





To: John McDonough, City Manager

From: Ed Shoucair, Acting Director of Community Development *Ed Shoucair*

Date: October 10, 2011 for submission onto the October 18, 2011 Mayor and City Council Regular Meeting

Re: 2011 10-year Livable Centers Initiative (LCI) update for the Perimeter Community Improvement Districts (PCIDs)

Please find enclosed the Planning Commission and Community Development staff comments on the draft report for the 2011 10-year Livable Centers Initiative (LCI) update for the Perimeter Community Improvement Districts (PCIDs).

***Background:***

At the August 18, 2011 Planning Commission meeting, staff provided the proposed report for the 2011 ten year Livable Centers Initiative (LCI) update for the Perimeter Community Improvement Districts (PCIDs). As a part of the update process, a number of stakeholders within Sandy Springs and the City of Dunwoody have been asked to provide input. These stakeholders include the Mayor and City Council, who considered this matter, made comments and deferred it to the Planning Commission for their comments.

***Discussion:***

Staff has reviewed the draft update and has provided comments in the attached document. Based on direction from the Mayor and City Council, staff has requested that the Commission provide any additional comments on the proposed update and take action to forward its recommendations to the Council for review.

***Planning Commission Recommendation:***

This item was heard at the September 15, 2011 Planning Commission meeting. The Commission deferred the item to a Special Called Meeting, tentatively scheduled for Wednesday, October 5, 2011 at 7 p.m. (6-0, Thatcher, Pond, Rubenstein, Maziar, Rupnow, and Tart for; Duncan not voting). The Commission has requested that representatives from PCIDs provide an overview of the organization, its work programs, and the LCI update prior to the Commission making a recommendation to the City Council.

Representatives from PCIDs presented the requested information to members of the Planning Commission on October 5<sup>th</sup>. However, due to lack of a quorum an official vote on the item was not taken. The members present did make the following comments regarding the LCI document:

- While the plan discussed alternative transportation modes (e.g. pedestrian, bike, and multi-use paths, shuttle service), there was some concern that mitigation of the current vehicular traffic issues was not thoroughly discussed.

- A cost-benefit analysis of the recommendations of the LCI document could be completed to detail the value to the city for supporting the plan.
- Acknowledgement that the LCI plan will work as a growth management guide for the PCID area through coordination between municipal policies and regulations and the LCI recommendations.
- The Commissioners present generally supported the goals of the document.

Additionally, one of the Commissioners who was unable to attend the presentation did forward written comments on the LCI document prior to the meeting.

***Alternatives:***

The City Council could choose to not adopt the recommendations prepared by the Planning Commission and staff.

**Attachment(s)**

Addendums to LCI Document prepared by PCID received August 17, 2011 (based on initial comments from Mayor, City Manager, and Staff at August 3, 2011 meeting)

Department of Community Development Planning and Zoning Division Comments on LCI Document

Comments from Commissioner Rupnow received October 4, 2011

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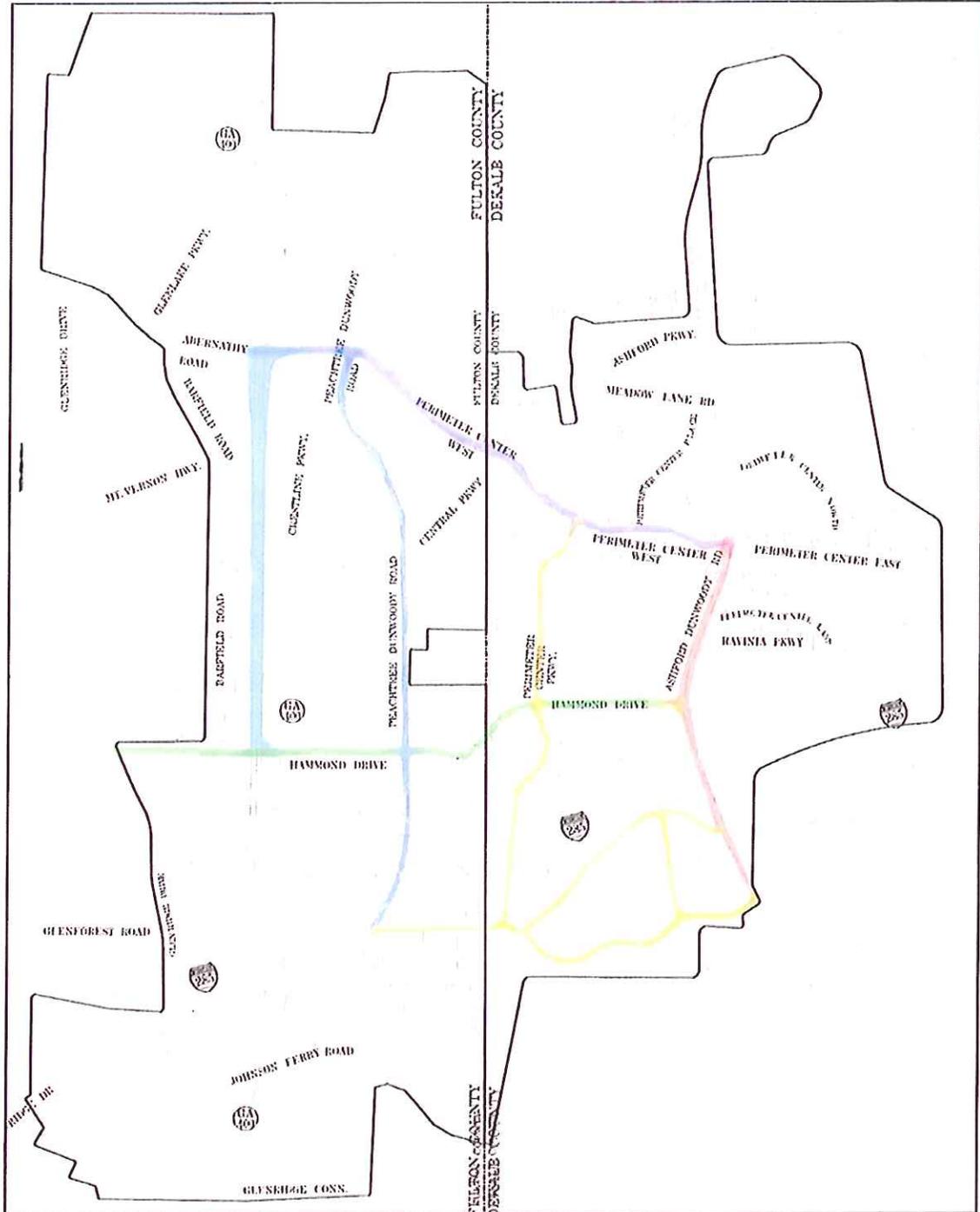
As of August 15, 2011, the following revisions to the PCIDs 10 Year LCI Update:

- References to "Main Street" have been replaced with "amenity-rich boulevard" throughout the document
- North Springs MARTA station designation has been removed from maps on pages 65 through 72, 76 and 83.
- References to creating "Town Centers" have been removed from the document
- References to Transit Oriented Development (TOD) at Sandy Springs Station and Medical Center MARTA stations have been changed to "Transit Station Area Improvements". References to "Transit Village Plan" at Sandy Springs MARTA and Medical Center MARTA substituted with "Transit Station Area Improvements"\*
- Housing Ratio numbers have been removed from the document
- Maps showing locations of future LCI projects and existing/planned connectivity projects within the PCIDs boundaries have been created (*Appendix 7*)
- An addendum supporting a future transit corridor from Ashford Dunwoody Road to Roswell Road (specifically highlighting how the Roswell Road to Hammond Drive to Dunwoody MARTA Station project is complementary to improving connectivity) has been included (*Appendix 8*)
- A process addendum for implementation strategy has been included (*Appendix 9*)

*Note: The Transit Villages reference on page 19 is from the previous LCI that was adopted in 2005. The graphic on page 18 from the previous 2005 LCI update has been removed from the document.*

# 7.0 :: Appendix

## Connectivity of Existing or Planned PCIDs Projects



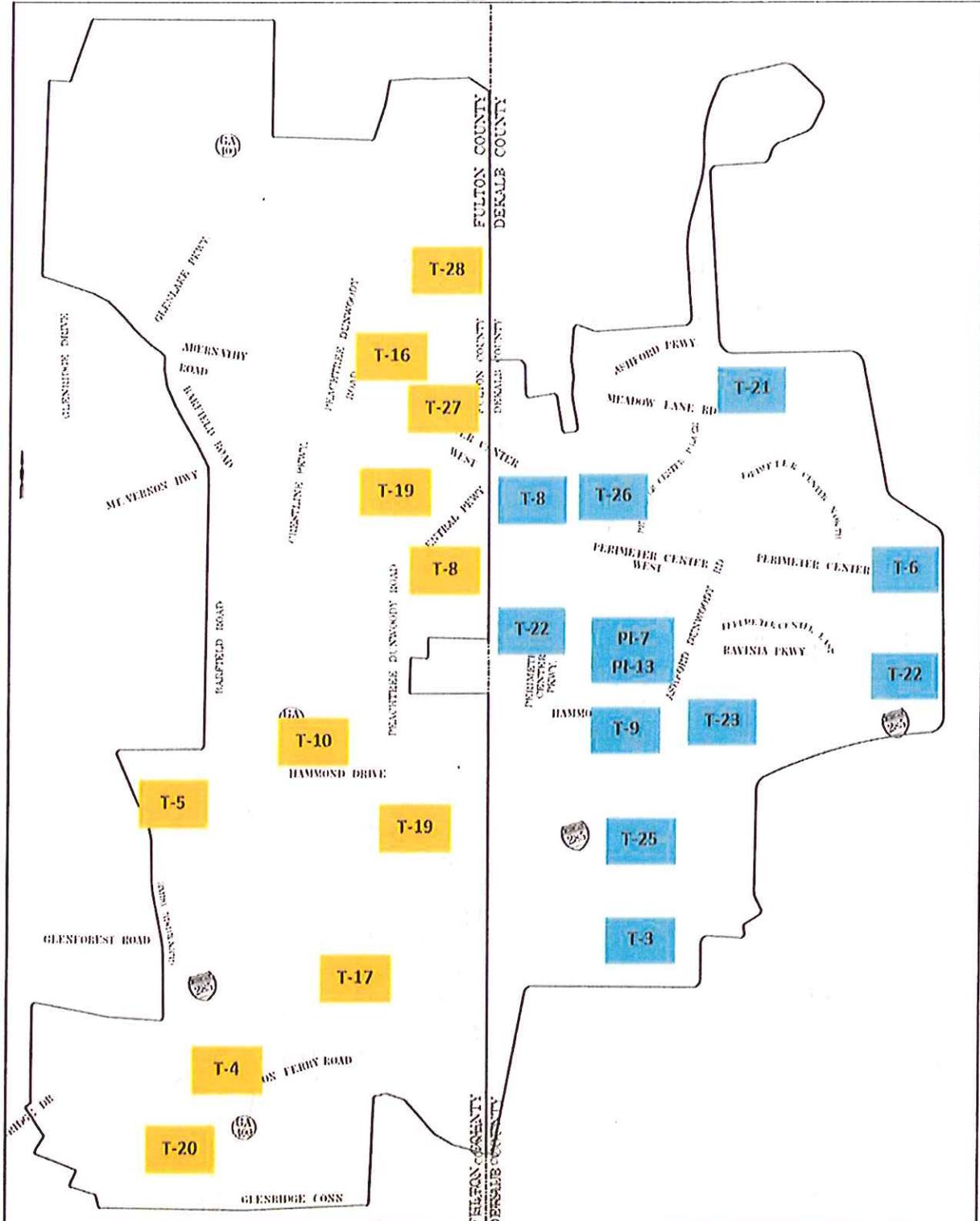
## 7.0 :: Appendix

### Connectivity of Existing or Planned PCIDs Projects

PROJECT NAME	BENEFIT
Hammond Half Diamond Interchange	Connects north and south portions of the market. Provides a new gateway into and out of the Perimeter market at GA-400. Provides direct access from Hammond Drive to <b>Abernathy Road Interchange</b> via a new auxiliary lane.
Perimeter Center West	Connects east and west portions of the market. Provides direct connection from <b>Ashford Dunwoody Road to GA-400</b> . Access to <b>Peachtree Dunwoody Road, Mt. Vernon Highway, Perimeter Center Parkway, Perimeter Center Place</b> . Becomes <b>Abernathy Road</b> at GA-400 and <b>Perimeter Center East</b> at Ashford Dunwoody Road.
Peachtree Dunwoody Road	Connects north and south portions of the market. Provides direct connection from <b>Perimeter Center West to Hammond Drive to Lake Hearn</b> . Access to <b>Central Parkway and I-285 eastbound</b> .
Hammond Drive Widening	Connects east and west portions of the market. Access from <b>Ashford Dunwoody Road to Perimeter Center Parkway &amp; Bridge, Peachtree Dunwoody Road, Hammond Half Diamond Interchange and Roswell Road</b> . Supports future dedicated transit from <del>along</del> <b>Hammond Drive to Roswell Road</b> .
Perimeter Center Parkway & Bridge	Connects north and south portions of the market. Provides direct access from <b>Perimeter Center West to Hammond Drive to Lake Hearn</b> (via the 'flyover' bridge).
Ashford Dunwoody Diverging Diamond Interchange	One of the main gateways into the Perimeter market at I-285. Access to <b>Hammond Drive, Perimeter Center West, Perimeter Center East, Meadow Lane Road and Mt. Vernon Highway</b> traveling north, <b>Perimeter Summit and Lake Hearn</b> traveling south
Lake Hearn/ Perimeter Summit	Connects east and west portions of the market. Provides connection between <b>Ashford Dunwoody Road, Perimeter Center Parkway &amp; Bridge and Peachtree Dunwoody Road</b> .

# 7.0 :: Appendix

## Locations of Possible Future LCI Projects



## 7.0 :: Appendix

## Locations of Possible Future LCI Projects

	PROJECT NAME	COUNTY
T-3	Lake Hearn Drive Streetscape and Intersection Improvements	DEKALB
T-4	Multi-modal Improvements to Johnson Ferry Road between Glenridge Connector and Old Johnson Ferry Road	FULTON
T-5	Multi-modal Improvements along Glenridge Connector/Glenridge Drive between Hammond Drive and Peachtree Dunwoody Road	FULTON
T-6	Bicycle Pedestrian Corridor and Linear Park along Perimeter Center East	DEKALB
T-8	Multi-modal Improvements to Central Parkway (Peachtree Dunwoody Road to DeKalb County line)	FULTON
T-8	Multi-modal Improvements to Central Parkway (Fulton County line to Perimeter Center West)	DEKALB
T-9	Multi-modal Improvements along Hammond Drive from Fulton County line to Ashford Dunwoody: Includes widening from 4 to 6 lanes and improved facilities for bike/ped	DEKALB
T-10	Multi-modal Improvements along Hammond Drive from GA 400 to DeKalb County line: Includes widening from 4 to 6 lanes and improved facilities for bike/ped	FULTON
T-16	Access and wayfinding enhancements and bike/ped connections in proximity to Sandy Springs MARTA Station	FULTON
T-17	Access and wayfinding enhancements and bike/ped connections in proximity to Medical Center MARTA Station	
T-19	Multi-modal improvements and intersection improvement program for Peachtree Dunwoody Road (from I-285 to Abernathy)	FULTON
T-20	Multi-modal Improvements to Meridian Marks Road/ Hollis Cobb Circle between Glenridge connector and Peachtree Road	FULTON
T-21	Ashford Dunwoody Intersection Improvements: Perimeter Summit Parkway      Ashford Green Ashford Park North              Ashford Park South Lake Hearn                              Mt. Vernon Ashford Gables/ Valley View	DEKALB
T-22	Multi-use paths connective and responsive to trail planning in adjacent communities (Perimeter Center Parkway or Perimeter Center East)	DEKALB
T-23	Multi-modal Improvements to Ashford Dunwoody Improvements (to potentially include multi-use paths)	DEKALB
T-25	Multi-use path from Lake Hearn Drive to Perimeter Summit Parkway	DEKALB
T-26	Multi-use path along Perimeter Center West	DEKALB
T-27	Multi-use path along Perimeter Center West	FULTON
T-28	Multi-use path along Mt Vernon Highway	FULTON
PI - 7/ PI-13	Dunwoody Village Transit Plan Retrofit with Perimeter Mall to "amenity rich boulevard" design standard	DEKALB

## 8.0 :: Appendix

**Addendum supporting future transit corridor from Ashford Dunwoody Road to Roswell Road (specifically highlighting how the Roswell Road to Hammond Drive to the Dunwoody MARTA Station project is complementary to improving connectivity):**

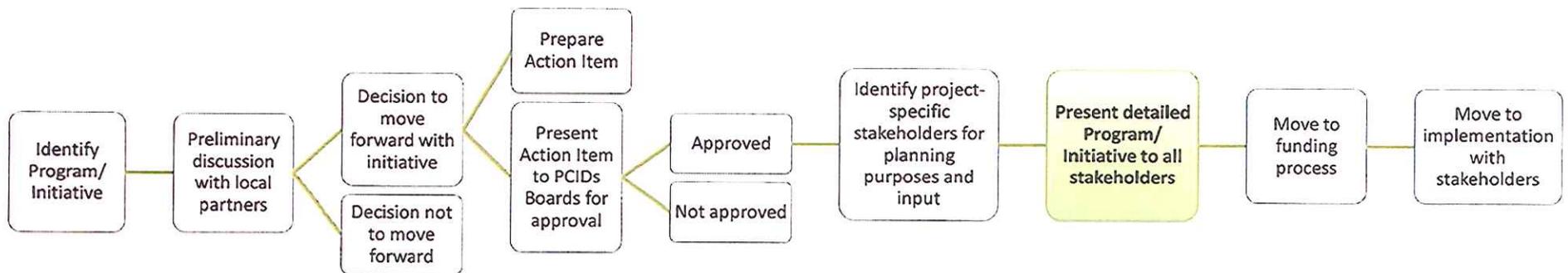
Areas of Focus for the PCIDs LCI 10-year update are based on the community visioning, analysis and the goals. The three primary areas of focus for the PCIDs LCI plan are sustainable growth management, livability enhancements and connectivity. The 2011 LCI update is supportive of the future transit corridor from Ashford Dunwoody Road to Roswell Road. This project is complementary to all of our core goals but specifically the connectivity of pedestrians, trails, multi-paths, bikes, neighborhood electric vehicles (NEVs) and shuttle, and transit. Transit is a key component to providing travel alternatives to the automobile. Frequent local transit service can provide an extension to the walking environment for travel within activity areas. Other local trips can feed activity areas so that users can avoid limited parking and congestion. The proposed improvements to Roswell Road to Hammond Drive to the Dunwoody MARTA Station provide internal connectivity within connected districts and Dunwoody's TOD, connectivity to neighborhoods, intra-districts connectivity and regional connectivity. To incorporate Bus Rapid Transit or other premium transit (such as express bus with signal pre-emption or queue jumping technology) along key routes such as Hammond Drive and Roswell Road is supported by the 2011 LCI update. These types of travel time savings are critical to encouraging people to park their cars and utilize transit.

## 9.0 :: Appendix

### Process Addendum

The Perimeter Community Improvement Districts are committed to working together with project stakeholders to ensure that projects meet standards of the PCIDs and cross-jurisdictional partners. Prior to embarking on a project, a stakeholder's meeting is always conducted to gather feedback and address any questions or concerns that may evolve from the planning process. PCIDs plan a multi-jurisdictional overlay district as well as up-dated design standards. The current design standards were adopted by Sandy Springs several years ago and are in the process of being updated. We will follow the same procedure below for the Overlay.

### Project/Program Initiation Process



## PCIDs 10-Year LCI Update

*City of Sandy Springs*  
*Community Development Department*  
**Planning & Zoning Division Comments**

### General Comments

- Issues raised at 08/03/11 meeting have only been addressed partially in addendums. Specifically, Implementation Strategy Addendum does not clarify that a proposed overlay or design standards will be prepared jointly with the three jurisdictions.
- Several grammatical corrections needed throughout document.

### Specific Comments

Page	Comment
9	References to PCIDs as an “edge city” throughout document treat the area as its own jurisdiction and misconstrue the area’s inclusion in three jurisdictions that have different regulations and planning agendas
9	Last two sentences in first paragraph are not clearly written
11	Second sentence could be clarified to discuss multi-jurisdictional regulatory framework and the need and plan for coordination
15	The plan for implementation as mentioned in last paragraph has still not been fully outlined
17	Regulatory Framework section. While there are some similarities shown in the PCID node policies in the Sandy Springs 2027 Comprehensive Plan, the city has not adopted the PCID vision into the plan. Further, there are no specific references to the LCI document in the plan chapter that discusses other plans.
19	Transit Station Areas section. The first line discusses a half-mile radius around the existing MARTA stations. Sandy Springs will be reconsidering this radius as it relates to crossing I-285 and GA-400 as these two major roadways may impede true pedestrian walkability/connection to the areas east of GA-400.
19	High-Density Mixed Use section. Area 2 discussed may conflict with the Sandy Springs Future Land Use Map. The area should be modified to reflect parcels east of GA-400 and should not include parcels along Barfield Road that are transitional properties adjacent to existing townhome developments. Area 3 discussed may also be in conflict with plan recommendations. The North Springs MARTA Station and Glenlake area are also transitional in nature.
37	Second sentence in first paragraph and second paragraph are unclear.
61	The Market Analysis does not address how adjacent markets (e.g. Roswell Road corridor) are tied in per se.
66	Trails section. Section could reference connection to Abernathy Linear Park or Tennis Center even though not immediately in PCIDs area.
67	Green Spaces section. Discussion of upgrades currently going on at Hammond Park and coordination with Sandy Springs Recreation and Parks Department could be added.
76	This section could be clarified. While there may not be a specific ordinance in place to address what is proposed by the LCI, the zoning processes are in place in the Sandy Spring Zoning Ordinance to accommodate the items discussed. Additionally, the Mixed Use District ordinance was updated in 2008 to specifically reflect the desired development pattern in

Page	Comment
	the PCID area by promoting assemblages and increased greenspace.
77, 79	Concern about how the "Amenity-Rich Boulevard" will impact adjacent existing and proposed residential developments. No provisions are given in this section. While there are many positive benefits to such an area for residents in the area, there is no discussion of how negative impacts are proposed to be mitigated.
84	Culture section. Check with Recreation & Parks, Hospitality, and Chamber on any projects/programs in Sandy Springs that could be listed.
103	Form Based/Smart Code Overlay section. Section and attached addendum still do not clearly discuss coordination effort with three jurisdictions. Second to last sentence discusses "housing options and choices that are required". Such restrictions may not be desired by the city.
106	Five Year Implementation Plan table. PI-2 lists Sandy Springs as a funding source. PI-3 & PI-4 should list Sandy Springs and Dunwoody as Responsible Parties. PI-7, PI-8, & PI-9 should show Sandy Springs as a Responsible Party as the stations are either in or border the city. PI-13 should include Sandy Springs as a Responsible Party as the proposed area borders the city.

**From:** [roger rupnow](#)  
**To:** [Lee Duncan](#); [Wayne Thatcher](#)  
**Cc:** [Dickerson, Patrice](#)  
**Subject:** LCI Study  
**Date:** Tuesday, October 04, 2011 4:33:27 PM

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To All,

I regret that I will not be with you tomorrow.

Trying to put all of my comments, suggestions and questions is a real challenge and as a result I will leave some suggestions out.

First let me say this report is an improvement over the last LCI study they prepared.

Some general comments. Please proof read the report, there are typos etc. thought out the report. They also use "terms" that are new to many people and I would suggest adding definitions for such terms as "edge city", "city realm" and "good corporation".

Does this report address one PCID or several. I assume the total area is one PCID. P. 10 Line 6, P. 15 Line 15. If not then some explanation is required and maybe a map would help.

On P. 11. They attempt to put the verbage in column form. In my opinion it creates a problem in reading it. No space between words. This occurs in several places in the report.

P. 17 What about demolitions. Has the LCI Vision been adopted in the SS Comp Plan?

P. 19 What is the basis for the "continuing development for transit oriented residential and commercial properties. Is it a "transition zone" or a "transitional zone"?

P. 20 Where are the city limits of Dunwoody on the map?

P. 21 Is it "Perimeter" of "PCID"?

P. 25 Here again they talk about "Perimeter"

Is there a list of the "stakeholders" and are they the 112 people who were surveyed?

P. 27 What is "Revive 285"?

P. 28 Challenges -- "more Residential" How much? Based on what?

P. 30 Define TOD.

P. 35 Is there a map showing the PCID's.

P. 37 Is the vacancy rate really 23.7%?  
Is the population data based on the 2010 Census?

P. 38 Adjust the table.

P. 40 Re-read the second column.

P. 42 Basis for "office leasing to increase in 2011".

P. 55 Residential marketing. "in the spring". Which year?

P. 56 "Market analysis". I have some real problems with their numbers and if they are accurate are there sites for the proposed development. How many of the 920 apartment units are going to be in SS?

Their % figures are confusing. They seem to add up to 155%.

P. 68 Is the 100% "spot" in SS?

P. 74 What is the basis for their "total area demand for the next 10 years"?

P. 89 Basis for the "Federal Gov. actions"?

P. 112 I have some real problems with these projections. What is their basis for using "housing projections" as the driving force for the recommendations. Often either population projections or jobs provide the basis for development decisions. Current "housing projections" are very questionable based on the economy etc.

In the development of Peachtree City their initial plan called for the building a dwelling unit for each job that was created. This is not only the reverse but building on the basis of "projected" demands seems risky to me.

Also many of these units are projected to be multiple family units -- is this what SS wants.

Thanks for listening and good luck.

See you in a couple of weeks.

Roger