

Special Called Meeting of the Sandy Springs City Council was held on Tuesday, October 27, 2014, at 8:00 a.m., Mayor Rusty Paul presiding.

Councilmembers and Staff in attendance

Councilmembers present: Councilman John Paulson, Councilman Ken Dishman, Councilman Graham McDonald, Councilman Gabriel Sterling, Councilman Tibby DeJulio, and Councilman Andy Bauman.

Staff in attendance: City Manager John McDonough, Assistant City Manager Bryant Poole, City Attorney Wendell Willard, Assistant City Attorney Cecil McLendon, Director of Community Development Angela Parker, Director of Public Works Garrin Coleman, Transportation Planner Kristen Wescott, Transportation Manager Brad Edwards, Communications Director Sharon Kraun, Economic Development Director Andrea Hall, Senior Project Engineer Jonathan Crowe, and City Clerk Michael Casey.

Yvonne Williams with PCID in attendance

1. High Density Development in the Perimeter Area

Mayor Rusty Paul stated Council intuitively knows what will not work, but they have not thought about the process of how they want the City to evolve and how they want it to look. Due to the City being currently in a phase of development and redevelopment, it is important to plan where the City should go from here. He spoke to many mayors from other communities, particularly those that are struggling, and there was one thing they had in common. At one time the communities were very successful and over time they have become dependent on one industry. The Sandy Springs economy is particularly dependent on real estate. The City has a wide variety of businesses that include UPS, Newell Rubbermaid, and Cox Enterprises. If something is not done to maintain the quality of life, mobility, and figuring out a smart way to grow and develop the community, and if the community grows in the wrong way, it will kill itself. He spoke to the City Manager and staff about three areas of the City that need to be looked at. The areas include the Perimeter area, Roswell Road, and the Powers Ferry Road area with the new Braves stadium. He asked staff to look from a policy view on what the City needs to do to make sure the franchises are protected and to get the development that needs to occur to maintain mobility while taking advantage of the existing infrastructure. The discussion today focuses on the Perimeter Center area.

Director of Community Development Angela Parker presented slides 1 – 22 from the PowerPoint presentation.

Councilman Gabriel Sterling asked if the map includes the three apartment developments that are currently being built.

Director of Community Development Parker responded no.

Councilman Tibby DeJulio asked if the quarter mile radius from the MARTA station is a standard.

Director of Community Development Parker stated the Atlanta Regional Commission created that as a standard. It varies because a lot of the younger workforce will walk much further. The map shows all multifamily housing within 1 ½ miles of Hammond Drive and Peachtree Dunwoody Road.

Councilman DeJulio asked if the Perimeter area median income is higher or lower than the Atlanta area median.

Yvonne Williams, PCID, stated an economic impact development report will be available in January.

Mayor Rusty Paul stated the concern is for the people that work in Sandy Springs.

Director of Community Development Parker stated nine percent of the workforce in the PCID uses MARTA to get to work.

Councilman Sterling asked how the City plans on obtaining the workforce housing.

Director of Community Development Parker stated staff does not have that answer yet.

Director of Public Works Garrin Coleman presented slides 23 – 41 from the PowerPoint presentation.

Councilman Sterling asked if the goal is to have 25% of the people use MARTA transit within the entire Perimeter area or just within the quarter mile.

Director of Public Works Coleman responded within the entire area.

Councilman Graham McDonald stated he grew up in north Virginia and the Washington, D.C. area which has a more useful subway system than the Atlanta area does compared to the MARTA train. The biggest constraining factor of increasing ridership on MARTA is the trains are not coming from the areas where they may need to be coming from.

Director of Public Works Coleman stated the layout is denser compared to the map on the presentation. The rail has been encouraged on I-285 as well as the extension up GA400. Other MARTA train station locations should be looked at within the Perimeter.

Councilman Sterling stated the reason there are 6,700 riders on the North Springs station is because that is the last stop on the rail line. If a MARTA station is placed further north than the North Springs station, there is no point to anyone coming to the North Springs station that is going to the medical center area when they can just ride the extra two miles down the road.

Mayor Paul stated one of the ways to improve mobility is to squeeze out the optimum efficiency from the existing system. He asked if there are other technologies that can be implemented to help the City manage existing traffic patterns.

Councilman Sterling stated the City currently uses the “cutting edge” traffic technology. The City uses a traffic adaptive software, which is the latest software available.

Transportation Manager Brad Edwards stated a large part of the almost \$9 million of traffic infrastructure that has been installed in the last three years went into the PCID area.

Mayor Paul stated technology can be defeated, especially if the human element is injected into it. There are a lot of building owners that hire off duty police officers to help get people to their parking decks. He asked what impact that has on mobility and does it help or hinder the system.

Director of Public Works Coleman stated the officers usually help to keep the intersection clear and work with the technology that is in place.

Mayor Paul asked if there are areas in the City where intersection improvements can be done to help with traffic.

Director of Public Works Coleman stated this is something staff is looking at for the Lake Hearn project with the PCID and at the intersection of Hammond Drive and Peachtree Dunwoody.

Mayor Paul stated there are a significant number of private shuttle systems that are operating. He asked if the City should continue to encourage or work with those providing the service to consolidate in a more organized fashion to provide a regional circulator.

Director of Public Works Coleman stated what is currently in place should remain and encourage more uses of the current systems. In moving forward there was the suggestion to potentially look at consolidating those systems.

Mayor Paul asked what incentives are available to help encourage one of the five shuttle systems.

Director of Public Works Coleman stated there are tax credits and federal funding available.

Councilman Sterling asked what percent of the City's traffic signals are currently operating on the adaptive software with fiber network.

Transportation Manager Edwards stated currently all of Roswell Road, including the eleven traffic signals north of Abernathy Road, is under SCOOT control. There are also eight additional traffic signals along the Riverside Drive corridor and Abernathy Johnson Ferry Road west of Roswell Road. By the end of next year, there should be eighty-six signals that are operating in Split Cycle Offset Optimization Technique (SCOOT). Also by then the ATMS 1 will be completed. ATMS 2 from Abernathy south of Roswell Road to the City Center is being designed right now and will be in construction early next year. The ATMS 3, which is the twenty-eight signal Program in the PCID area and "Pill Hill" up to Hammond Drive, is out to bid for design services. "City SCOOT FY 15" is being designed right now and will be for the Northside Drive Node.

Councilman Sterling asked if fiber optic cables are located throughout the City, so that SCOOT can be installed at any location.

Transportation Manager Edwards responded no. Currently, there are 101 signals connected with fiber out of the 125 signals in the City. The fiber being installed is within the T-9500 budget and is being expanded when it can be. There is also a fiber line that will run down GA400, but staff is waiting on the completion of the Northridge/GA 400 interchange.

Councilman Sterling suggested decreasing the targeted MARTA user percentage to 10% or 15%.

Mayor Paul stated there is an imbalance in the City's infrastructure. There is overreliance on one form of infrastructure and underutilization on another.

City Manager John McDonough stated staff would like to go through a similar presentation to the staff leadership at the PCID, MARTA, GRTA, and ARC, and then allow all management leaders and directors to take a similar presentation to their boards. He would like to come up with a process to vet through these issues in the next 30 – 45 days, including a formalized list that can be formally adopted by the various cities as a resolution.

Councilman DeJulio asked how much discussion has gone on between the cities at this point in time.

City Manager McDonough stated little discussion has occurred at this point. A lot of discussion has gone on about shared projects. Staff has reached out to the CID and Dunwoody invited Brookhaven to participate in the process.

Councilman Sterling stated places where parking maximums have been implemented are places that have a lot of walking culture and bicycle infrastructure in place. Places like Portland, Oregon which spent \$60 billion working on pedestrian and bicycle facilities over thirty years. The City has to be very careful before a hard parking maximum is set in place as a tool.

Councilman John Paulson asked what are some of the things that be done short term in regards to this plan. He also asked how much the City can actually do contributing to this plan.

City Manager McDonough stated the City has a November 7th deadline on an LCI grant that will be discussed at the November 4th City Council meeting. There is a large land use component to this plan and this needs to be studied. It is staff's recommendation for Council to look at doing a zoning study in the CID area while working with the City of Dunwoody and Yvonne Williams.

Ms. Williams suggested inviting the development community to the meetings to be involved as well.

Mayor Paul stated the State of Georgia is a very strong property rights state and when Council makes a decision, that is something that needs to be taken into consideration. The City needs to be smart about the way we do things and educate the citizens. Unless this is looked at from a regional perspective, whatever Sandy Springs does will not succeed. The process should focus on mobility and optimizing the use of the very infrastructure that exists in this area. There needs to be a balance to make this area continue to be a viable quality of life and economic generator. Dialogue needs to be engaged in with all those involved.

Councilman DeJulio stated some priority projects should be developed that can be done short term as well as Council looking at long term goals.

Councilman Sterling stated a large challenge will be the rezoning of property. The City has many different types of properties so that if a rezoning request is submitted, unless specific policies are in place, there is no reason the request can be denied.

There being no further discussion, the meeting adjourned at 9:33 a.m.

Date Approved: November 18, 2014

Russell K. Paul, Mayor

Michael D. Casey, City Clerk

PERIMETER CENTER SUSTAINABILITY PLAN

October 27, 2014



Perimeter Center Overview

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- Approximately 5,000 companies call Perimeter Center home
- The area's employment totals more than 123,000 workers
- The Perimeter Center commercial real estate value totals \$3.36 billion
- Metro Atlanta's largest concentration of medical facilities is located in Perimeter Center

Perimeter Center Office Market

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- The area totals 33 million square feet that is currently 87% occupied
- Class A office space (which represents the newest and highest density product) totals 21 million square feet, 90% occupied
- Perimeter Center is home to the largest Class A office market in Southeast

Source: CoStar Atlanta Office Market Mid-Year 2014

Perimeter Center Retail Market

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- The area contains approximately 10.9 million square feet of retail space that is currently 93% occupied
- This space includes Perimeter Mall which totals 1.7 million square feet of retail space

Source: CoStar 2014 Mid-Year Report

Perimeter Center Taxes

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- 306.6 Million in tax revenues to the State of Georgia
- Dunwoody: 71.3% net fiscal impact on budget
- Sandy Springs: 17.2% net fiscal impact on budget
- \$383 Million or \$77 Million more in annual tax revenues expected by 2018

Source: PCID Report, (RCL Co.: 2009)

Community Improvement District

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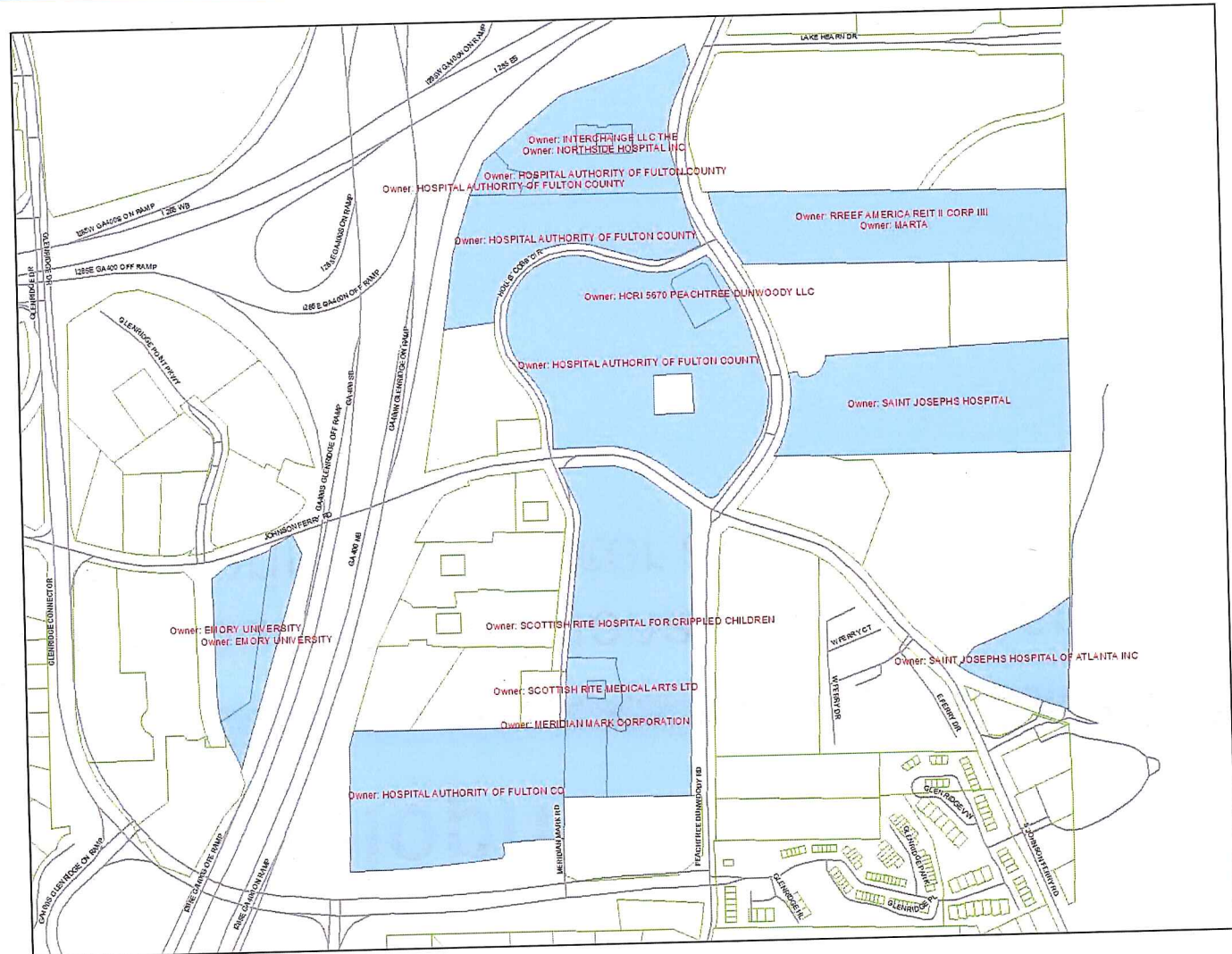
- The Perimeter Community Improvement Districts comprises a total of 4.2 square miles

PCID 2014 tax revenues:

- Fulton: \$3.7 million
- DeKalb: \$2.4 million

Tax Exempt Parcels

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Planned Development

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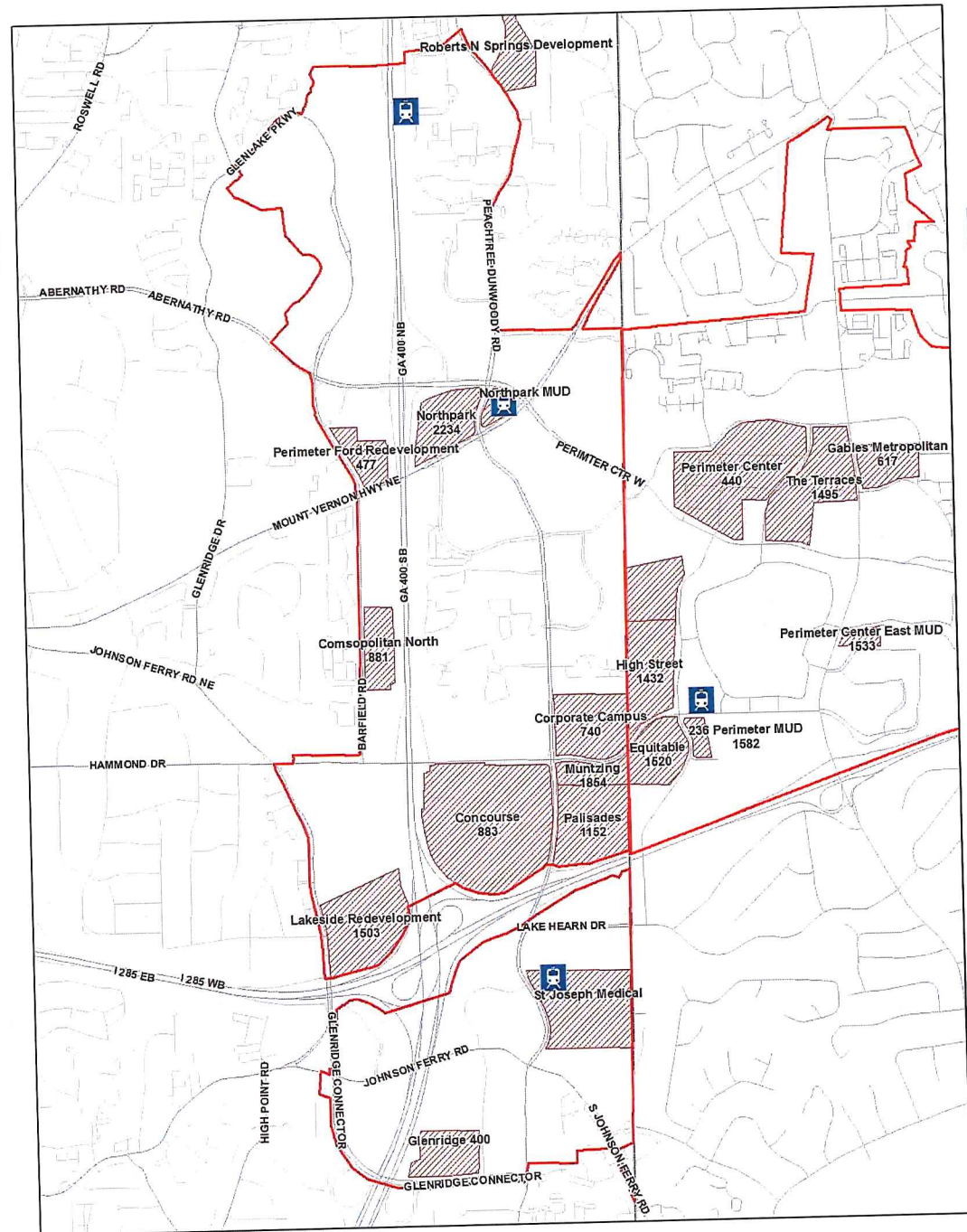
A significant amount of additional development is planned in the Perimeter Center area including:

- Northpark
- Glenlake
- Ackerman
- Grand Bohemian
- State Farm
- High Street
- 244 Perimeter Center (Goldkist)

DRI Map

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Developments of
Regional Impact
approved since
2000



Goals

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- Ensuring the long term economic viability of this important market
- Ensuring a high quality of life for existing and future residents and visitors
- Ensuring adequate infrastructure is in place for future development

Land Use Planning - Issue

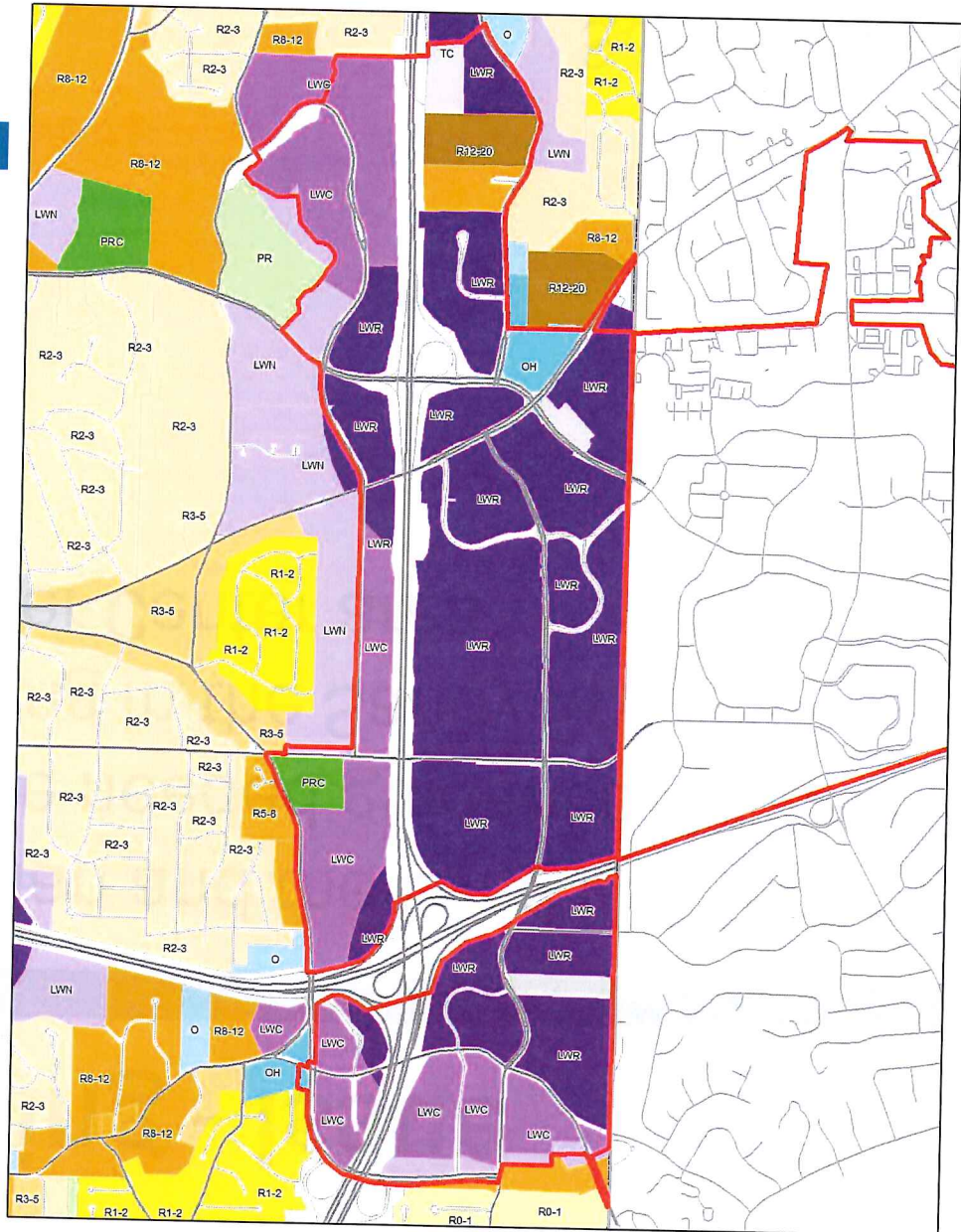
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- The Comprehensive Plan and the Land Use Plan Map do not provide the needed guidance for land use planning and zoning in the Sandy Springs portion of the Perimeter Center area

Land Use Plan

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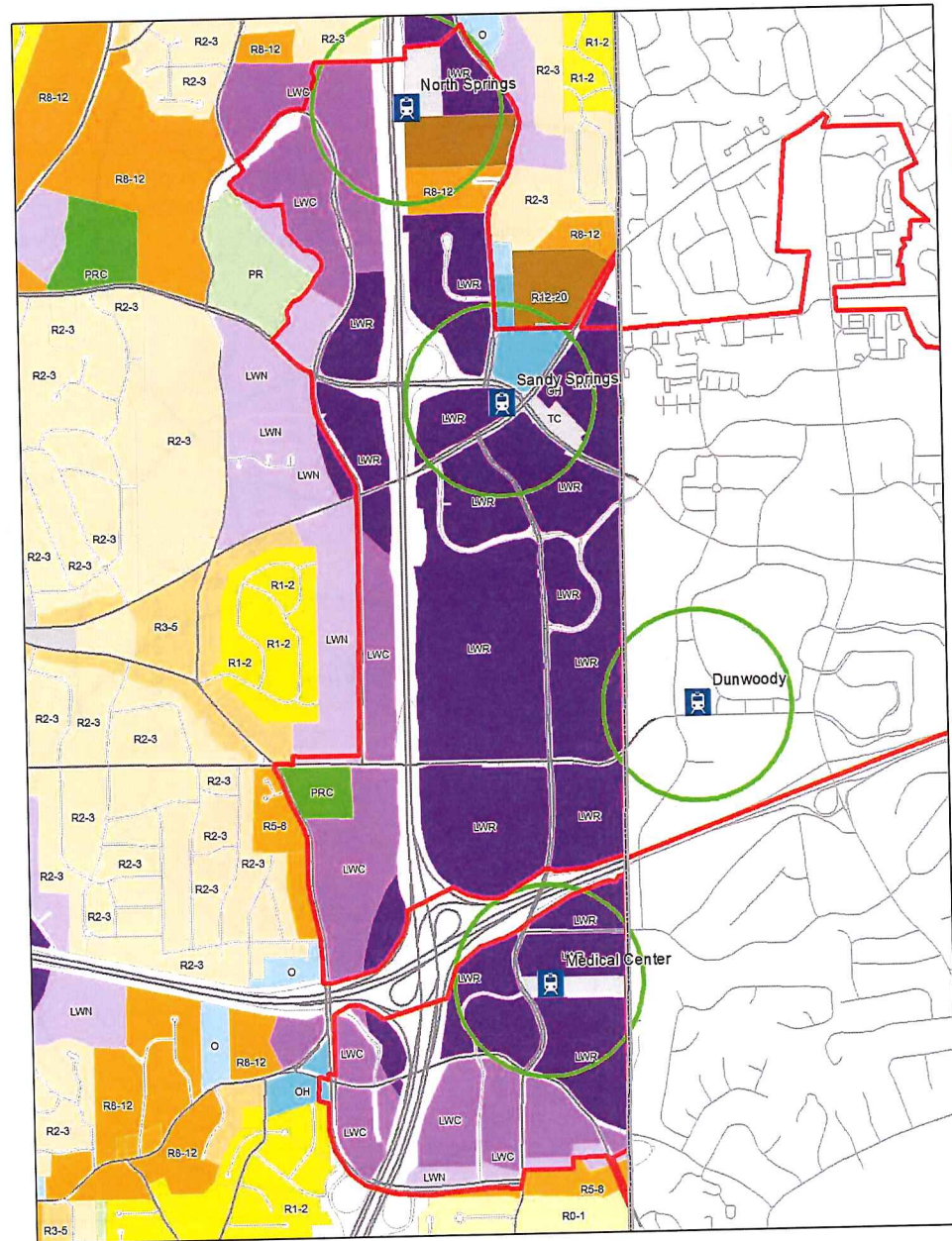
Map shows the majority of the Perimeter Center area as Live Work Regional



Land Use Plan

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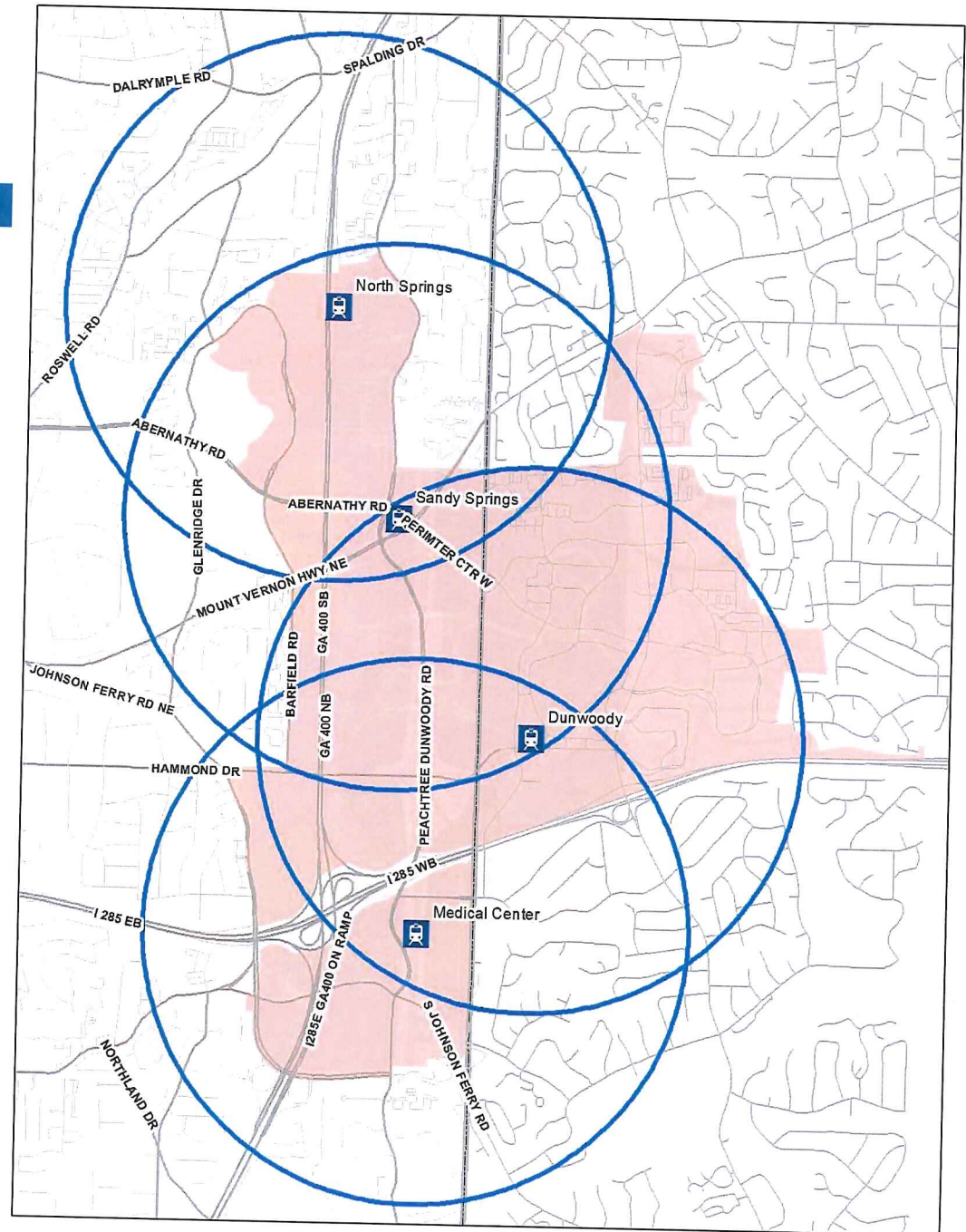
Most of the
Perimeter area is
outside of the $\frac{1}{4}$
mile radius of
MARTA stations



Mile Radius

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However, almost
the entire
Perimeter area is
within a mile
radius of the
MARTA stations



Land Use Planning – Action Items

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- Develop more detailed small area plan for the Perimeter Center area
- Develop report and associated map compiling what is zoned, built and the remaining entitlements for project in the Perimeter Center Area
- Develop revised, longer zoning process for major projects – based upon project size and/or location
- Increase density around MARTA transit stations, reduce density outside of MARTA station zone

Housing

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For the five major census tracts included in PCID (and beyond its borders):

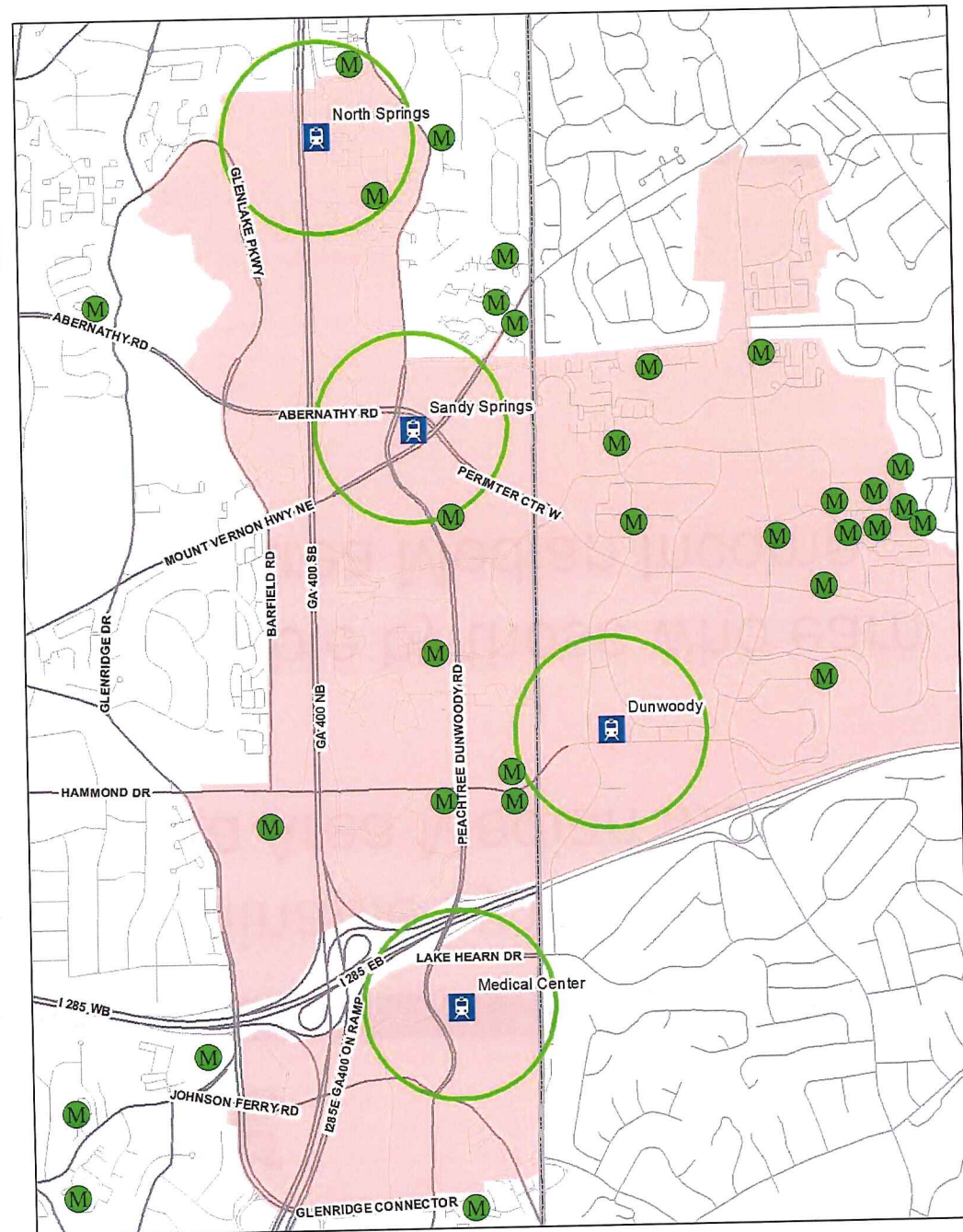
- 123,000 jobs
- 13,000 total housing units
- 65% of those rental (8,450)
- Existing multi-family housing is not in close proximity to MARTA stations

Source: American Community Survey, 2012 (US Census Bureau)

Housing

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Very few multi-family housing units are within a quarter mile of MARTA stations



Workforce Housing

- Low Income Housing: attainable by those who earn 30% - 80% of Atlanta Area Median Income (source: HUD)
- Workforce Housing: attainable by those who earn 80% -120% of the Atlanta Area Median Income

Workforce Housing

% Median Income	Atlanta Area Median Income (2013)	Affordable Monthly Rent
80%	\$43,200	\$1,080
100%	\$54,000	\$1,350
120%	\$64,800	\$1,620

Perimeter Center rental market*:

- Average rental rate: \$1,382/month (up 13% since 2010)
- Vacancy : 4.6%

Housing – Action Items

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- Increase residential development to improve the jobs to housing balance in appropriate locations
- Encourage housing in close proximity to MARTA stations
- Require the incorporation of work force housing

Development Standards – Action Items

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- Develop unified Form Based Code for the Perimeter Center Area
- Incorporate development standards that focus on enhancing pedestrian activity
- Encourage active street level uses and development style that engages the public street edge
- Require usable, public green space

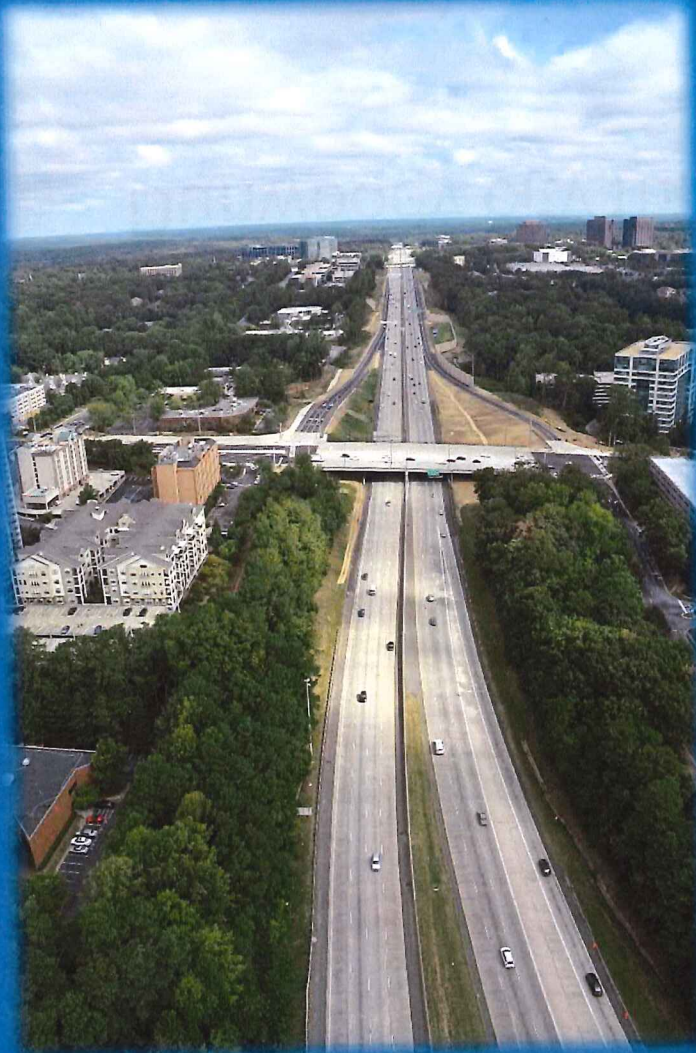
Parking – Action Items

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- Reduce the total amount of parking; establish parking maximums
- Decouple parking from the overall lease rate
- Require shared parking
- Discourage free parking
- Provide priority parking for carpool and van pools
- Provide parking for Zip Car or other short term car rental program

Perimeter Transportation

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GEORGIA

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Transportation

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- The slides that follow highlight the numerous transportation studies that have been completed and transportation projects planned and programmed for the Perimeter Center area
- These slides do not include any Brookhaven or Dunwoody city funded projects

Existing Public Transit Services



MARTA Red Line Heavy Rail Stations (Average Weekday Boardings June '14)

- Medical Center: 1,740
- Sandy Springs: 2,302
- North Springs: 6,721

MARTA Bus Routes

- 5 Piedmont Rd/Sandy Springs (Dunwoody Stn)
- 87 Roswell Road/Morgan Falls (Dunwoody Stn)
- 25 Peachtree Ind. Blvd/Johnson Ferry (Medical Ctr)
- 148 Medical Ctr/Riveredge Pkwy (Medical Ctr)
- Serving North Springs Station (85, 140, 143, 185)

GRTA Xpress Bus Service

- ROUTE 400 - Cumming to North Springs/Downtown Atlanta

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Existing Private Transportation Services operating in Sandy Springs

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Shuttle Service	Locations Served
Art Institute of Atlanta	Sandy Springs MARTA 6600 Peachtree Dunwoody Road
7000 Central Park	Sandy Springs MARTA 7000 Central Pkwy
Concourse Properties	Dunwoody MARTA Concourse Bldgs I, IV, V, VI Westin Atlanta North Hotel Perimeter Mall (lunch)
Glenlake Pkwy/ Embassy Road	Sandy Springs MARTA 1, 3, 10, 50, 20, 35, and 55 Glenlake Embassy Row
Children's Healthcare of Atlanta	
Cox Shuttle	Medical Center MARTA 1400 Lake Hearn 5775, 6205 Peachtree Dunwoody Rd AutoTrader.com
Lakeside Shuttle	Medical Center MARTA Lakeside Park Bldg D

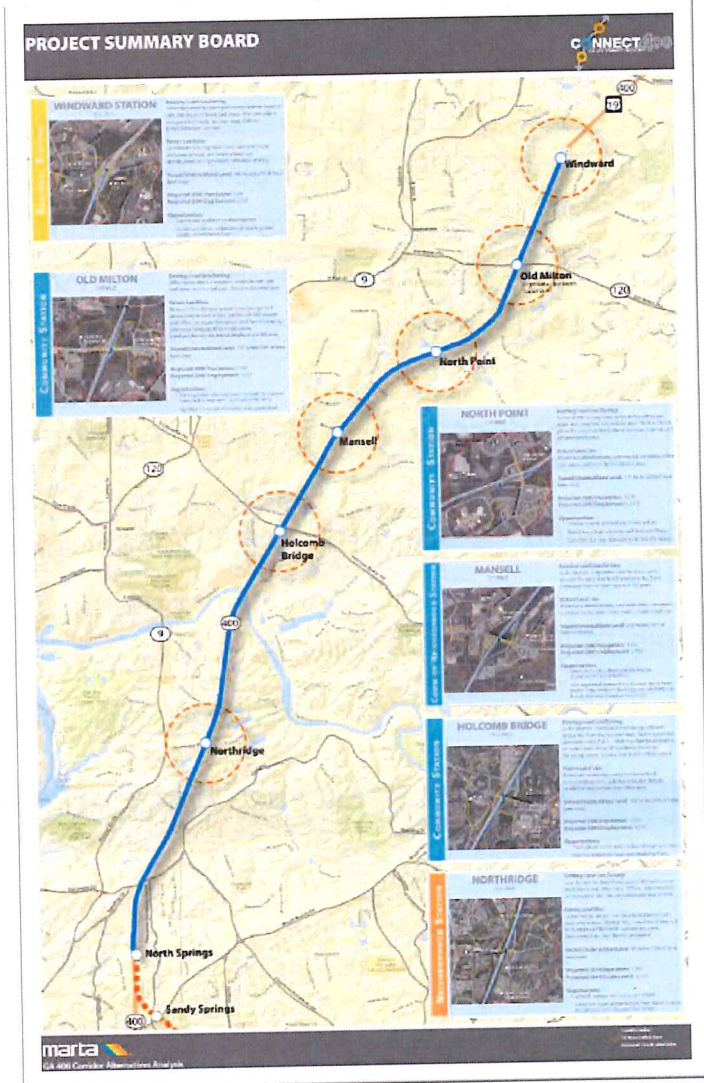
Source: Perimeter Transportation & Sustainability Coalition, www.perimetergo.org.

Future Mega-Projects serving Perimeter

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- SR 400 Managed Lanes System
- GA 400 High Capacity Transit (North Line Extension)
- Revive-285 Projects:
 - I-285 High Capacity Rail
 - I-285/SR 400 Managed Lane System from I-75 N to I-85 N
 - I-285 Collector-Distributor System from Ashford Dunwoody to SR 141

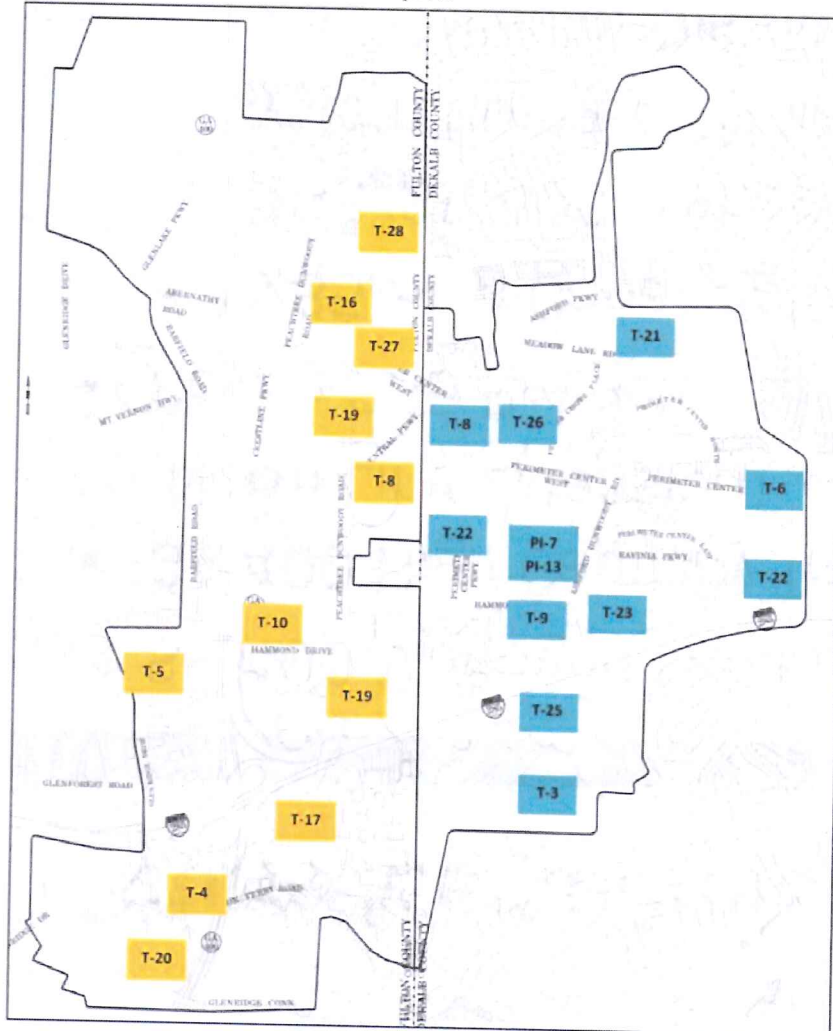
Source: ARC Plan2040 Regional Transportation Plan



Future Perimeter Projects: 10-year LCI Update

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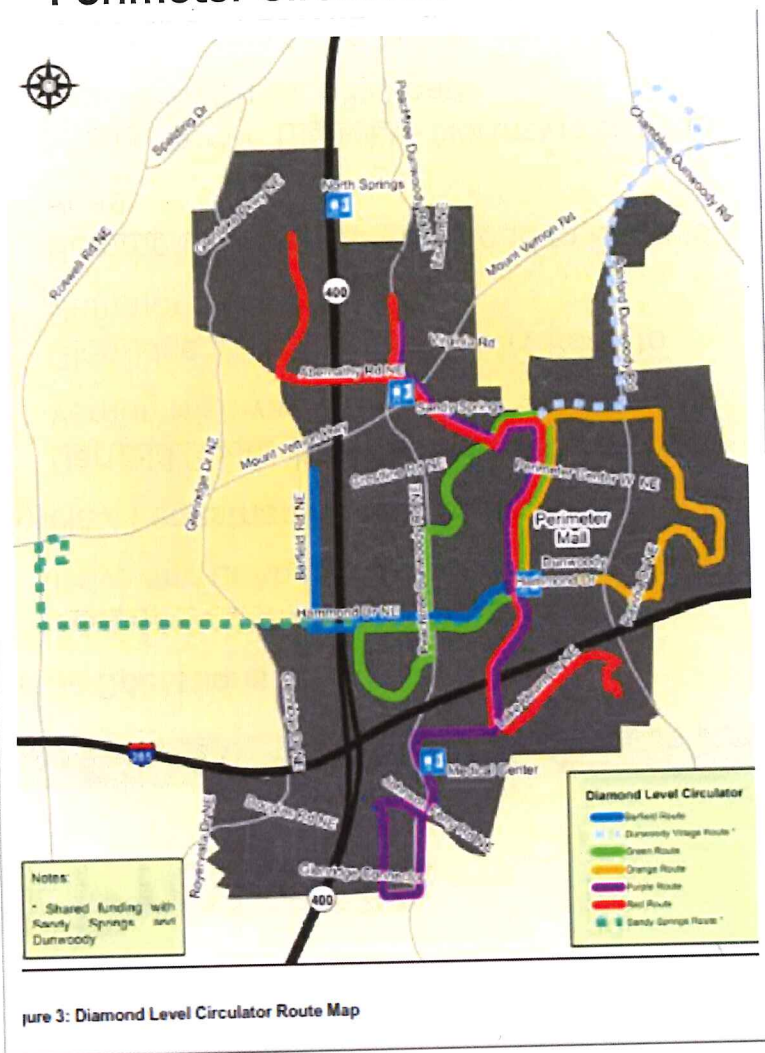
Locations of Possible Future LCI Projects



- **Multimodal Improvements:**
 - Johnson Ferry Road - Glenridge Connector to Old Johnson Ferry Road
 - Glenridge Connector/Glenridge Drive - Hammond Dr to Peachtree Dunwoody Rd
 - Central Parkway - Peachtree Dunwoody to Dunwoody city line
 - Peachtree Dunwoody Rd - I-285 to Abernathy Rd
 - Meridian Marks Road/Hollis Cobb Circle - Glenridge Conn to Peachtree Dunwoody Rd
- Hammond Drive - SR 400 to Dunwoody City Limits; Widen from 4 to 6 lanes and add bicycle and pedestrian facilities
- Access and wayfinding to Sandy Springs and Medical Center MARTA Stations
- **Multiuse Paths**
 - Perimeter Center West
 - Mt. Vernon Highway

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Perimeter Circulator – 7 Routes



Future City-Identified Projects

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▪ Roadway Capacity

- Abernathy Road (6 lanes) - Roswell Road to SR 400 (with multiuse trail)
- Barfield Road (4 lanes) - Hammond Drive to Mount Vernon Highway (with bicycle/pedestrian accommodations)
- Hammond Drive - Glenridge Drive to Dunwoody City limits

▪ Transit

- Express transit service downtown Sandy Springs to Perimeter Center via Hammond Drive and downtown Sandy Springs to MARTA Sandy Springs Station via Mount Vernon Road
- Coordinate bus stop locations and facilities with MARTA
- Provide pedestrian crossing improvements and street lighting to improve access to MARTA bus stops

▪ Traffic Operations

- Peachtree Dunwoody Road at Lake Hearn Drive and at Abernathy Road intersections

▪ Bicycle / Pedestrian Infrastructure

- Barfield Road - Hammond Drive to Mount Vernon Highway
- Glenridge Drive - Johnson Ferry Road to Hammond Drive
- Hammond Drive - Roswell Road to Barfield Road
- Mount Vernon Highway - Northside Drive to Peachtree Dunwoody Road
- Peachtree Dunwoody Road - Abernathy Road to Spalding Drive and Mount Vernon Highway to City of Atlanta

Current Major Projects

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Georgia Department of Transportation (GDOT) Projects:

- SR 400/I-285 Interchange and Collector-Distributor lane system (Long Island Drive to east of Ashford-Dunwoody Road, GDOT ID# 0000784)
- SR 400 Collector Distributor lane system (Hammond Drive to Spalding Drive, GDOT ID# 721850)

Estimated cost: \$1B

Estimated open to traffic: 2019

Project Goals:

- Improve traffic operations and safety by reducing vehicle weaving that occurs due to the closely spaced interchanges
- Improve ramp capacity at the I-285/SR 400 interchange to reduce long traffic queues at the interchange which contributes to the congestion and safety concerns in this area.
- Improve deficiencies in the existing configuration of the I-285/SR 400 interchange.

Source: Georgia DOT handout from Public Meeting August 19 and 21



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Current Traffic Signal Optimization Projects

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Three Intelligent Transportation System (ITS) Upgrade Projects

- Glenridge Drive-Hammond Drive-Peachtree Dunwoody Drive adaptive signal project for 28 signals (COSS)
- ITS upgrades and system enhancements in the Perimeter Traffic Operations Program area (includes addition of northbound left turn lane from Peachtree Dunwoody Road to Hammond Drive) (PCID)
- Dunwoody Signal Communications Network (Dunwoody)

Estimated Total Cost: \$3.3M

Estimated Completion: 2016

Current Other Projects

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One Traffic Operations Project (PCID)

- Lake Hearn Drive turn lanes (*Estimated Cost \$1M*)

Two Bicycle and Pedestrian Projects (PCID)

- Bicycle Education and Outreach (*Estimated Cost \$100k*)
- Four Trail to Transit Short-cuts Design (*Estimated Cost \$500k*)

Transportation - Issues

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- Numerous studies completed which identify projects to address connectivity, traffic congestion, walkability, and encourage alternative transportation modes
- No one source provides prioritized list of projects with descriptions, costs, benefits and schedules
- Currently no plan exists for the City's implementation of alternative transportation mode projects

Transportation - Action Items

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Goal: Create one, unified Capital Program for Perimeter Transportation Improvements

- Coordinate with area jurisdictions and agencies to develop a unified transportation capital improvement program and action plan that identifies priorities (Brookhaven, Dunwoody, Sandy Springs, PCID, GDOT, MARTA, GRTA)

Transportation - Action Items

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Goal: Create Perimeter transportation system where >25% of trips can be served by transportation alternatives (other than single occupant vehicles).

- Develop an implementation plan for reducing total vehicle trips during peak periods through increased use of transportation modes: taking transit, bicycling, walking, and sharing rides.

Transportation – Tools to Support Congestion Reduction

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Travel Demand Management

- Participate in Perimeter Transportation and Sustainability (PTSC) Programs:
 - MARTA transit passes
 - Guaranteed ride home program
 - Incentives for van and carpooling
 - Varied working hours

Transportation – Tools to Support Congestion Reduction

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Bicycle Infrastructure and Support

- Prioritize construction of on and off road bicycle paths
- Require adequate and secure bike parking and storage
- Require onsite showers
- Implement bicycle sharing program

Transportation – Tools to Support Congestion Reduction

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Transit

- Prioritize pedestrian and bicycle improvements within a mile of MARTA stations
- Encourage enhancement of MARTA/GRTA routes and operations (greater coverage and frequency)
- Explore implementation of local transit circulator system

Next Steps

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- City Managers of Brookhaven, Dunwoody and Sandy Springs and PCID leadership convene
- Develop action plan including recommendation on leadership and governance
- Engage legal team to assess ability to implement alternative mode requirements for all projects

PERIMETER CENTER SUSTAINABILITY PLAN

October, 2014

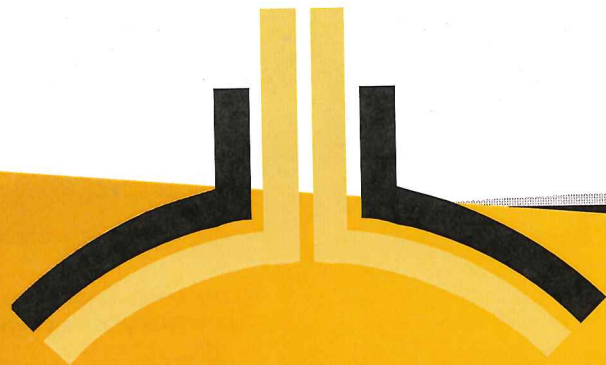


Partnership Opportunity: PCIDs/MARTA/Sandy Springs Dunwoody/Brookhaven

**Lake Hearn Drive/Peachtree Dunwoody
Road/Perimeter Center Parkway/Hammond Dr.**

Sandy Springs
City Council

November 4, 2014



**PERIMETER COMMUNITY
IMPROVEMENT DISTRICTS**



PERIMETER COMMUNITY
IMPROVEMENT DISTRICTS

Corridor Challenges



- ▶ Consider Peachtree Dunwoody/I-285 ramp congestion
- ▶ Sidewalks not contiguous
 - Stop and start across property lines
 - Only on south side of Lake Hearn
 - Narrow, not well maintained
- ▶ Narrow pedestrian passage under I-285
 - Dark, not comfortable
 - Only link across I-285
- ▶ Lack of bicycle accommodations
- ▶ Lack of PCIDs branding amenities





PERIMETER COMMUNITY
IMPROVEMENT DISTRICTS

Project Opportunity

- ▶ A two-way bicycle track on Peachtree Dunwoody Road between Hammond Drive and Lake Hearn Drive
- ▶ Bicycle lanes and continuous sidewalks on Lake Hearn Drive
- ▶ Restriping of existing bicycle lanes on Perimeter Center Parkway to improve buffer to travel lanes
- ▶ New bicycle lanes and continuous sidewalks on Hammond Drive



PERIMETER COMMUNITY
IMPROVEMENT DISTRICTS

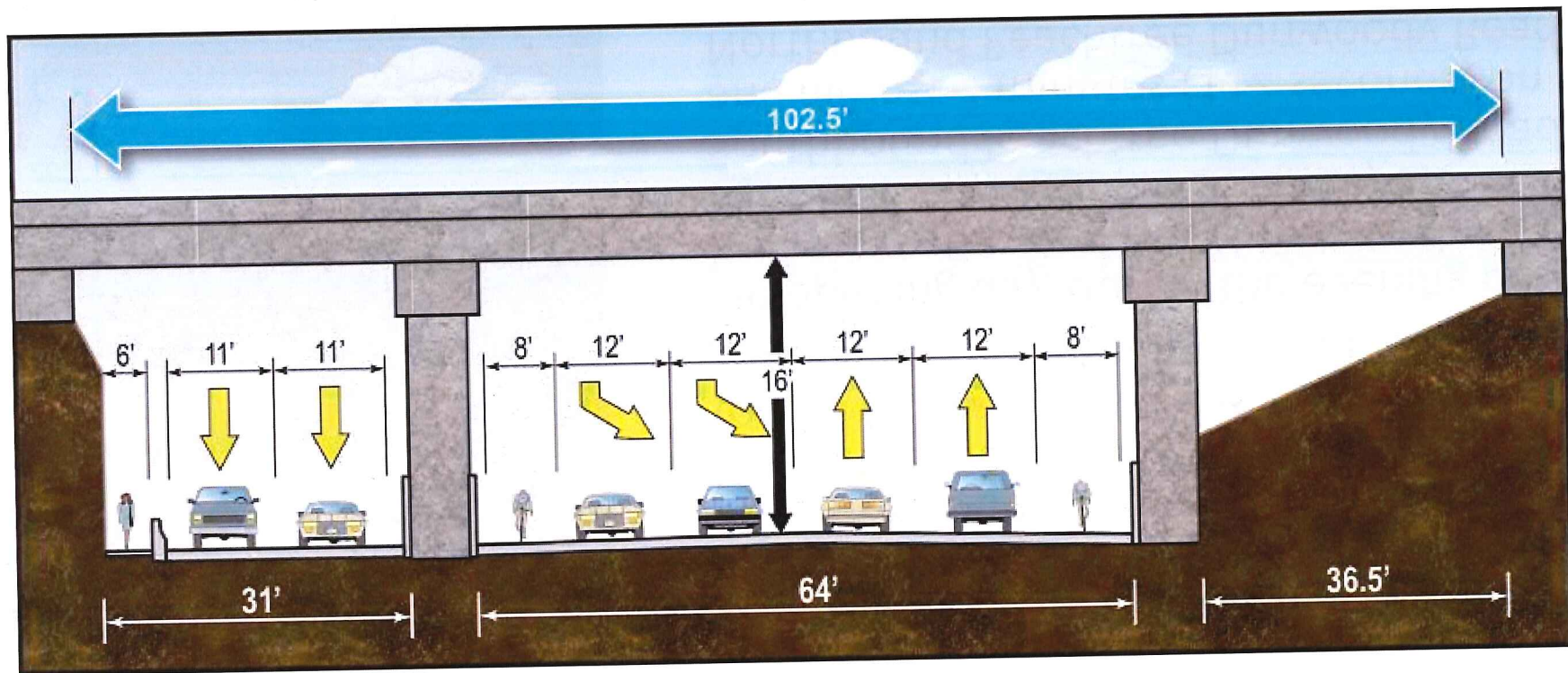
Project Concept





PERIMETER COMMUNITY
IMPROVEMENT DISTRICTS

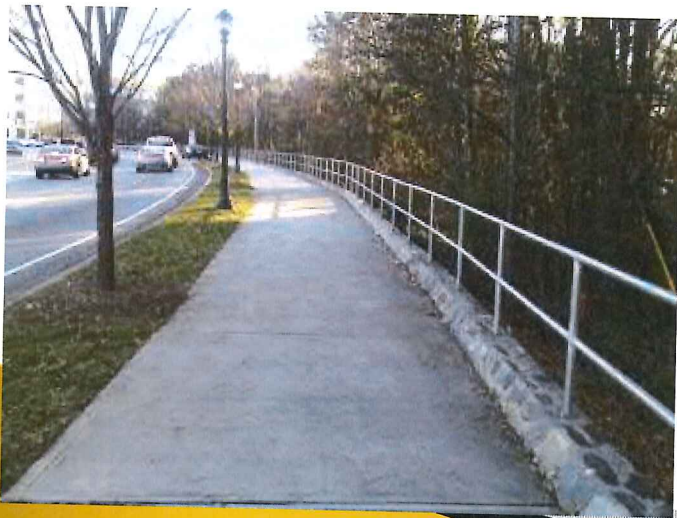
Project Concepts





PERIMETER COMMUNITY
IMPROVEMENT DISTRICTS

Operational Benefits of the Project



- ▶ Reduces evening peak hour average vehicular delay for the intersection Peachtree Dunwoody Road and Lake Hearn Drive by two letter grades (LOS E to LOS C). Average delays at all other study intersections are reduced as well.
- ▶ On opening day, during the evening peak hour, an estimated travel time savings of over half a minute (36 seconds) on Southbound Peachtree Dunwoody Road and almost 2 minutes (112 seconds) on Northbound Peachtree Dunwoody Road.
- ▶ In addition to vehicular benefits, marked improvement in pedestrian and bicycle access between the Dunwoody and Medical Center MARTA stations.

Context Sensitive Solutions



- ▶ Increase of safety for pedestrians
- ▶ Improve pedestrian comfort through amenities
- ▶ Expanding area for pedestrians
- ▶ Ease of access to pedestrian pathways through wayfinding and widening

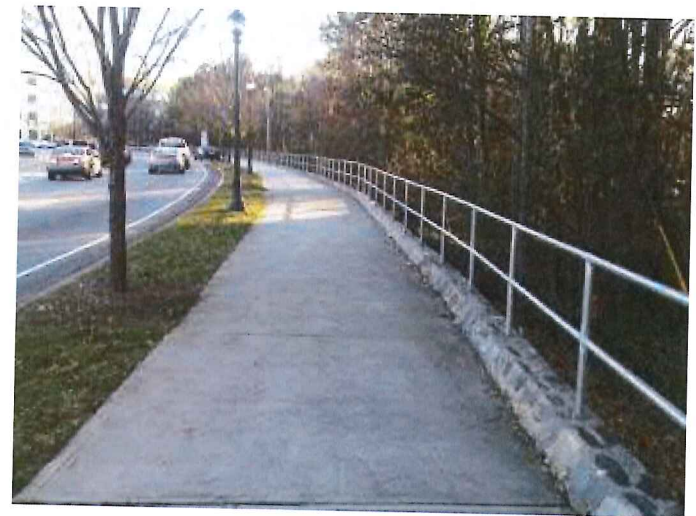




PERIMETER COMMUNITY
IMPROVEMENT DISTRICTS

Aggressive Delivery Schedule

- ▶ ARC Awards Grant: February 2015
- ▶ Concept Design/Stakeholder Outreach: March 2015
- ▶ Complete Design: December 2015
- ▶ RW Phase Complete: June 2016
- ▶ Construction: September 2016



Intersection Improvement of Lake Hearn
Drive at Peachtree Dunwoody Road



Funding Strategy and Next Steps

- ▶ MARTA sponsorship = FTA Flex
- ▶ SRTA grant = 10% req'd match
- ▶ Funding opportunity is for FY2016
- ▶ No matching funds required from Sandy Springs or PCID
- ▶ Letters of support from partners
- ▶ Submit grant application to ARC



Intersection Improvement of Lake Hearn Drive at Peachtree Dunwoody Road

