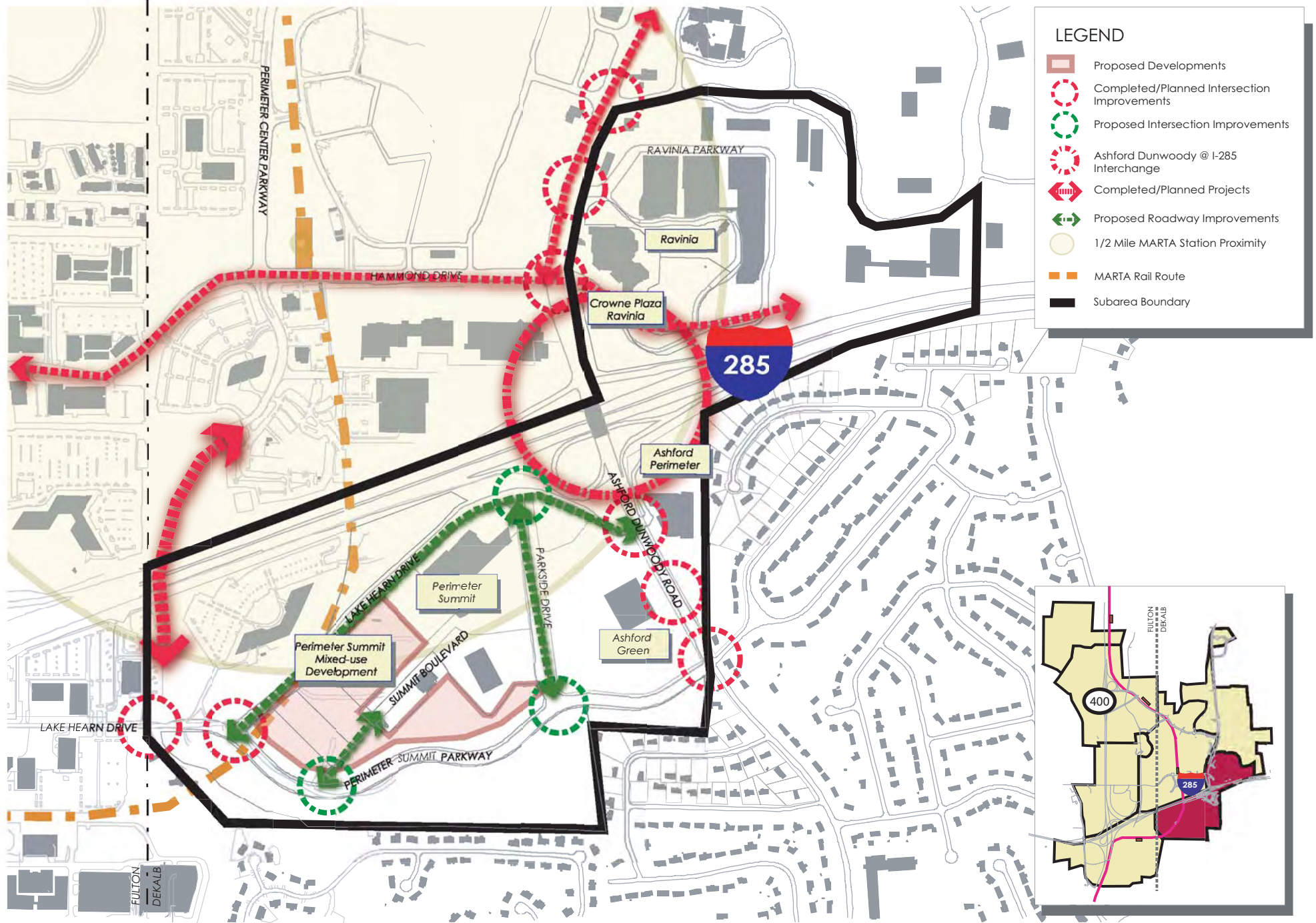
Wayfinding and Signage improvements can be strategically situated at two major transportation locations. The first one is the new Perimeter Center Parkway Bridge is designed to be accessible to vehicles, pedestrians and bicyclists. The other locations would obviously be the Ravinia/Perimeter Center West BRT Station north of I-285. As a transit hub, signage and wayfinding kiosks at this location would be most appropriate.

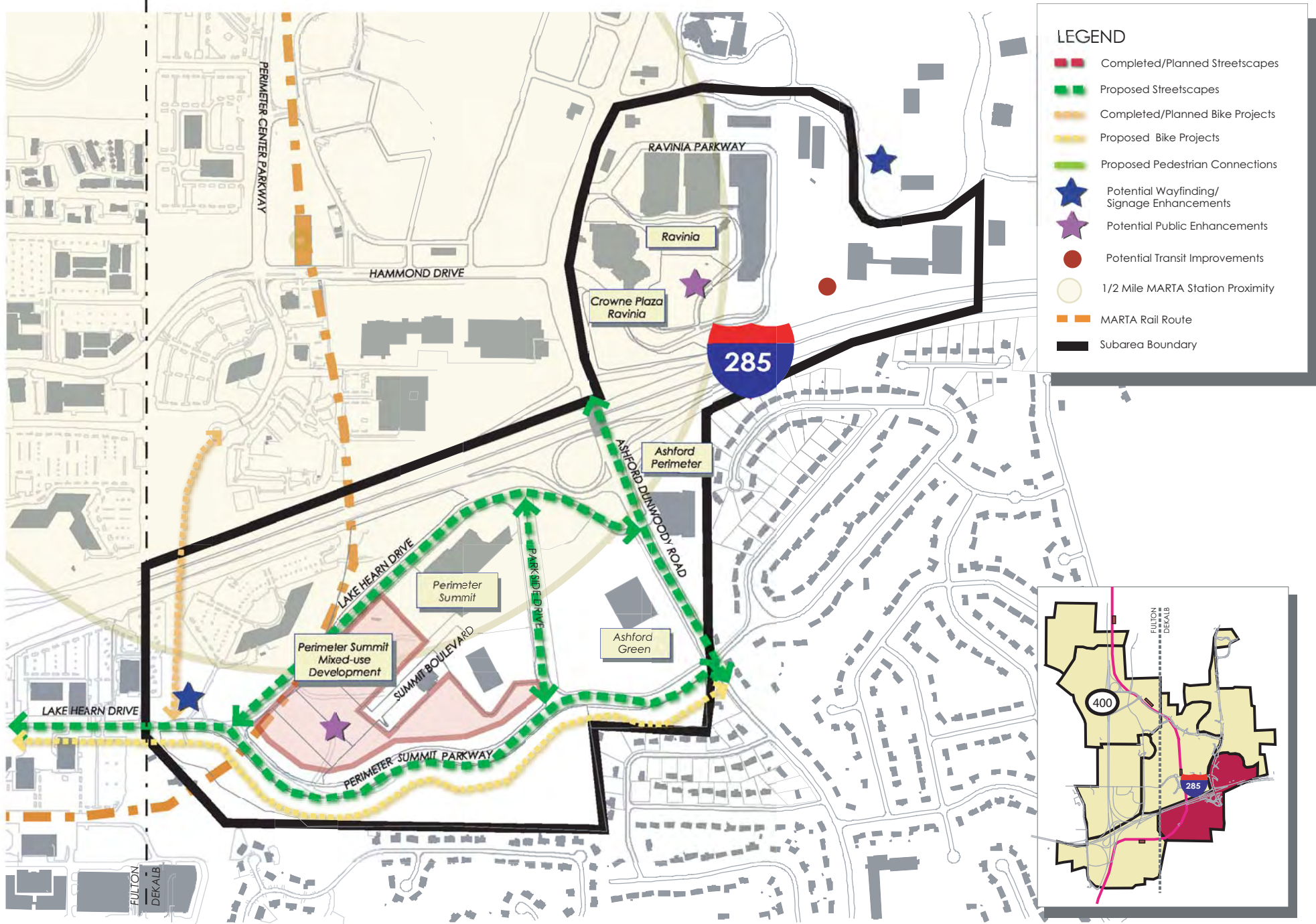


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Prepared for: Perimeter CIDs

Fig. 6.4 DEVELOPMENT OPPORTUNITIES MAP
Subarea 6: I-285 High -Density Mixed Use







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Fig. 6.6 CIRCULATION IMPROVEMENTS MAP
Subarea 6: I-285 High -Density Mixed Use



BEFORE



Streetscape Improvements along Perimeter Summit Parkway

AFTER



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Fig. 6.7 CONCEPTUAL DEVELOPMENT
Subarea 6: I-285 Mixed Use



Chapter 7

Subarea 7: Transition Zone

7.1 Subarea Context:

The Perimeter LCI Plan had involved and engaged neighborhoods around the commercial core to understand their views and concerns for development in this area. One of the issues raised by the neighborhood residents during the process was transition between the proposed high-density mixed-use district and the single-family communities around it. The study recommended that a transition zone be created to protect the privacy and character of the low-density residential on the eastern periphery of the study area. Given the lack of connectivity except for Ashford Dunwoody Road, the Study had proposed a mid-density residential district creating a new "neighborhood" and making the appropriate transition. Subarea 7 represents this transition zone, encompassing the area around Ashford Dunwoody Road, Perimeter Center East and Perimeter Center North.

The subarea includes all the commercial and residential properties around Perimeter Center east along with the large retail shopping center located on Perimeter Center North. It follows the DeKalb PCID boundary going north up to Ashford Center.

7.2 Existing Land Use and Development Patterns:

Though predominately commercial, Subarea 6 exhibits some mix of residential and retail land uses. Predominately owned by Equity Office Partners, the commercial land uses vary in age, density and style. The only high-rise offices in this subarea are within the Terraces Complex, developed in the mid-eighties. A large number of mid-rise office parks are spread throughout the subarea including buildings on Perimeter Center North, the Ashwood complex (managed by Holder properties) etc. Ashford Dunwoody is lined with small retail and office out-parcels developments north of Perimeter Center West. The greatest opportunity though, is located along the northern part of the Perimeter Center East loop. Single-storied office parks built in the early seventies occupy over 25 acres of land and are ripe for redevelopment.

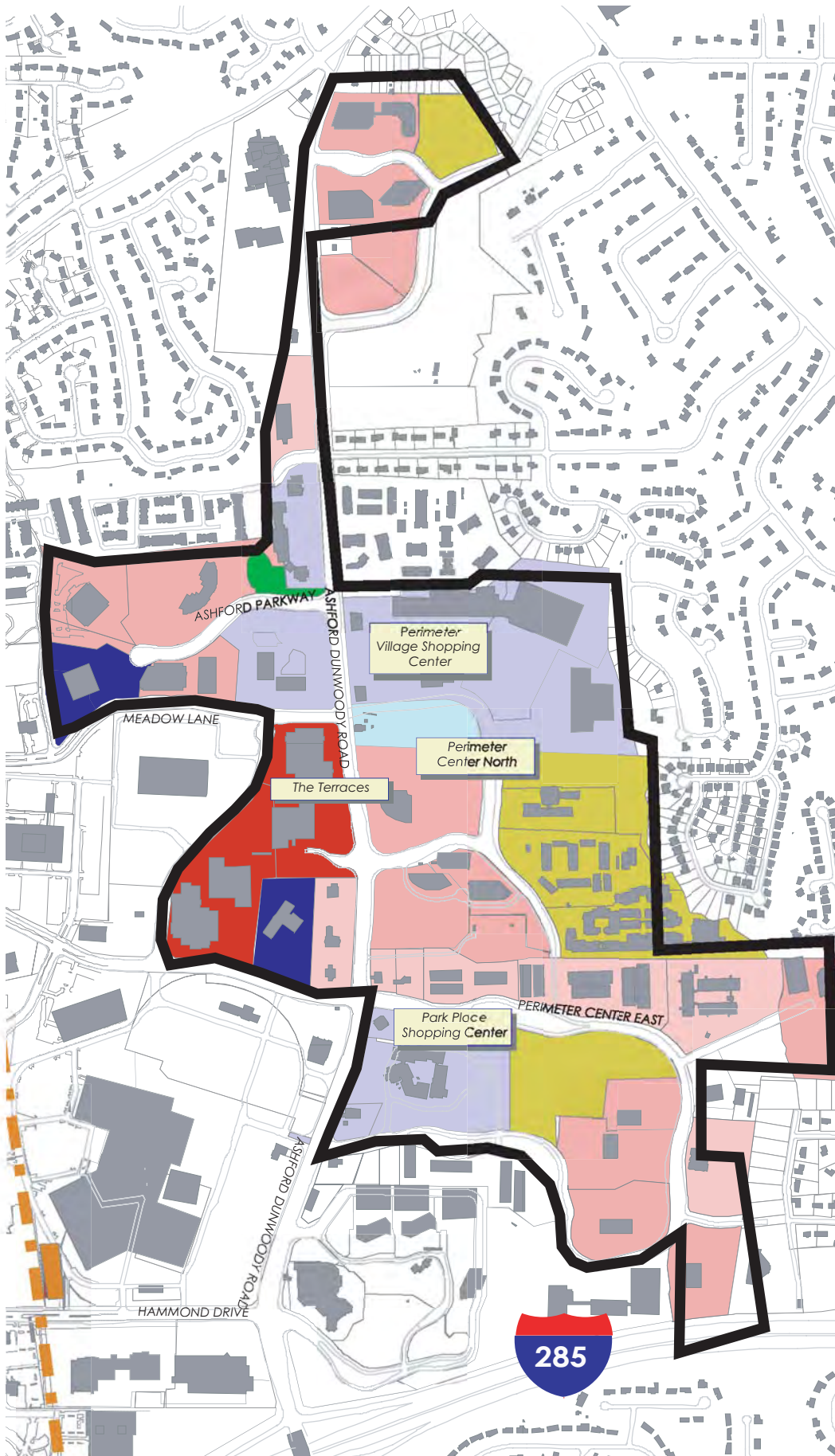
Residential land uses are mainly apartment complexes around Ashford Dunwoody Road. Most of these are relatively new, urban style apartments fronting Perimeter Center North and Perimeter Center East – such as Gables Metropolitan, Post Dunwoody and Savannah at the Park.

Similar to Subarea 2, this area has a large concentration of stand-alone retail complexes like Perimeter Village Shopping Center and Ashford Place Shopping Center. Though these two retail centers represent the typical strip shopping complexes with some anchor stores, large parking lots and out-parcel restaurants, two restaurant venues become interesting retail meeting place. One is the 'Restaurant Center' at Ashford Parkway with trendy restaurants around a small lake and the other is 'Park Place Retail' (currently undergoing renovations) with a mix of popular retail and restaurants fronting Ashford Dunwoody Road. Both these compliment the restaurant row that has been added to the front of Perimeter Mall.

7.3 Existing Transportation and Circulation Patterns:

Subarea 7 is the only subarea that is not directly linked to the interstate system. Hence completed and planned projects are focused towards major arteries such as Ashford Dunwoody and Perimeter Center West. In particular, large infrastructure improvements have been made along Ashford Dunwoody Road through the intersection improvements program. As a part of Perimeter Center North Intersections project, five intersections on Ashford Dunwoody between Ashford Parkway and Mt. Vernon Road are currently in design. Intersections and sidewalks along Perimeter Center North are also marked for improvements. Work at the intersection of Perimeter Center West and Ashford Dunwoody has recently been completed and sets the standard for other projects in the area. In terms of transit, most of the study area is outside the half mile radius around Dunwoody MARTA Station, but currently served by MARTA buses.

As illustrated in Fig. 7.3, the circulation network recommended for this area demarcates Ashford Dunwoody and Perimeter Center West as the two major Boulevards directing traffic to the interstates. Perimeter Center East is recommended to be an Avenue while maintaining its landscaped character. Roads within Ravinia and Perimeter Center North are defined as local streets.

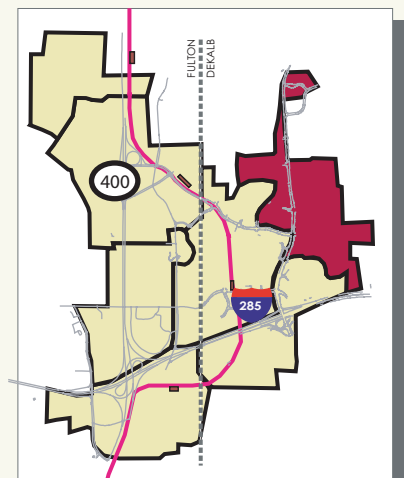


LEGEND

- SINGLE FAMILY RESIDENTIAL
- MULTIFAMILY RESIDENTIAL
- TOWN HOUSE RESIDENTIAL
- OFFICE HIGH DENSITY
- OFFICE MID DENSITY
- OFFICE LOW DENSITY
- RETAIL LOW DENSITY
- INSTITUTIONAL
- LODGING
- TRANSPORTATION/UTILITIES
- OPEN SPACE
- VACANT LAND
- MARTA RAIL ROUTE
- SUBAREA BOUNDARY

Existing Land Use:

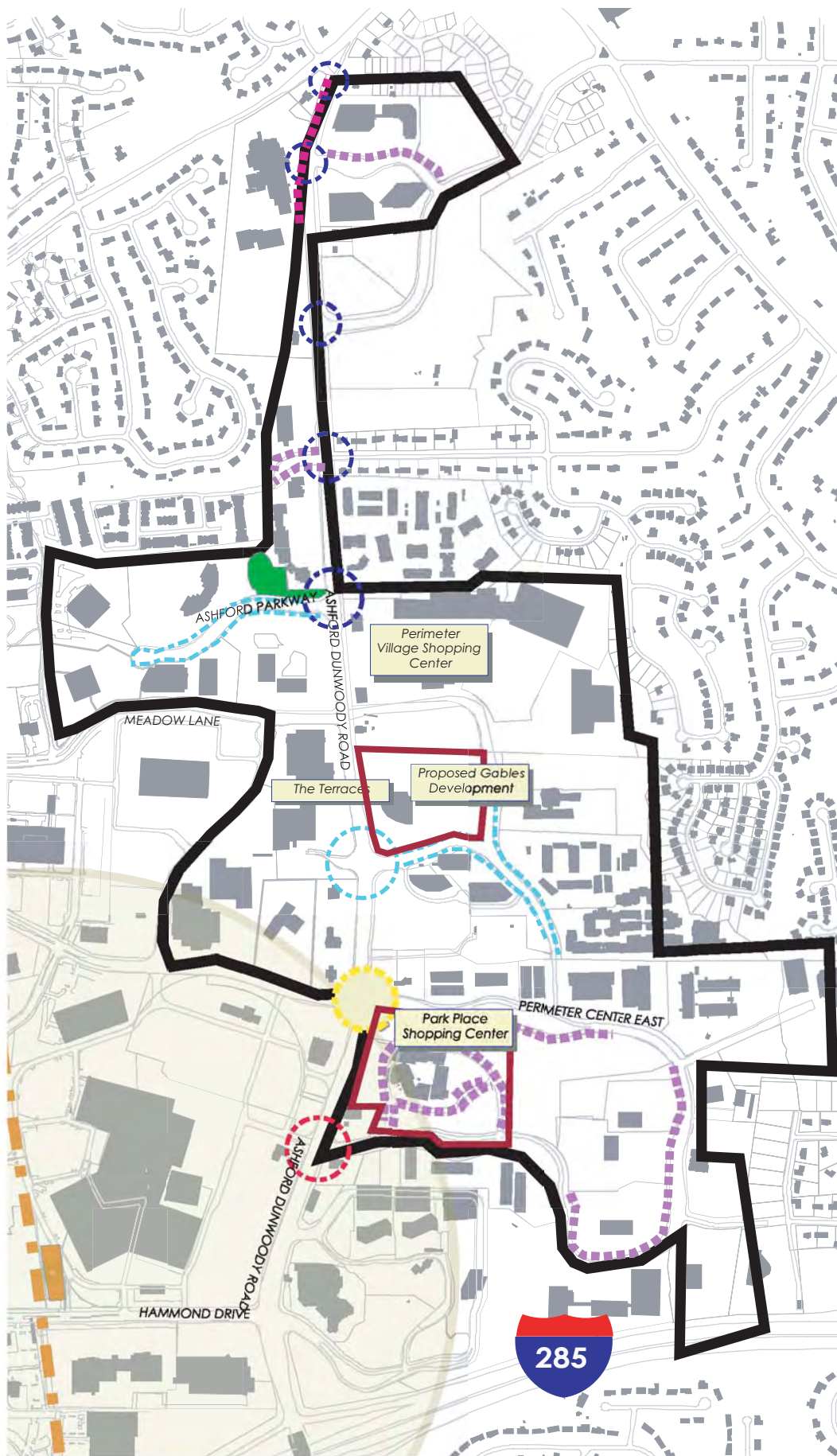
- Concentration of medium-density office developments such as the Terraces, Perimeter Center, Ashford Center etc.
- Multifamily apartment including Gables Metropolitan, Post Ashford and Savannah
- Retail services include the Park Place Shopping Center, Perimeter Village Shopping Center and a range of smaller restaurants.
- Lack of public open space in this area.



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Prepared for: Perimeter CIDs

Fig. 7.1 EXISTING LAND USE MAP
Subarea 7: Transition Zone





LEGEND

PROJECTS UNDER DESIGN:

- Hammond Drive Sidewalks
- Perimeter Center Central Sidewalk & Intersections
- Perimeter Center North Sidewalks & Intersections
- Perimeter Center W. Streetscapes & Intersections

PROJECTS UNDER CONSTRUCTION:

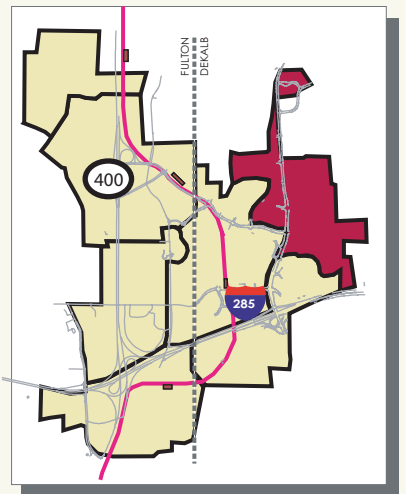
- Perimeter Intersections-Phase II

COMPLETED PROJECTS

- Perimeter Intersections Phase I

SIDEWALK CONDITION:

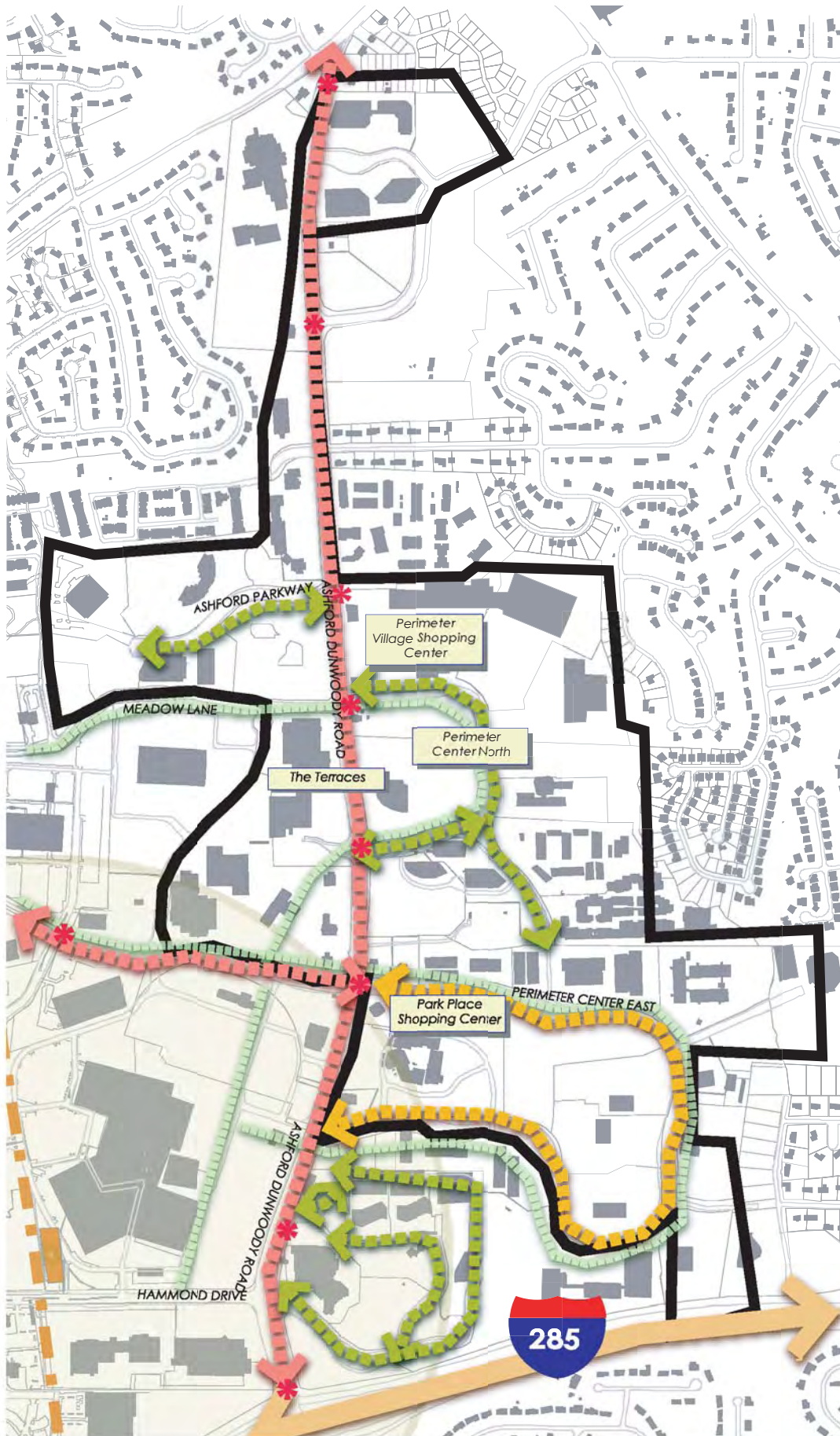
- Missing Sidewalk
- Planned Sidewalk
- PROPOSED DEVELOPMENTS
- DEVELOPEMNT OPPORTUNITIES
- 1/2 Mile MARTA STATION PROXIMITY
- MARTA RAIL ROUTE
- SUBAREA BOUNDARY



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Prepared for: Perimeter CIDs

Fig.7.2 TRANSPORTATION & DEVELOPMENT PROJECTS
Subarea 7: Transition Zone

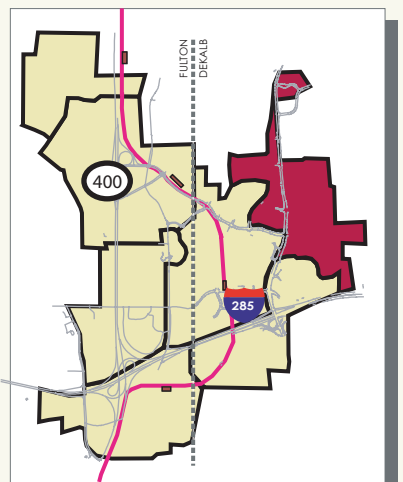




LEGEND

STREET CLASSIFICATION (As proposed in the Perimeter Public Space Standards)

- ■ ■ ■ ■ **Boulevard:**
Primary commuter route
Connected to interstate system
Less traveled by pedestrians
- ■ ■ ■ ■ **Thoroughfare:**
Secondary commuter route
Connected to boulevards
Minimal connections to interstate system
- ■ ■ ■ ■ **Avenue:**
Destination oriented main-street
Highly traveled by pedestrians
Generally coincides with MARTA or proposed LRT locations
No direct connections to interstate system
Reduced traffic speeds
- ■ ■ ■ ■ **Street:**
More residentially oriented
Local traffic only
Slow speeds
- — — — — **Bicycle Route/Trails:**
On street bike lane or off road multi-use paths designed to connect office and residential developments to transit stations and trail systems
- — — — — **INTERSTATE SYSTEM**
- ✱ **TRAFFIC SIGNAL**
- **1/2 Mile MARTA STATION PROXIMITY**
- **MARTA TRANSIT STATION**
- **MARTA RAIL ROUTE**
- **SUBAREA BOUNDARY**



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Prepared for: Perimeter CIDs

Fig. 7.3 CIRCULATION MAP
Subarea 7: Transition Zone



7.4 Development Opportunities:

As illustrated in fig. 7.4, a majority of this subarea will transform in the long-term future. Current development plans include renovating Park Place Retail on Ashford Dunwoody with an additional retail building to be occupied by 'Eatzi'. Though outside the study area, the Sembler development along Meadow Lane will have a direct effect on the traffic patterns along Ashford Dunwoody. A recently proposed project, to be developed by Gables, will add over 400 residential units, as a third phase to the Gables Metropolitan Project.

A few vacant sites in this subarea have short-term potential for development. Two sites on Perimeter Center North, one behind the Spruill Art Center and the other adjacent to the Perimeter Center Village Shopping Center could be developed as mid-rise residential condos or apartments. Fig. 7.7 illustrates such a development, consistent with the other residential lining the street.

One strategic large-scale long-term project is targeted on the Perimeter Village Shopping Center Site, currently occupied by Walmart, DSW Warehouse, and a host of smaller retailers. Though a good amenity for the surrounding neighborhoods, this 40 acre site is highly underutilized, with sizeable surface parking lots surrounding the retail. Hence the plan recommends a mixed use development incorporating a retail component with development pulled up towards the roads and an open space component to serve the surrounding residential. As described above, the other major opportunity is along the low-density office parks on Perimeter Center East. This property will have improved connectivity with the construction of the BRT system and planned vehicular improvements and could be a candidate for higher density commercial mixed-use.

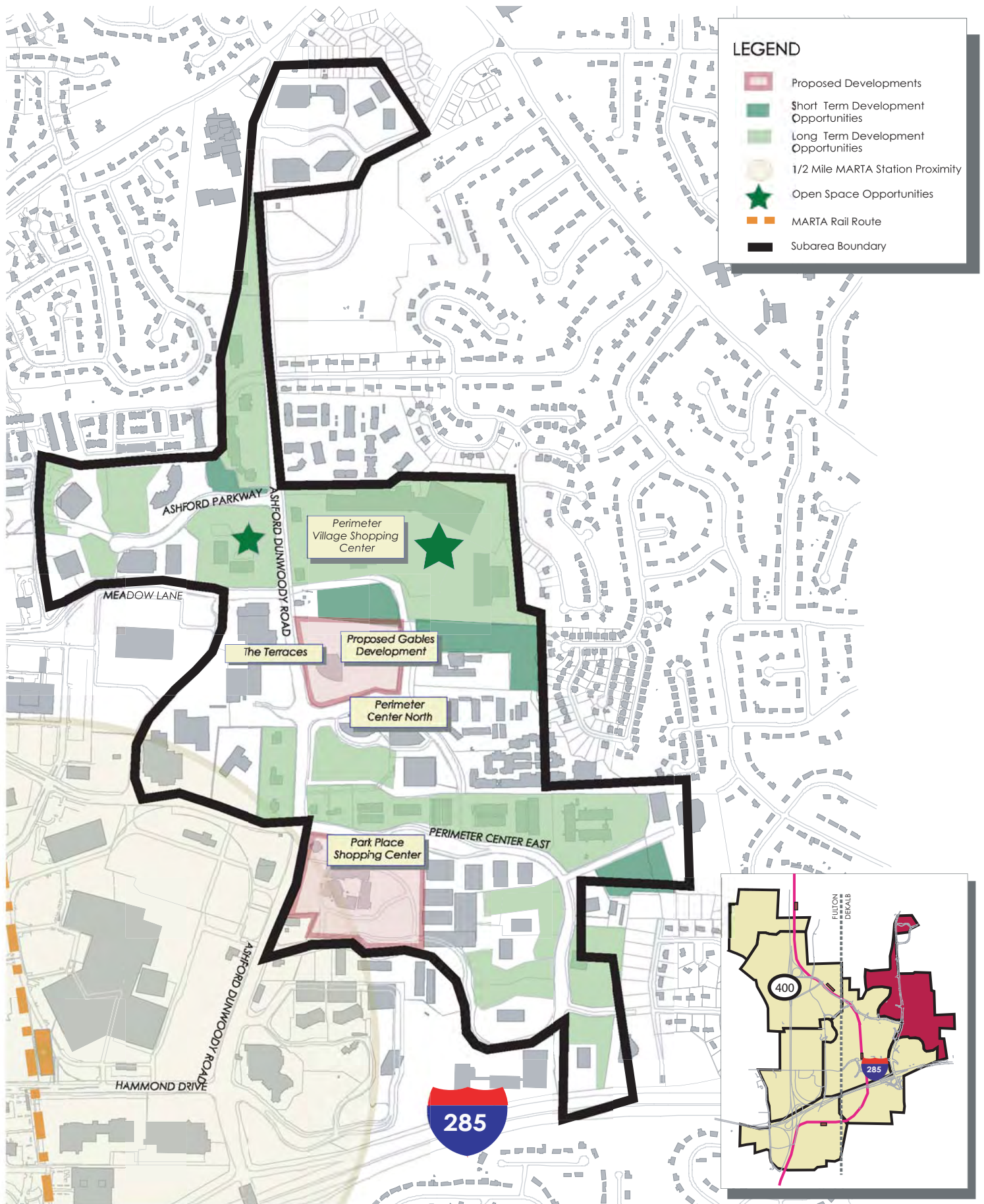
7.5 Proposed Transportation and Circulation Improvements:

Proposed operational improvements are consistent with the planned development with a focus on promoting parcel interconnectivity to work towards a more urban scale street grid. Perimeter Center North currently stops abruptly south of the Gables Metropolitan development. It is recommended that this street be extended to connect to Perimeter Center East when the existing office site is redeveloped. Similar recommendations are made for Ashford Parkway to connect to Meadow Lane to reduce congestion on that part of Ashford Dunwoody Road. All future redevelopment plans along Perimeter Center East should include a street connectivity component to break up large blocks within the area.

Other recommended improvements involve upgrading sidewalks and streetscapes to support the planned BRT line and upgrading all signalized intersections along east of Ashford Dunwoody. Signal synchronization improvements in addition to pedestrian upgrades will allow a smoother flow of traffic in this area.

7.6 Other Public Improvements:

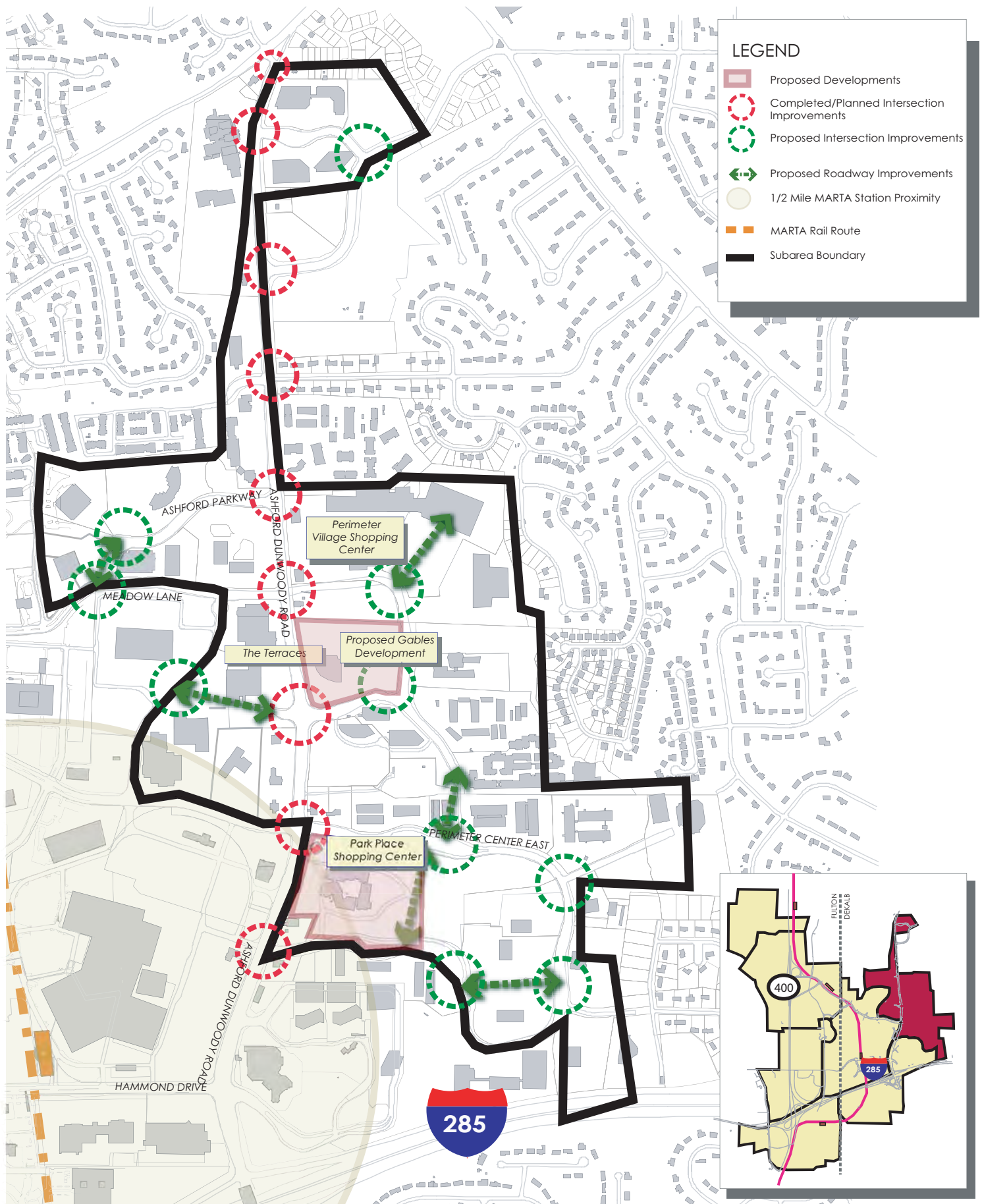
Similar to most of the subareas in this study, the transition zone does not include a defined open space. A new open space is recommended on the Perimeter Village Shopping Center site, when it is redeveloped. The Lake at the Restaurant Center on Ashford Parkway could also be enhanced with public art and additional landscaping.



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Prepared for: Perimeter CIDs

Fig. 7.4 DEVELOPMENT OPPORTUNITIES MAP
Subarea 7: Transition Zone

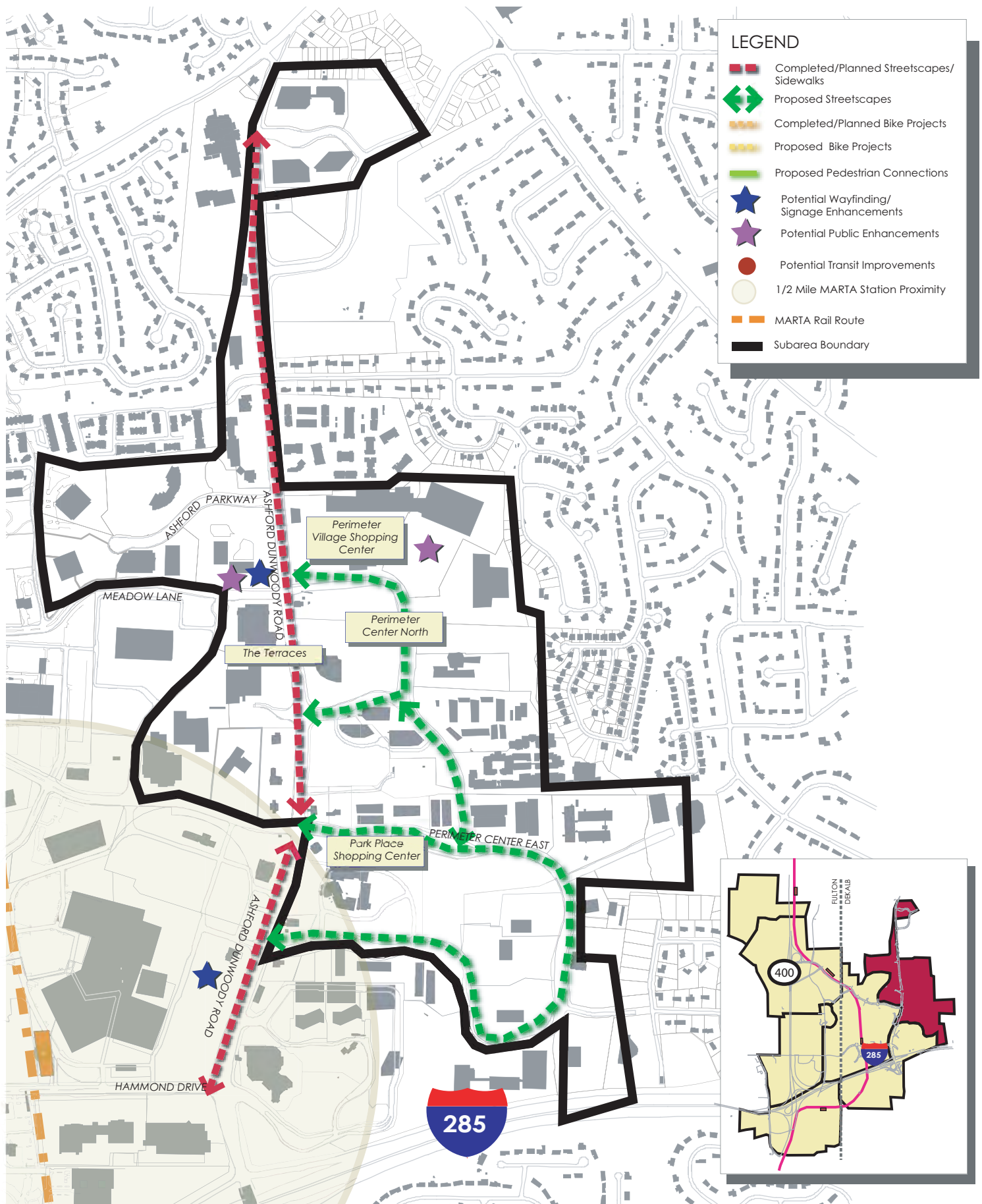




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Prepared for: Perimeter CIDs

Fig. 7.5 OPERATIONAL IMPROVEMENTS MAP
Subarea 7: Transition Zone

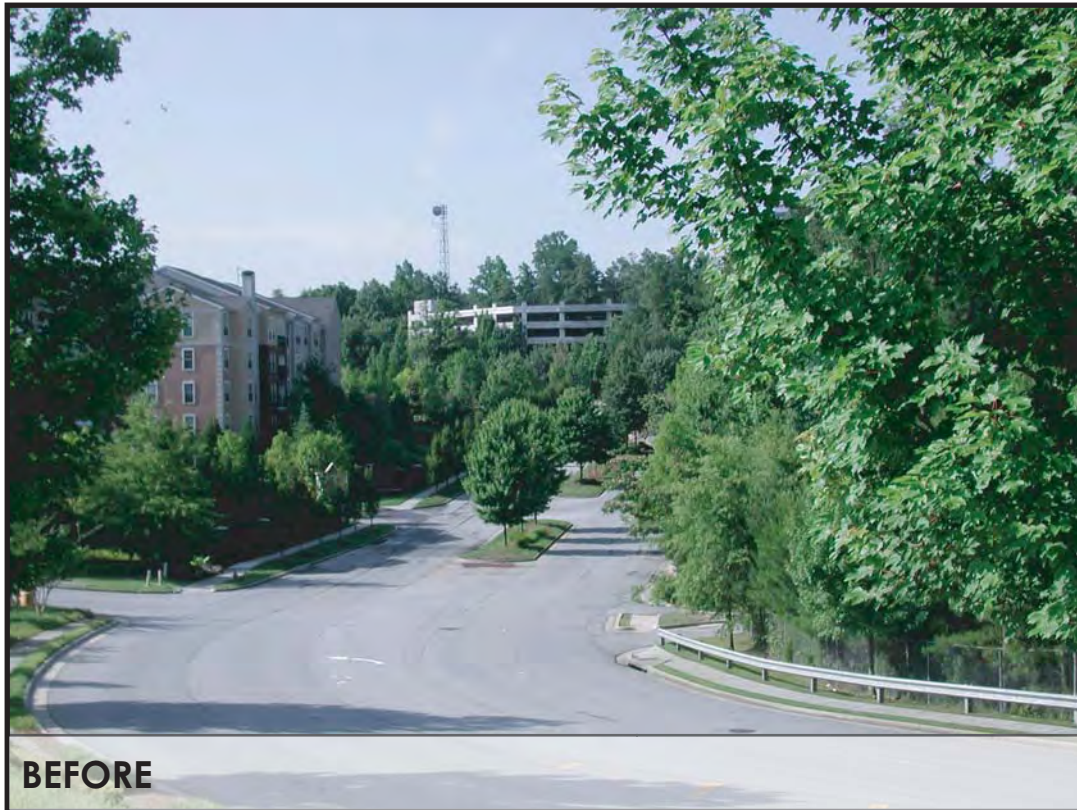




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Fig. 7.6 CIRCULATION IMPROVEMENTS MAP
Subarea 7: Transition Zone





Perimeter Center North



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Prepared for: Perimeter CIDs

Fig.7.7 CONCEPTUAL DEVELOPMENT
Subarea 7: Transition Zone



Chapter 8

Implementation Framework

8.1 Proposed Transportation and Circulation Improvements:

The implementation framework for Perimeter is created to achieve the goals laid out by the LCI program and the Perimeter Focus LCI Plan. This update furthers these goals of promoting an efficient land-use environment, improving internal mobility, identifying future transit, creating an effective public-private dialogue etc. All these goals are targeted towards achieving an urban mixed-use environment in Perimeter Center and reducing the jobs-housing ratio in this activity center.

Since the completion of the LCI Plan, the PCIDs have worked towards creating an effective implementation structure to execute transportation projects and planning studies. Working with DeKalb and Fulton Counties, the PCIDs proactively started a detailed process, based on Georgia Department of Transportation (DOT) guidelines, to select a Program Manager to manage transportation projects and design teams to design these projects. The Request for Proposals (RFPs) and Request for Qualifications (RFQs) were sent out in December 2002 and an Evaluation Committee conducted interviews for the short-listed firms in January 2003. The Evaluation Committee consisted of representation from DeKalb and Fulton Counties, and the PCIDs. Based on the strict criteria including team organization, experience, project approach, and cost, the Evaluation Committee selected PBS&J as the Project Manager along with URS, Pond & Company, Arcadis and HDR, Inc. as the four design teams. The PCIDs have proactively started design work on project that would be funded in the future.

Along with the strategy to implement transportation projects, the study recommends that the PCIDs continue their active involvement in encouraging high-quality mixed-use development. New residential development may stress current school systems and hence it is recommended that the PCIDs work with the Fulton and DeKalb School Boards in identifying opportunities for long-term school facility expansion. The PCIDs should also continue their active involvement in assisting the counties in maintaining the streetscapes and infrastructure.

The implementation table (Table 8.2) gives a detailed description of proposed transportation projects and other initiatives described in the preceding sections. The purpose of this table is to create a framework for transportation investments, which would guide future applications for transportation funding, such as LCI Implementation funds, Transportation Enhancement (TE) funds, CMAQ (Congestion Mitigation and Air Quality) funds etc. Project prioritization is based on traffic and pedestrian movement analysis related to current land use as well as planned development projects, major road improvements, future funding possibilities etc. *Project costs and dates listed in the table are rough estimates and will need to be validated as projects move forward.* Projects marked in **bold** are all projects that are currently planned, funded, under construction or already completed.

The Implementation Table categorizes projects by type of improvement, for example, transit related projects are separated from roadway improvements. The following list is a brief description for the types of projects:

Transit: Projects varying from the extensive I-285 BRT Line to an internal consolidated shuttle to serve Perimeter.

Transit Corridors: Major arterials connecting transit stations are planned for pedestrian improvements including sidewalks, street furniture, street trees, and intersection enhancements including crosswalks and ramps. Intersection improvements have been included in these streetscape projects to allow for consistent and connective improvements.

Connectivity Corridors: Primarily internal roads that will be built through private developments enhancing connectivity in Perimeter.

Bike Routes: Mainly done as a part of streetscape projects, these projects are intended to create an effective Bicycle network in the area.

Roadway Improvements: Large-scale project including road widening, interchange and highway projects.

Enhancement Projects: Projects affecting the overall Perimeter area including wayfinding, signage and pedestrian safety improvements.

Open Space Initiatives: Open space projects recommended as components of new development projects.

Implementation Studies: This section identifies studies that would supplement the analysis completed by this study.

9.2 Implementation Table
FIVE YEAR ACTION PLAN - Perimeter Focus LCI Plan Update

Projects in **Bold** are funded/ in design/ in construction.

Transportation Projects

Description	County	Type of Improve.	Engineering Year	Engineering Costs	R-O-W Year	R-O-W Costs	Construction Year	Construction Costs	Admin/CE&I Cost	Total Project Costs*	Responsible Party	Funding Source	Local Source &	Match Amount	Comments/TIP Project Number
TRANSIT															
I-285 Bus Rapid Transit (BRT) Line development connecting Cumberland to Perimeter and Doraville	Fulton/ DeKalb	Transit	TBD	\$0	2008	\$15,000,000	2009	\$55,000,000	N/A	\$140,000,000	ARC	5309 New Starts	-	\$70,000,000	AR-900A
			2005	\$12,000,000	2008	\$6,000,000	2009	\$22,000,000	N/A	\$40,000,000	ARC	Gov. Bond	-		AR-900B
			2005	\$28,000,000	2008	\$24,000,000	2009	\$88,000,000	N/A	\$140,000,000	ARC	GRV Bond	-		AR-900C
Perimeter Shuttle: Construct and implement a rubber-tired circulator shuttle system in the Perimeter area. Includes route construction, signage, route maps, and amenities like benches, trash cans, and bicycle rack.		Transit	N/A	\$0	N/A	\$0	2004	\$4,200,000	N/A	\$4,200,000	PCID	GRTA/Private Funds	PCID	\$100,000	
TRANSIT CORRIDORS															
Perimeter Center Parkway Streetscape: A streetscape system along Perimeter Center Parkway from Hammond Drive to Perimeter Center West. The purpose is to enhance an existing internal street to create a "Main Street" atmosphere.	DeKalb	Pedestrian/Bike	2004	\$525,000	2005	\$0	2007	\$3,606,200	\$250,000	\$4,381,200	Gov. Bond	TIP	PCID	\$721,240	DK-316
			2004	\$150,000	2005	\$0	2007	\$1,815,180	\$180,000	\$2,145,180	PCID	TIP (LCI)	PCID	\$363,036	
Perimeter Center West Streetscape and following Intersection Improvements including Perimeter Center West and Perimeter Mall/ Perimeter Center West and Perimeter Center Parkway/ Perimeter Center West and Meadow Lane/ Perimeter Center West and Bell South	DeKalb	Pedestrian/Bike	2004	\$522,000	2005	\$0	2005	\$3,813,000	\$200,000	\$4,535,000	PCID	TIP (GRTA)	PCID	\$762,600	
Perimeter Center West Streetscape and Intersection Improvements	Fulton	Pedestrian/Bike	2004	\$161,000	2005	\$0	2005	\$1,795,000	\$200,000	\$2,156,000	PCID	TIP (GRTA)	PCID	\$359,000	
Peachtree-Dunwoody Road Streetscape and Intersection Improvement (from Glenridge Connector to I-285)	Fulton	Pedestrian/Bike	2004	\$212,000	2005	\$0	2006	\$2,200,000	\$180,000	\$2,592,000	PCID	TIP (LCI)	PCID	\$440,000	
Peachtree-Dunwoody Road Streetscape and Intersection Improvement Program (from I-285 to Abernathy Road)	Fulton	Pedestrian/Bike	2005	\$400,000	2006	\$0	2007	\$2,800,000	\$200,000	\$3,400,000	PCID	TIP (LCI)	PCID	\$560,000	
Hammond Drive Streetscape Improvements from Ashford Dunwoody Road to Fulton County line. Intersections include: Hammond & Proposed Perimeter Town Center North-South Street	DeKalb	Pedestrian/Bike	2009	\$600,000	2010	\$0	2011	\$3,250,000	\$180,000	\$4,030,000	TBD	TBD	PCID	\$650,000	
Hammond Drive Streetscape Improvements from Glenridge Drive to DeKalb County line. Intersections include: Hammond & Proposed Dunwoody Springs North-South Street/ Hammond & Concourse Pkwy/ Hammond & Barfield Road/ Hammond & Glenridge Drive	Fulton	Pedestrian/Bike	2009	\$600,000	2010	\$0	2011	\$5,200,000	\$200,000	\$6,000,000	TBD	TBD	PCID	\$1,040,000	
Meadow Lane Streetscape and Intersection Improvements	DeKalb	Pedestrian/Bike	2006	\$400,000	2007	\$0	2007	\$3,250,000	\$200,000	\$3,850,000	PCID	TBD	PCID	\$650,000	
Mt. Vernon Highway Streetscape and Intersection Improvements	Fulton	Pedestrian/Bike	2006	\$600,000	2007	\$0	2007	\$4,500,000	\$200,000	\$5,300,000	PCID	TBD	PCID	\$900,000	
Lake Hearn Drive Streetscape and Intersection Improvements	Fulton	Pedestrian/Bike	2007	\$400,000	2008	\$0	2008	\$3,250,000	\$200,000	\$3,850,000	PCID	TBD	PCID	\$650,000	
Lake Hearn Drive (including Parkside Drive) Streetscape and Intersection Improvements	DeKalb	Pedestrian/Bike	2007	\$400,000	2008	\$0	2008	\$3,250,000	\$200,000	\$3,850,000	PCID	TBD	PCID	\$650,000	
Johnson Ferry Streetscape (Glenridge Drive to Old Johnson Ferry Road) Streetscape and Intersection Improvements	Fulton	Pedestrian/Bike	2008	\$600,000	2009	\$0	2009	\$5,200,000	\$200,000	\$6,000,000	PCID	TBD	PCID	\$1,040,000	

9.2 Implementation Table
FIVE YEAR ACTION PLAN - Perimeter Focus LCI Plan Update

Projects in **Bold** are funded/ in design/ in construction.

Transportation Projects

Description	County	Type of Improve.	Engineering Year	Engineering Costs	R-O-W Year	R-O-W Costs	Construction Year	Construction Costs	Admin/CE&I Cost	Total Project Costs*	Responsible Party	Funding Source	Local Source &	Match Amount	Comments/TIP Project Number
Perimeter Summit Parkway Streetscape and Intersection Improvements	DeKalb	Pedestrian/Bike	2007	\$400,000	2008	\$0	2008	\$3,250,000	\$200,000	\$3,850,000	PCID	TBD	PCID	\$650,000	
Perimeter Center East Streetscape and Intersection Improvements Program	DeKalb	Pedestrian/Bike	2009	\$600,000	2010	\$0	2010	\$5,200,000	\$200,000	\$6,000,000	PCID	TBD	PCID	\$1,040,000	
Perimeter Center North Streetscape and Intersection Improvements	DeKalb	Pedestrian/Bike	2008	\$400,000	2009	\$0	2009	\$3,250,000	\$200,000	\$3,850,000	PCID	TBD	PCID	\$650,000	
Central Parkway Streetscape	Fulton/ DeKalb	Pedestrian/Bike	2009	\$400,000	2010	\$0	2010	\$3,250,000	\$200,000	\$3,850,000	PCID	TBD	PCID	\$650,000	
Crestline Parkway Streetscape	Fulton	Pedestrian/Bike	2009	\$400,000	2010	\$0	2010	\$3,250,000	\$200,000	\$3,850,000	PCID	TBD	PCID	\$650,000	
Perimeter Center Parkway Bridge (Flyover) Streetscape	DeKalb	Pedestrian/Bike	2007	\$300,000	2008	\$0	2008	\$2,000,000	\$180,000	\$2,480,000	PCID	TBD	PCID	\$400,000	
NOTE: Construction cost is a rough estimate.															
CONNECTIVITY CORRIDORS															
Streets connections to improve internal connectivity within Perimeter Center															
New Streets in Perimeter Town Center	DeKalb	Pedestrian/Roadway	TBD	TBD	TBD	TBD	TBD	\$1,610,000	TBD	TBD	Private	Private	Private	TBD	
New Streets in 211 Perimeter Center Parkway mixed use development.	DeKalb	Pedestrian/Roadway	TBD	TBD	TBD	TBD	TBD	\$490,000	TBD	TBD	Private	Private	Private	TBD	
New Streets in Perimeter Place Retail development (East-West Connections)	DeKalb	Pedestrian/Roadway	TBD	TBD	TBD	TBD	TBD	\$1,925,000	TBD	TBD	Private	Private	Private	TBD	
North Springs East-West Connection	Fulton	Pedestrian	2005	\$250,000	2006	\$0	2007	\$2,500,000	\$100,000	\$2,850,000	PCID	TBD	TBD	\$500,000	Potentially done as a part of the GA-400 Collector Distributor system
New Streets in Perimeter Pointe Complex (near Sandy Spring MARTA Deck)	Fulton	Pedestrian/Roadway	TBD	TBD	TBD	TBD	TBD	\$945,000	TBD	TBD	Private	Private	Private	TBD	
Central Park Connector	Fulton	Pedestrian/Roadway	TBD	TBD	TBD	TBD	TBD	\$210,000	TBD	TBD	Private	Private	Private	TBD	
New Streets in Corporate Campus development (East-West Connection)	Fulton	Pedestrian/Roadway	TBD	TBD	TBD	TBD	TBD	\$665,000	TBD	TBD	Private	Private	Private	TBD	
New Streets in Hammond Center development (East-West Connection)	Fulton	Pedestrian/Roadway	TBD	TBD	TBD	TBD	TBD	\$910,000	TBD	TBD	Private	Private	Private	TBD	
Glenridge Drive New Development North - South Street	Fulton	Pedestrian/Roadway	TBD	TBD	TBD	TBD	TBD	\$490,000	TBD	TBD	Private	Private	Private	TBD	
New Streets in Glenlake Parkway development (East-West Connections)	Fulton	Pedestrian/Roadway	TBD	TBD	TBD	TBD	TBD	\$1,120,000	TBD	TBD	Private	Private	Private	TBD	
Dunwoody Springs North-South Connection	Fulton	Pedestrian/Roadway	TBD	TBD	TBD	TBD	TBD	\$980,000	TBD	TBD	Private	Private	Private	TBD	
New Streets in Perimeter Expo development.	DeKalb	Pedestrian/Roadway	TBD	TBD	TBD	TBD	TBD	\$1,330,000	TBD	TBD	Private	Private	Private	TBD	
Summit Boulevard Extension	DeKalb	Pedestrian/Roadway	TBD	TBD	TBD	TBD	TBD	\$420,000	TBD	TBD	Private	Private	Private	TBD	
Perimeter Center North Extension	DeKalb	Pedestrian/Roadway	TBD	TBD	TBD	TBD	TBD	\$245,000	TBD	TBD	Private	Private	Private	TBD	
Ashford Parkway Extension	DeKalb	Pedestrian/Roadway	TBD	TBD	TBD	TBD	TBD	\$245,000	TBD	TBD	Private	Private	Private	TBD	
Perimeter Center Terrace Extension	DeKalb	Pedestrian/Roadway	TBD	TBD	TBD	TBD	TBD	\$525,000	TBD	TBD	Private	Private	Private	TBD	
New Streets in Perimeter Village shopping center redevelopment	DeKalb	Pedestrian/Roadway	TBD	TBD	TBD	TBD	TBD	\$1,190,000	TBD	TBD	Private	Private	Private	TBD	
Perimeter Mall Pedestrian Connections	DeKalb	Pedestrian	TBD	TBD	TBD	TBD	TBD	\$1,400,000	TBD	TBD	Private	Private	Private	TBD	
NOTE: Construction cost is a rough estimate based on \$3.5 million a mile															

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INTERSECTION IMPROVEMENTS															
Improvements include upgrade of traffic signals, pedestrian signage and crosswalks, pedestrian accessibility improvements, benches, seating, identity piers, and lighting.															
Perimeter Center North Sidewalks and intersections: at Ashford Dunwoody & Mt.Vernon, Ashford Dunwoody & Ashford Center, Ashford Dunwoody & Ashford Gables, Ashford Dunwoody & Ashford Parkway, Ashford Dunwoody & Ashford Center Parkway	DeKalb	Pedestrian	2006	-	-	\$237,500	-	\$3,125,000	-	\$3,362,500	PCID	GO Bonds	PCID	\$672,500	DK-303,304,306,312,313
Perimeter Center Central Sidewalks and Intersections: at Ashford Dunwoody & Perimeter Center North, Ashford Dunwoody & Ravinia, Hammond Drive & Perimeter Mall Entrance. Partial sidewalk improvements along Meadow Lane and Ashford Parkway	DeKalb	Pedestrian	2004	-	-	\$150,000	-	\$2,120,000	-	\$2,270,000	PCID	GO Bonds	PCID	\$454,000	DK-300,314,315,318A,318B
Perimeter Center South Sidewalks and intersections: Ashford Dunwoody & Lake Hearn Drive, Ashford Dunwoody & Ashford Green, Ashford Dunwoody & Perimeter Center Parkway, (includes sidewalks on Perimeter Center Parkway and Parkside Place)	DeKalb	Pedestrian	2007	-	-	\$150,000	-	\$2,040,000	-	\$2,190,000	PCID	GO Bonds	PCID	\$438,000	DK-301,302,305,317
Perimeter Intersections Phase 1: at Ashford Dunwoody & Hammond, Ashford Dunwoody & Perimeter Center West, and Perimeter Center Parkway & Hammond Drive	DeKalb	Pedestrian	2003 (Complete)					\$1,850,000	-	\$1,850,000	PCID		PCID		
Perimeter Intersections Phase 2 and sidewalks connections: at Ashford Dunwoody & Meadow Lane, Ashford Dunwoody & Perimeter Center East and Perimeter Center Parkway & Dunwoody MARTA	DeKalb	Pedestrian	2004 (under const.)					\$1,298,000	-	\$1,298,000	PCID		PCID		
Fulton PCID Intersections Phase 1 and sidewalks connections: Mt.Vernon & Barfield Road, Mt. Vernon & Crestline Parkway, Mt. Vernon & Perimeter Center West, Mt. Vernon & Northpark, Peachtree Dunwoody & Northpark, Peachtree Dunwoody & Merrint Entrance	Fulton	Pedestrian	2005	-	-	-	-	\$2,400,000	-	\$2,400,000	PCID		PCID		
Peachtree Dunwoody at Embassy Row	Fulton	Pedestrian	2004												
Glenridge Connector Intersections (three intersections between Johnson Ferry and Peachtree Dunwoody)	Fulton/ DeKalb	Pedestrian	2006	\$300,000	2007	-	2007	\$1,800,000	\$180,000	\$2,280,000	PCID	TBD	PCID	\$360,000	
Glenridge Drive Intersections (four intersections between I-285 and Hammond Drive)	Fulton/ DeKalb	Pedestrian	2007	\$350,000	2008	-	2008	\$2,400,000	\$180,000	\$2,930,000	PCID	TBD		\$480,000	
Glenlake Parkway at Siebel Office Building	Fulton	Pedestrian	2006	\$150,000	2007	-	2007	\$600,000	\$50,000	\$800,000	PCID	TBD	PCID	\$120,000	
Meridian Mark Intersections	Fulton	Pedestrian	2009	\$150,000	2010	-	2010	\$1,800,000	\$150,000	\$2,100,000	PCID	TBD	PCID	\$360,000	
NOTE: Construction cost is a rough estimate/ includes filling in missing sidewalks															

9.2 Implementation Table

FIVE YEAR ACTION PLAN - Perimeter Focus LCI Plan Update

Projects in **Bold** are funded/ in design/ in construction.

Transportation Projects

Description	County	Type of Improve.	Engineering Year	Engineering Costs	R-O-W Year	R-O-W Costs	Construction Year	Construction Costs	Admin/CE&I Cost	Total Project Costs*	Responsible Party	Funding Source	Local Source &	Match Amount	Comments/TIP Project Number
BIKE ROUTES															
Rec Center on Chardonnay Court to Mall Entrance at Perimeter Center Place		Bike	TBD												
Orleans Way Dead End to Mall Entrance at Perimeter Center Place		Bike	TBD												
Old Spring House Lane to Mall Entrance at Perimeter Center East		Bike	TBD												
Perimeter Center West	Fulton	Bike		Included as a part of the streetscape design											
Perimeter Center West	DeKalb	Bike													
Hammond Drive	Fulton	Bike	TBD												
Hammond Drive	DeKalb	Bike	TBD												
Abernathy Road (at Sandy Springs MARTA Station)	Fulton	Bike	TBD												
Peachtree-Dunwoody Bikeway	Fulton	Bike	TBD												
Perimeter Center Parkway Bikeway	DeKalb	Bike	TBD												
Lake Hearn Drive/Perimeter Center Parkway Extension Bridge (Lake Hearn Flyover) Bike Route	DeKalb	Bike		Included as a part of the streetscape design											
Georgetown Trail		Pedestrian/Bike	TBD	TBD			TBD	TBD		TBD	TBD	TBD	TBD	TBD	
NOTE: Many streetscape projects above include Bike improvements															
ROADWAY IMPROVEMENTS															
GA 400 Collector-Distributor System including Interchange improvements at Abernathy and Hammond Drive and Roadway Improvements at Mt. Vernon Highway		Roadway/ Interchange	AUTH	TBD	AUTH	\$0	2009	\$103,346,000	-	\$103,346,000	TBD	Q05	Federal/S tate	TBD	FN-AR-100A
I-285 North including Ashford Dunwoody Road Interchange (from GA-400 to Shallowford Road)		Interchange Capacity	AUTH	AUTH	2007	\$110,237,000	2010	\$86,495,000	N/A	\$196,732,000	TBD	Q01	Federal/S tate	TBD	DK-AR-219
I-285/GA 400 Interchange		Roadway/ Interchange	2006	\$20,000,000	TBD	TBD	TBD	TBD	TBD	\$20,000,000	TBD	GRV BONDS	-	-	AR-H-900A
Peachtree-Dunwoody Road Widening	Fulton	Roadway	-	-	-	-	2010	\$1,566,000	-	\$1,566,000	LOCAL	LOCAL	LOCAL		FN-053
Perimeter Center Parkway Extension (Flyover) and intersections at: the Flyover &	DeKalb	Roadway/ pedestrian/Bike	-	TBD	2004	\$10,000	TBD	\$17,571,000	-	\$17,581,000	TBD	Q05			DK-215B
Lake Hearn Drive widening	Fulton	Roadway	TBD	TBD			TBD	TBD			TBD	TBD			
Lake Hearn Drive widening	DeKalb	Roadway	TBD	TBD			TBD	TBD			TBD	TBD			
Hammond Drive (Ashford Dunwoody - Fulton County Line)	Fulton	Roadway/ Pedestrian	2007	\$81,000	2008	\$648,000	2009	\$1,629,000		\$2,358,000		Q23			DK-217
Peachtree-Dunwoody Road Streetscape and Intersection Improvement Program (Abernathy Road to Spalding Drive)	Fulton	Pedestrian/Bike	-	-	-	-	2006	\$3,000,000	-	\$3,000,000	LOCAL	LOCAL	LOCAL		FN-055A
Perimeter Center West Roadway Improvements	DeKalb	Roadway/ Pedestrian	TBD												
Perimeter Center West Roadway Improvements	Fulton	Roadway/ Pedestrian	TBD												
DeKalb County ATMS/Traffic Signalization/ ITS technology	DeKalb	Roadway	2005	-	-	-	2006-2008	\$5,000,000	TBD	\$5,000,000	PCID	TBD	PCID		
Fulton County ATMS/Traffic Signalization/ ITS technology	Fulton	Roadway	2005	-	-	-	2006-2008	\$5,000,000	TBD	\$5,000,000	PCID	TBD	PCID		

9.2 Implementation Table

FIVE YEAR ACTION PLAN - Perimeter Focus LCI Plan Update

Projects in **Bold** are funded/ in design/ in construction.

Transportation Projects

Description	County	Type of Improve.	Engineering Year	Engineering Costs	R-O-W Year	R-O-W Costs	Construction Year	Construction Costs	Admin/CE&I Cost	Total Project Costs*	Responsible Party	Funding Source	Local Source & Match Amount	Comments/TIP Project Number
ENHANCEMENT PROJECTS														
Pedestrian Signage/Wayfinding/ Kiosks to improve visual appeal of the district		Enhancement	2004	TBD			TBD	TBD		TBD	TBD	TBD		
Pedestrian Scale Street-lighting	DeKalb	Enhancement	2,008	150,000	2,008	0	2,008	1,000,000	50,000	1,200,000	TBD	TBD	PCID	
Pedestrian Scale Street-lighting	Fulton	Enhancement	2,008	150,000	2,008	0	2,008	1,000,000	50,000	1,200,000	TBD	TBD	PCID	
* costs do not include right-of-way		Totals								\$781,482,880				

OPEN SPACE INITIATIVES						
Description/Action	Cost*	Year	Responsible Party			Funding Source
Open Space Plan for Perimeter Center						
Open space/ trail connectivity planning to support future mixed development in the Perimeter area. Potential Open Spaces/Public plazas at the following locations:		TBD	Private			Private
Lake at Ashford Parkway	DeKalb	TBD	Private			Private
Perimeter Village Recreation Park	DeKalb	\$400,000	Private			Private
Perimeter Mall Park	DeKalb	\$600,000	Private			Private
Perimeter Town Center Open Space	DeKalb	TBD	Private			Private
Perimeter Summit Open Space	DeKalb	\$180,000	Private			Private
Ravinia Open Space	DeKalb	\$90,000	Private			Private
Concourse Park Improvements	Fulton	TBD	Private			Private
Medical Center Plaza	Fulton	\$130,000	Private			Private
Glenlake Parkway Future Development Park	Fulton	\$130,000	Private			Private
Glenridge Drive Future Development Park	Fulton	\$600,000	Private			Private
Sandy Springs MARTA Station Plaza	Fulton	\$270,000	Private/MARTA			Private/ MARTA
*NOTE: Approximate costs based on \$200,000/acre assuming 5% of developable parcel would be developed as open space						

Housing Projects/ Initiatives

Description/Action	Cost	Year	Responsible Party			Funding Source
Perimeter Area Market Study: Conduct detailed market research/analysis related to future residential, commercial and mixed-use development along Perimeter Center Pkwy	\$25,000	TBD	PCID			PCID
DeKalb & Fulton County Zoning Amendments: Adopt a new zoning category for the LCI Study Area to regulate: use, height, density, parking requirements, setback, design, public space, etc.	\$15,000	2004	DeKalb County/Fulton County/PCID			PCID

LONGER-RANGE INITIATIVES						
Description/Action	Cost	Year	Responsible Party			Funding Source
Pedestrian Enhancements - Medical Center MARTA Station: Streetscape improvements to improve pedestrian safety and circulation in vicinity of Medical Center MARTA Station including Lake Hearn Drive, Johnson Ferry Road and Meridian Mark Road	Fulton	TBD	2006	PCID		PCID
Perimeter Focus Implementation Studies: Continued urban design plans for subareas within the LCI Study Area, including: BRT Station area, Ashford-Dunwoody/I-285 Interchange area, North Springs MARTA Station Study, Peachtree-Dunwoody/Hammond Dr. etc. Potential studies for Tax Allocation Districts (TAD)		TBD	2004 - 2009	PCID		PCID
Public Space Enhancements - Perimeter Area: Kiosks and wayfinding enhancements in the Perimeter Center Area, focused around MARTA station and retail centers.	Fulton/ DeKalb	TBD	2004	PCID		PCID

Chapter 9

Appendix

Community Involvement:

9.1 Overview:

Continuing the involved community process started during the original LCI Plan, the LCI Update process included a large number of meetings and presentations for public participation and feedback. These efforts included regular update meetings with PCIDs Board members, public meetings, meeting with neighborhood representatives and along with a presentation to the Steering Committee. In addition to these facilitated meetings, there were on-going monthly meeting with the Client Team. All these meetings helped the planning team prioritize projects and create a more implementable final plan.

Client Team:

Rob Lebeau, Principal Planner Atlanta Regional Commission
Yvonne Williams, PCIDs President
Michael Hanlon, PCIDs Director of Special Projects/External Affairs
Ann Miller, PCIDs Project Manager
Rebecca Rider, PCIDs Project Assistant

PCIDs Board Members:

John Sullivan, Fulton PCID Chairman and DeKalb PCID Vice Chairman
Dean Patterson, Fulton PCID Vice Chairman and DeKalb PCID Board Member
Adam Orkin, Fulton PCID Secretary
Diane Calloway, Fulton PCID Treasurer
Timothy Hughes, DeKalb and Fulton PCIDs Board Member
Don Mabry, Fulton PCID Board Member
Terry Kremeier, Fulton PCID Board Member
Walter Fish, Fulton PCID Board Member
Lynn Rainey, Fulton PCID Attorney
Robert Voyles, DeKalb PCID Chairman
Martin Fortes, DeKalb PCID Secretary
Ted Turner, DeKalb PCID Treasurer
Kay Younglove, DeKalb PCID Board Member
Charles Palmer, DeKalb PCID Attorney

Steering Committee:

Commissioner Elaine Boyer
DeKalb County Board of Commissioners

Commissioner Karen Handel
Fulton County Board of Commissioners

Commissioner Robb Pitts
Fulton County Board of Commissioners

Ralph Daniels
Asst. to Commissioner Tom Lowe

Rob LeBeau
Atlanta Regional Commission

Steve Stancil
Georgia Regional Transportation Authority

Joe Palladi
 GDOT
 David Sutherland
 Perimeter Transportation Coalition

Cynthia Moss Beasley
 MARTA
 Joan Smeltzer
 North Brookhaven Neighborhood Coalition

Nancy Leathers
 Sandy Springs Revitalization

Ken Wright
 Dunwoody Homeowners Association

John Gurbal
 DeKalb County

Angela Parker
 Fulton County

Shari Strickland
 Long Range Planning

Betsy Stark
 Fulton County

John Baldwin II
 Children's Healthcare

John N. Banks - Director of Facilities
 St. Joseph's Hospital

John Cummings
 Northside Hospital

9.2 Summary of Meetings:

May 7 th , 2004	LCI Update Working Session at the Joint PCID Board Meeting
June 22 nd , 2004	Perimeter Focus LCI Plan & Update Meeting with Georgia Regional Transportation Authority
July 27 th , 2004	LCI Update Meeting (with Atlanta Regional Commission, Fulton County and DeKalb County)
September 30 th , 2004	LCI Update Public Meeting (at the Perimeter Transportation Coalition's "Lunch & Learn" Session)
October 6 th , 2004	Steering Committee Meeting
November 10 th , 2004	Meeting with Dunwoody & North Brookhaven Neighborhood Associations
December 7 th , 2004	Meeting with Sandy Springs Neighborhood & Business Associations

9.3 Meeting Notes:

Meeting: Joint PCID Board Meeting

Date: Friday, May 07, 2004

**Location: Equity Office Properties: 7000 Central Parkway,
Third Floor Conference Room, Atlanta, GA 30328**

Attendance:

Board Members and PCIDs Staff

John Sullivan, Fulton PCID Chairman and DeKalb PCID Vice Chairman

Dean Patterson, Fulton PCID Vice Chairman and DeKalb PCID Board Member

Adam Orkin, Fulton PCID Secretary

Timothy Hughes, DeKalb and Fulton PCIDs Board Member

Don Mabry, Fulton PCID Board Member

Terry Kremeier, Fulton PCID Board Member

Walter Fish, Fulton PCID Board Member

Lynn Rainey, Fulton PCID Attorney

Robert Voyles, DeKalb PCID Chairman

Martin Fortes, DeKalb PCID Secretary

Ted Turner, DeKalb PCID Treasurer

Kay Younglove, DeKalb PCID Board Member

Charles Palmer, DeKalb PCID Attorney

Yvonne Williams, PCIDs President

Michael Hanlon, PCIDs Director of Special Projects/External Affairs

Ann Miller, PCIDs Project Manager

Stephana Rayson, PCIDs Director of Administration

Nadine Schwartz, PCIDs Assistant to the President

Rebecca Rider, PCIDs Project Assistant

Jim Stevens, PCIDs Accountant

Guests

Jim Ritchey, Deputy Director, GRTA

Terry Hobbs, Hobbs Corporation, Inc.

Stanford Harvey, Principal, Urban Collage

Trupti Kalbag, Associate, Urban Collage

David Southerland, TMA Director, PTC

Taylor Wright, Project Engineer, PBS&J

Taylor Wright,

Project

Engineer, PBS&J

- Stan Harvey presented the Perimeter Focus LCI Plan Update. Since 2001, 38 of the 49 projects from the original LCI plan ("Perimeter Focus") have been implemented in design or construction. In 2004, the PCIDs face new transportation challenges with 19 million more square feet of development available.

- This new plan reviews 7 new sub-areas: the Sandy Springs Transit Village, the Dunwoody Transit Village, the Medical Center Transit Village, Glenlake Mixed-Use, I-285 Mixed-Use, GA 400 Mixed-Use, and a Transition Zone. All improvements will include transit/roadway/intersections/streetscape improvements, bike/pedestrian projects, open space, and public enhancements. Each sub-area has had existing land-use and transportation/circulation analysis, assessment of development opportunities, planned/proposed transportation improvements, and planned/proposed circulation improvements.
- Stan reviewed additional highlights of all 7 sub-areas, and hopes to bring the plan together with transportation improvements (large scale roadway, interstate, internal roadway, BRT transit) and open space improvements (a network of linked plazas, parks, streetscapes, greenways, bike routes, and intersection improvements).
- John Sullivan asked the Boards to review Stan's information as a master plan for the entire Perimeter area and critical to the upcoming discussions. He asked that Stan forward the presentation to the Boards electronically so that they could in turn forward it on to their financial partners and investors.
- Yvonne asked Stan to add an overlay of the current transportation projects to the presentation to show what has been accomplished and the future of the Perimeter area.
- The next steps for the Plan include refining and prioritizing the PCIDs project list, creating a 5 year action plan, ensuring the adoption of the Perimeter Focus LCI update by ARC and Fulton/DeKalb Counties, and identifying funding mechanisms for additional projects.

Meeting: Georgia Regional Transportation Authority**Date: June 22nd, 2004****Location: Georgia Regional Transportation Authority Offices****Marquis One Tower****245 Peachtree Center Ave., NE Suite 900****Atlanta, GA 30303-1223****Attendance:**

Steve Stancil, Executive Director, GRTA

Jim Ritchie, Deputy Director, GRTA

Yvonne Williams, President, PCIDs

Ann Miller, Project Manager, PCIDs

Michael Hanlon, Vice President, PCIDs

Stanford Harvey, Principal, Urban Collage

Trupti Kalbag, Associate, Urban Collage

- Stan Harvey presented the Perimeter Focus Plan and the Perimeter Focus LCI Plan Update and new projects proposed in the update plan.
- Yvonne discussed the projects currently under implementation such as the Perimeter Center Flyover and LCI projects
- Some of the issues discussed in the meeting included

1. Implementation of a consolidated shuttle system connecting locations throughout Perimeter Center
2. Coordination between PCIDs and GRTA on implementing the large infrastructure projects
3. Discussion on the new Perimeter Center Flyover Bridge

Meeting: LCI Update Meeting

Date: July 27th, 2004

Location: PCIDs Offices

**One Ravinia Drive - Suite 1125
Atlanta, Georgia 30346**

Attendance:

Rob Lebeau, Principal Planner, ARC
Betsy Stark, Senior Planner, Fulton County
Ann Miller, Project Manager, PCIDs
Stanford Harvey, Principal, Urban Collage

- Introductions by Ann Miller
- Stan Harvey described the process for the Perimeter Focus LCI Update and Plan recommendations
- Stan discussed changes in the Study Area boundary to include Fulton PCID area
- Rob Lebeau suggested the following additions to the plan:
 1. Updating Market analysis
 2. Summary of the public participation process
 3. Future Land Use Map
- Betsy Stark mentioned that the plan recommendations should be coordinated with the Sandy Springs Overlay District to avoid discrepancies between the two plans.
- Next steps included presenting the plan at public forums, finalizing transportation and land use recommendations, Fulton & DeKalb Board approval.

Meeting: Public Meeting at the PTC Lunch & Learn (please see attached invitation flyer)

Date: September 30th, 2004

Location: 10 Glenlake Parkway, South Tower

**Lower Lobby, Suite 55 Conference Room
Atlanta, GA 30328**

Attendance:

- Introductions by Liz Wattenberg
- Ann Miller introduced PCIDs Staff and the consulting team and described the role of PCIDs.
- Stan Harvey described the LCI Program, process for the Perimeter Focus LCI Update and highlights of the recommendations.
- Key discussion points included:

1. Need for pedestrian improvements along Abernathy connecting to Sandy Springs MARTA Station
 2. The exit ramp on Abernathy needs pedestrian crossing/enhancements.
 3. A consolidated shuttle is required to allow better connectivity to the MARTA Station
 4. A pedestrian bridge over I-285 connecting to North Springs MARTA Station would be beneficial for transit users.
 5. New housing – both rental and ownership should be subsidized to be affordable to lower income-groups.
 6. Attendees asked questions about the construction work currently under progress in the Perimeter area.
- Rebecca Ride gave an update on the Consolidated Shuttle implementation.
 - Stan Harvey thanked the attendees for their input and briefly described the next steps for the Plan.

Meeting: Steering Committee**Date: October 6th, 2004****Location: PCIDs Offices****One Ravinia Drive - Suite 1125
Atlanta, Georgia 30346****Attendance:**

Betsy Stark, Senior Planner, Fulton County

Antonio M. Valenzuela, Transportation Program Manager, Fulton County

John Gurbal, Director – Transportation, DeKalb County

Liz Wattenberg, Perimeter Transportation Coalition

Ann Miller, Project Manager, PCIDs

Rebecca Rider, PCIDs Project Assistant

Stan Harvey, Principal, Urban Collage, Inc

Trupti Kalbag, Associate, Urban Collage, Inc

- Introductions by Ann Miller
- Stan Harvey described Perimeter Focus LCI Update and highlights of the recommendations.
- Ann Miller gave an update on the LCI Implementation projects.
- John Gurbal discussed some of the transportation improvements planned by DeKalb County
- Antonio Valenzuela described projects in Fulton County. He requested all the recommendations made by the Perimeter LCI Update in GIS and Excel format.
- Liz Wattenberg said that sidewalk programs should aim at connecting missing pieces of sidewalk between office complexes and MARTA Stations.
- Betsy Stark said that recommendations made in the LCI Plan would be incorporated into the Comprehensive Plan Update currently underway by Fulton County.
- Stan Harvey mentioned that the next steps would be finalizing the report and getting it adopted by the PCIDs Board and ARC.

Meeting: Neighborhood Associations Meetings

Date: October 6th, 2004

Location: PCIDs Offices

One Ravinia Drive - Suite 1125

Atlanta, Georgia 30346

Attendance:

Joan Smeltzer, North Brookhaven Neighborhood Association

Ken Wright, Dunwoody Homeowners Association

Donald Boyken, Dunwoody Homeowners Association

Dan Webber, Dunwoody Homeowners Association

Bob Lundsten, Dunwoody Homeowners Association

Rebecca Rider, Project Assistant, PCIDs

Ann Miller, Project Manager, PCIDs

Stanford Harvey, Principal, Urban Collage

Trupti Kalbag, Associate, PCIDs

- Introductions by Ann Miller
- Stan Harvey presented the Perimeter Focus Plan and the Perimeter Focus LCI Plan Update and new projects proposed in the update plan.
- Discussion points:
 1. Don Boyken mentioned that the Study area boundary includes some single family residential in the north and south, which would be an issue with DHA. They are concerned about commercial boundaries of Perimeter Center extending into the single-family district.
 2. Stan Harvey and Trupti Kalbag said that the boundaries would be modified to exclude any single-family residential.
 3. DHA raised questions about why the PCIDs district boundaries include non-commercial properties.
 4. The neighborhoods are also concerned that the new housing to be built in the area will be mostly rental which will affect school capacities. Don Boyken asked if the Plan defines whether the new housing will be ownership/ rental. He was also interested in knowing the existing ownership to rental ratio in the area.
 5. Ken Wright wanted information on how neighborhoods participation in ARC and GRTA development reviews.
 6. The neighborhoods were concerned that increasing densities would create additional vehicular traffic in the area. Particularly, Joan Smeltzer pointed out that the new Perimeter Center Parkway Flyover Bridge would increase traffic congestion on Lake Hearn Drive and Peachtree Dunwoody Road.
 7. Joan Smeltzer asked when and where the final document would be available for review.

Meeting: Neighborhood Associations Meetings. (Sandy Springs)

Date: December 7th, 2004

Location: PCIDs Offices

One Ravinia Drive - Suite 1125

Atlanta, Georgia 30346

Attendance:

Eva Galambos (Committee for Sandy Springs)

Mark King (Council of Sandy Springs neighborhoods)

Nancy Leathers (Sandy Springs Revitalization, Inc.)

Donna Gathers (Sandy Springs Business Association)

Ann Miller, Project Manager, PCIDs

Trupti Kalbag, Associate, Urban Collage, Inc

- Introductions by Ann Miller
- Trupti Kalbag started with an overview of the LCI process and presented the LCI Update Plan and projects recommended by the Plan.
- Discussion points:
 1. Eva Galambos asked whether the Study area boundary includes single family residential in the south (at Glenridge Connector) and north at Glenlake Parkway.
 2. Trupti Kalbag clarified that the study area did not include single-family neighborhoods.
 3. East-west connections over GA-400 are dangerous and uninviting for pedestrians. Eva Galambos suggested studying opportunities for connections under GA -400 as an alternative.
 4. Nancy Leathers mentioned that any road-widening projects in the PCIDs area should be consistent with improvements in Sandy Springs to avoid creating traffic bottlenecks.
 5. Nancy Leathers also said that coordination between Sandy Springs and the PCIDs was important in large-scale projects such as Hammond Drive improvements and New BRT route.
 6. The neighborhood organizations were supportive of creating a new bridge connection between the UPS site and North Springs MARTA and would like to have public access to this bridge.
 7. The neighborhoods would like to maintain a balance between rental and ownership housing in the district.
- Trupti Kalbag discussed next steps for adopting the LCI Plan and submitting it to ARC.