



PEACHTREE CORNERS LCI APPENDIX

FEBRUARY 2015

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Prepared for the City of Peachtree Corners
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APPENDIX A

PEACHTREE CORNERS LCI GOALS

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.

As the financial heart of the City of Peachtree Corners and one of the largest office hubs in the region, the LCI recommendations focus on introducing a wider mix of land uses within areas that are predominantly occupied by office space. This includes recommendations to changes in the City's current land use and zoning policies to allow uses such as residential and retail in a more compact and walkable form. Recommendations will facilitate increased mobility alternatives, added future amenities and creation of more mixed-use centers that will make aging offices areas more competitive in the market. These strategies would allow for higher retention of existing commercial/office tenants as well as attracting new tenants.

2. Transportation demand reduction measures

The Peachtree Corners LCI anticipates reduced transportation demands through several key recommendations. The plan includes a series of shorter-term (easier to implement) upgrades to the existing transportation network as well as longer-term recommendations for increased transit use and a more robust bicycle/pedestrian network. Specific areas ripe for future mixed-use development are also identified which would allow for more live-work-play "nodes", reducing auto dependency.

Additionally, the plan recommends improving upon the existing Gwinnett County Transit bus line that currently runs from the Doraville MARTA station through the LCI area.

3. Internal mobility requirements, such as traffic calming, pedestrian circulation, transit circulation, and bicycle circulation.

Alternative mobility improvements are a key piece of the LCI recommendations and projects. As part of the short-term transportation projects proposed, the focus is on improving pedestrian and bicycle safety through addition of pedestrian refuge areas and signal upgrades along Peachtree Parkway. Other projects include several phases of an off-street trail network as well as potential grade-separated pedestrian crossings. The plan also recommends improvements to the existing Gwinnett County Transit bus line that currently runs from the Doraville MARTA station through the LCI area as well

as a supplemental study for an additional transit circulator that would include upgraded stops/shelters and more frequent headways to the Doraville MARTA Rail Station.

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

The LCI's housing recommendations address the societal shift towards more walkable and urban places through an integration of multi-family housing and town homes geared towards young professionals and empty-nesters. The plan recommends modifications to Citywide zoning and land use policy to allow for a wider variety of housing types, sizes and price points. By diversifying the types of housing with the LCI area, companies will be more inclined to stay or relocation to Peachtree Corners (due to accommodations for "Millennial" workforce housing) and older residents will be able to "age in place."

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

Given the LCI area's sprawling existing development pattern and large "block" sizes, the majority of roadways include arterials and collectors with only a handful of minor connections. The LCI plan includes studies and recommendations for development infill, smaller block sizes, increased connectivity and access management in order to address future traffic issues and allow for more walk-able/bikeable development in the future.

6. Need/identification of future transit circulation systems

LCI plan recommendations include improvements to the existing Gwinnett County Transit bus line that currently runs between the Doraville MARTA Rail station through the LCI area. As noted in the Action Plan, the City should also pursue a supplemental study for an independent bus system that would include upgraded stops/shelters throughout the Central Business District and more frequent headways between the City "center" and the Doraville MARTA Rail Station.

7. Connectivity of transportation system to other centers

Given the LCI area's large size (1,500 acres) and the multiple centers/nodes recommended as part of this study, emphasis is placed on improving transportation systems that connect the

multiple activity “nodes” within the LCI area. Additionally, the proposed trail network would allow pedestrians and cyclists to access these nodes without the use of a car. The design of this network also focuses on finding potential connections to the City’s residential cores in order to minimize the need for a vehicle in other parts of the city. The plan’s recommendation for improvements to Gwinnett County’s existing route would focus on connecting the LCI’s future centers to the Doraville MARTA station and its surrounding development. Recommendations are also included for improving through-movement along Peachtree Parkway (as a major thoroughfare between adjacent cities like John’s Creek and Norcross) while balancing the need for increased pedestrian safety and traffic calming.

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

The City of Peachtree Corners’ Downtown Development Authority currently has an excellent relationship with the County’s public/private economic development arm, Partnership Gwinnett. This entity serves as a communication channel between public and private sectors and allows the City to understand how to maintain and improve Technology Park’s competitiveness within the region, among other strategies. The City already has an overlay district in-place that could be strengthened in the future (LCI plan also outlines specific overlay additions/changes). Progress on the forthcoming private sector “town center” across from the Forum is also moving forward quickly, which will include a diverse mix of land uses and act as the City’s first true “civic” center.

9. Stakeholder participation and support.

The LCI plan is rooted in an in-depth public engagement effort. The bulk of the LCI recommendations and projects originated through three interactive public workshops and open house events, dozens of stakeholder interviews, presentations to the City’s Planning Commission and Council, and a community survey taken by over 650 City stakeholders. The LCI plan was further shaped by a Steering Committee consisting of City’s Downtown Development Authority.

10. Public and private investment policy.

The plan underscores the importance of both public and private investment, partnerships and future projects. With an active Downtown Development Authority, zoning overlay in place for the Central Business District, and plans to

strengthen underlying zoning districts and regulations, the City is poised to successfully implement projects as outlined in the Action Plan. Partnerships with adjacent jurisdictions such as Norcross and John’s Creek are strong and the City has good working relationships already with both Gwinnett County and Partnership Gwinnett. The City of Peachtree Corners is already pursuing and cosponsoring many studies and projects with these partners. The City has been taking a proactive approach to private-sector development as well in building relationships with organizations such as Technology Park and Fuqua Development. As outlined in the Action Plan, the LCI includes a series of City zoning and policy projects and improvements that will ensure sustainable and equitable growth policies over the next decade and beyond.

APPENDIX B

MARKET CONDITIONS & OPPORTUNITIES (HIGHLIGHTS)

REAL ESTATE BASELINE REPORT ASSESSES STUDY AREA DEVELOPMENT TRENDS

This report provides an inventory and assessment of real estate and demographic trends affecting historical and future development patterns in the Peachtree Corners LCI Study Srea. It will provide a framework for the consulting team’s study area recommendations regarding land use and development policy recommendations.

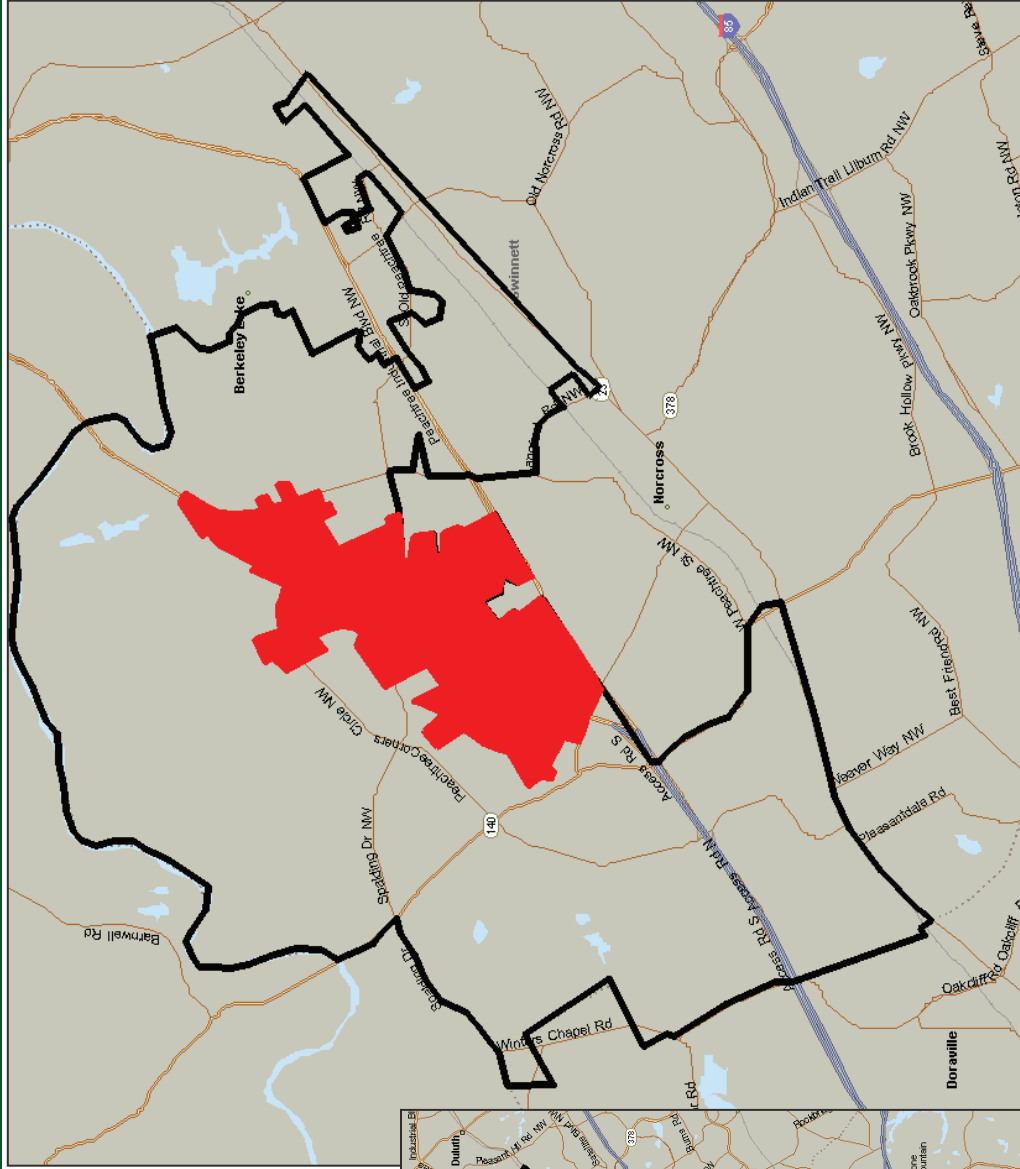
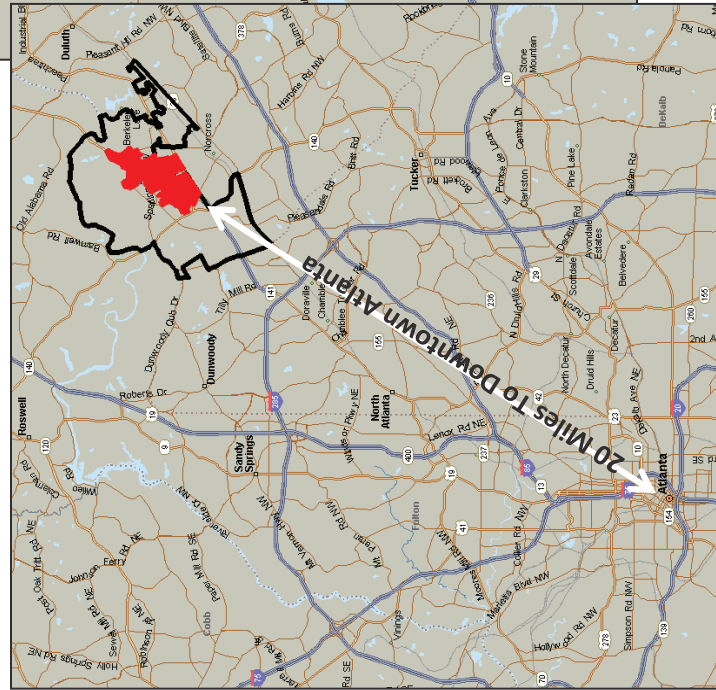
Baseline Report Contents:

- **Study Area Description & Executive Summary**
- **Demographics**
- **Business & Employment**
- **Housing & Residential Real Estate**
- **Commercial Real Estate**



BASELINE REPORT STUDY AREA DESCRIPTION

This analysis compares the Study Area against the background of Peachtree Corners, Gwinnett County, and the Atlanta Metropolitan area.



BASELINE REPORT TOP-LINE CONCLUSIONS:

Demographics

- Peachtree Corners is one of the region's newest cities, founded in 2012.
- Although the City of Peachtree Corners' population growth has been slower than the overall region over the past decade, the population growth in the Study Area has garnered more than its fair-share of regional growth.
- While Peachtree Corner's household characteristics are similar to the overall region, the small number of households in the Study Area generally contain fewer occupants than typical regional households.
- Households in the Study Area are typically a bit older than those in Gwinnett and the Atlanta region.
- While the incomes in Peachtree Corners are slightly higher than the region overall, household incomes in the Study Area are significantly higher.

BASELINE REPORT TOP-LINE CONCLUSIONS:

Business & Employment

- Peachtree Corners is a major employment center and nearly 40% of all Peachtree Corners jobs are in the Study Area, represented heavily by Management and Administrative positions.
- Technology Park, with 7,000 employees, is located in the Study Area and is key to the local economy.
- Compared to the Atlanta region on average, employees in Peachtree Corners have higher educational attainment levels and earn higher salaries.

Housing & Residential Real Estate

- The tenure characteristics in the Study Area are weighted heavily toward owner-occupied housing; Peachtree Corners is weighted much more toward renter households.
- New single-family sales volume in the local area has picked up since the Great Recession; average new home prices currently average approximately \$300,000.

BASELINE REPORT TOP-LINE CONCLUSIONS:

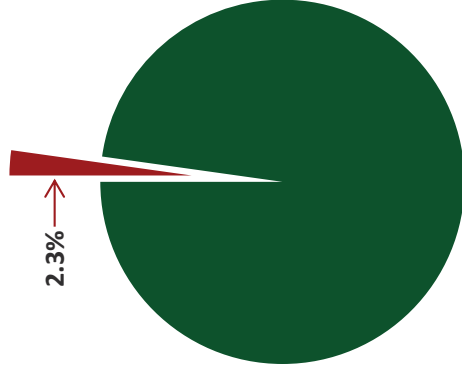
Commercial Real Estate

- The Study Area is historically a more commercial, rather than residential, portion of the city, with office uses predominating in the Study Area's commercial real estate market.
- The Study Area's office market performance historically lags Atlanta metro area in terms of occupancy and average asking rent levels.
- Although retail occupancies are lower in the Study Area than the region overall, rents in the Study Area are higher than in the rest of region. This speaks to the quality of the local retail offerings, which are anchored by The Forum, the premier upscale lifestyle center in the region.

Demographics

STUDY AREA IS HISTORICALLY A MORE COMMERCIAL, RATHER THAN RESIDENTIAL, PORTION OF THE CITY

- The Study Area currently has 880 residents and makes up 2.3% of the City of Peachtree Corners' total population (38,751).



■ Study Area ■ City of Peachtree Corners

	Study Area	City of Peachtree Corners	Gwinnett County	Atlanta MSA
Population				
2000 Census	558	39,044	588,456	4,263,447
2010 Census	811	38,158	805,321	5,286,728
2014 Estimate	880	38,751	866,103	5,574,225
2019 Projection	961	39,687	935,772	5,928,836
Households				
2000 Census	268	15,249	202,319	1,559,711
2010 Census	390	14,534	268,519	1,943,885
2014 Estimate	419	14,889	286,487	2,056,364
2019 Projection	455	15,353	308,299	2,194,526

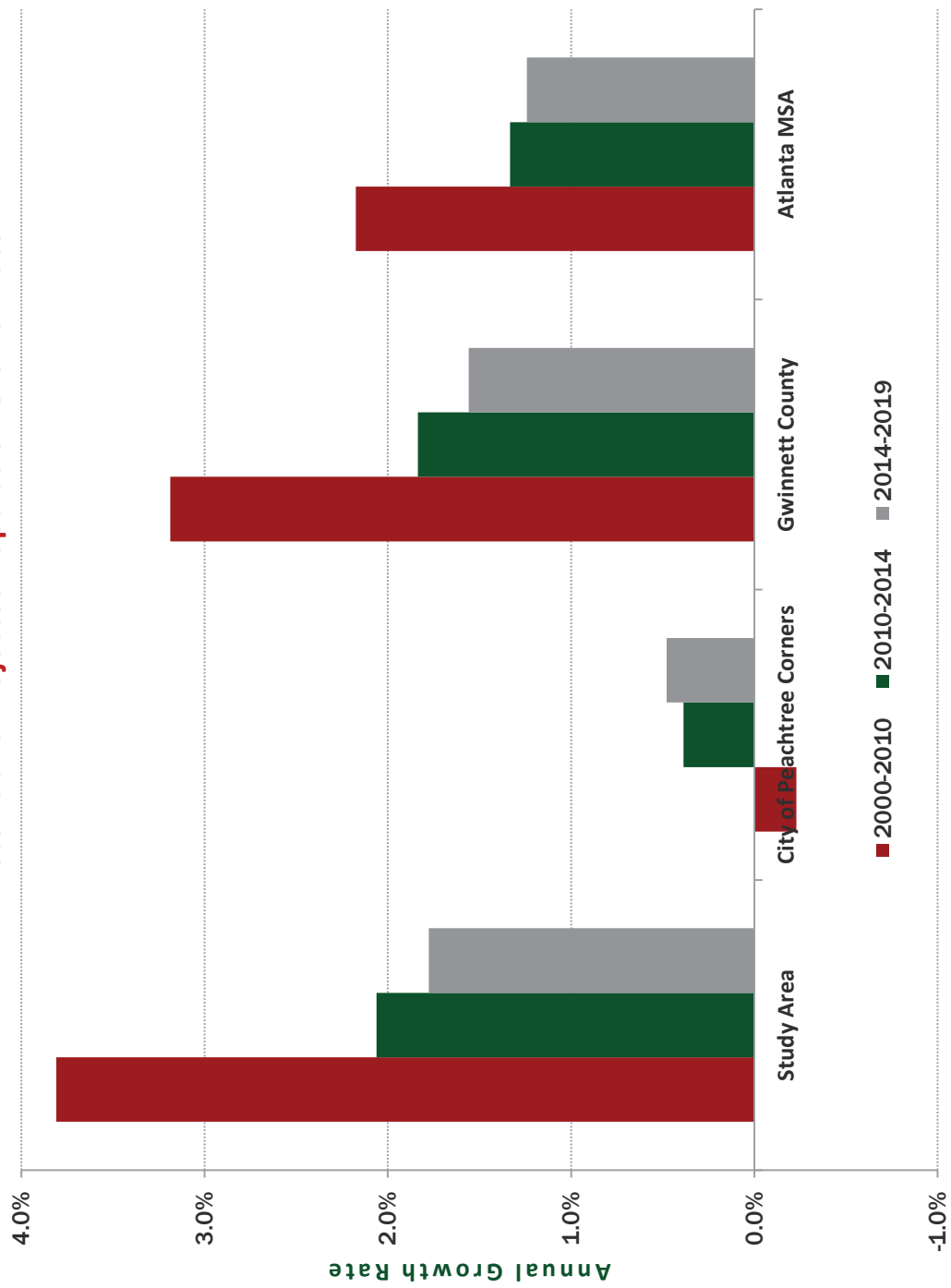
Based on data from Nielsen



STUDY AREA IS EXPERIENCING GREATER POPULATION GROWTH THAN PEACHTREE CORNERS OVERALL

■ While the Atlanta region's population has averaged 2.0% growth annually since 2000, the Study Area's small population has grown 3.0% annually over the same time period.

Historic and Projected Population Growth Rate

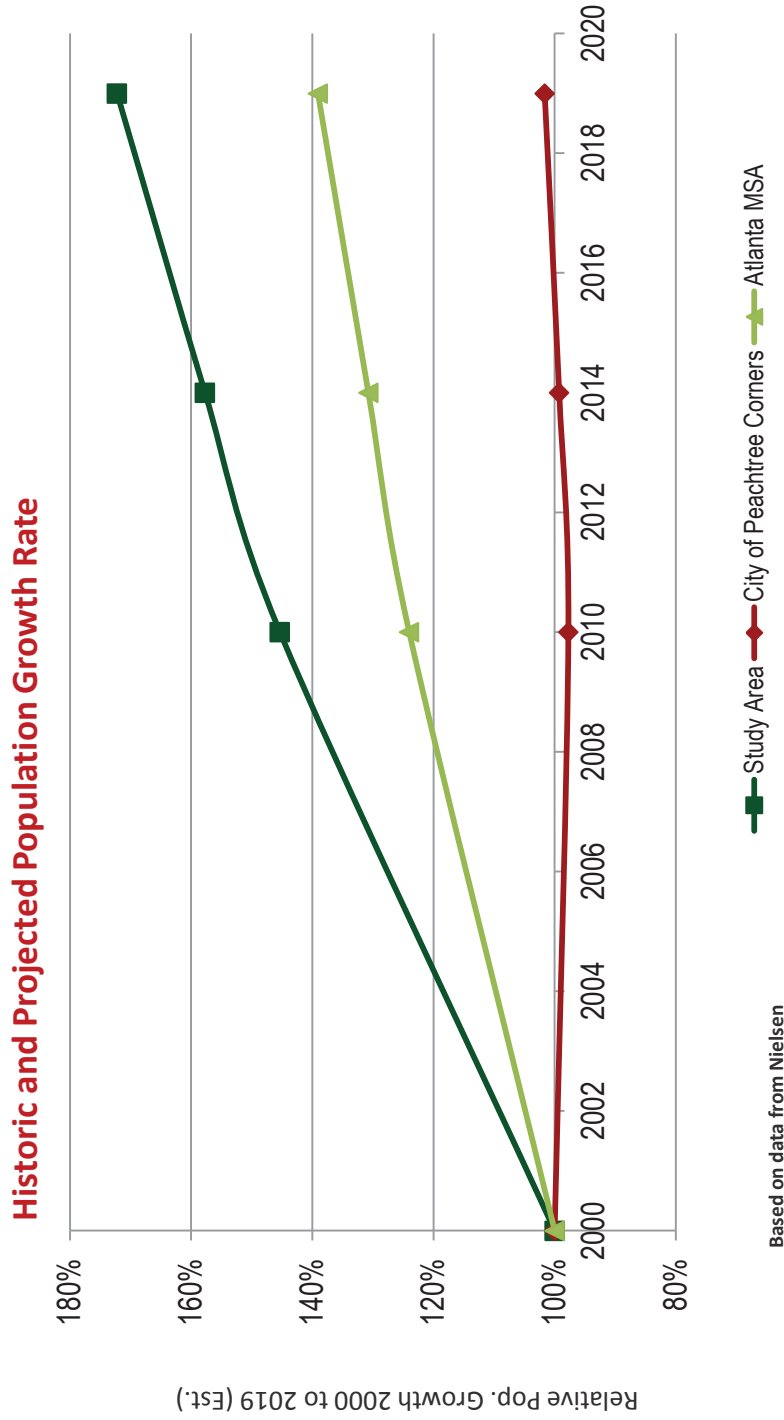


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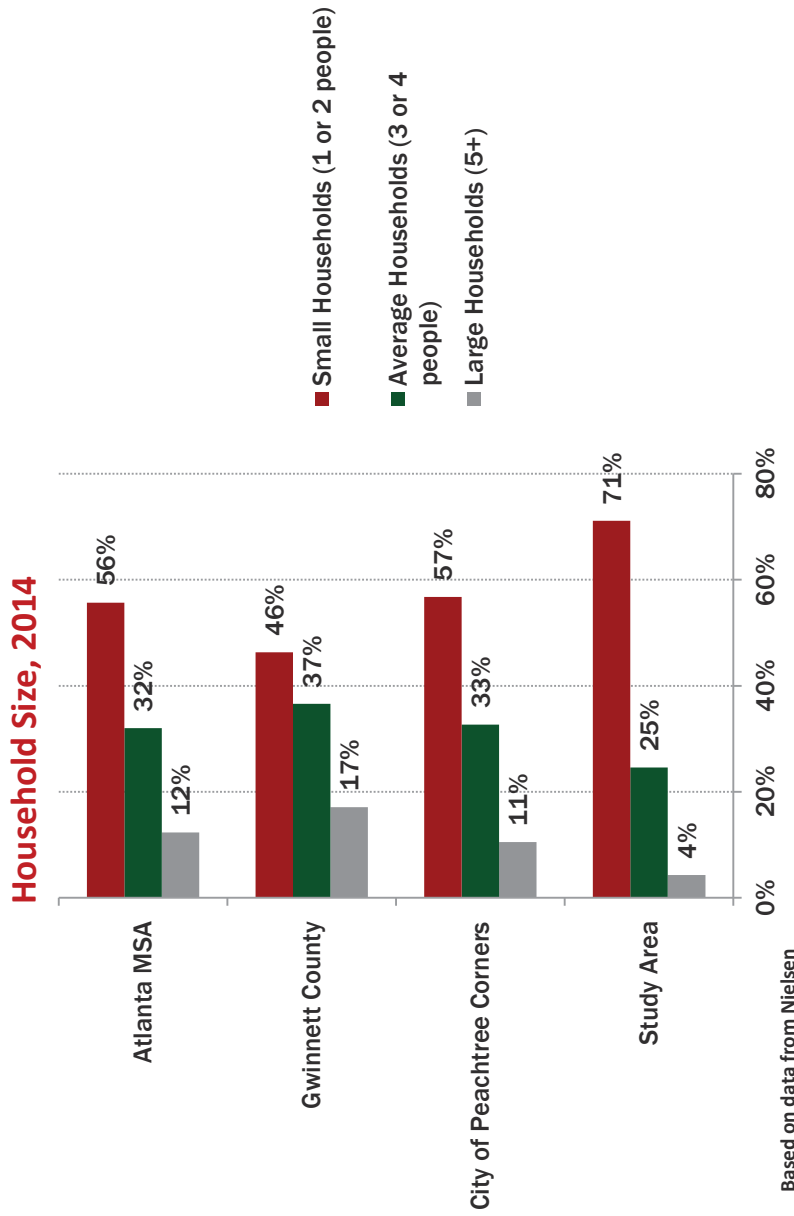
STUDY AREA EXPERIENCING GREATER POPULATION GROWTH THAN PEACHTREE CORNERS OVERALL

- Overall, since 2000 the City of Peachtree Corners has seen slower growth than both the Study Area and the region as a whole.



LOCAL HOUSEHOLDS ARE TYPICALLY SMALLER THAN THOSE IN OTHER PARTS OF THE CITY

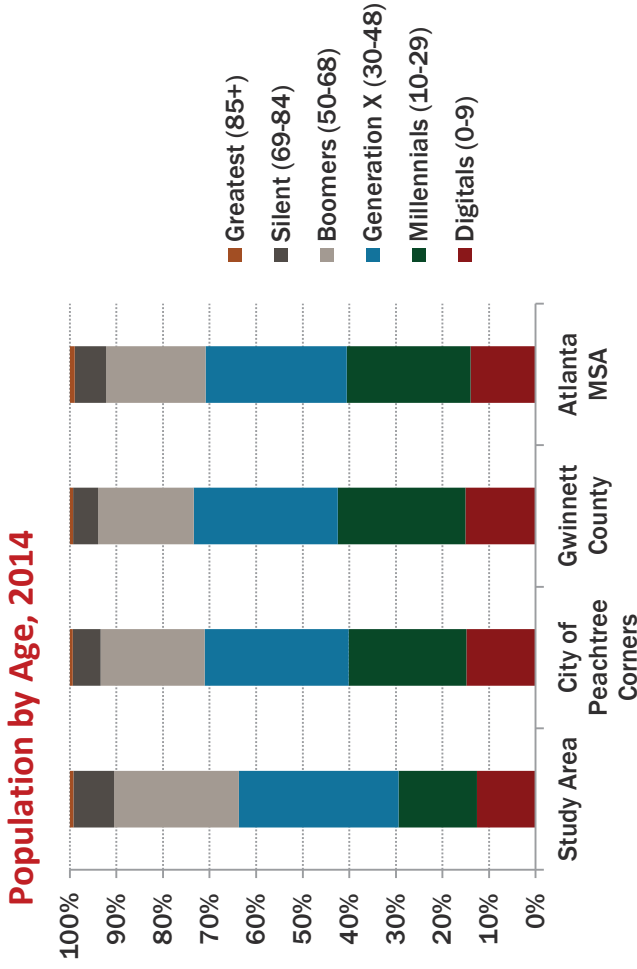
- While Peachtree Corners' household characteristics are similar to the overall region, the households in the Study Area typically contain fewer occupants, which can be attributed to the greater numbers of households without children and non-family households.



Household Characteristics	Study Area	City of Peachtree Corners	Gwinnett County	Atlanta MSA
Est. Households	419	14,889	286,487	2,056,364
Households with Children	95	5,735	130,923	782,809
Households without Children	324	9,154	155,564	1,273,555
Non-Family Households	196	4,763	69,616	659,672
2014 Est. Average Household Size	2.1	2.6	3.0	2.7

HOUSEHOLDERS 30-48 YEARS OLD ARE LARGEST STUDY AREA AGE COHORT

- While Peachtree Corners household age characteristics are also similar to the overall region, households in the Study Area are typically a bit older with less Millennial representation.
 - The Atlanta region is unique in that Gen X is a higher proportion of the population here than in many regions across the country.



Age & Generational Cohort	Study Area	City of Peachtree Corners	Gwinnett County	Atlanta MSA
Digitals (0-9)	13%	15%	15%	14%
Millennials (10-29)	17%	25%	27%	27%
Generation X (30-48)	34%	31%	31%	30%
Boomers (50-68)	27%	22%	21%	21%
Silent (69-84)	9%	6%	5%	7%
Greatest (85+)	1%	1%	1%	1%
Children (0-17)	164	10,171	240,331	1,422,482
Seniors (65+)	115	3,541	71,261	581,929
2014 Est. Median Age	42	36	35	36

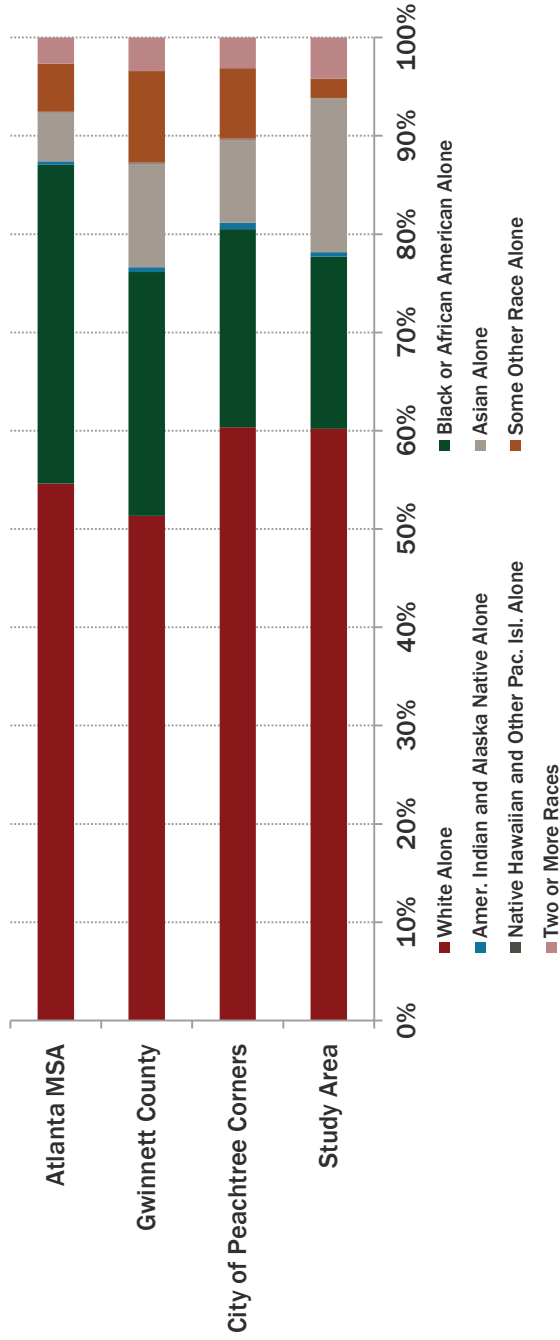
Based on data from Nielsen



PEACHTREE CORNERS IS SLIGHTLY LESS DIVERSE THAN COUNTY AND REGION

- The Study Area, and all of Peachtree Corners, is made up of a greater proportion of households headed by whites than the county and region.

Population by Ethnic Group, 2014



Race and Ethnicity	Study Area	City of Peachtree Corners	Gwinnett County	Atlanta MSA
2014 Est. Pop by Single Race Class				
White Alone	60%	60%	51%	55%
Black or African American Alone	18%	20%	25%	32%
Amer. Indian and Alaska Native Alone	0%	1%	1%	0%
Asian Alone	16%	8%	11%	5%
Native Hawaiian and Other Pac. Isl. Alone	0%	0%	0%	0%
Some Other Race Alone	2%	7%	9%	5%
Two or More Races	4%	3%	3%	3%
Hispanic or Latino:				
Not Hispanic or Latino	92%	82%	79%	89%
Hispanic or Latino:	8%	18%	21%	11%
Language				
Speak Only English at Home	78%	73%	67%	83%
Speak Other Language at Home	1%	2%	2%	1%

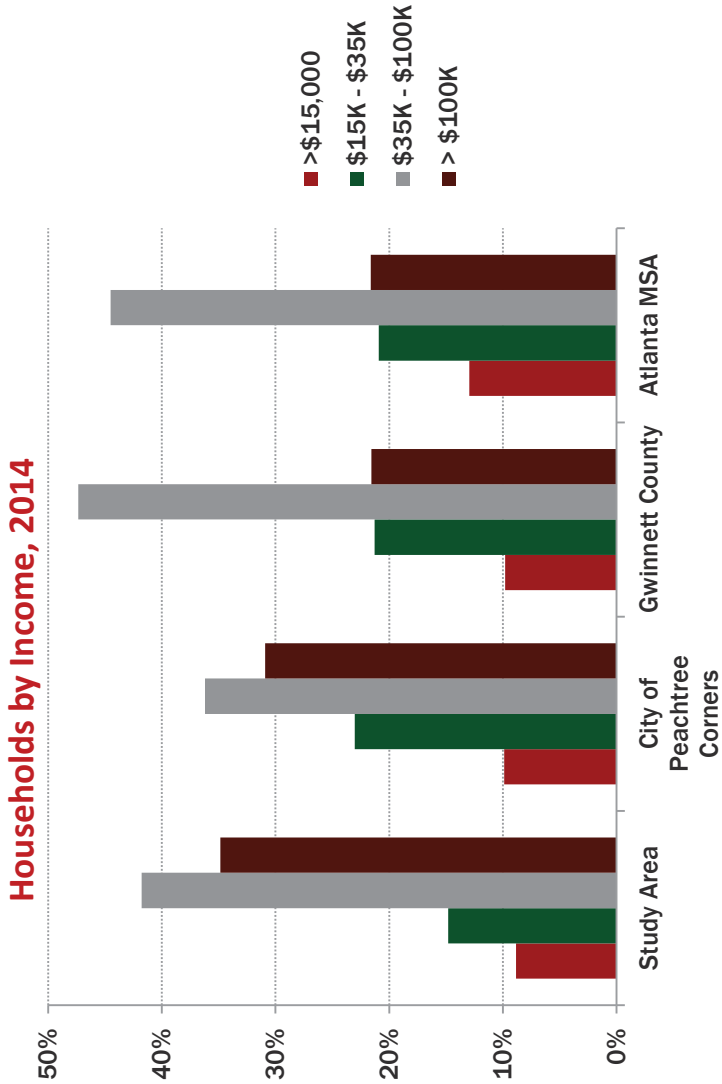
- The Study Area contains a comparatively large number of Asian households.

Based on data from Nielsen



THE STUDY AREA AND CITY ARE SLIGHTLY MORE AFFLUENT THAN THE COUNTY AND REGION

- While the median household income in Peachtree Corners is 8% greater than the regional median income, households in the Study Area have a 24% greater median income than the overall region.



Household Income	Study Area	City of Peachtree Corners	Gwinnett County	Atlanta MSA
2014 Est. Median Household Income	\$ 65,176	\$ 56,548	\$ 55,067	\$ 52,533
% of MSA Median Income	124%	108%	105%	100%
Households by Income				
>\$15,000	37	1,470	28,041	266,304
\$15K - \$35K	62	3,430	60,988	429,949
\$35K - \$100K	175	5,388	135,642	915,324
> \$100K	146	4,601	61,816	444,787
2014 Est. Average Household Income	\$ 90,807	\$ 87,378	\$ 70,743	\$ 72,632

Based on data from Nielsen

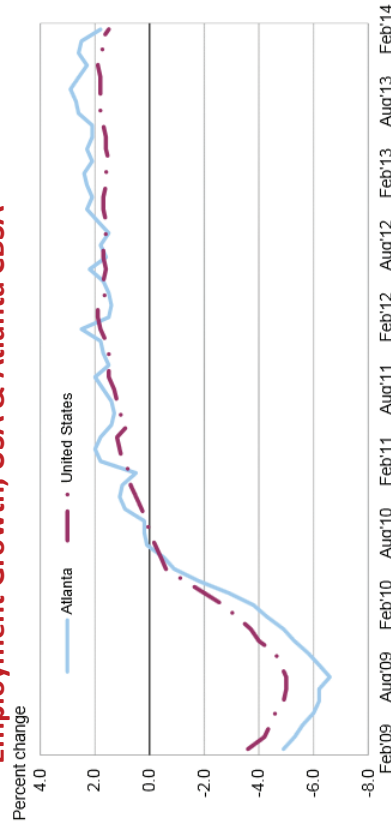


Business & Employment

ATLANTA REGIONAL ECONOMIC CONTEXT

- After 2 years of lagging behind other major metropolitan areas, the economy of the 28-county Atlanta CBSA (Core Based Statistical Area) began to strengthen in 2012.
- Having added approximately 60,000 jobs in 2013, the region should return to pre-recession employment levels in 2014.
- Likely to add 40,000 jobs in 2014 & 60,000+ in 2015.
- Regional employment peaked in Q3 2007, then lost 218,000 jobs, an 8.9% decline.

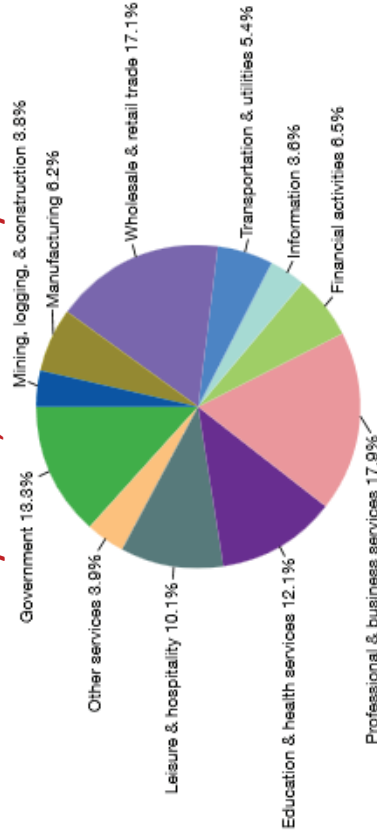
Employment Growth, USA & Atlanta CBSA



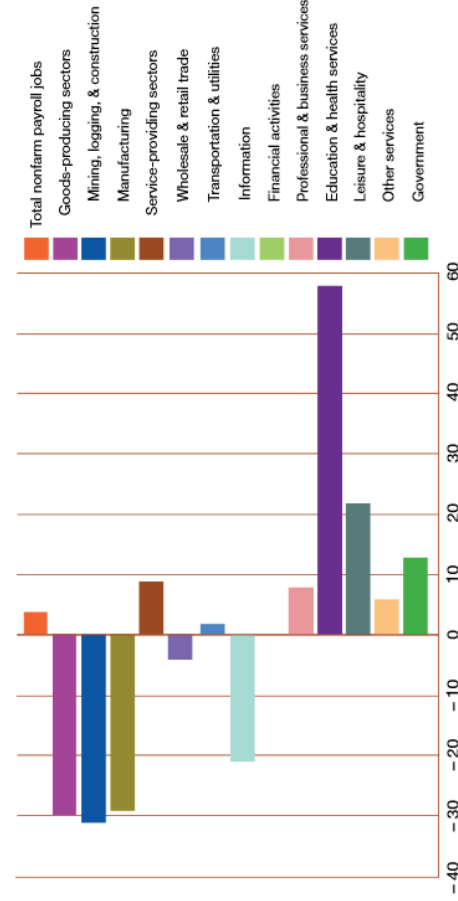
Sources: U.S. Bureau of Labor Statistic, HUD, Georgia State Forecasting Center



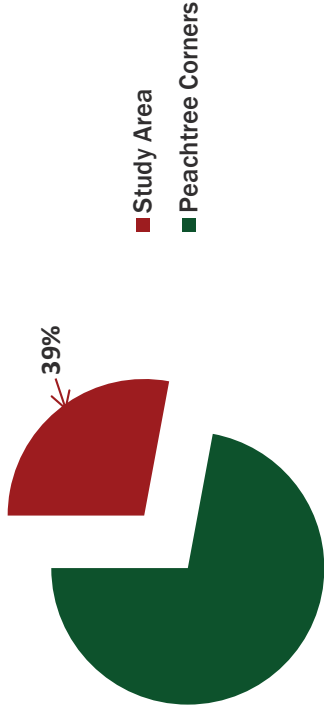
Nonfarm Payroll Jobs, Atlanta CBSA by Sector



Sector Growth, Atlanta CBSA Percentage Change, 2000 to 2013



MANAGEMENT & ADMINISTRATION JOBS ARE MOST PREVALENT IN THE STUDY AREA



Nonfarm Payroll Jobs, Peachtree Corners & Study Area by Sector

- 39% of Peachtree Corners' substantial job base is located in the Study Area

Employment Sector	Peachtree Corners Employees	Peachtree Corners % of Total	Study Area Employees	Study Area % of Total
Agriculture/Mining	26	0.1%	12	0.1%
Transport & Utilities	943	2.4%	228	1.5%
Construction	1,502	3.9%	80	0.5%
Manufacturing	3,211	8.3%	1,494	10.0%
Wholesale Trade	6,159	15.9%	2,147	14.3%
Retail, Accommodation, Food Services	4,165	10.8%	1,414	9.4%
Information	4,420	11.4%	2,177	14.5%
Finance, Insurance & Real Estate	3,563	9.2%	1,580	10.6%
Professional, Scientific, and Technical Services	5,074	13.1%	1,930	12.9%
Management & Administration	5,930	15.4%	3,030	20.2%
Health Care	1,613	4.2%	269	1.8%
Other Services	694	1.8%	113	0.8%
Educational Services	899	2.3%	399	2.7%
Public Admin	183	0.5%	50	0.3%
Arts, Entertainment, and Recreation	247	0.6%	46	0.3%
TOTAL	38,629		14,969	

Based on data from US Census



THE MAJORITY OF PEACHTREE CORNER EMPLOYEES HOLD HIGHER-PAYING PREMIUM JOBS

- Compared to the Atlanta region on average, employees in Peachtree Corners are slightly older, have higher educational attainment levels and earn higher salaries.
- The presence of premium jobs in the local area can be a key building block for the future.



Work Area Profile Comparison, 2011

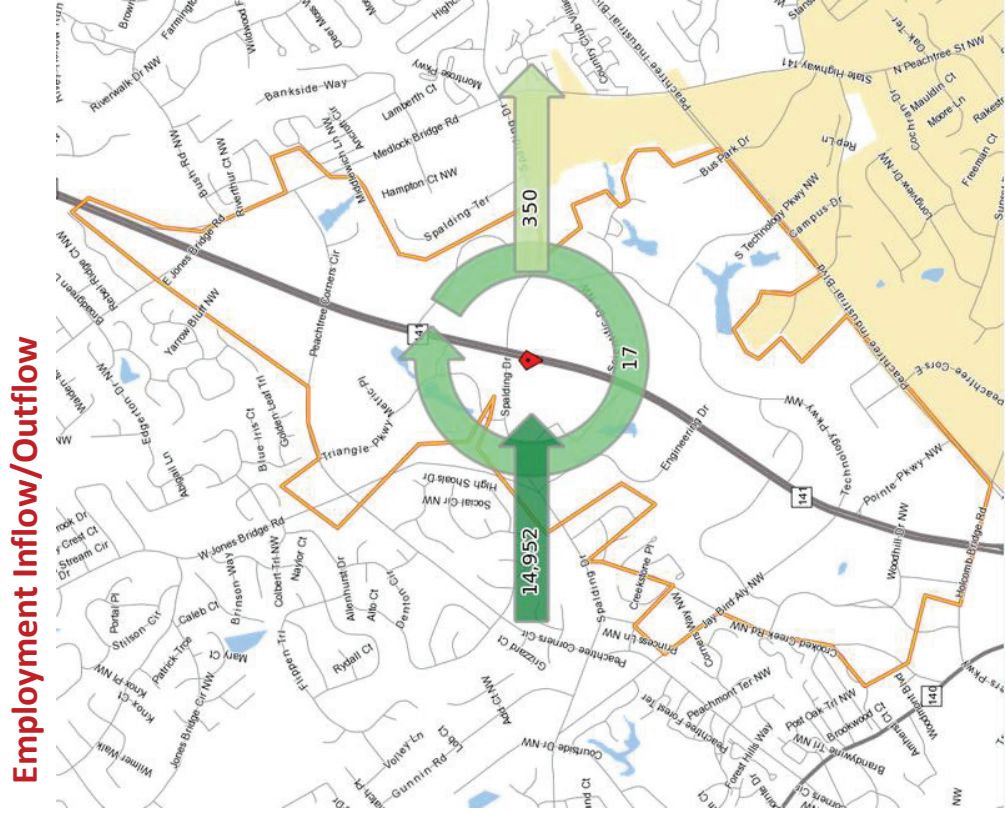
	Peachtree Corners Employees	% of Total	Atlanta Region Employees	% of Total
Jobs by Worker Age				
Age 29 or younger	6,812	18%	475,703	21%
Age 30 to 54	25,631	66%	1,393,851	62%
Age 55 or older	6,186	16%	390,961	17%
Jobs by Earnings				
\$1,250 per month or less	5,271	14%	519,824	23%
\$1,251 to \$3,333 per month	12,460	32%	799,869	35%
More than \$3,333 per month	20,898	54%	940,822	42%
Jobs by Worker Educational Attainment				
Less than high school	2,722	7%	189,573	8%
High school or equivalent, no college	7,090	18%	461,400	20%
Some college or Associate degree	9,755	25%	563,566	25%
Bachelor's degree or advanced degree	12,250	32%	570,273	25%
Educational attainment not available	6,812	18%	475,703	21%

Based on data from US Census



NEARLY ALL STUDY AREA EMPLOYEES LIVE OUTSIDE OF THE LOCAL AREA

- Only 17 of the 14,969 employees who work in the Study Area also live in the Study Area.
- The largest portion of Study Area workers commute from the city of Atlanta, followed by Johns Creek, and Roswell.



Employment Count by Where Workers Live

Atlanta city, GA	689	4.7%
Johns Creek city, GA	632	4.2%
Roswell city, GA	406	2.7%
Sandy Springs city, GA	393	2.6%
Alpharetta city, GA	320	2.1%
Dunwoody city, GA	259	1.7%
Duluth city, GA	249	1.7%

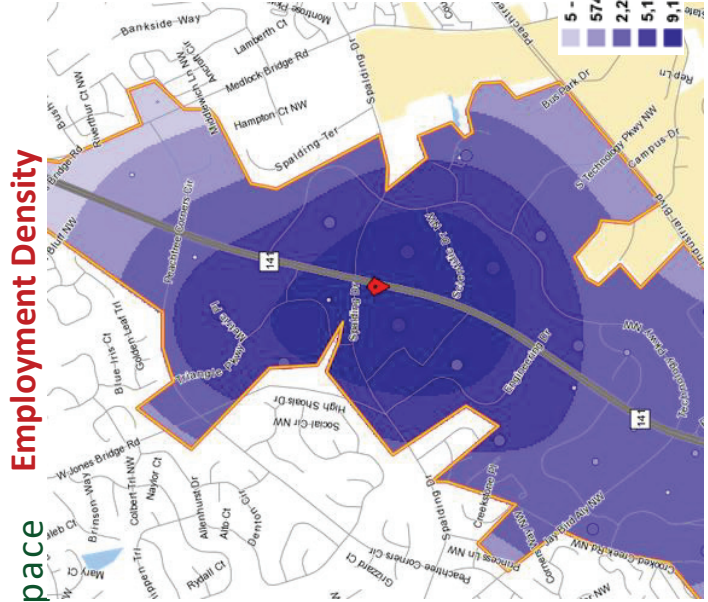
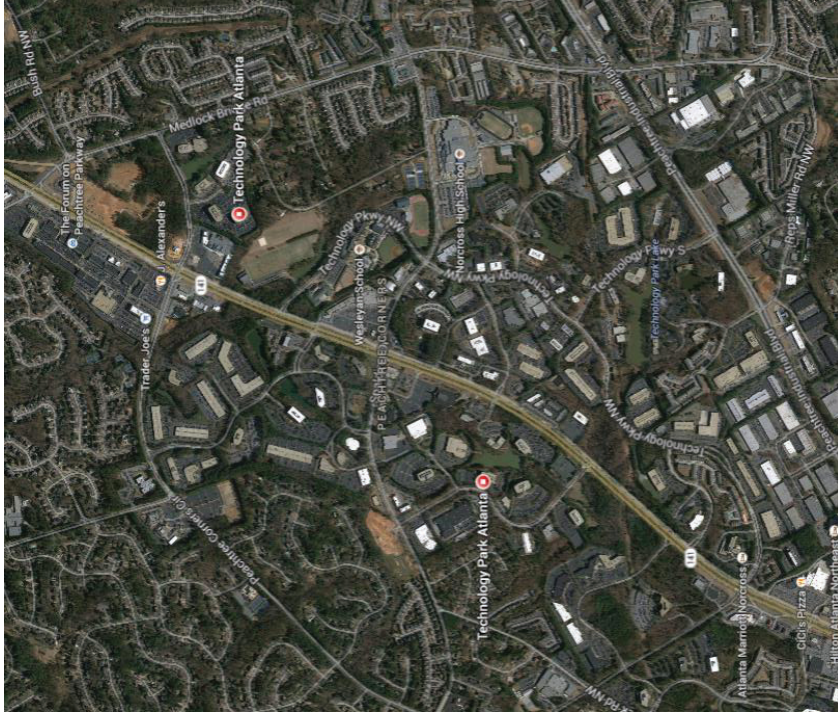
SOURCE: US Census



TECHNOLOGY PARK DRIVES THE LOCAL ECONOMY

- Technology Park Atlanta (TPA), developed over the last 40 years, is located in the Study Area and is key to the local economy.
 - Designed as one of Atlanta's first research & development parks
 - Combined with nearby Peachtree Corners Business Park, create Georgia's 4th largest technology district
 - Over 500 acres
 - 3.8 million SF of office space
 - 500 companies
 - 7,000 employees
 - Key Tenants:
 - Travelers Insurance
 - Georgia-Pacific
 - IKON
 - Intuit

SOURCE: Cushman Wakefield



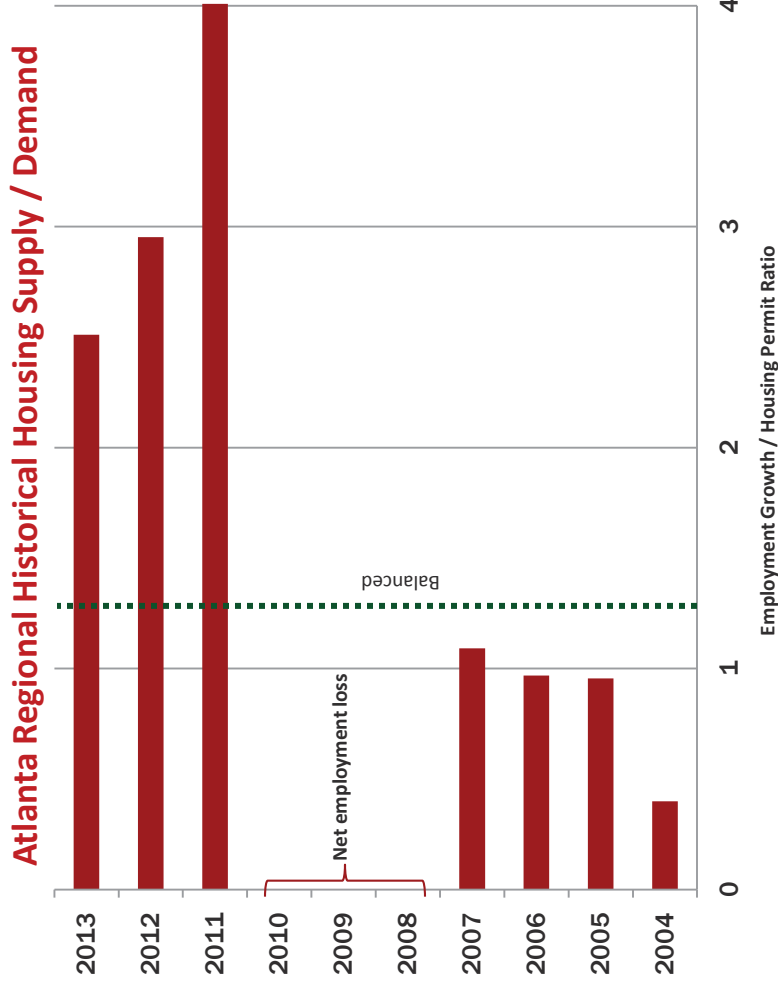
SOURCE: US Census

Housing Overview



REGIONAL HOUSING DEMAND

- Overall housing demand in the Atlanta region, based on the employment growth-to-permit ratio, has exceeded the balanced level (1.2), with **demand exceeding supply**, for the past three years.



	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Job Growth	(42,500)	(22,800)	29,700	69,000	66,100	48,800	(26,600)	(136,100)	(20,800)	35,500	42,400	61,000
Permits	67,078	66,386	74,466	72,223	68,240	44,686	19,034	6,509	7,627	8,692	14,356	24,297

Based on data from US Census & Bureau of Labor Statistics



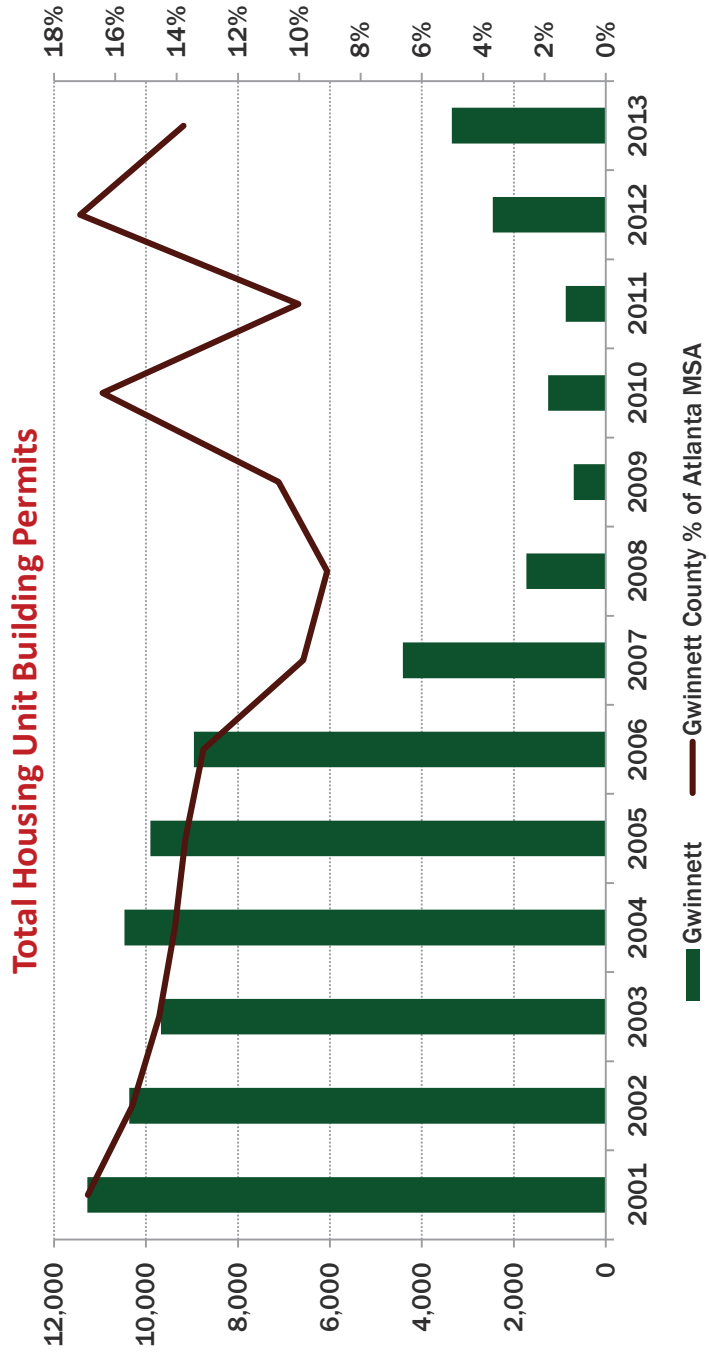
Peachtree Corners

LCI Real Estate Market Analysis Baseline Report Page 22

HOUSING PERMITS TELL THE STORY OF THE ATLANTA REGIONAL ECONOMY

■ Permit levels have begun to climb again after new housing effectively ground to a halt during the Great Recession and its immediate aftermath.

■ Gwinnett County's share of regional permits has risen since the end of the recession.



	2007	2008	2009	2010	2011	2012	2013	2014 (April)
Gwinnett	4,413	1,729	695	1,252	872	2,461	3,347	1,464
Atlanta-Sandy Springs-Marietta MSA	44,686	19,034	6,509	7,627	8,692	14,356	24,297	8,462
Gwinnett County % of Atlanta MSA	10%	9%	11%	16%	10%	17%	14%	17%

Based on data from SOCDs Building Permits Database



PEACHTREE CORNERS IS HOME TO A MIX OF OWNER AND RENTER HOUSEHOLDS

- Although the tenure characteristics in the Study Area are weighted heavily toward owner-occupied housing, the overall city of Peachtree Corners has a high percentage of renter households.
- None of the large apartment complexes in Peachtree Corners are present in the Study Area.

Tenure: Renter vs. Owner Occupied, 2014

Study Area City of Peachtree Corners



Based on data from Nielsen



Peachtree Corners

LCI Real Estate Market Analysis Baseline Report

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Appendix B

CURRENT PEACHTREE CORNERS HOUSING STOCK OLDER THAN THE REST OF THE ATLANTA REGION

- Homes in Peachtree Corners and the Study Area are typically a bit older on average than those in the rest of Gwinnett County and the Atlanta region.
- 1980-2000 was the most active building period in the area.



Peachtree Corners current housing stock examples

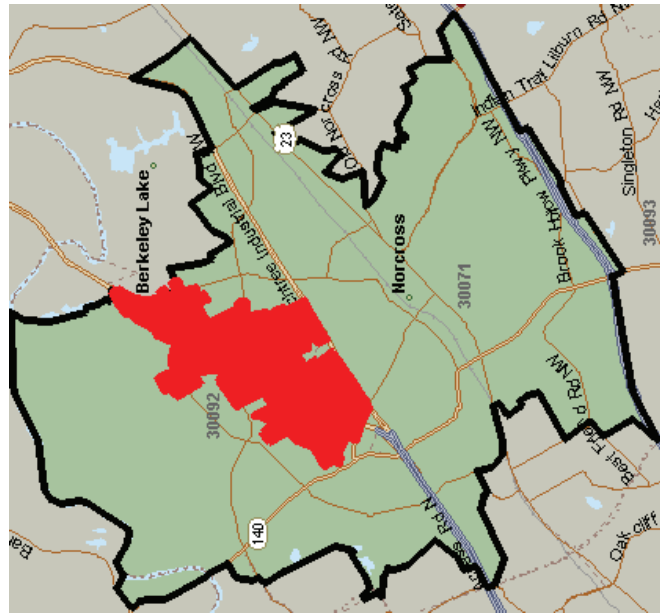
Housing Characteristics	Study Area	City of Peachtree Corners	Gwinnett County	Atlanta MSA
Units Built since 2000	128	2,022	100,865	653,781
Units Built 1980-2000	194	10,844	158,993	922,940
Units built pre-1980	127	3,800	49,957	714,960
Median age of housing unit (Years)	26	27	20	24

Based on data from Nielsen

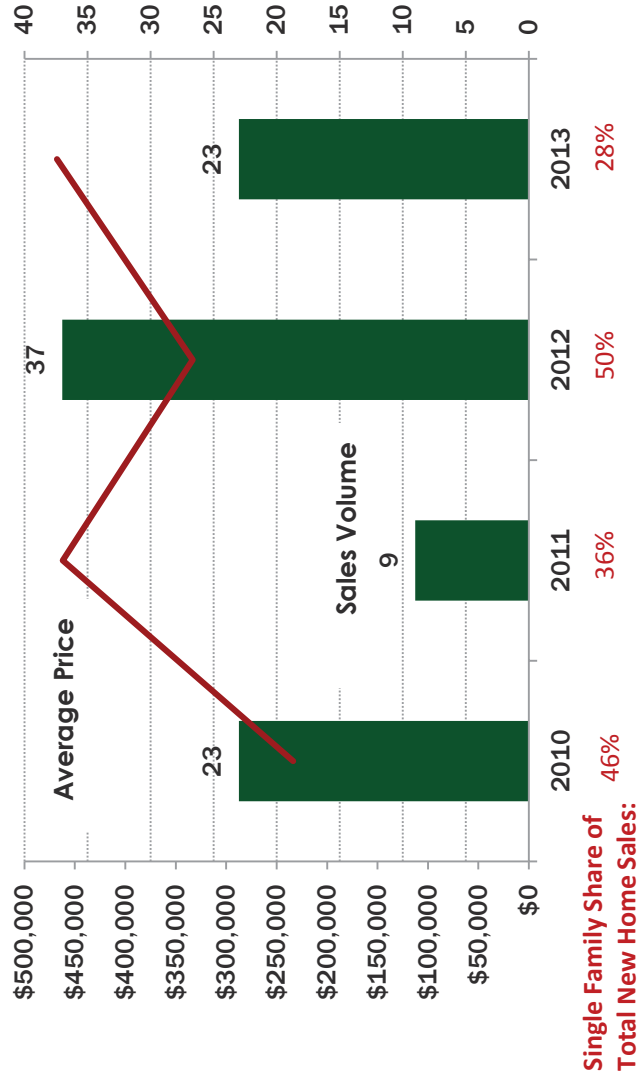


NEW SINGLE-FAMILY SALES STILL UNEVEN IN THE RECOVERY FROM THE GREAT RECESSION

- Average new single family home prices currently average approximately \$468,000.



New Single Family Home Sales: 30071 & 30092 Zip Codes



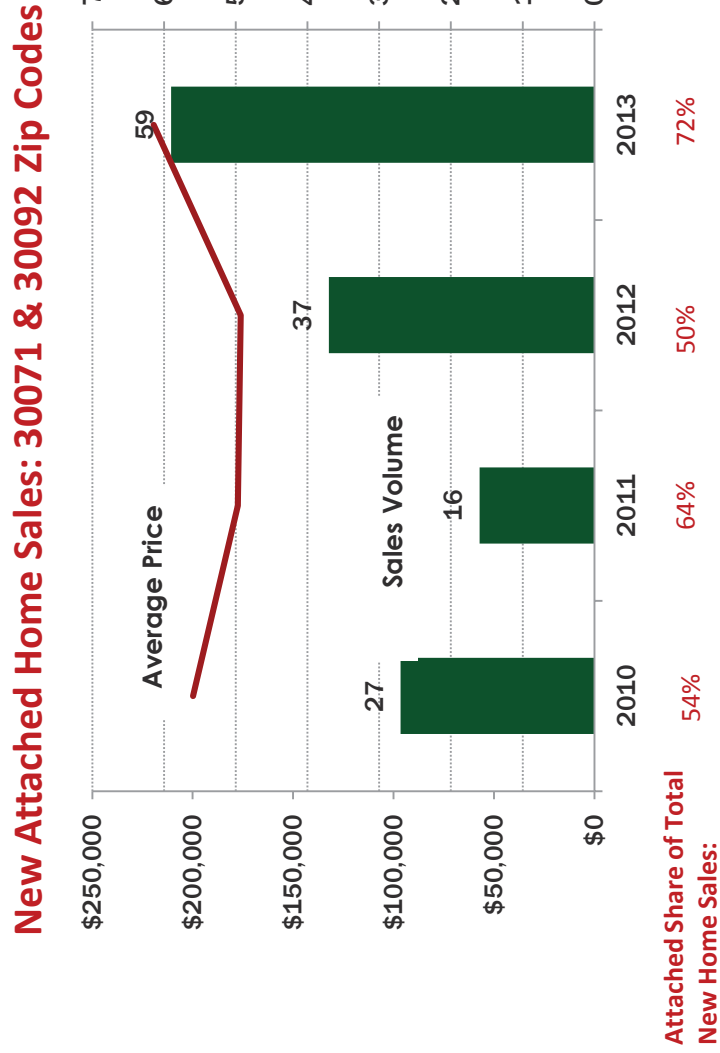
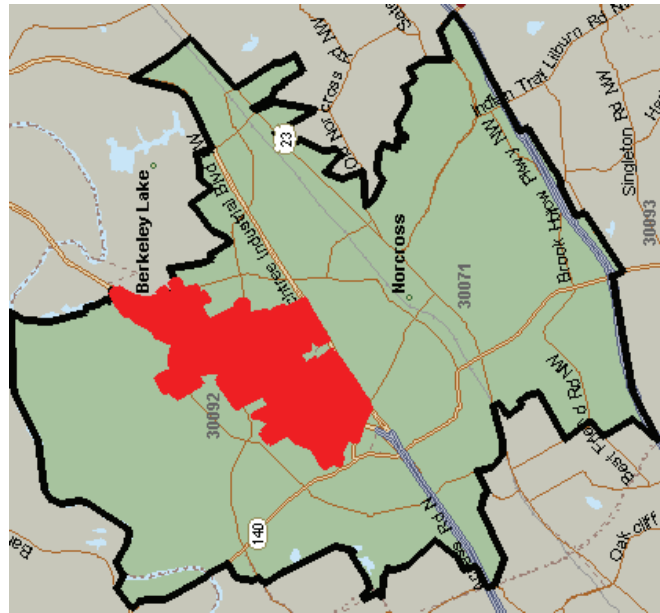
Study Area
30071 & 30092 Zip Codes

Based on data from Smartnumbers



NEW ATTACHED HOME SALES ON THE UPSWING SINCE 2011

- Average new townhome prices currently average approximately \$220,000.



■ Study Area
 ■ 30071 & 30092 Zip Codes

Based on data from Smartnumbers



PEACHTREE CORNERS CONTINUES TO BE A DESIRABLE LOCATION FOR HOME-OWNERS IN THE ATLANTA REGION

- Although the new home market has struggled to regain strength overall, townhome products appear to have found a robust market audience.
- The top four new home communities in the market area sell townhomes.



West Chase Townhomes



Berkley Chase Townhomes



Tillman Hall

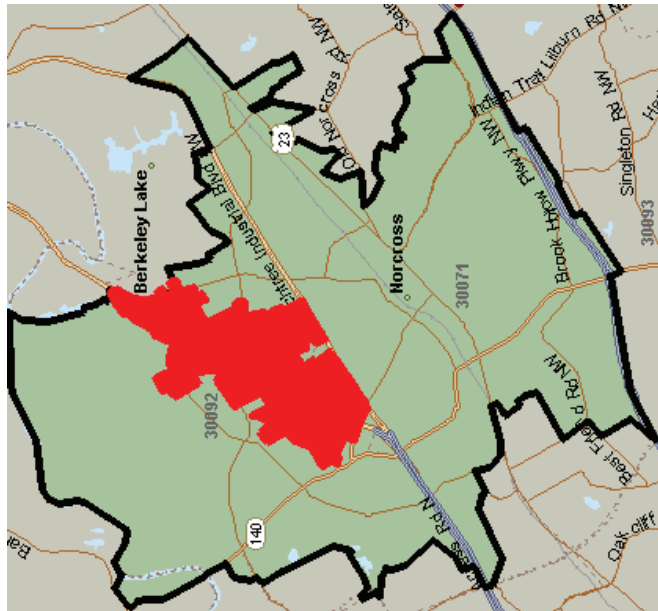
2013 Top 5 New Home Communities by Units Sold, 30071 & 30092 Zip Codes

Name	Product	Units Sold 2013	Avg. Sale Price
West Chase	Townhome	26	\$250,852
Berkley Chase	Townhome	11	\$198,611
Madison Ridge	Townhome	11	\$170,206
Medlock Trace	Townhome	11	\$214,982
Tillman Hall	Single Family	11	\$690,080

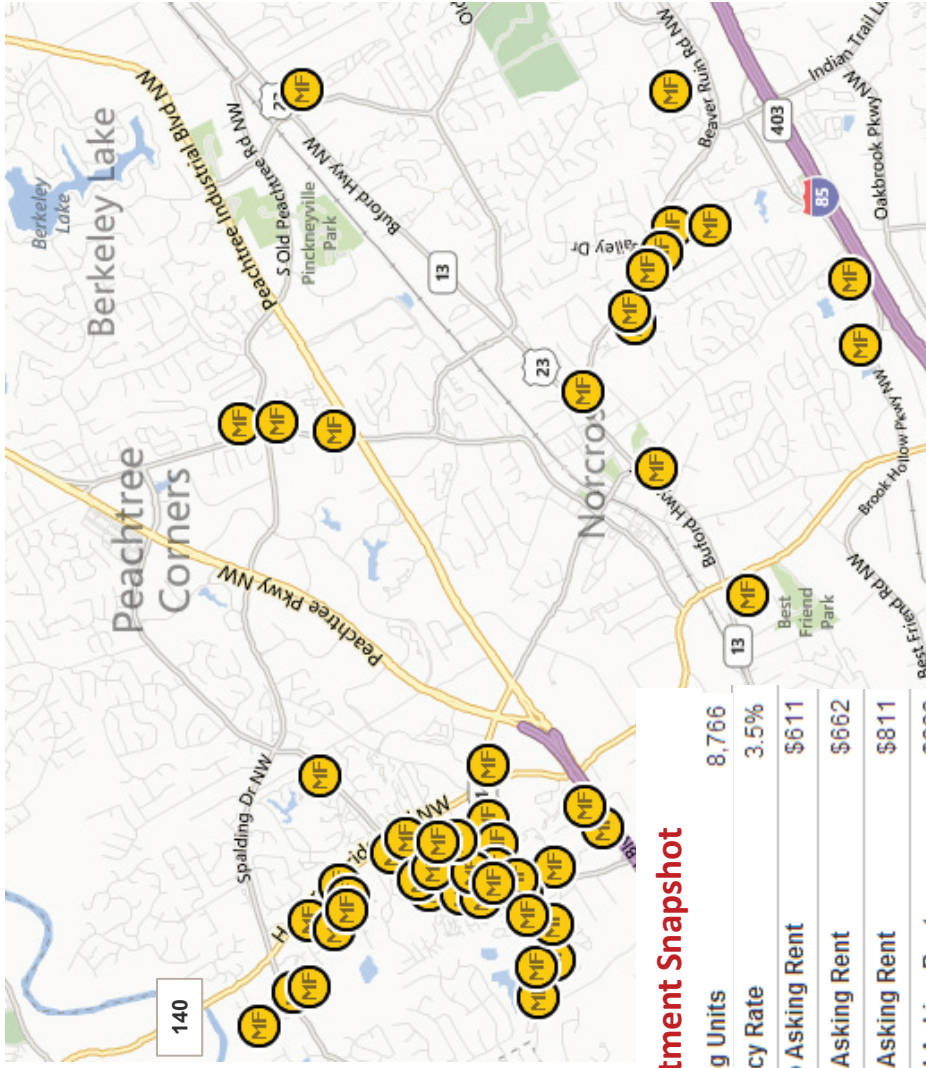
Based on data from Smartnumbers

NEARBY APARTMENT MARKET HAS LOW VACANCIES AND LOW RENTS

- Nearly 9,000 apartment units in the local area.
- Average Year Built: 1981
- No units in Study Area



Multifamily Apartment Locations: 30071 & 30092 Zip Codes



Apartment Snapshot

Existing Units	8,766
Vacancy Rate	3.5%
Studio Asking Rent	\$611
1 Bed Asking Rent	\$662
2 Bed Asking Rent	\$811
3+ Bed Asking Rent	\$983

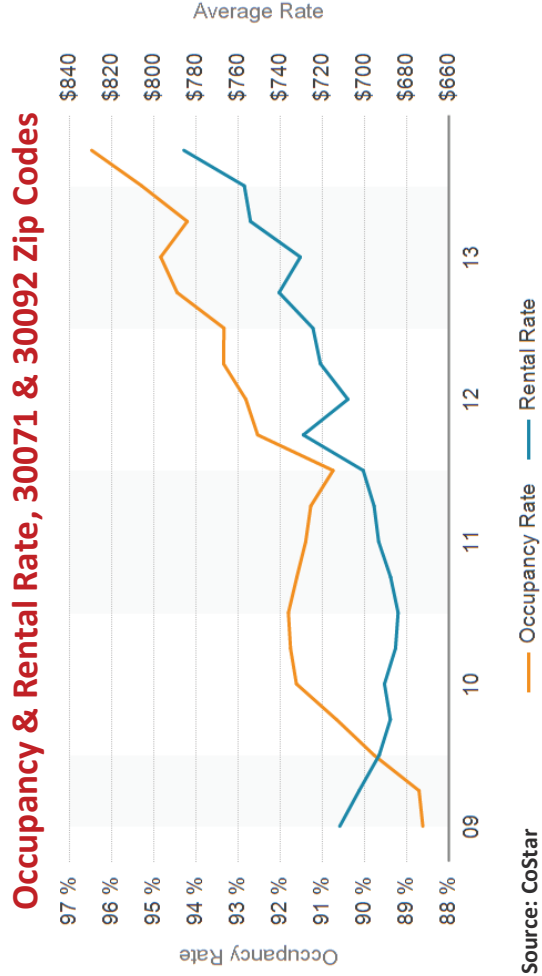
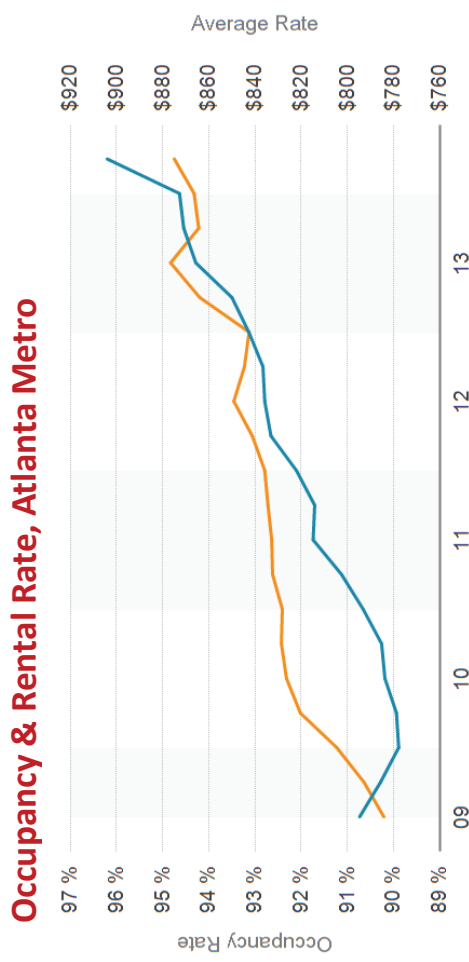
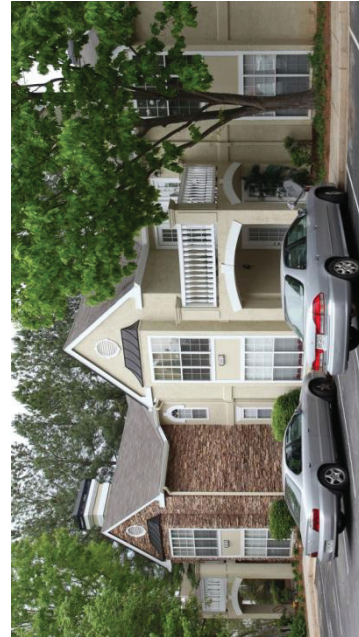
Study Area
30071 & 30092 Zip Codes

Source: CoStar



STUDY AREA APARTMENT MARKET ATTRACTIVE TO MIDDLE-INCOME RENTERS

- Although average rents in the local apartment market are lower than rents in the overall region, the local market's performance has improved since 2011 and now the local market is very tight, with occupancies near 97%.
- The 146 units at **Wynfield Trace** (shown below) get the highest rents in the local area (\$1,120/month) and are nearly fully occupied.



Source: CoStar



Peachtree Corners

LCI Real Estate Market Analysis Baseline Report

Page 31

Appendix B

Commercial Real Estate Overview

OFFICE USES PREDOMINATE THE STUDY AREA COMMERCIAL REAL ESTATE

- Study Area properties comprise 18% of all Gwinnett office square footage, down 2% from 2004.
- With nearly 4 million SF, over half of all office space in the Study Area is in Technology Park.

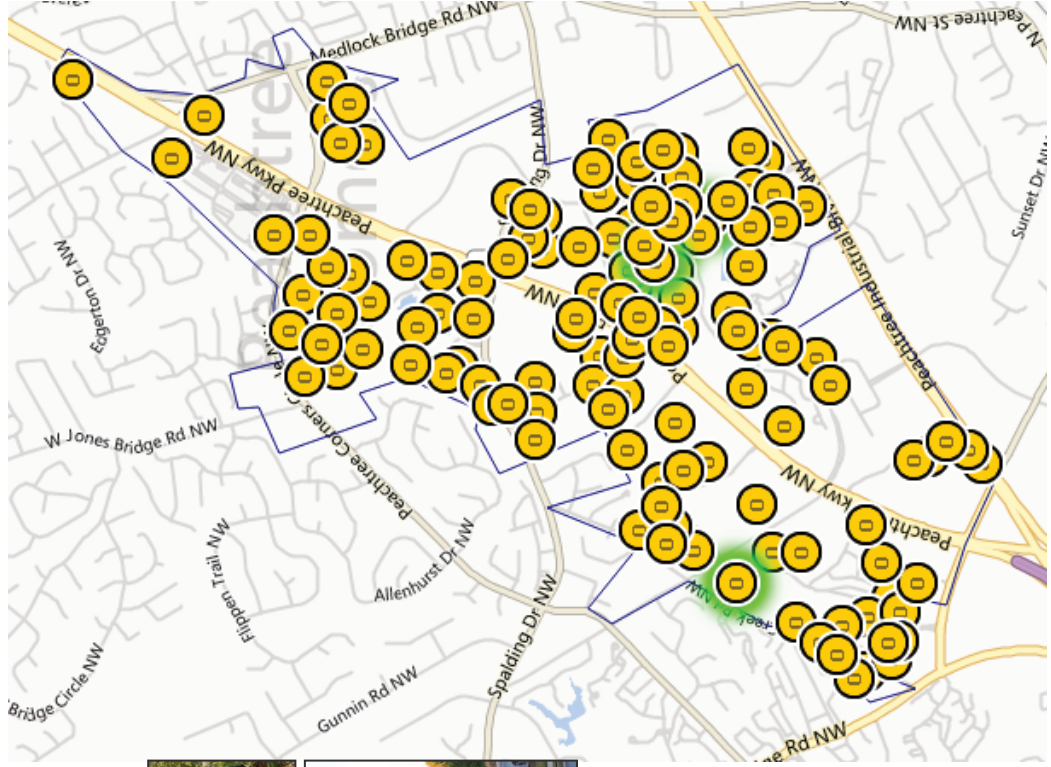


2014 Office Snapshot

Existing Buildings	133
Existing SF	5,996,863
Gross Rent Per SF	\$16.47
Vacancy Rate	22.6%

Source: CoStar

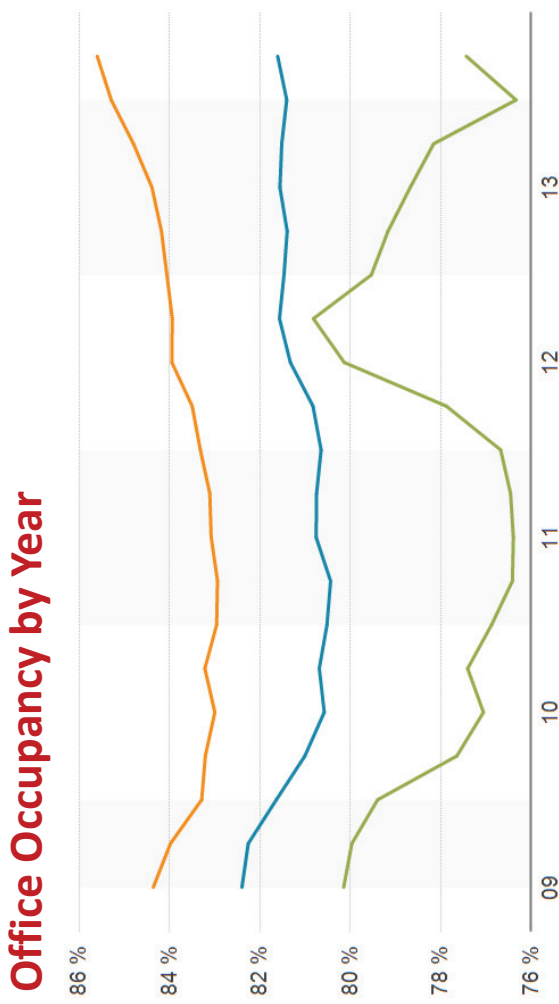
Office Locations



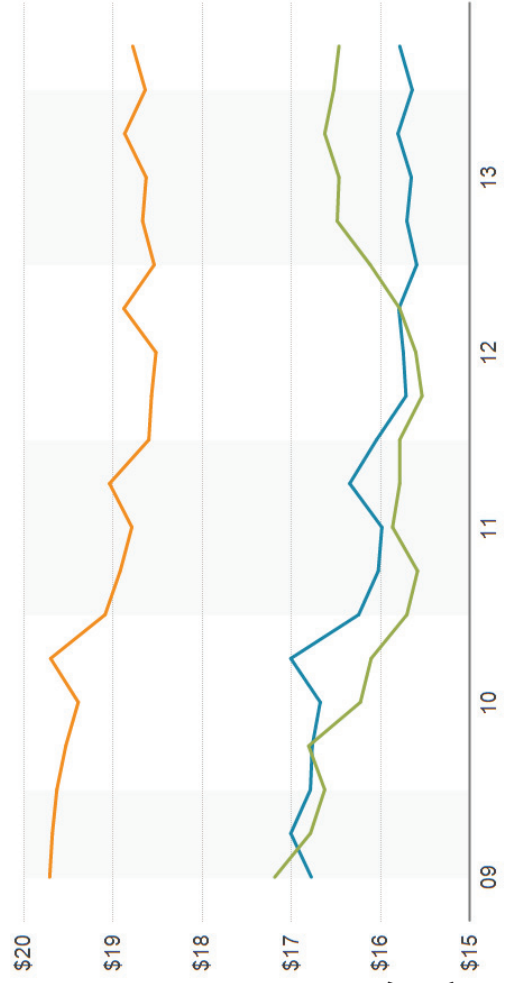
STUDY AREA OFFICE PERFORMANCE HISTORICALLY LAGS ATLANTA METRO AREA

- Peachtree Corners/Study Area office market lagging regional improvement since 2012.
- Current Study Area office occupancy rate (77%) is 4% lower than Gwinnett overall and 8% lower than the Atlanta metro region.
- Office rents in the Study Area are now higher than in the rest of Gwinnett County, but still over \$2/SF lower than the region overall.

- Current rents do not justify higher-cost mid-rise building types.



Avg. Asking Rent per Sq. Foot by Year

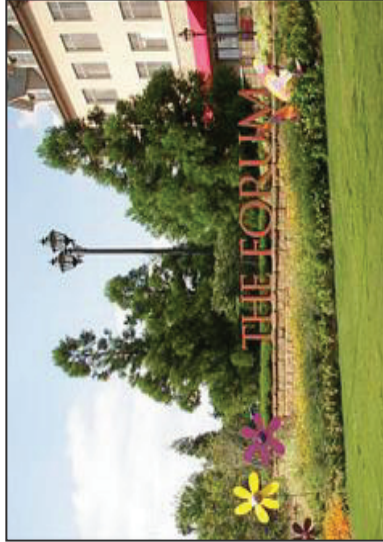


Source: CoStar

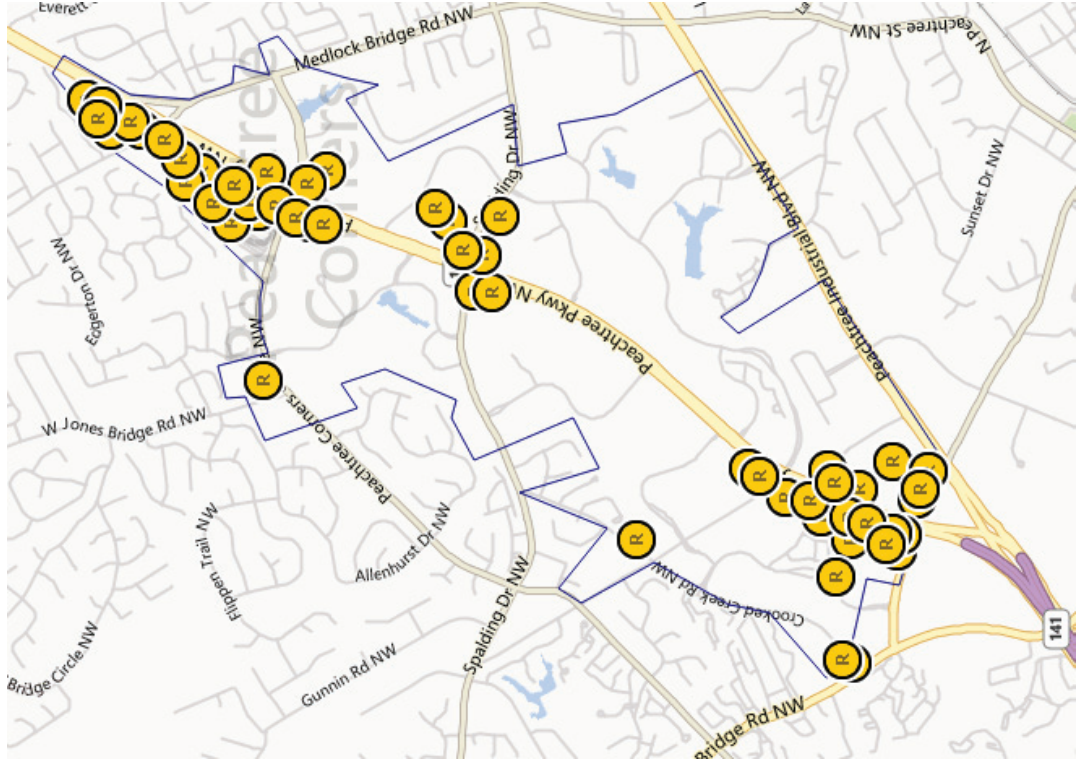


RETAIL USES PRIMARILY CLUSTERED AT KEY STUDY AREA INTERSECTIONS

- Study Area properties comprise 2.2% of all Gwinnett retail square footage, down 0.5% from 2004.
- The Forum, an upscale lifestyle center, anchors the Study Area retail offerings.
- Other local retail is typical auto-centric suburban neighborhood and community centers with mix of food and goods.



Retail Locations



2014 Retail Snapshot

Existing Buildings	54
Existing SF	1,313,030
MMN Rent Per SF	\$16.74
Vacancy Rate	7.1%

Source: CoStar

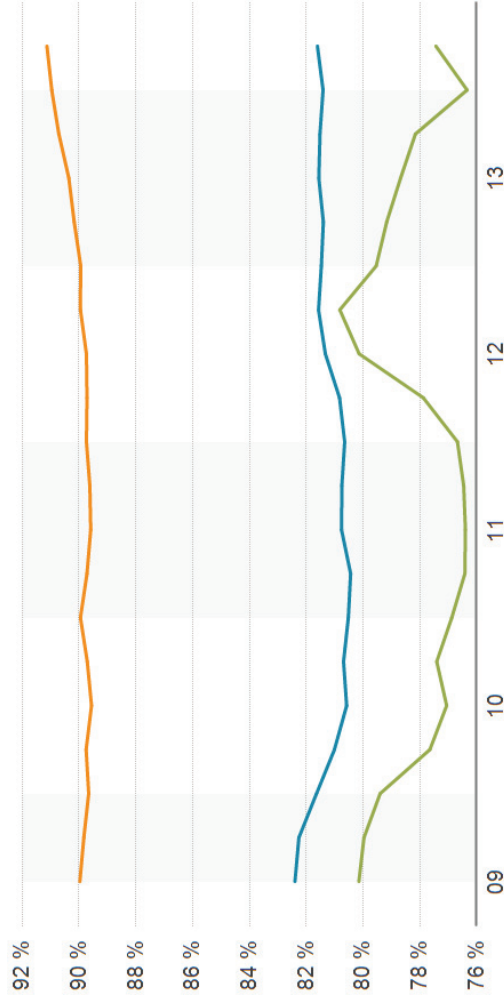


STUDY AREA RETAIL METRICS POINT TO SUCCESSFUL HIGHER-END OFFERINGS

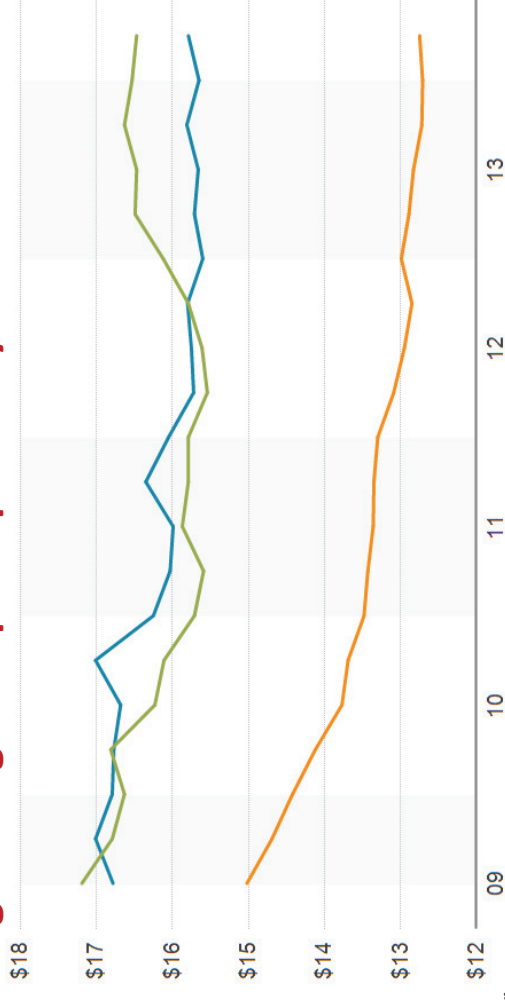
■ Although retail occupancies are over 10% lower in the Study Area than the region overall, rents in the Study Area are over \$3/SF higher than in the rest of region. This speaks to the quality of the local retail offerings, and strength of market demand.

■ Peachtree Corners has both daytime and resident retail demand, unique in many suburban markets.

Retail Occupancy by Year



Avg. Asking Rent per Sq. Foot by Year



— Study Area
— Gwinnett County
— Atlanta MSA

Source: CoStar



APPENDIX C

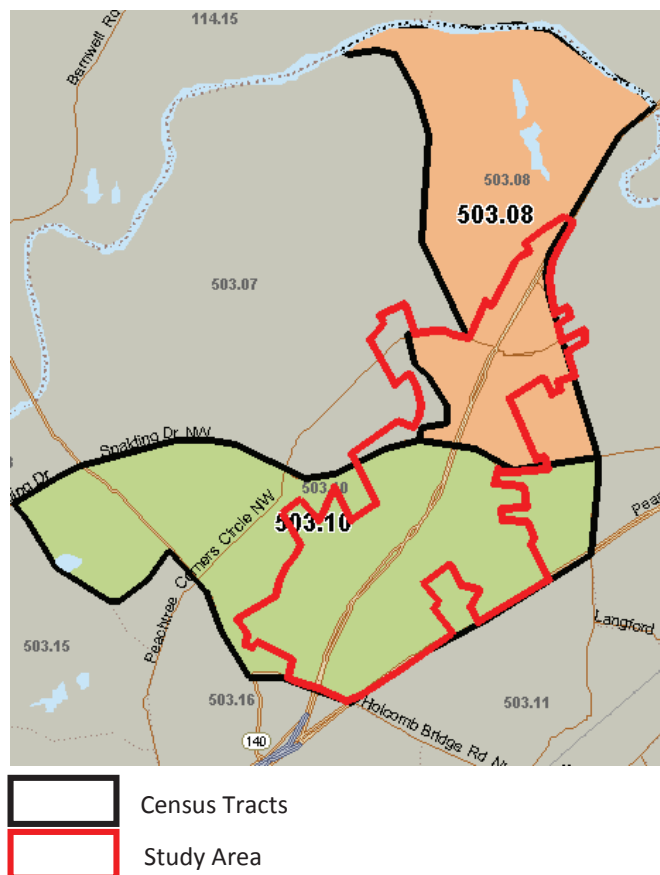
GROWTH PROJECTIONS & MARKET-BASED LCI STRATEGIES

Likely Market Response

Over the next 25 years, the employment and residential demographics will change in the Peachtree Corners LCI Study Area, generating demand for new housing, new types of office locations as well as demand for new commercial development to meet the needs of new residents and employees in the Study Area. Specifically, as the private sector market helps to meet the residential and commercial demands of the area, locations within the Study Area will begin to offer new real estate product types heretofore unseen in this portion of the Atlanta region. As this transformation takes hold the growth in the Study Area will create a new central business core with a growing number of activities for residents and employees. While allowing for the creation of a modern mixed use activity center, the new growth will enhance the quality of life for the entire city, providing amenities and future residential options for the residents of Peachtree Corners many current desirable neighborhoods.

Anticipated Growth – Population, Households and Employment

The following forecasts are based on the Atlanta Regional Commission's population, household and employment forecasts for the Atlanta region. It assumes that the Study Area will continue to capture growth in the larger Market Area. For the purpose of this analysis, the Market Area is defined as the two Census Tracts encompassing the Study Area: 503.08, 503.10 (see map below).



Because the much of the Study Area is built out, future growth will come from infill development and redevelopment of existing land uses. This redevelopment can take many forms and densities. Therefore, we have calculated two projections for the Study Area. The first, called “Proportional Growth,” uses projections from national data provider Nielsen to establish the current baseline counts in the Study Area and assumes that the Study Area will grow at the same pace as the Market Area, maintaining the same proportion of population, households and employment that exist currently. This scenario uses ARC’s demographic and economic projections for the Census tracts in the Market Area. The final scenario, called “Accelerated Growth” assumes that through redevelopment efforts as outlined in the LCI study, the Study Area will capture a higher proportion of future growth.

ARC currently projects the Market Area to grow from a population of 9,128 (3,842 households) in 2015 to 11,217 (4,844 households) in 2040, a total change of 2,090 residents or 23% over the 25-year period. In 2015, the Study Area’s population is 880 (419 households), or 9.6% of the Market Area population. Assuming current growth and development patterns, the Study Area is expected to add just over 200 people (109 households) over the next 25 years. Assuming accelerated growth for the Study Area, the Study Area would increase its proportion of the Market Area population from 28% to 89%, with a population of 10,005 (4,294 households) in 2040, a population increase of 9,125. This dramatic increase in the resident population and households would mark a true shift of Peachtree Corners from an employment center surrounded by single-family neighborhoods, to a city anchored by a regionally-significant mixed use town center.

Population Forecast 2015-2040								
	2015	2020	2025	2030	2035	2040	Change 2015-2040	% Change
Market Area	9,128	9,642	10,042	10,442	10,830	11,217	2,090	23%
Study Area								
<u>Proportional Growth</u>		5.6%	4.1%	4.0%	3.7%	3.6%		
Population	880	930	968	1,007	1,044	1,081	201	22.9%
% of Market Area	9.6%	9.6%	9.6%	9.6%	9.6%	9.6%		
<u>Potential Accelerated Growth</u>		207%	67%	40%	29%	22%		
Population	880	2,705	4,530	6,355	8,180	10,005	9,125	1037%
% of Market Area		28.1%	45.1%	60.9%	75.5%	89.2%		
Source: Atlanta Regional Commission, Nielsen, BAG								

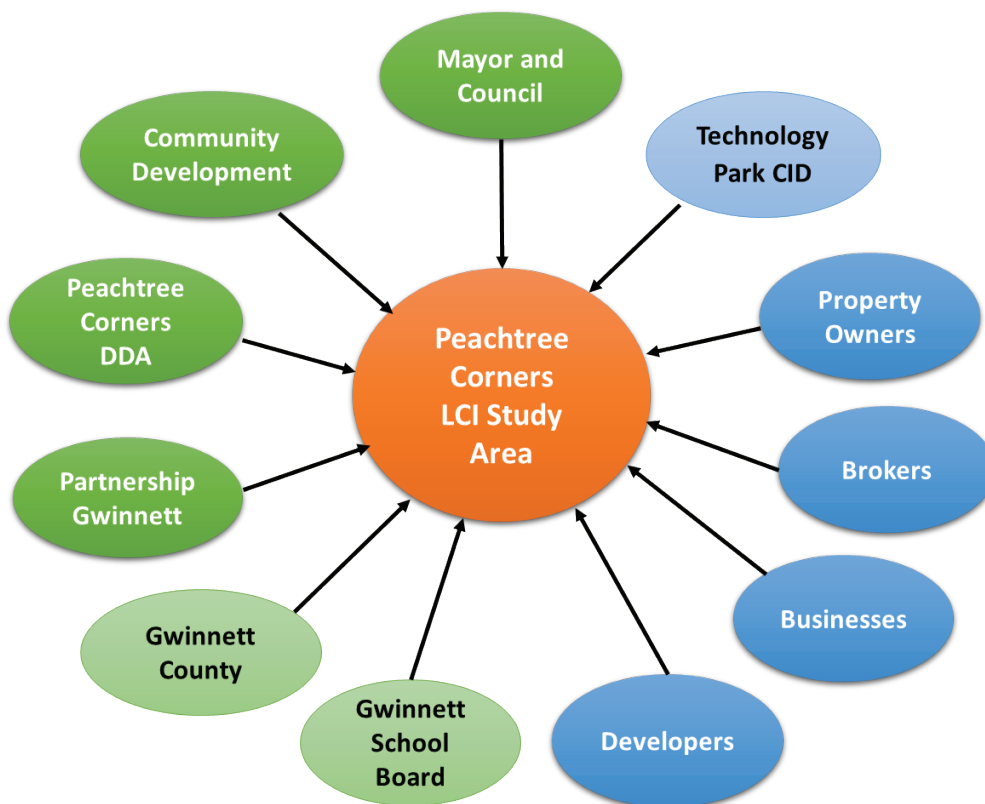
Household Forecast 2015-2040								
	2015	2020	2025	2030	2035	2040	Change 2015-2040	% Change
Market Area	3,842	4,091	4,285	4,478	4,661	4,844	1,003	26%
Study Area								
<u>Proportional Growth</u>		6.5%	4.7%	4.5%	4.1%	3.9%		
Households	419	446	467	488	508	528	109	26.1%
% of Market Area	10.9%	10.9%	10.9%	10.9%	10.9%	10.9%		
<u>Potential Accelerated Growth</u>		185.0%	64.9%	39.4%	28.2%	22.0%		
Households	419	1,194	1,969	2,744	3,519	4,294	3,875	924.8%
% of Market Area		29.2%	46.0%	61.3%	75.5%	88.6%		
Source: Atlanta Regional Commission, Nielsen, BAG								

The Market Area is projected to grow from 20,718 jobs in 2015 to 29,412 jobs in 2040, a total change of 8,694 jobs or 42% over the 25-year period. In 2015, there are 14,969 jobs in the Study Area, or 72% of the Market Area. Assuming proportionate growth for the Study Area, it would increase to 21,251 jobs to in 2040, an increase of 6,282 jobs. Assuming accelerated growth, the Study Area would increase its proportion of the Market Area jobs from 72% to 78%, increasing the Study Area to 22,701 jobs in 2040, an increase of 7,732 jobs, or 52%.

Employment Forecast 2015-2040								
	2015	2020	2025	2030	2035	2040	Change 2015-2040	% Change
Market Area	20,718	23,306	24,738	26,169	27,791	29,412	8,694	42.0%
Study Area								
<u>Proportionate Growth</u>								
Employment	14,969	16,839	17,873	18,907	20,079	21,251	6,282	42.0%
% of Market Area	72.3%	72.3%	72.3%	72.3%	72.3%	72.3%		
<u>Potential Accelerated Growth</u>								
Employment	14,969	16,839	18,123	20,357	21,529	22,701	7,732	51.7%
% of Market Area	72.3%	72.3%	73.3%	77.8%	77.8%	77.8%		

Peachtree Corners LCI Implementation Strategy

The implementation of the development vision for the Peachtree Corners LCI Master Plan should be based on the creation of a cooperative public private partnership between the key participants/stakeholders.



The key participants in achieving the vision for the Peachtree Corners LCI master plan are both in the public and private sector. Given the City's size and limited financial resources, the successful implementation of the LCI master plan will require creating effective partnerships among all of the entities that can bring unique skills and abilities to the task.

The key participants are:

Private Sector

- **Property Owners**— the existing property owners play an essential role in the implementation of the vision for the master plan area. Owners of the substantial inventory of older business park and retail buildings that are experiencing significant vacancies will have to either 1) renovate their facilities themselves; 2) embrace the need to redevelop their current property in-line with the

vision for the LCI master plan area; or, 3) be willing to sell their property to developers interested in implementing the redevelopment vision for the area.

- **Brokers**-- implementing the vision for the Peachtree Corners study area will depend on the brokers buying-in and promoting the new vision for the area as a mixed use business district with a strong technology focus. Representatives of the brokerage community have already provided Peachtree Corners leadership, in a discussion in the fall of 2014, with a frank assessment of how the area is perceived by prospective tenants and what it will take to compete for the emerging businesses in technology and other fields. City leadership needs to keep this dialogue going since it yields valuable insights about what the office market is seeking and the importance of creating a vibrant live, work, play environment near the workplace to attract the coveted millennial generation of workers, and their bosses who make the business location decisions, to the area.
- **Businesses**— Part of the future success of Peachtree Corners as a major employment location will also depend on networking with existing businesses to determine if there are opportunities for them to expand their businesses in the area or attract new operations from their parent companies to the area as well as key suppliers in their supply chain. The substantial number of businesses in the area offer great potential for growth and expansion if managed and marketed effectively. A potential CID, along with Partnership Gwinnett, can both play important roles in supporting the City in this process.

Public Sector

- **Peachtree Corners Mayor and Council**—The commitment of Mayor Mason and the Council to the economic well-being of the commercial core of Peachtree Corners has been evident throughout the LCI planning process. Their personal involvement in numerous meetings and discussions of the best future development strategy and plan for action will help assure that key implementation steps in the plan are actionable and are accomplished. This level of commitment will be key to the success of Peachtree Corners achieving its vision for the LCI plan through the complicated process of implementation. A similar high level of commitment by elected officials in Suwanee, Duluth, Alpharetta and Woodstock to their LCI redevelopment plans has been critical to their long-term success in implementation.
- **Peachtree Corners Community Development**—As part of city government, this department along with Planning and Zoning, play vital roles in the future development and growth of Peachtree Corners. Community Development and Planning and Zoning play a critical role in providing the regulatory framework that will encourage the long term vitality of the commercial core of Peachtree Corners in accordance with the LCI plan recommendations. It is up to these two departments to provide the regulatory framework to encourage appropriate mixed use development which will create the desired environment for the city's future workforce, while protecting and enhancing the quality of life for the existing residents of the community.

- **Peachtree Corners Downtown Development Authority**—The City has established a downtown development authority to help create the desired environment in the commercial core of Peachtree Corners. DDA's have been effective entities in the preservation and redevelopment of many Georgia cities and provide a “toolkit” of powers that can play an effective role in the implementation of the vision for the LCI study area.
- **Partnership Gwinnett**—This unique economic development partnership between the public and private sectors in Gwinnett County has become a model for other counties around the state. Through its structure it combines and coordinates the economic development efforts of the County and participating city governments with key private sector companies to generate a coordinated strategy for economic development in the County. This is a relative rare phenomenon, with conflicting agendas, overlapping lines of authority and a lack of coordination between private sector and the public sector the norm in many areas of the state. Partnership Gwinnett provides Peachtree Corners with a resource to market and promote the economic development of the community, particularly in the office and industrial sector through recruitment, retention and expansion of businesses in these sectors. This will be a critical function in the achieving the vision in the LCI plan for the study area.
- **Gwinnett County Commission**— Gwinnett County has a tremendous amount to gain from the successful implementation of the master plan recommendations for the LCI study area. The proposed plan would provide a major economic stimulus to this critical employment and technology center for the County. Peachtree Corners contains one of the largest concentrations of employment in Gwinnett County in its 6 million SF of office space and represents a significant component of the County's tax digest. The County's role has been to help provide the public infrastructure needed to support the LCI's study area's transportation and other improvements through the allocation of SPLOST funding. This can be an important source of infrastructure funding for the future as well. Should the City decide to pursue the creation of a tax allocation district the County could also be a partner in that effort.
- **Gwinnett County Board of Education**—the Gwinnett County Board of Education plays a critical role in preparing the future workforce for businesses in Peachtree Corners. The recognized quality of the local school system is a key quality of life factor in the appeal of Peachtree Corners and needs to be preserved and enhanced over the coming decade. Should the City decide to create a tax allocation district to advance the redevelopment of the commercial core it will need to secure the school board's participation in that effort.

Key Implementation Steps

The following steps should be considered in implementing the vision detailed in the Peachtree Corners LCI master plan:

- Formally Adopt the LCI Master Plan**—The Peachtree Corners LCI master plan should be adopted by the City Council as its “roadmap” for the future development of the study area over the next decade. The City should use the master plan to promote the vision for the area and build a framework of success as small incremental steps in its implementation are achieved. This is model used so successfully by the Midtown Alliance in the promotion of Blueprint Midtown. It created a sense of momentum and inevitability around the plan that was critical in getting the many property owners and developers with interest in the area to follow its key concepts and vision. When any new investment or development occurs in Midtown the Midtown Alliance claims it as being “in the Blueprint” or “according to the Blueprint”--this is important in creating a sense in the community of buy-in and commitment to the broader vision. It also makes it difficult for the next project to deviate from the plan.
- Consider Creation of Community Improvement District (CID) for the Commercial Core**— Given the substantial inventory of office and commercial uses concentrated in the commercial core of Peachtree Corners, it may make sense to create a Community Improvement District (CID) for the area. The creation of a CID, like the ones in Gwinnett Place or Gwinnett Village, would provide an organizational framework to focus on the future economic health and well-being of the study area will be a major institutional advantage in the implementation of the master plan.

A CID is a self-taxing district where commercial property owners agree to tax themselves additional millage (generally 2 to 5 mills) to support the creation of additional infrastructure and services within the CID boundaries. It has to be approved by a majority of the commercial property owners in the area and is governed by a local board composed of local elected officials and representatives of the property owners. Residential property is excluded from taxation and participation in a CID. It has proven to be a very effective model in Gwinnett Place, Perimeter Center, and North Fulton, to cite three examples, to plan for and pay for the cost of transportation and infrastructure projects to improve these areas.

The potential CID could embrace the LCI master plan recommendations and commit to provide administrative support and to leverage its funding sources to implement the plan over the next decade.

- The DDA Should Lead the Public Effort on the Redevelopment of the Catalyst Sites**—The DDA should assist the city in the implementation of the LCI master plan through the redevelopment of the identified catalyst sites. The DDA can work with the current property owners to determine if they are interested in redevelopment themselves, partnering with other firms experienced in the redevelopment process or receptive to offers to acquire their property for redevelopment. The DDA can coordinate the public response needed to support these redevelopment efforts whether that be special land use considerations, the provision of TAD funding or other funding mechanisms and identifying potential development partners either informally or through a joint RFQ/RFP process. The DDA also has the capacity for bonding and land assembly if funding is available.

- **A Peachtree Corners Tax Allocation District**—One of the most useful financial tools to support redevelopment in Georgia is the creation of a Tax Allocation District to fund key public infrastructure. For example, TAD funding financed the environmental clean-up, site prep work and creation of the parking superstructure that supported the development of Atlantic Station. Achieving the redevelopment of the catalyst sites may require some level of public support to achieve the development quality the City is seeking. The TAD incentive can be used to create the public infrastructure in terms of green space, streetscapes, and other public amenities and can be used to defray some or all of the cost of demolishing existing structures, doing environmental clean-up and other site prep costs to make redevelopment of outmoded commercial sites economically feasible.

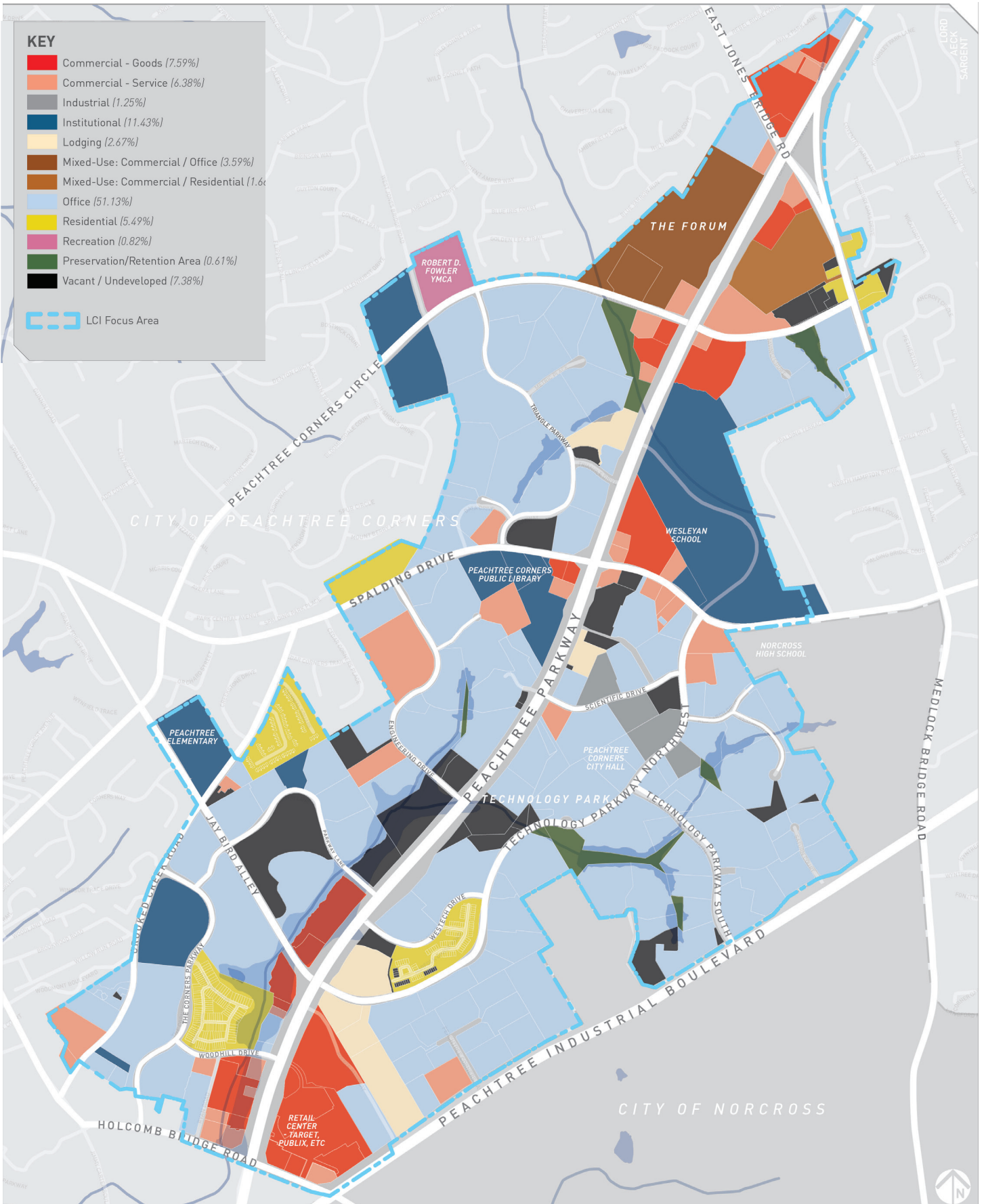
APPENDIX D

EXISTING CONDITIONS MAPS



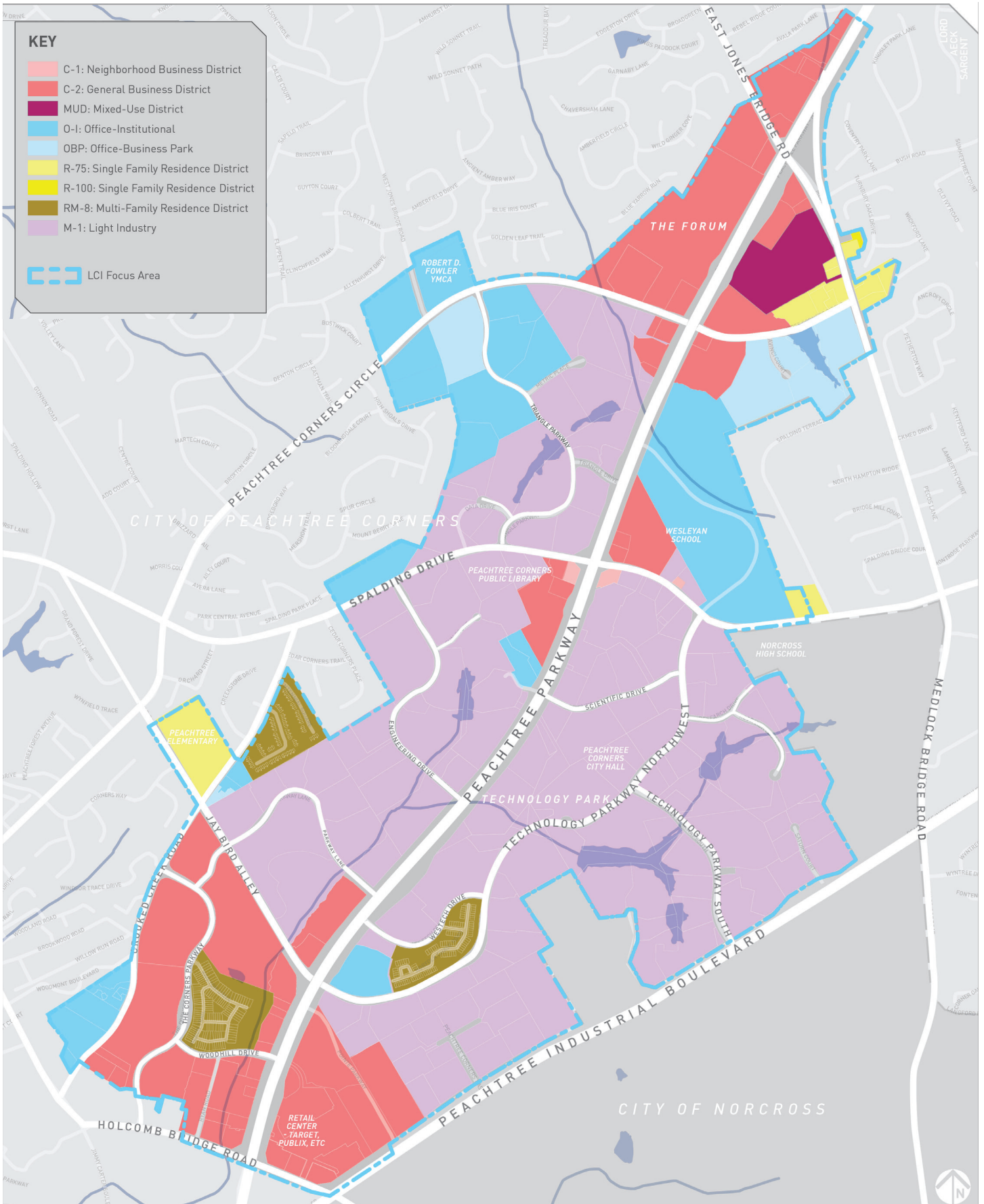
LCI AREA

	1/4 MILE	1/2 MILE	1 MILE
	5-7 min	10-15 min	20-25 min
	2-3 min	4-6 min	8-12 min
		1-2 min	2-4 min



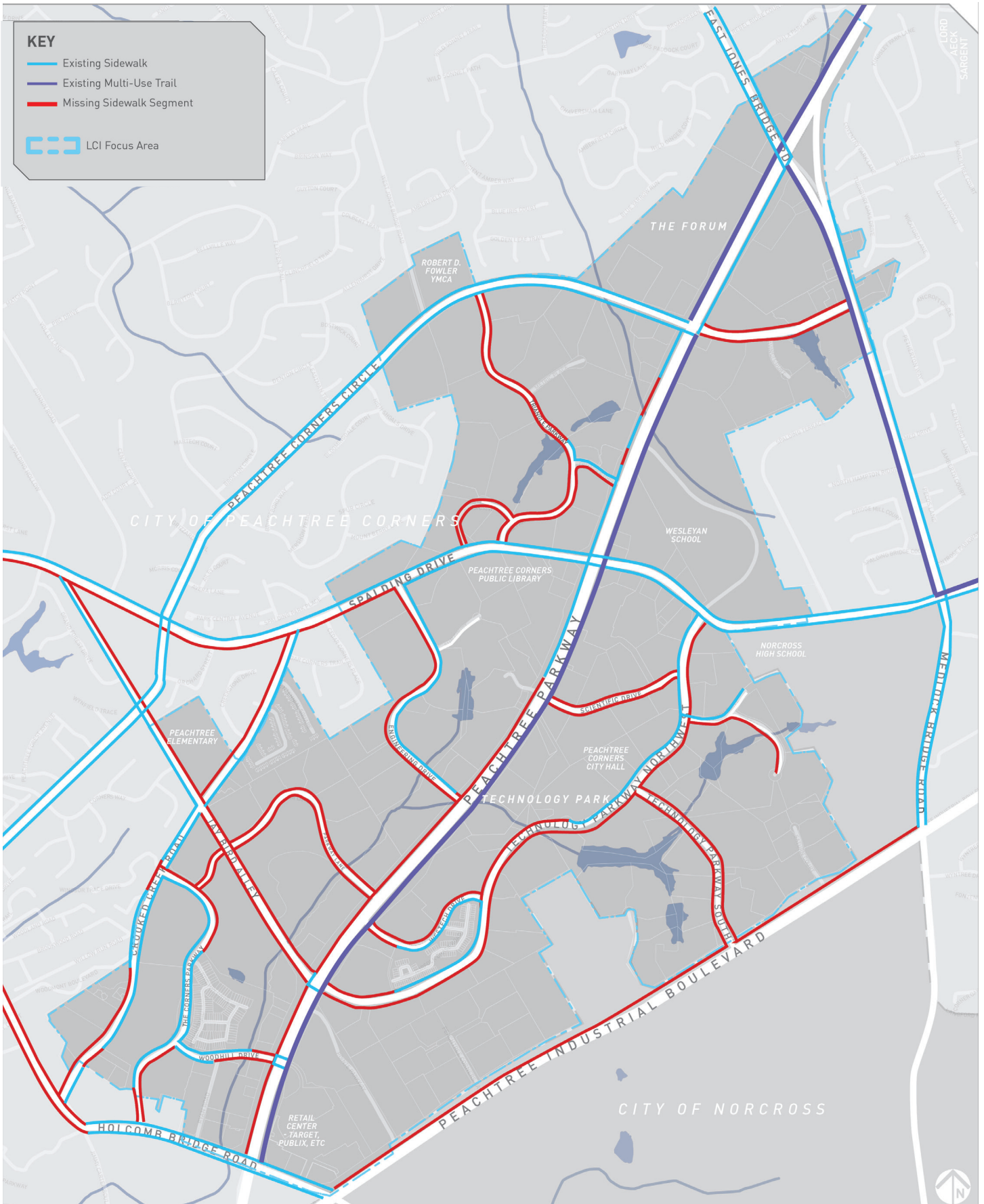
LAND USE

	1/4 MILE	1/2 MILE	1 MILE
	5-7 min	10-15 min	20-25 min
	2-3 min	4-6 min	8-12 min
		1-2 min	2-4 min



ZONING

	1/4 MILE	1/2 MILE	1 MILE
	5-7 min	10-15 min	20-25 min
	2-3 min	4-6 min	8-12 min
		1-2 min	2-4 min

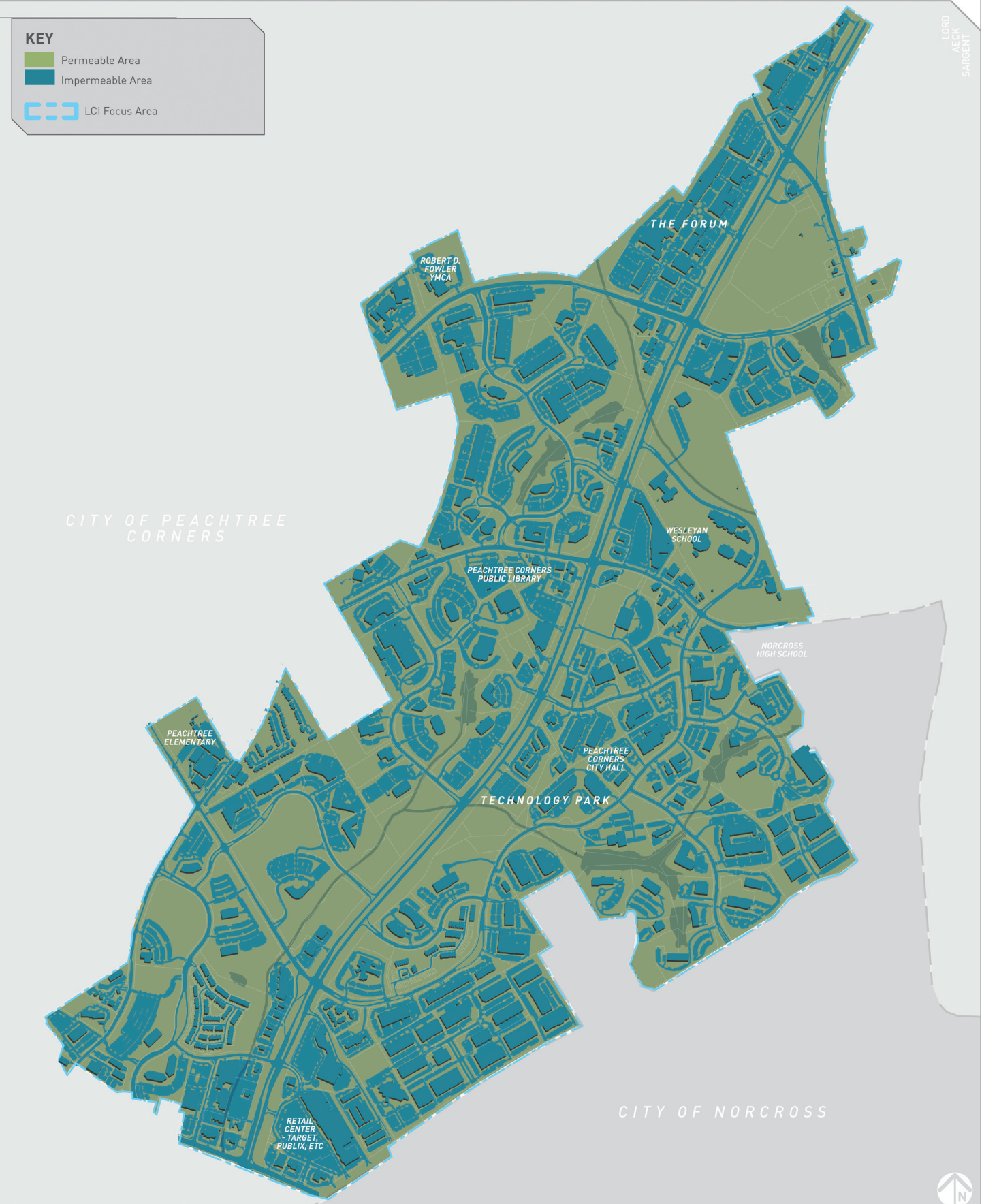


PEDESTRIAN CONNECTIVITY

	1/4 MILE	1/2 MILE	1 MILE
	5-7 min	10-15 min	20-25 min
	2-3 min	4-6 min	8-12 min
		1-2 min	2-4 min

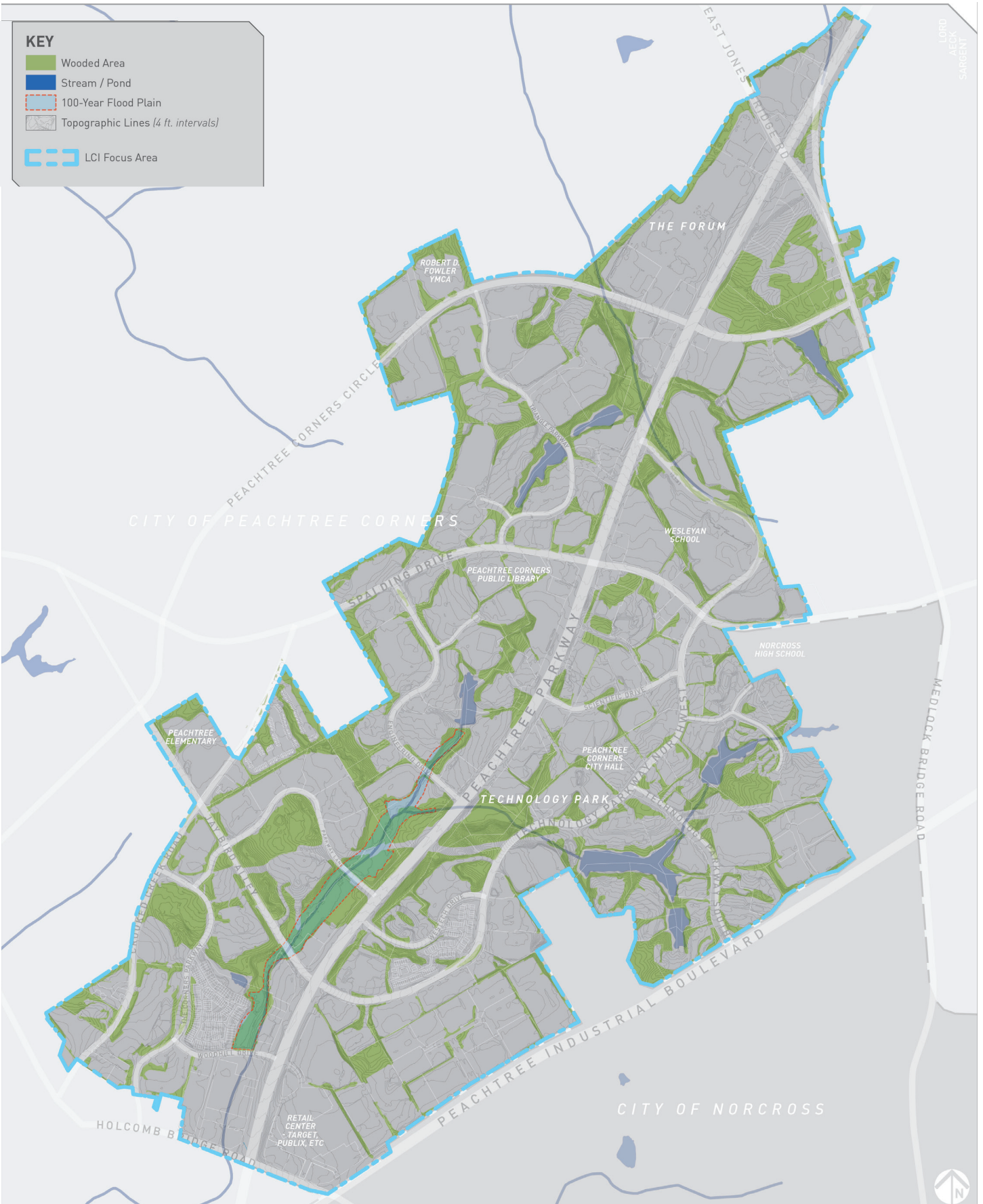
KEY

- Permeable Area
- Impermeable Area
- LCI Focus Area



IMPERMEABLE AREAS

0'	1/4 MILE	1/2 MILE	1 MILE
	5-7 min	10-15 min	20-25 min
	2-3 min	4-6 min	8-12 min
		1-2 min	2-4 min

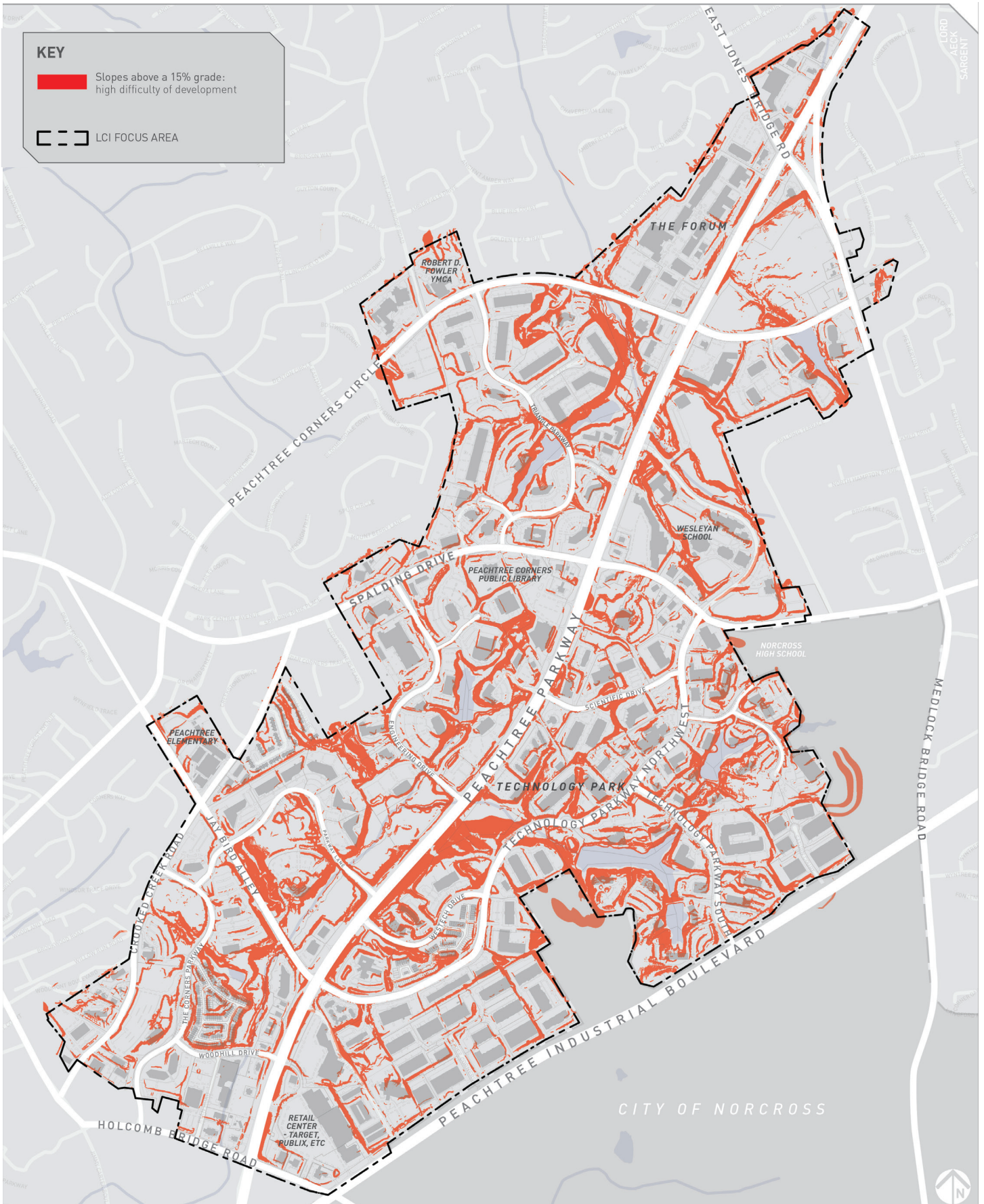


KEY

- Wooded Area
- Stream / Pond
- 100-Year Flood Plain
- Topographic Lines (4 ft. intervals)
- LCI Focus Area

TOPOGRAPHY & HYDROLOGY

	1/4 MILE	1/2 MILE	1 MILE
Walking	5-7 min	10-15 min	20-25 min
Bicycling	2-3 min	4-6 min	8-12 min
Driving		1-2 min	2-4 min

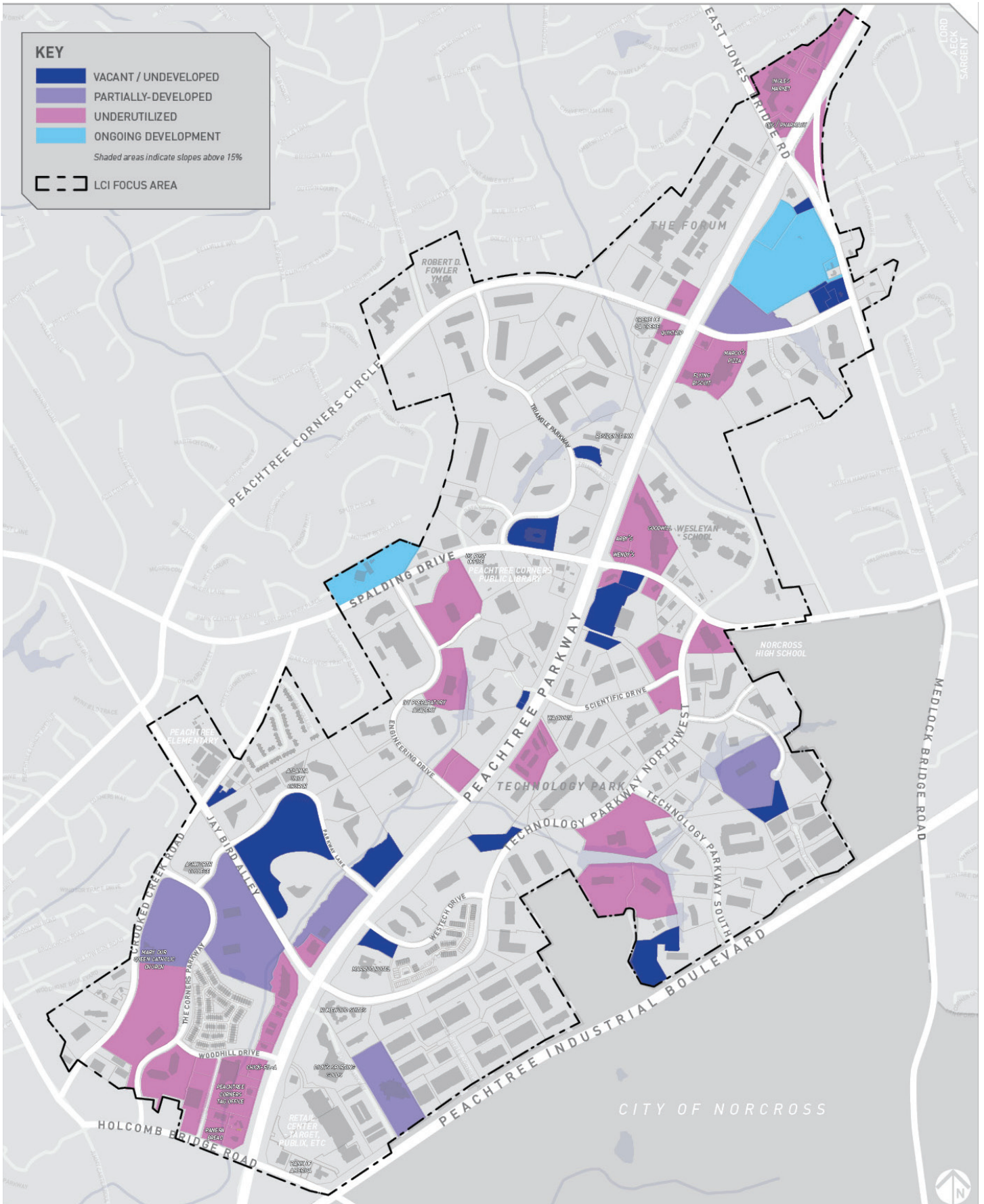


KEY

- Slopes above a 15% grade: high difficulty of development
- LCI FOCUS AREA

SLOPE ANALYSIS

0'	1/4 MILE	1/2 MILE	1 MILE
	5-7 min	10-15 min	20-25 min
	2-3 min	4-6 min	8-12 min
		1-2 min	2-4 min



KEY

- VACANT / UNDEVELOPED
- PARTIALLY-DEVELOPED
- UNDERUTILIZED
- ONGOING DEVELOPMENT

Shaded areas indicate slopes above 15%

LCI FOCUS AREA

DEVELOPMENT OPPORTUNITIES

	1/4 MILE	1/2 MILE	1 MILE
	5-7 min	10-15 min	20-25 min
	2-3 min	4-6 min	8-12 min
		1-2 min	2-4 min

APPENDIX E

PUBLIC ENGAGEMENT EVENTS

DETAILED SUMMARY

What do you love about Peachtree Corners?

- Good dog parks
- Peachtree Corners has good parks
- We love that it became a City
- Good Schools
- Convenient Location
- Everything isn't far away
- Great Mayor & City Council
- Great Festivals

Other responses about Peachtree Corners / '+' indicates repeated responses

Development:

- No more residential developments
- No new apartments (++)
- No more banks
- No more motels/extended stay
- No more grocery stores
- High End Townhomes/ Condos
- Housing for empty nesters
- Entertainment area so young do not go to Buckhead at night.
- Limited number of restaurants
- Need Cold Stone / Need Ice Cream Shop
- First watch Daytime Café
- Outdoor dining with music
- Concert hall
- High class restaurants
- High class craft store
- Wine Store
- A movie theater (++)
- More music venues
- Community Center
- High speed broadband for business parks

Streetscape/Capital Improvements:

- Sidewalks on Jay Bird Alley from crooked creek to 141 and on The Corners Parkway from Kedron Falls to Crooked Creek.
- Keep the green medians- add more shrubs and trees to medians
- Landscape Peachtree Parkway
- Safe crossing over major roads
- Turn down wattage on lights at Office Max Plaza
- More Trees in the shopping center parking lots
- Sidewalks on both sides of the street

Transporation / Mobility:

- Bike Trails (+++)
- Less traffic congestion / better traffic management
- More bike lanes

Parks / Open Space:

- More green space (++)
- Park with playground
- Permanent city park with performance space
- Splash pad/ Interactive Fountain (+)

City Vision:

- “Make this one a high tech city”
- Landmark signage

Town center:

- Outdoor amphitheater (+)
- Town square surrounded by restaurants and shopping with calm traffic – like Italian Piazza
- Pedestrian walkways and retail shops
- No obelisk at Town Center
- Less Suwanee, More Duluth
- More green space- outdoor seating for restaurants
- Like Suwanee

Community Workshop Summary | 09.08.14
 Peachtree Corners Livable Center Initiative

STATION B
 PLANNING STATION B:
 DEVELOPMENT OPPORTUNITIES

Station Directions: Participants were asked to place up to 3 dots and any supplementary comments on the map to validate or add potential development opportunities within the LOI area.



Station Highlights: In regards to development opportunities, participants displayed a focus on re-development, rather than new development. Existing commercial and office developments were targeted as development opportunities while some of the undeveloped parcels were seen as open space opportunities. Older, potentially outdated, strip developments were the most commonly selected locations for redevelopment. Several comments indicated an understanding of the need to offer a wider demographic of housing and commercial types within these areas, while maintaining the remaining undeveloped areas as natural amenities.

Station Comments:

Most selected Development Opportunities:

- 1 Commercial Parcels at NW corner of Holcomb Bridge Road @ Peachtree Parkway - 22 dots
 Comments:
 a. Mixed-Use Development
 b. Farmer's market, knitting shop, theater
- 2 Commercial Parcels at NE corner of Spalding Road & Peachtree Parkway - 20 dots
 Comments:
- 3 City-owned Parcel area across from the Forum - currently an on-going development - 18 dots
 Comments:
 a. Maintain trees & open space
 b. Buy out current residents to afford better use of land.
 c. Free farmer's market for local cottage industry. Examples of pollinator friendly space.
 d. Community garden, urban agriculture, beekeeping, free compost.

Other development opportunities: (more than one dot)

- a City Hall area / Technology Park - 12 dots
- b West side of Peachtree Parkway between Woodhool Dr. & Jay Bird Alley - 7 dots
- c Intertochen Shopping Center - 6 dots
- d Undeveloped Parcel @ Jay Bird Alley & Parkway Lane - noted as potential development for park space - 5 dots
- e U.S. Post Office Parcel - 2 dots
- f Commercial Parcels on Peachtree Parkway near Technology Parkway - 2 dots

Other Development Comments:

- To encourage new growth & attract the "young & restless" you need to activate at night to attract new money. Also to keep them here you need rental units to appeal to them. New, smaller units- high rent! to attract good development, consider giving density bonuses to redevelopment old beat up units.
- Invest in high speed data
- There is not a lot of square feet for young market
- City owned City Hall - also lots of parks & green space - recreation, classes, farmers market, etc.

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Community Workshop Summary | 09.08.14 Peachtree Corners Livable Center Initiative

STATION C PLANNING STATION C: LCI AREA ISSUES PRIORITIZATION

Station Highlights: This exercise revealed Land Use & Development as the major prioritization for issues with 116 of the 208 dots placed on the board falling within that category. Aligning with the results from Station B, redeveloping aging strip malls within the LCI area was the number choice for prioritization. Subsequently, the need to address currently missing housing markets were also popular choices. Notably, 2 of the 3 most prioritized issues within the Transportation & Circulation category focused on pedestrian & bicycle infrastructure

Station Directions: Participants were asked to place up to 3 dots, and any supplementary comments on the board in order to prioritize identified issues within the LCI Area

Category	Issue	Other	Other	Other	Other	Other	Other
City Branding & Placemaking	install more City-wide/gateway signage	2	other:	other:	other:	other:	other:
	opportunity for town centers/gathering areas within the study area	7	other:	other:	other:	other:	other:
Land Use & Development	implement multiple town centers/gathering areas within the study area	7	other:	other:	other:	other:	other:
	create more housing and amenities in office workforces/companies	16	other:	other:	other:	other:	other:
Transportation & Circulation	create more housing choices for seniors	23	other:	other:	other:	other:	other:
	provide better visibility and access to hidden lakes and ponds within the LCI area	4	other:	other:	other:	other:	other:
City Branding & Placemaking	provide better visibility and access to hidden lakes and ponds within the LCI area	4	other:	other:	other:	other:	other:
	redevelop older apartment complexes within the City	12	other:	other:	other:	other:	other:
Land Use & Development	redevelop older apartment complexes within the City	12	other:	other:	other:	other:	other:
	need more retail diversity (many of the same currently)	8	other:	other:	other:	other:	other:
Transportation & Circulation	need more retail diversity (many of the same currently)	8	other:	other:	other:	other:	other:
	need more non-retail entertainment uses	4	other:	other:	other:	other:	other:
City Branding & Placemaking	need more non-retail entertainment uses	4	other:	other:	other:	other:	other:
	aging strip malls should be redeveloped	32	other:	other:	other:	other:	other:
Land Use & Development	aging strip malls should be redeveloped	32	other:	other:	other:	other:	other:
	medical office is a potential market to be tapped into	3	other:	other:	other:	other:	other:
Transportation & Circulation	medical office is a potential market to be tapped into	3	other:	other:	other:	other:	other:
	create a more robust bicycle/pedestrian trail system through the LCI study area	21	other:	other:	other:	other:	other:
City Branding & Placemaking	create a more robust bicycle/pedestrian trail system through the LCI study area	21	other:	other:	other:	other:	other:
	connect sidewalks where missing	5	other:	other:	other:	other:	other:
Land Use & Development	connect sidewalks where missing	5	other:	other:	other:	other:	other:
	create safer pedestrian connections across Peachtree Parkway	13	other:	other:	other:	other:	other:
Transportation & Circulation	create safer pedestrian connections across Peachtree Parkway	13	other:	other:	other:	other:	other:
	address the lack of inter-parcel connectivity between adjacent land uses	7	other:	other:	other:	other:	other:
City Branding & Placemaking	address the lack of inter-parcel connectivity between adjacent land uses	7	other:	other:	other:	other:	other:
	create market strategy for office areas so they can better compete with others in region	10	other:	other:	other:	other:	other:
Land Use & Development	create market strategy for office areas so they can better compete with others in region	10	other:	other:	other:	other:	other:
	develop more single living condos for 65+	3	other:	other:	other:	other:	other:
City Branding & Placemaking	develop more single living condos for 65+	3	other:	other:	other:	other:	other:
	develop more Co-Op tech work areas such as Atlanta Tech Village	2	other:	other:	other:	other:	other:
Land Use & Development	develop more Co-Op tech work areas such as Atlanta Tech Village	2	other:	other:	other:	other:	other:

Station Comments:

Top Issues to Prioritize:

- 1 Land Use & Development: Aging strip malls should be redeveloped - 32 dots
Comments:
a. need an overlay district
- 2 Land Use & Development: Create more housing choices for seniors - 26 dots
Comments:
a. single story
b. condo, high-rise - like the "Orchards" community
c. develop more "single living" (condos) for 65+, like John's Creek community.
- 3 Land Use & Development: Create a more robust bicycle/pedestrian trail system through the LCI area - 21 dots

Total Dots Per Category:

Land Use & Development - 116 dots
Transportation & Circulation - 67 dots
City Branding & Place Making - 25 dots

Other Top Issues per Category:

City Branding & Placemaking:

Maintain & develop green belts & green buffers - 8 dots
Implement multiple town centers/gathering areas within the study area - 7 dots
Provide better access to hidden lakes and Ponds within the LCI area - 4 dots

Land Use & Development:

Create more housing & amenities in office areas to attract younger workforce / companies - 16 dots
Redevelop older apartment complexes within the City - 12 dots
Create a market strategy for office areas so they can better compete with others in region - 10 dots

Transportation & Circulation:

Fix intersection/signal timing issues along Peachtree Parkway - 18 dots
Create safer pedestrian connections across Peachtree Parkway - 13 dots
Redesign CVS parking drive-thru for safety - 7 dots

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Community Workshop Summary | 09.08.14 Peachtree Corners Livable Center Initiative

The Peachtree Corners LCI Planning Open House was held on September 8th, 2014, at the City of Peachtree Corners City Hall. Approximately 72 participants attended the Open House which consisted of a small introductory presentation, a display of existing conditions analysis, and three interactive planning stations. The opening presentation gave a brief history of the Atlanta Regional Commission's LCI program, the current progress and process of the Peachtree Corners LCI, and the results of the preliminary market study for the LCI area. The following document summarizes the results of this event.

Planning Stations Summary:

STATION A TRANSPORTATION HOT SPOTS

Station Description: Utilizing a large aerial map of the LCI area, participants were asked to place up to 3 dots and/or any supplementary notes on any area of the map where they viewed transportation, bicycle or pedestrian improvements to be necessary.

Station Highlights: Overall, most participants agreed that the major intersections along Peachtree Parkway are their "hot spots" for transportation & circulation issues during peak traffic times. A common issue seemed to be the inability to cross or access Peachtree Parkway from the intersecting roads in a timely manner. Concurrently, concern was raised by many participants about the accessibility and traffic issues created by the new developments across from the Forum; specifically pedestrian access from surrounding residential communities. Many voiced a need for a more robust off-street bicycle and trail network to connect to existing paths.

STATION B DEVELOPMENT OPPORTUNITIES

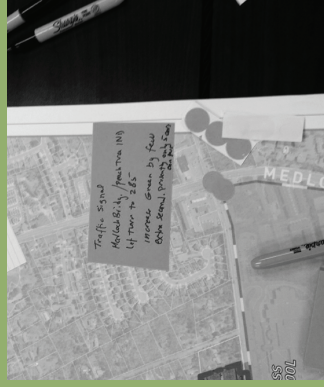
Station Description: As part of the existing conditions analysis and synthesis, the planning team surveyed and assessed certain parcels within the LCI area as potential opportunities for development / redevelopment. Utilizing this analysis as a large base map, participants were asked to place up to 3 dots and/or any supplementary notes on the map in order to validate or add other potential development opportunities within the LCI area. Participants were encouraged to identify potential commercial, residential, mixed-use and open space development opportunities.

Station Highlights: In regards to development opportunities, participants displayed a focus on re-development, rather than new development. Existing commercial and office developments were targeted as development opportunities while some of the undeveloped parcels were seen as open space opportunities. Older, potentially outdated, strip developments were the most commonly selected locations for redevelopment. Several comments indicated an understanding of the need to offer a wider demographic of housing and commercial types within these areas, while maintaining the remaining undeveloped areas as natural amenities.

STATION C LCI AREA ISSUES PRIORITIZATION

Station Directions: Participants were asked to place up to 3 dots and any supplementary comments on the station board in order to prioritize identified issues within the LCI Area. The issues were separated into 3 categories: City Branding & Placemaking, Land Use & Transportation, and Transportation & Circulation. Each category had extra room for participants to write in an issue not found on the board.

Station Highlights: This exercise revealed Land Use & Development as the major prioritization for issues with 116 of the 208 dots placed on the board falling within that category. Aligning with the results from Station B, redeveloping aging strip malls within the LCI area selected as the number one issue for prioritization. Subsequently, the need to address currently missing housing markets were also popular choices. Notably, 2 of the 3 most prioritized issues within the Transportation & Circulation category focused on pedestrian & bicycle infrastructure.



Workshop # 2

SIGN-IN SHEET

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Peachtree Corners Livable Center Initiative

PUBLIC OPEN HOUSE | 9.8.14

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Workshop # 2

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Peachtree Corners Livable Center Initiative

PUBLIC OPEN HOUSE | 9.8.14

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Workshop # 2

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Peachtree Corners Livable Center Initiative

PUBLIC OPEN HOUSE | 9.8.14

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Diane Adams	North River Crossing	intermarketresearch@comcast.net	5644 Wilmes Dr
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**PEACHTREE CORNERS LCI:
AMENITIZE & CONNECT**

KEY

- OPEN SPACE / AMENITY OPPORTUNITIES
- EXISTING TRAILS
- EXISTING SIDEWALKS
- POTENTIAL ABOVE CURB TRAILS
- POTENTIAL OFF-STREET TRAILS
- POTENTIAL SIDEWALK EXPANSION
- KEY CIRCULATION IMPROVEMENTS
- LCI FOCUS AREA



**WHAT AMENITIES SHOULD THE TRAIL NETWORK HAVE?
RESPONSES FROM NOVEMBER PUBLIC OPEN HOUSE:**

Water features, access to creeks, scenic bridges

Benches, fishing, lighting, wildlife

Open Spaces and Parks that serve as an alternative to parks near Chattahoochee River

Wayfinding and Maps

**PEACHTREE CORNERS LCI:
CREATE REMARKABLE SPACES**

*How can a pedestrian bridge be the City's
defining remarkable space?*

RESPONSES FROM NOVEMBER PUBLIC OPEN HOUSE:

ICONIC SYMBOL FOR THE CITY

Natural Materials such as a boardwalk

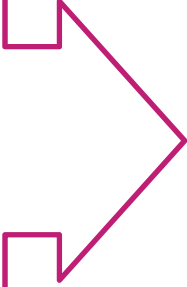
NOT JUST A STRAIGHT BRIDGE

Architectural/Visually Pleasing

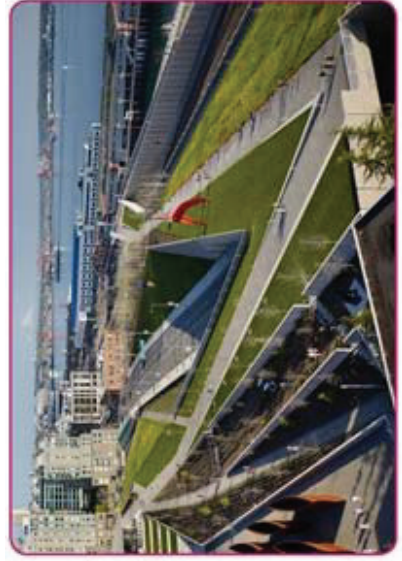
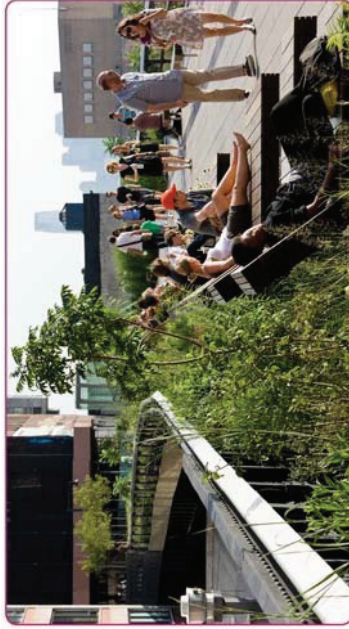
ROTATING ART, LOCAL ARTIST

Shade & Benches

Food, Café Tables



AN INHABITABLE SPACE





Workshop # 3

SIGN-IN SHEET

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Peachtree Corners Livable Center Initiative

PUBLIC OPEN HOUSE | 11.20.14

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Judy Jay	UPCCA		
Paul E Anne Laid	Riverview		
Steve Jones	Chorus Counselor		
BT Jones	Chorus Counselor		
Andy BALLERSTEIN			
LISA PROCTOR	PCBA		
Allison Reinert	PCBA		

SIGN-IN SHEET

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Peachtree Corners Livable Center Initiative

PUBLIC OPEN HOUSE | 11.20.14

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Alan Kaplan	resident + business owner	Alan-Kaplan@gmail.com	
BOB MANKA	RESIDENT	MANKA@MINDSPRING.COM RMANKA@US.IBM.CO.UK	4119 ALLENHURST PC 30092

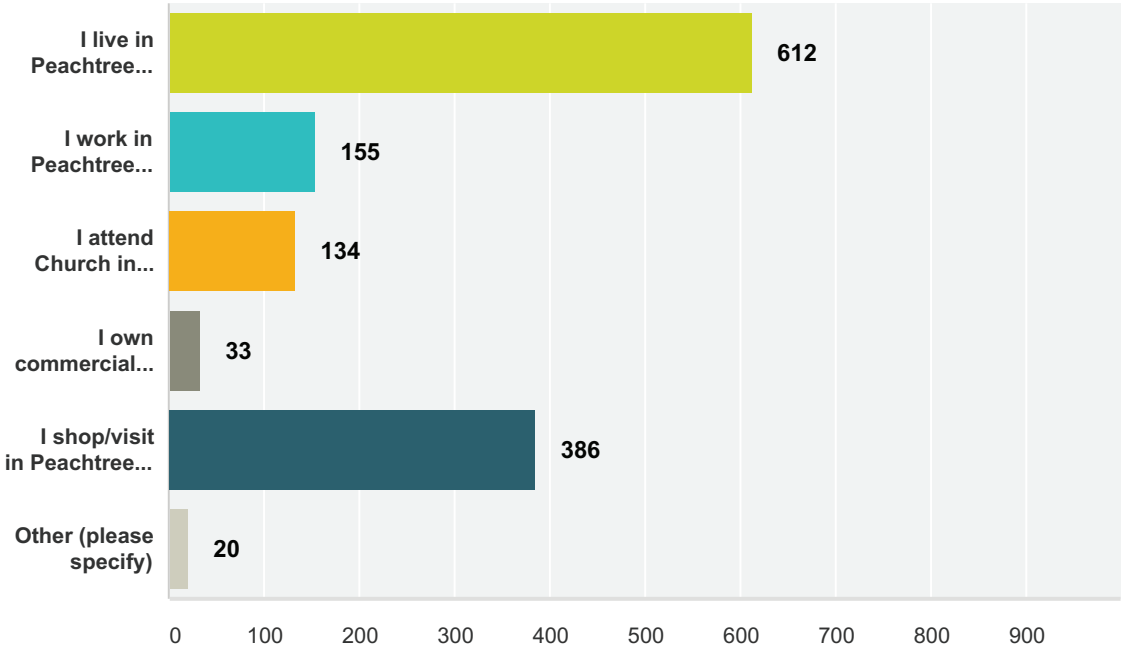
APPENDIX F

ONLINE SURVEY RESULTS

DETAILED SUMMARY

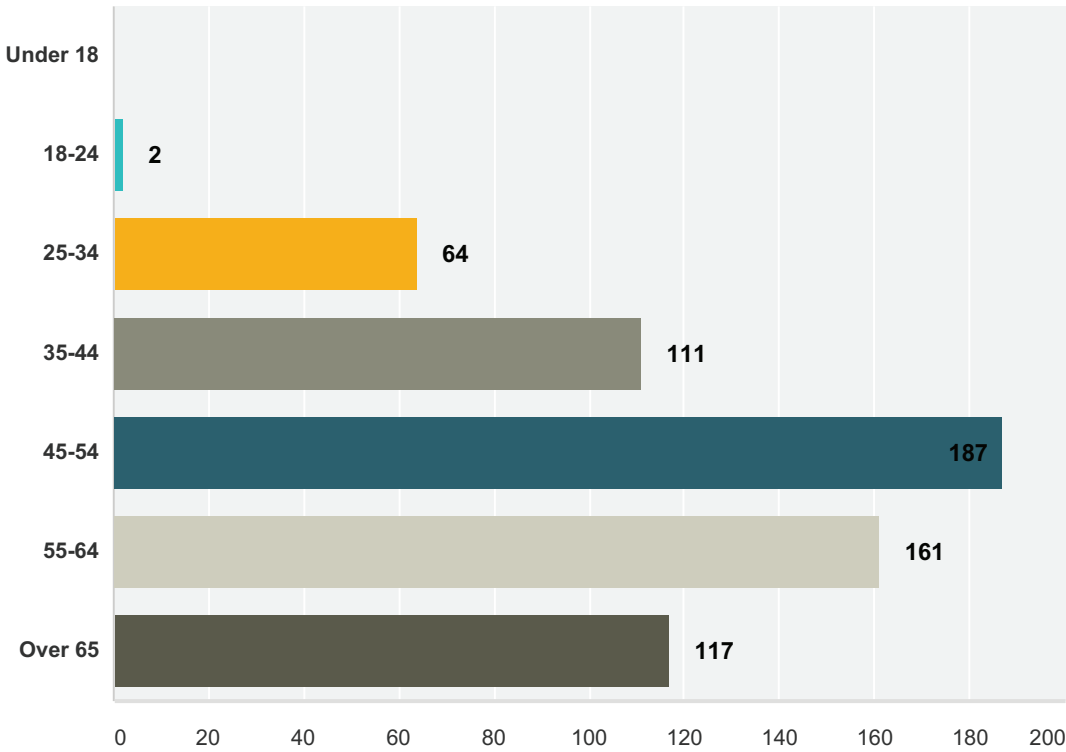
Q1 What is your interest in the LCI Area (choose all that apply)?

Answered: 645 Skipped: 5



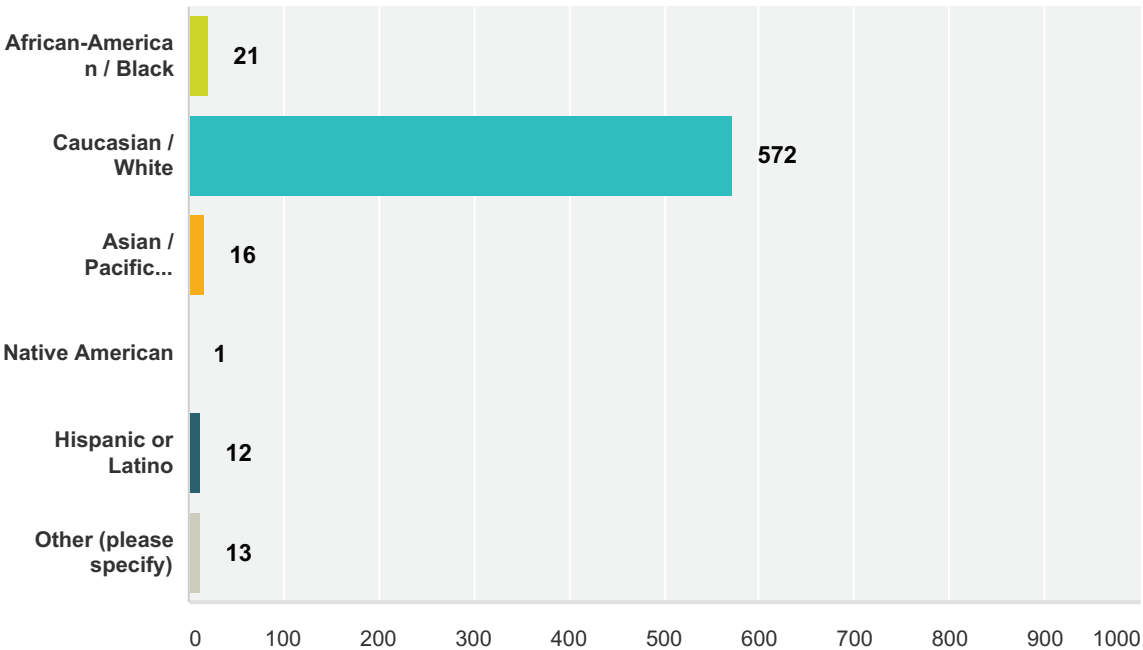
Q2 Please indicate your age

Answered: 642 Skipped: 8



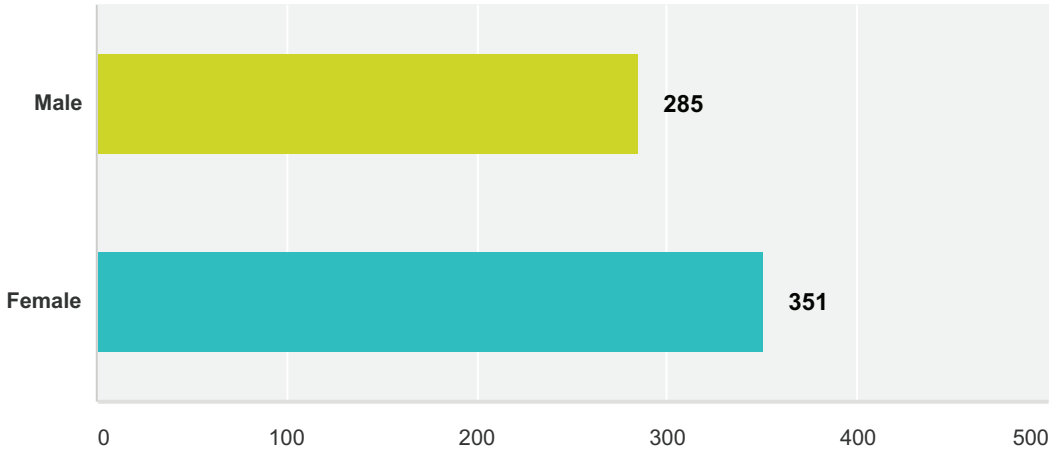
Q3 Please indicate your race:

Answered: 635 Skipped: 15

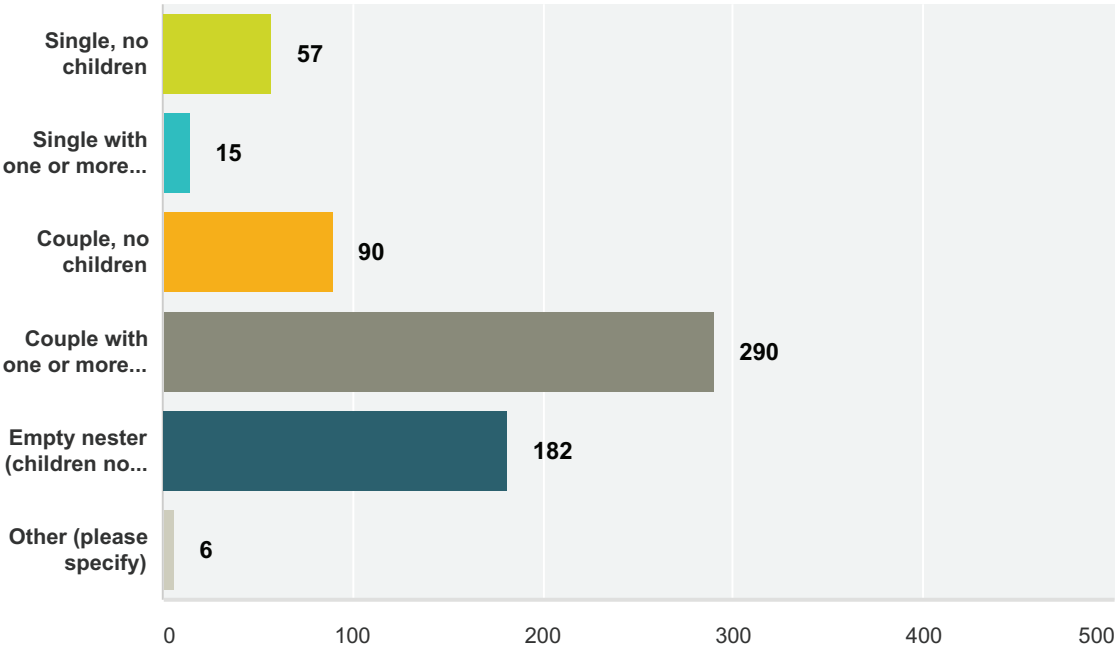


Q4 Please indicate your gender:

Answered: 636 Skipped: 14

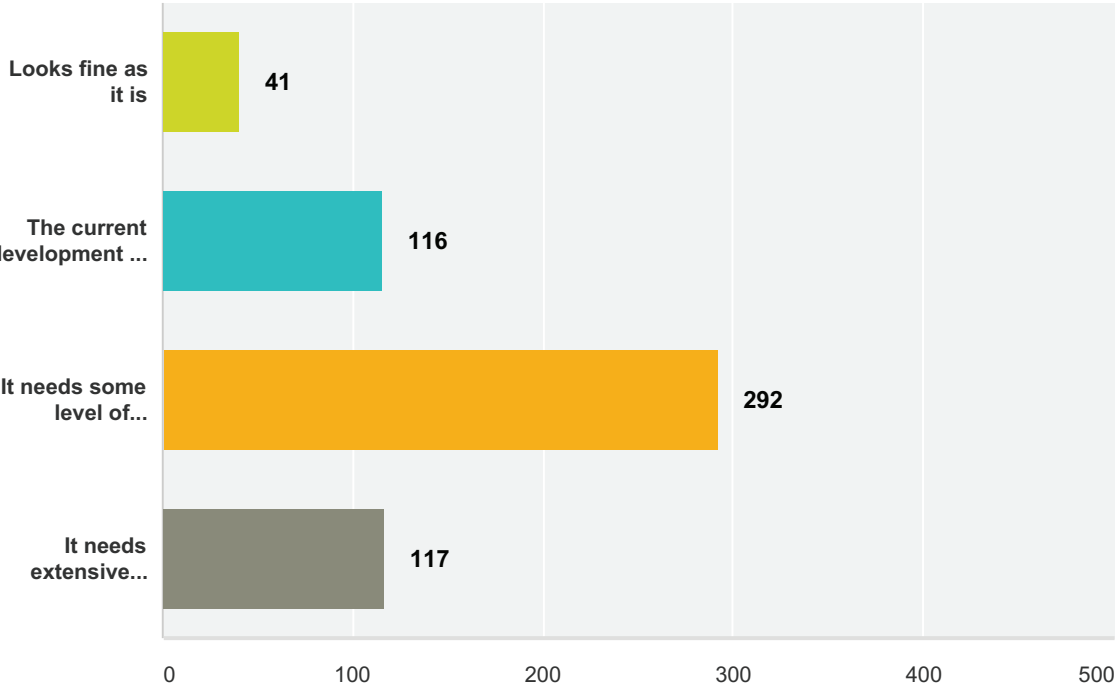


Q5 Which of the following describes your household?



Q38 What is your perception of the overall look and character of the LCI study area?

Answered: 566 Skipped: 84



Q39 How would you prioritize the solutions below to address vehicular traffic issues within the LCI study area? Rank from 1 to 5 with 1= highest priority and 5 = lowest priority You may drag and drop the options or select a number from the drop down menu (Note: The options will sort themselves automatically when you select a number)

Answered: 577 Skipped: 73

	1	2	3	4	5	Total	Score
Improve public transit and I am likely to use it	6.76% 39	3.64% 21	9.88% 57	16.64% 96	63.08% 364	577	1.74
Develop more walkable destinations in order to reduce the number of short-distance vehicle trips	37.09% 214	31.72% 183	18.37% 106	10.57% 61	2.25% 13	577	3.91
Increase area coverage of bicycle facilities and connect them to major destinations and neighborhoods	15.60% 90	26.00% 150	25.48% 147	24.61% 142	8.32% 48	577	3.16
Provide additional vehicular lanes along major roads	7.97% 46	17.33% 100	22.36% 129	32.58% 188	19.76% 114	577	2.61
Upgrade major intersections by improving signal timing and adding turn lanes	32.58% 188	21.32% 123	23.92% 138	15.60% 90	6.59% 38	577	3.58

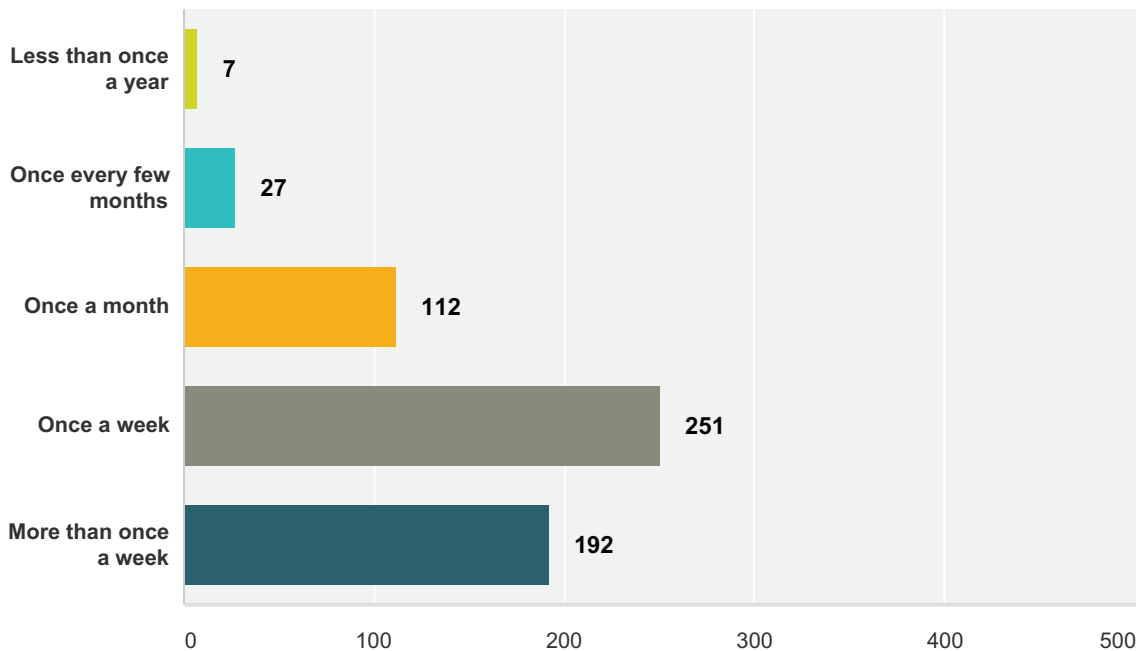
Q40 How would you prioritize the solutions below to make Peachtree Parkway more pedestrian friendly? Rank from 1 to 5 with 1 = highest priority and 7 = lowest priority You may drag and drop the options or select a number from the drop down menu (Note: The options will sort themselves automatically when you select a number)

Answered: 575 Skipped: 75

	1	2	3	4	5	6	7	Total	Score
reduce vehicular speeds	11.32% 65	5.40% 31	6.27% 36	8.89% 51	10.45% 60	16.38% 94	41.29% 237	574	2.84
add pedestrian-activated signalized crosswalks	13.91% 80	22.43% 129	19.65% 113	19.30% 111	16.00% 92	6.61% 38	2.09% 12	575	4.71
add pedestrian refuge islands (safe pausing locations within medians)	9.74% 56	20.87% 120	23.83% 137	20.35% 117	15.48% 89	7.48% 43	2.26% 13	575	4.58
construct pedestrian bridge(s) over the road	32.17% 185	10.43% 60	13.91% 80	10.09% 58	8.52% 49	10.43% 60	14.43% 83	575	4.59
shorten distances between road crossings	2.26% 13	3.83% 22	7.65% 44	13.57% 78	22.78% 131	32.00% 184	17.91% 103	575	2.82
widen sidewalks/trails	17.39% 100	19.48% 112	13.57% 78	13.22% 76	13.91% 80	15.30% 88	7.13% 41	575	4.39
add more shade trees along sidewalks/trails	13.22% 76	17.57% 101	15.13% 87	14.61% 84	12.87% 74	11.83% 68	14.78% 85	575	4.09

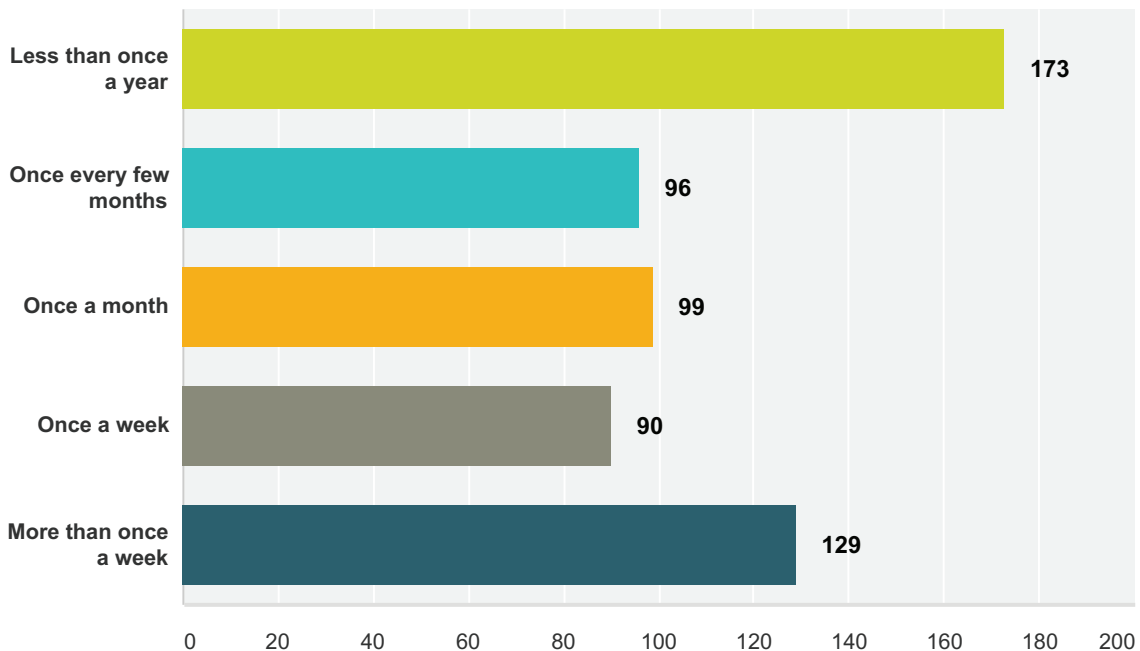
Q43 How often do you visit the Forum shopping area?

Answered: 589 Skipped: 61



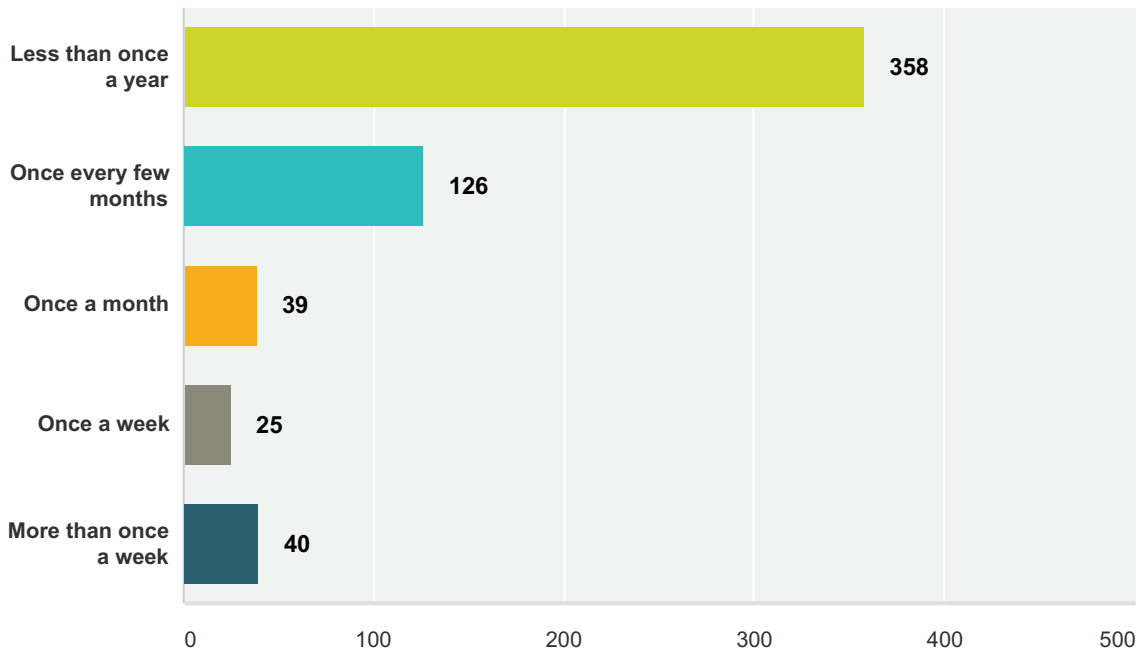
Q44 How often do you visit the YMCA and/or Public Library in Peachtree Corners

Answered: 587 Skipped: 63



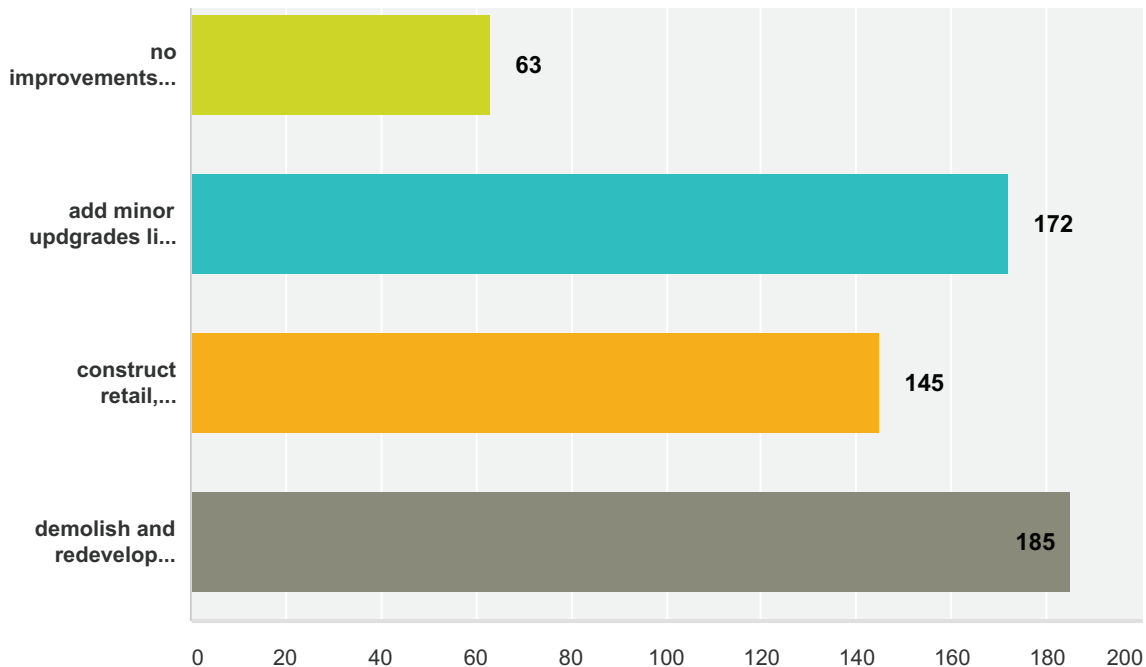
Q45 How often do you visit the businesses in the Technology Park (office areas)?

Answered: 588 Skipped: 62



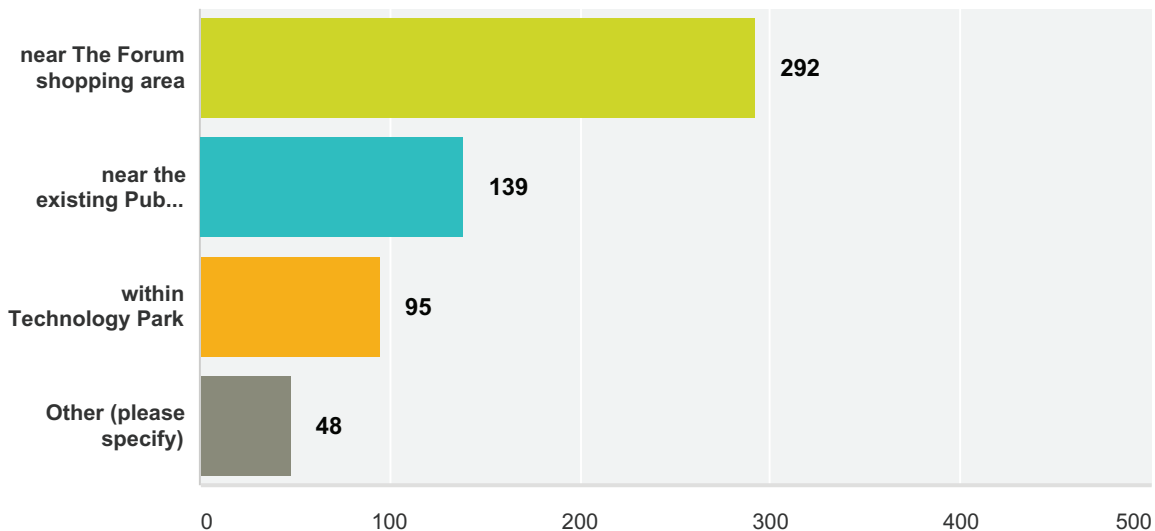
Q46 What improvements would you make to Technology Park (office areas)

Answered: 565 Skipped: 85

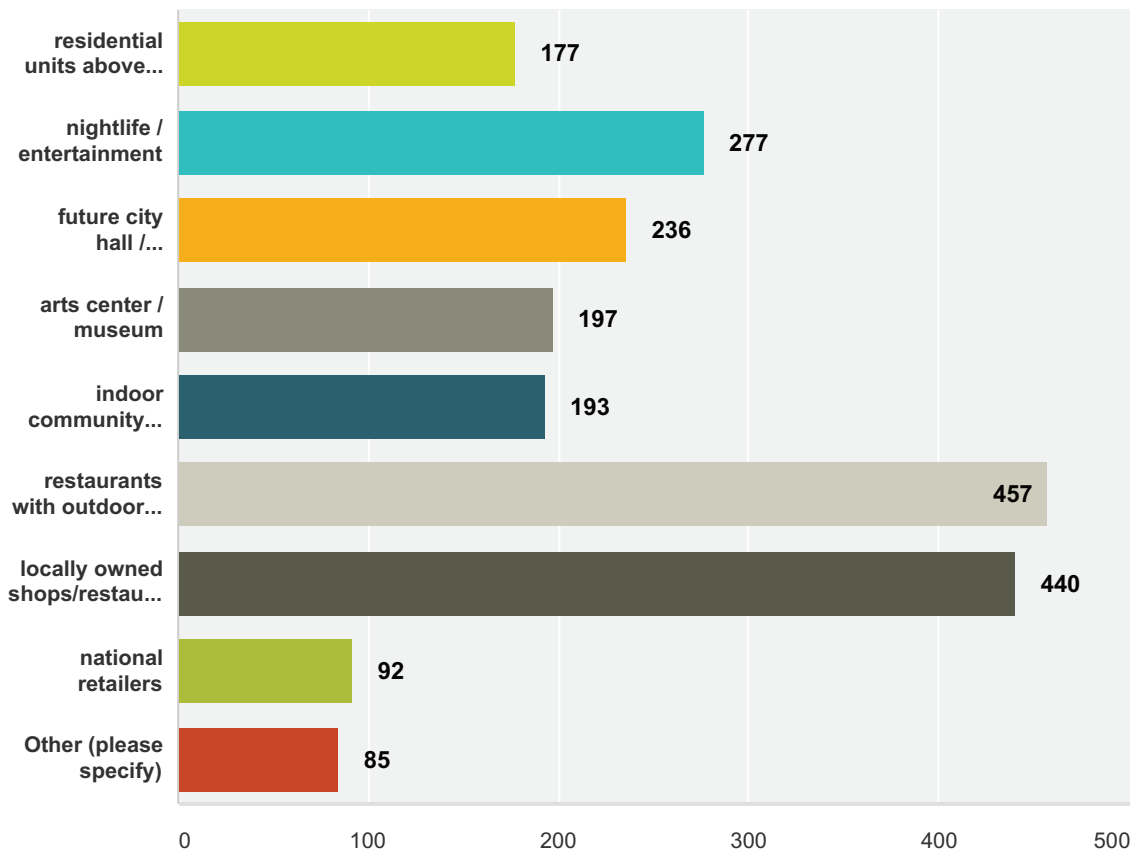


Q47 In your opinion, where ideally would a future Peachtree Corners Town Center be located?

Answered: 574 Skipped: 76

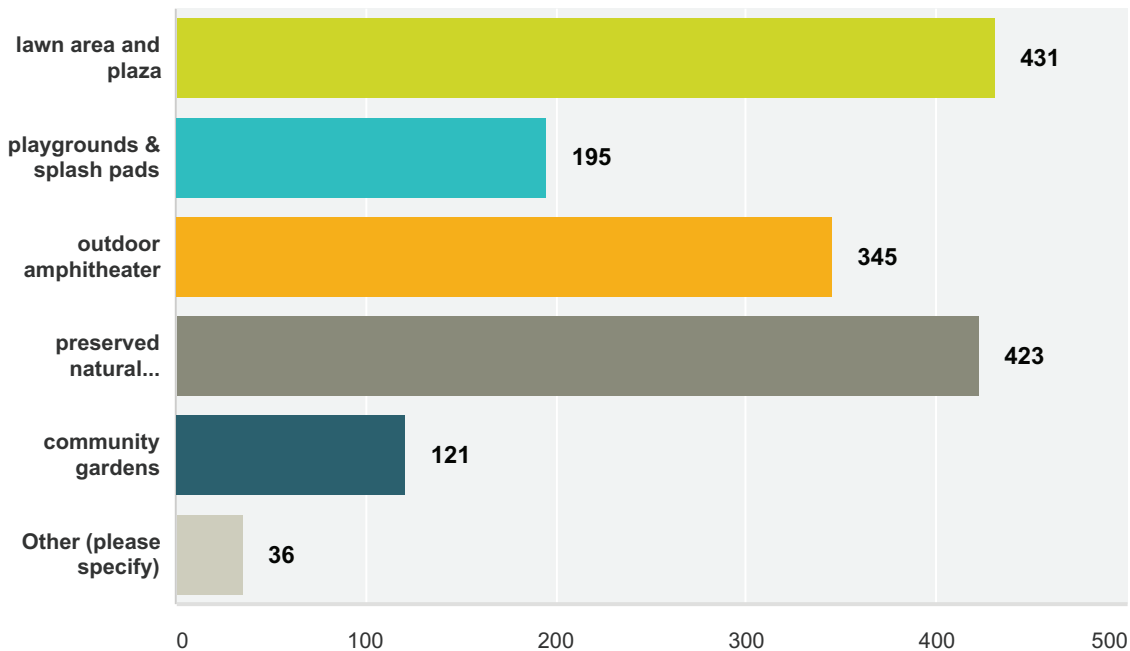


Q48 What type of Development is the most important to include in a potential Peachtree Corners Town Center? (Select up to 5)



Q49 What type of Public Amenities are the most important to include in a potential Peachtree Corners Town Center? (Select up to 3)

Answered: 582 Skipped: 68



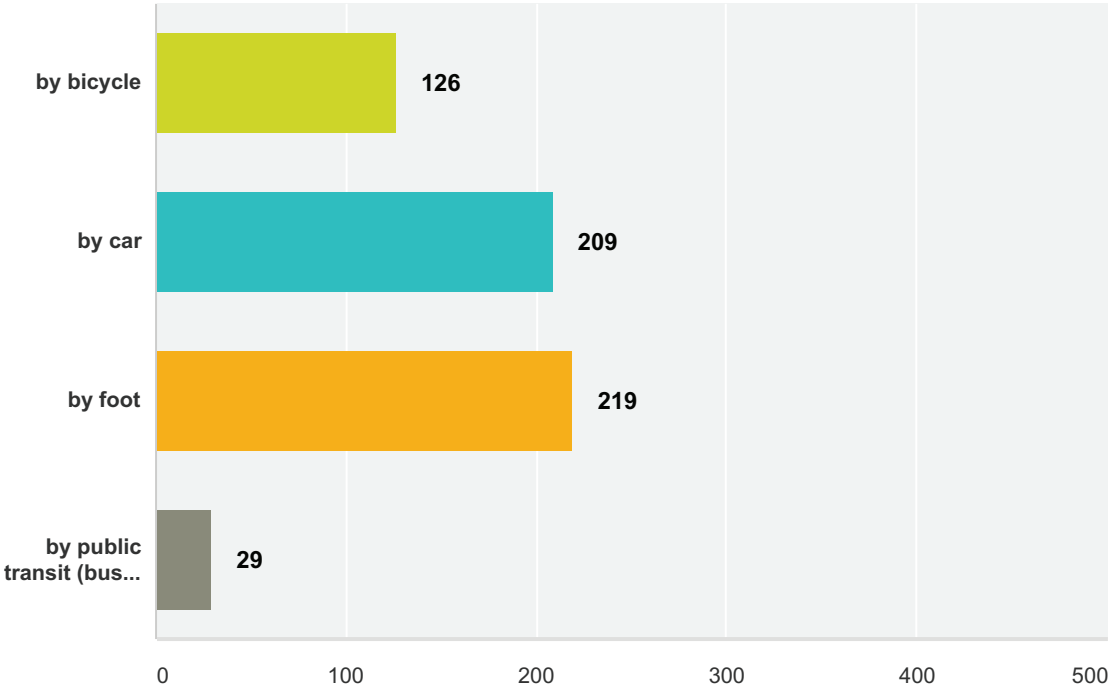
Q50 What day and time would you be most likely to visit a future town center?

Answered: 578 Skipped: 72

	1 (Less Likely)	2	3	4	5 (More likely)	Total
Weekday– (9 a.m. – 6 p.m)	22.47% 122	15.10% 82	19.15% 104	16.39% 89	26.89% 146	543
Weekday– (6 p.m. – 10 p.m)	6.74% 36	9.36% 50	19.10% 102	31.65% 169	33.15% 177	534
Weekday– (10 p.m. – 2 am)	71.26% 357	15.37% 77	5.59% 28	4.19% 21	3.59% 18	501
Weekend– (9 a.m. – 6 p.m)	4.37% 24	4.55% 25	12.39% 68	25.14% 138	53.55% 294	549
Weekend– (6 p.m. – 10 p.m)	4.17% 23	3.44% 19	9.78% 54	31.52% 174	51.09% 282	552
Weekend– (10 p.m. – 2 am)	60.24% 306	13.58% 69	10.24% 52	9.06% 46	6.89% 35	508

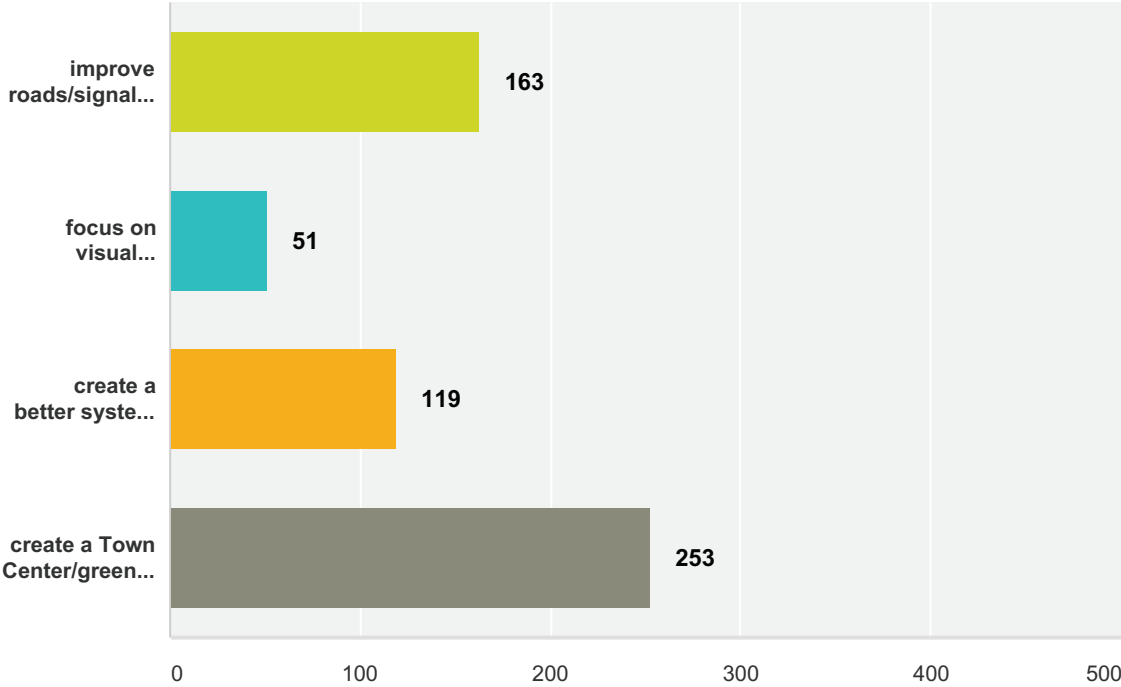
Q51 What would be the ideal way to travel to/from a future Peachtree Corners Town Center

Answered: 583 Skipped: 67



Q52 Recognizing that funds are limited, which item would you prioritize the most over the next five years within Peachtree Corners LCI Study Area (Central Business District)?

Answered: 586 Skipped: 64



Q53 What else would you like to tell us about the LCI study area- good or bad? Add any additional thoughts below!

Answered: 230 Skipped: 420

#	Responses	Date
1	Adding a crematorium will be extremely bad.	9/30/2014 10:45 PM
2	bring the Town Center near the forum, avoid major retailers and big box stores - look for trendy shops and restaurants.	9/29/2014 1:37 PM
3	Thank you for all your hard work. Just please put Everett Court and Peachtree Pkwy on an agenda. We would love a pedestrian bridge, sidewalk or some safer way to cross the road/walk to Forum.	9/29/2014 9:08 AM
4	I don't want too much residential. The schools are becoming overcrowded as it is, and we don't need to flood the market. It would be nice if the community could have a neighborhood for active living adults, age 55+.	9/28/2014 9:25 AM
5	Traffic, traffic, traffic. Future business interest in PC has a direct link to traffic problems. No one wants to travel hours to and from work. Impacted by outside as well.	9/28/2014 9:19 AM
6	Traffic on Spalding near Holcomb Bridge has always been a problem - especially at rush hour	9/28/2014 8:20 AM
7	Focus on the town center mixed use project...that is the biggest and will have the most obvious effect...then revitalization of Tech Park. Much of the rest of the LCI area is already built out...it will redevelop on its own over time and just needs some regs to guide it long term, no organized efforts to force redevelopment needed.	9/24/2014 1:20 PM
8	sidewalks and bike trails sound good, but I don't believe they will be used and will NOT reduce traffic congestion. The only people biking in those areas will be the hardcore bicylists and they will use the street instead of trails. They generally are only out weekend mornings so traffic isn't an issue. I don't believe people will walk across 141 between the forum and what is across street so bridge is a waste of money and not attractive. People in the burbs use their cars when shopping so don't waste money on sidewalks or bike trails. I don't see anyone in PC using busses except for school kids. Public transportation would just create more congestion.	9/23/2014 10:33 AM
9	Do not raise my taxes.	9/23/2014 8:56 AM
10	It seems that everything is very spread out which is why I made the suggestion above, and perhaps there's an initiative for electric trolleys that run from the Town Center to the Forum, then the Library and the Target/Publix center. That would help connect everything and keep emissions down.	9/23/2014 4:03 AM
11	PTC is still very much a suburban location with lots of independent career and traditional folk. Do not plan it to be like Buckhead; more like Dalonaga or other north Georgia towns. Just because we're a city does not mean we have to copy the garishness of big cities.	9/22/2014 10:28 AM
12	Something needs to be done about Apartment Trash always on Peachtree Corners Circle between Holcomb Bridge and P'tree Ind Blvd. The elementary school needs a fence around it to keep the kids IN and the unsavory element OUT of the woods between the homes and the school!	9/17/2014 10:05 PM
13	Mentioned previously - 141 is doing well already, with the exception of a brand new development (Sprouts area) literally a short walk from two failing shopping plazas - (old Office Max and Goodwill). The city has to get control of this and not constantly have empty space developed right next to failing space. Holcomb Bridge corridor has to be addressed. It is a dilapidated eyesore - I drive on it every day and cannot see why someone would develop away from the town center/etc on 141. The city is missing out on many people commuting thru this corridor. The area around the bridge is poorly maintained. Going up 141 to Johns Creek - those folks already have many nice areas - they don't need to shop at the Forum. The East Roswell area of Holcomb Br appears to be sliding downward as well - make the PC side nice and those folks will stop on their way home or drive across the river to patronize establishments. Not too mention that black hole Sandy Springs/Dunwoody area just to the west.	9/17/2014 11:17 AM
14	I long for more unique and creative spaces. Places like Chicago's Millennium Park - the ability to walk the area easily and the public are are fantastic. There are SO MANY talented artist and architects in the world that we should not have boring, cookie cutter spaces. Serenbe is another unique example. The creativity used in both of these areas make it a destination space and so fun to explore!	9/14/2014 8:23 PM

15	I am concerned that "development" is always the option. I have heard over and over that "the developer" needs to make money. Well sure, but you know the "developer" will develop and run and not have to live with the consequences of the project. Unless we can make this community more walkable (that means something besides steaming hot sidewalks out in the sun), and unless some parts of our community are left green, we won't attract the younger people and keep our aging community members. I live off of Bush Road and have been very active in this process. However, if the traffic gets any worse as a result of development, we will move away.	9/10/2014 10:09 AM
16	Need to attend to already challenging traffic congestion. Have a great proportion of green space to retail or residential.	9/9/2014 9:44 PM
17	We recently moved to Peachtree Corners from out of state, and we are so excited that the town is growing, improving, and asking for input from it's residents!	9/9/2014 12:52 PM
18	No more apartments! The City bought property under unpopular circumstances to prevent apartments being built there with money they didn't have. To allow more transient housing be built there would be counterproductive and attract more crime.	9/9/2014 6:29 AM
19	Why is the study area so limited. The entire city limits of Peachtree Corners should be included.	9/8/2014 10:12 PM
20	no apartments- several roads need street lights improvements - shopping areas that are old or mostly vacant need to be redone or torn down for other buildings	9/8/2014 9:38 PM
21	Should focus more on bringing in things for young families (not senior housing!) PTC should be an attractive place for couples and young families to live and work. Need things to do late at night (even just a coffee to shop to hang out in!), a park with outdoor concerts and movies, bike paths, more parks to picnic, read outside, playground for kids. Update the technology park offices to make competitive to provide jobs for residents that want to live and work in the same area.	9/8/2014 8:55 PM
22	Peachtree Corners really needs housing for the 55 and up crowd. I would love to see an "Orchard-type" community built withing walking distance to shopping, restaurants, green space, etc. It is a shame that so many empty-nesters want to down-size and stay in this area, yet there are no communities for the 55+ crowd. Johns Creek has a couple to choose from; however we want to stay in this area. Several friends (that are also retired) are looking for the same thing in this area. I am so sorry to say there is nothing in Peachtree Corners that fits the bill. We need an active, 55+ community (ranch-style condos) in Peachtree Corners! Duluth has them; Johns Creek has them; why, oh why, can't we?	9/8/2014 7:50 PM
23	Thank you for opportunity to do this survey. I recommend you offer another survey in next few weeks or months, based on findings at open house, and as information/opportunities develop.	9/8/2014 6:50 PM
24	Please support Simpsonwood to remain as is- natural area	9/8/2014 5:09 PM
25	Street lights in the entire area need to be improved/added. There are many sections on most of the roads that do not have adequate street lighting at night.	9/8/2014 10:10 AM
26	I am concerned that many of the residents of the city want the space across from The Forum to become more of a park rather than being commercially viable. I think the space should be geared toward having amenities that appealed equally to young families as much as they do for retirees. I would love to have a mixed-use development that mirrored Brookhaven's development, but better. I would love to have a dinner theater, a modern gym (LA or Lifetime fitness), shops, and an amphitheater . If we don't make the development commercially viable and appealing to all segments of our community (young, old, single, married, people with children, and the childless) it will be a failure. Atlantic Station, The Avenues in Cummings, Brookhaven, and the like shows that this is possible. While I am totally for having appropriate green space (trees, gardening, etc), if we make it a giant park, it will fail.	9/6/2014 11:40 AM
27	Do NOT need a city hall or municipal complex. In fact, the city needs fewer employees, consultants and contractors.	9/5/2014 5:06 PM
28	Need more cultural arts	9/4/2014 9:23 PM
29	It's a start!	9/4/2014 6:00 PM
30	Develop the town center as a live/work/play area combining local restaurants, retail/office and residences/condos above. Build a mini-Decatur. Then work on bike/pedestrian trails to get people there.	9/3/2014 10:40 PM
31	Please research growth of pickleball and consider public courts	9/2/2014 2:58 PM
32	I'm very concerned about traffic in front of the Forum, if the Town Center is placed across Peachtree Parkway. Placing it within Technology Parkway would give access from Peachtree Parkway as well as Peachtree Industrial.	9/2/2014 11:44 AM

33	install PEDESTRIAN TUNNEL from forum to sprouts development area to minimize pedestrian impact to vehicular movement along 141 corridor.	9/2/2014 11:43 AM
34	Re-vitalize empty or run down shopping strip areas. Bring quality outlets to this area.	9/2/2014 10:49 AM
35	The people who are causing the traffic in Peachtree Corners do not live in Peachtree Corners; they are using Peachtree Parkway as a cut through to Forsyth County. Improvements on Peachtree Industrial, and/or slowing the flow on Peachtree Parkway, would redirect these people away from Peachtree Parkway. The people heading to Forsyth County should consider Peachtree Industrial their main route home. Also, parts of the survey are not functioning properly. Regardless of what I input, the system is ranking the options itself.	9/2/2014 10:00 AM
36	A pedestrian bridge would be useful from the Forum to the new Sprouts shopping center since parking is extremely limited in the Sprout's/Zoe's Kitchen parking lot.	9/2/2014 6:57 AM
37	reduce the number of multi-family projects in the city	9/1/2014 11:43 PM
38	Get rid of trashy apartment buildings and businesses.	9/1/2014 10:20 PM
39	Glad you are doing surveys like this to get input.	9/1/2014 8:52 PM
40	more emphasis on Holcomb bridge corridor, less on peachtree Parkway corridor	9/1/2014 8:51 PM
41	Keep up the good work!! Getting feedback is a good thing. Getting experts opinion is also important.	9/1/2014 7:57 PM
42	Nothing	9/1/2014 5:17 PM
43	A community Town Center and a community theater would be a great addition	9/1/2014 4:22 PM
44	Learn how to use our taxes more responsibly and stop destroying the environment and allowing developers to clear cut all the trees in PC. We have enough concrete and asphalt. We have too much traffic with no plans for addressing congestion and traffic problems. Why aren't we using space that already exists like across from home depot on medlock bridge or the technology parks that are deserted or many strip malls in the area that have gone bust? NO NEED FOR EYESORES OR NOISE	9/1/2014 9:24 AM
45	Please work on improving the roads and traffic, add more green space for walking and biking, and restaurants and family friendly areas. Once green areas are in place some one needs to maintain them regularly. Thank you!	9/1/2014 8:14 AM
46	I'm very excited about the Peachtree Corners having a Town Center that will bring the community together!	8/31/2014 9:01 PM
47	Please do not build anymore apartments or rental properties in Peachtree Corners. We have enough and it is hard to maintain the existing apartment complexes.	8/31/2014 8:53 PM
48	Ensure residents, businesses and county and state governments play an active role in its continued development with maximum transparency and minimal tax increases to residents	8/31/2014 5:05 PM
49	I already try to avoid 141 around the Forum because of the traffic. I have been pushed to the back roads. We don't need more. The Greens Corner and Pleasant Hill areas became unlivable mostly due to over-development. aat some point enough becomes enough and focus should shift from development to maintaining a nice area.	8/31/2014 1:01 PM
50	Could be a little more user friendly to older citizens.	8/31/2014 12:28 PM
51	I would love to see a town green with ample parking, playgrounds, a splash pad, and walking trails surrounding it. I would also love to be able to walk or ride my bike easily there.	8/31/2014 12:02 PM
52	do not allow any rental residential units of any kind. Owned residential units only allowed.	8/31/2014 11:37 AM
53	I am concerned that our "success" will be the cause of our "failure". Paraphrasing a famous quote: "another victory like this one and we're done for."	8/30/2014 7:30 PM
54	Mayor Mason and the City Council are doing an excellent job of not rushing the process and making sure everyone is heard.	8/30/2014 10:36 AM
55	Very opposed to any enhancements to public transportation access to peachtree corners	8/30/2014 10:22 AM
56	I see a great need for "empty nester" independent living. We have a lot of empty nesters who would like to move out of their huge houses, but there are very few options if they would like to stay in Peachtree Corners. These could be master-on-the-main house, ranch condos (i.e. The Orchards) or something like Park Springs or Chambrel.	8/30/2014 8:53 AM
57	Please develop a a consistent balanced plan so all areas transition well with each other.	8/30/2014 5:28 AM
58	Crime has decreases but has a long way to go	8/29/2014 2:53 PM

59	We do not need any more development. We have excellent shopping and dining, and we are very close to the Norcross downtown. I thought the initial "budget" for the "City" was \$700,000/year. Now it is \$12M???? Absolutely RIDICULOUS. Peachtree Corners was already a highly desirable area...always has been, always will be. We don't need any additional management or control from an extraneous local government. Gwinnett County did an excellent job of providing services, and continues to do so in the rest of the county. Pulling in high crime areas into our "area" is not helping us in any way.	8/29/2014 1:24 PM
60	nothing concerning LCI, but there is a definite need for more street lights along East Jones Bridge Road and West Jones Bridge Road. there are many dark spots along these 2 roads.	8/29/2014 1:01 PM
61	Thanks for doing the survey	8/29/2014 12:19 PM
62	Crosswalks around the The Forum perimeter NEED TO BE REPAINTED!	8/29/2014 9:24 AM
63	I am really concerned what the traffic will be like on Peachtree Parkway, but I think it is really important to build a Town Center/green space to keep our community connected and together.	8/29/2014 7:24 AM
64	There needs to be more parking at the Forum - perhaps a parking deck in the back.	8/28/2014 9:20 PM
65	Please no more retail building! No more mattress stores, nail salons or big box stores. Traffic is getting worse and the development is ugly. How about not spending money on green space and just keeping the trees we have?	8/28/2014 8:18 PM
66	Concentrate on roads & the landscaping with sidewalks along the roads.	8/28/2014 5:13 PM
67	No multi-family	8/28/2014 5:10 PM
68	You have asked for us to prioritize. We MUST have future planning for traffic and congestion in and around the LCI study area. As a home owner of almost 20 years in the area around the Forum, it has gone from good to terrible. We can't handle the traffic we have now and you are planning to bring more cars. We need public transportation. THINK! Our home owners are going to move to GET AWAY from the traffic issues if we don't plan appropriately. Don't think just about money, think about improving our existing community by creating a wonderful place to LIVE, WORK, & PLAY. But if we can't do those things because we have too much traffic, our community will slowly deteriorate. please follow through with the promises you made when you campaigned for city hood. Stop being typical politicians and follow through with promises.	8/28/2014 4:41 PM
69	Housing for smaller families. Either retirees or single parents and one or 2 children. Not apartments but something that the city would have some control over to make sure that maintenance was kept up etc and all codes were enforced. We do not need any more apartments!!	8/28/2014 12:08 PM
70	So much for not growing government. If you have too much money give it back to the homeowners	8/28/2014 10:05 AM
71	It's a good initial design attempt and appears to be headed in the correct direction. What I don't want to see happen again is what happened when the Forum was conceived and built. The land where the Forum is currently was cleared a left for 2 years before any construction started - a virtual dust bowl. It may be less cost effective, but the area across the street from the current Forum should be developed "as needed", and as many of the natural/existing landscapes and trees should be used.	8/28/2014 9:57 AM
72	Let's keep Peachtree Corners a quaint, mainly single home residential gem that it is. Let's make it a desirable place to live based on quality of life, quality of schools, quality of natural settings. Let's not have it become a shopping paradise, or big business hub. Save Simpsonwood.	8/28/2014 8:44 AM
73	Focus should be toward the Forum and away from Peachtree Industrial	8/28/2014 5:47 AM
74	I hate all the new development in Peachtree Corners. I don't understand why new businesses can't just relocate into vacant spaces, of which there are plenty in the Peachtree Corners area along Holcomb Bridge.	8/27/2014 11:01 PM
75	It would be great to add a Greenway to Peachtree Corners for walking, running and riding bikes. (Like the Greenway in Alpharetta.)	8/27/2014 6:03 PM
76	Incentives for businesses to fill Technology Park and builder incentives for one level residential homes. I like to green approach... but, investing tax dollars for public gardens.. "not". Lets look to develop commerce and properly maintain the green spaces we have.	8/27/2014 3:54 PM
77	Thanks for asking our opinion.	8/27/2014 2:11 PM
78	Thank you for the opportunity to voice our opinions. My biggest concern is that the city will be adding condo/apartments. I don't believe this will benefit the city.	8/27/2014 12:28 PM
79	No more apartment complexes. Remove, eliminate some existing apartments.	8/27/2014 11:41 AM

80	Improve infrastructure...	8/27/2014 10:48 AM
81	PC is badly in need of bike path;s, dangerous to ride on main arteries in PC; Forum should encourage bicyclists with bike racks on the perimeter of shopping area. 3 large natural food sores within a few blocks seems ridiculous; decorative fence in front of Ingles strip mall could give PC a much needed facelift; need to promote our library or we will lose it; landscaping at PC post office is an embarrassment; PC residents need to feel a sense of community...PC badly needs space for meetings; PC needs to allow signage for community events, and school functions; Would also like to see banners for events going on in Atlanta - for art exhibits or major plays	8/27/2014 9:23 AM
82	I think in peachtree corners we have enough of a number of retailers to meet the needs of the residents. We don't have as much accessible green space or play places for kids and families. Jones bridge park is the only play area that is located within the peachtree corners area for playing. We would enjoy more easily accessible places for low cost entertainment.	8/26/2014 2:18 PM
83	NO MORE APARTMENTS!	8/25/2014 8:48 AM
84	I am concerned about high density development in Peachtree Corners. Traffic congestion needs to be alleviated and having more green space would help.	8/23/2014 9:24 PM
85	We are excited to have input on the project and would love to see a town center full of retail shops, restaurants, entertainment, and green space! We just moved to peachtree corners in the past year and have enjoyed it thus far but would love a place to make it really feel like a nice town center instead of traveling to nearby cities, such as norcross and roswell to experience that.	8/23/2014 2:23 PM
86	You showed many pictures but I don't know what's included in the pictures. You could be showing many business/retail combined concepts. Business is fine but I didn't select many pictures because it could be a back-door means for the mayor and council members to justify including residential. Again, my vote is no apartment/apartment-type residential on the land. The city already has enough and it's effects on schools, social services and the allure of Peachtree Corners is already a concern.	8/23/2014 12:19 PM
87	Fix all the pot holes first	8/23/2014 10:20 AM
88	-Residential roads leading to LCI could use improvements on ability for walking and biking such as crosswalks and speed limitations such as speeds bumps and lowered speed limits -Several developments in LCI study area need remodeling/updates to further improve look of Peachtree Corners as well as safety for walkers/bikers at all times of day	8/22/2014 7:39 PM
89	I would love to see Peachtree Corners become a more walkable community! I think that young couples and families really value being able to walk to areas and enjoy being outside. I love seeing everyone outdoors in PC. It would be great to have more outdoor space to gather with friends and families, as well as restaurants with outdoor dining. Do not want to see more apartments with more congestion.	8/22/2014 1:08 PM
90	Whatever is decided for construction in the Study Area emphasis should be made on it being family oriented, retain green space with beautiful and peaceful landscaping, architectural design of new structures in keeping with current buildings in the area, i.e, no high rise, no futuristic/all glass look, minimal focus on nightlife	8/22/2014 12:31 PM
91	Please create a safe environment where my kids can walk/bike to and from school. Traffic is too heavy and we do not have the infrastructure to support pedestrians commuting on foot or bike. Seattle, DC, and Vancouver are great examples of pedestrian friendly cities.	8/22/2014 11:03 AM
92	Keep up the good work to ensure the safety of the residents of Peachtree Corners.	8/22/2014 11:03 AM
93	My family loves the idea of a vibrant town center to go to for casual dining, concerts, shops, etc. I appreciate all the effort the city is taking to get as many people as possible involved. Thank you!	8/22/2014 10:58 AM
94	Thanks for the good work. We want something that looks high class so that it will stay looking nice for years to come.	8/22/2014 10:12 AM
95	Make sure our taxes are not increase because of the changes made in Peachtree Corners.	8/22/2014 8:30 AM
96	anything that can be done to alleviate traffic would be good. I prefer to keep the area businesses, restaurants, shops, etc. vs. living areas.	8/22/2014 6:56 AM
97	All of 52 would be good! Work to conserve Simpsonwood as public green space Long term plan to prevent 141 from being a high speed through way.	8/22/2014 5:59 AM

98	I would love to create a town center/green space, but due to the fact that our roads have not been attended to for quite a few years, they are in dire need of resurfacing. Peachtree Station is a very popular neighborhood for resales but the roads presently would be a deterrent for future buyers. Lets get that attended to first and then lets concentrate on the town center! Thanks for the great ideas and good luck! We are all looking forward to the end result!	8/21/2014 9:36 PM
99	Non-chain restaurants that people would come to Peachtree Corners to try, rather than just typical chain restaurants would be nice. Also, a place with music to go have a dessert, drink after dinner.	8/21/2014 9:30 PM
100	needs more park/green space	8/21/2014 9:19 PM
101	When new people (as well as the citizens, of course) travel inside the City limits would like to give the first psychological impression that Peachtree Corners is an upscale, beautiful, landscaped city with sidewalks, but without falling fences and blight, where they would want to live and do business. Traffic is bad everywhere, but would put a few intersection improvements as a second priority (but not road widening - so Peachtree Corners doesn't just become a convenient pass through to Johns Creek, Duluth, Roswell, etc.). We have a convenient location already - let's make it so beautiful that it is the best draw and livable places in the metro area.	8/21/2014 7:20 PM
102	The survey is on track in that the area is very car centric and there needs to be more options for pedestrian and bicycle traffic.	8/21/2014 2:43 PM
103	First of all, my husband and I have lived in Peachtree Corners 21 years. We re-located to Atlanta for my job. It took us almost 2 years to find a location where we thought we would be comfortable to live. The original plan was to stay for 5 years and return to the West Coast. Well, we stayed because we have enjoyed living in this community. Our biggest concern is that, as the city grows and draws more people to this area, that our safety/crime does not become an issue. Peachtree Corners' environment and safety drew us to buy our home here. We hope that it will continue to be a priority. I do have one more suggestion. Please consider the aging population in our city. I know that there is a senior complex being built on Spalding Drive, but it would be nice to have a ranch condo complex for independent active seniors closer to shopping at the Forum, the Y, and groceries. We will be able to walk instead of driving. We look forward to spending many more years here and look forward to seeing how our city develops and thrives.	8/21/2014 12:12 PM
104	Johns Creek Peachtree Parkway creates the right atmosphere for later improvements. Curbs, trees, sidewalks, and signage make the biggest statement and allow for better pedestrian and bike usage.	8/21/2014 10:46 AM
105	A town center would be nice but very expensive. I love living in P'tree Corners and think it's great. One of the most simple improvements that could be made and would have a huge effect is just mowing and trimming around sidewalk areas. There are many areas that grass and trees overshadow sidewalks and make it unattractive and unappealing to walkers, runners, etc. Thank you for the time in putting together the survey.	8/21/2014 9:40 AM
106	Less apartments and new housing development.	8/21/2014 7:13 AM
107	With all of the new planned development, no matter which approach is taken, we need to address the signal and road issues first. We already have a lot of people living and shopping here. The more development we have the more people it is going to bring to Peachtree Corners. We are long overdue for improving the roads. Spalding and Peachtree Corners Circle should both be at least four-lane roads. We're so excited that these issues are finally being addressed. Thank you!	8/20/2014 10:39 PM
108	If they have to cut the tree down...replace it with another and make sure it's a native!	8/20/2014 10:36 PM
109	My highest priority is to do anything possible to keep taxes at the lowest point possible. Thus, no spending unless it is necessary. And, much of this is not necessary, in my opinion.	8/20/2014 9:32 PM
110	No city hall	8/20/2014 8:40 PM
111	Please give consideration to those of us who live right next to he LCI study area. Traffic on Medlock Bridge is appalling and prevents me from leaving my house, such as going to the dog park, after I get home from work. It almost seems that the LCI study area is going to make this problem far worse.	8/20/2014 8:36 PM
112	Thanks for doing this!	8/20/2014 7:29 PM
113	Do not try to do too much-we voted for city light	8/20/2014 6:45 PM
114	Good work!	8/20/2014 6:19 PM
115	Mileage to CBD is my problem. I live closer to Dunwoody.	8/20/2014 5:22 PM
116	I would buy a condo over retail space in a heartbeat. I do not think we need any more apartments.	8/20/2014 5:20 PM

117	I think the Town Center needs to be the priority, but that the feeder roads, intersections, and sidewalks cannot be ignored - they must be addressed at the same time so that the Town Center is successful.	8/20/2014 4:55 PM
118	Thanks for asking	8/20/2014 4:45 PM
119	I hope that serious consideration has been given to the cost of maintenance for a town center--those fountain images are nice, but require \$\$ ditto landscaping. The opportunity to take over Simpsonwood and rent out the buildings, etc. could be the answer--and a move that would show that this is a community that wants to preserve an irreplaceable asset	8/20/2014 3:55 PM
120	Why are you God Damn bureaucrats wasting my tax dollars with this Bullshit!!! Let the free market decide what is to be done with the land. God Damn busy-bodies. Fuck off!!!	8/20/2014 3:44 PM
121	Why do we need a central business district-I thought this was a city lite?	8/20/2014 3:22 PM
122	This was a difficult questionnaire to understand. I did not totally understand what the pictures were asking me. Did I like the architecture? Did I want apartments in the area? Kroger? Personally we are looking for a "walking" community with housing, restaurants, nightlife and some sort of market so we don't have to drive to a grocery store if we need milk, eggs, etc.	8/20/2014 1:52 PM
123	The most important thing when developing this space is that in my opinion the residents do NOT want any apartments for rent. I do believe there is a need for residential areas for older residents (50+) that love the area and don't want to leave, but may not want to continue living in a large house or having yard maintenance.	8/20/2014 12:05 PM
124	and creating a center, green space. Getting to it is the current battle.	8/20/2014 10:31 AM
125	The images are very ambiguous as it is hard to tell whether the buildings shown would have offices, condos, or apartments in the top floors.	8/20/2014 10:20 AM
126	Based on the images you provided, I very much prefer lower buildings -- no more than 3 stories at least in areas fronting a major road or in more visible areas.	8/20/2014 4:48 AM
127	If the new Town Center goes near the Forum. It would be nice if it could be similar to the look and feel of the buildings of the Forum and the new Sprouts shopping area.	8/19/2014 11:43 PM
128	please keep Peachtree Corners a safe, healthy and family friendly place!!	8/19/2014 10:54 PM
129	Try avoiding building structures that are more than a couple of floors -- Old downtown looks such as Norcross or Duluth downtown area. Consider what was done for Downtown Greenville, SC. That place comes to life every weekend with people walking up and down and merchants and restaurants experience heavy traffic. I am not sure that is feasible in the limited space across from Forum, but there is opportunity in tech park area.	8/19/2014 10:03 PM
130	We need a town center that's visible and we need to connect it with existing destinations - like the Forum. To complete with other local areas, we need public meeting spaces - for events, concerts, farmers market, etc.	8/19/2014 9:40 PM
131	With 141 going right through, its challenging, but quiet and safe pedestrian and bike access is desirable. Pls be careful not to crowd the Forum and bottle up intersections even more as expansion occurs. Foot and biking Crossover is critical and long wooded paths away from traffic would be ideal. Parking should be on the far east side (ie Tech Park) and allow easy access to the newly planned amenities.	8/19/2014 9:35 PM
132	Good survey. Good luck with the implementations when approved.	8/19/2014 9:31 PM
133	I do not want to see this area over-developed, because this is a family friendly neighborhood. There is enough development in the surrounding areas without the need to take away the green space in the Peachtree Corners area.	8/19/2014 9:09 PM
134	Theirs should be NO rental units/properties as part of the LCI development initiative. Town homes, mid-rise, and/or high-rise condo units would be appropriate. Some focus on empty nester, independent senior, and even assisted living should be considered.	8/19/2014 8:33 PM
135	In Peachtree Corners we need very nice town homes for empty nesters or folks who want to give up the big house but not sacrifice a quality home. We want to stay in Peachtree Corners but there is no place that has the high-end quality that we are looking for. Thank you.	8/19/2014 7:55 PM

136	Peachtree Corners has a golden opportunity to create unique community that can attract businesses and residents of varied socioeconomic groups. We have a straight path to an historic area, mid-scale shopping, tucked away office parks, and a couple of local restaurants, and green space that is in the hands of the city. We are on the verge of becoming a cookie-cutter artery city that looks exactly like the cities two miles up the road. On the current path, we will be no more than Highway 41 is, just outside the 285, where most better retail and all of the middle income residents have left. Or, like Ashford Dunwoody just outside the perimeter, so crowded that no one want to live close enough to walk to retail. Unless, of course, you keep all your worldly good in a shopping cart. Drive up 141, can you tell in you are in Johns Creek, or Peachtree Corners? No - and be sure, Southern Living will never write Johns Creek up as great little place to live or visit. And so goes our little town.	8/19/2014 7:13 PM
137	Johns Creek is a pretty good model. I'm a bike lover, so I would really like to see a high priority placed on wide bike paths and bike and pedestrian friendly town center.	8/19/2014 6:54 PM
138	No apartments/town homes/condos	8/19/2014 6:30 PM
139	No apartments! If living space is increased, high end condos with limited rentals. Love the idea about a Town Center but I believe it needs to be within walking distance of the Forum.	8/19/2014 6:30 PM
140	NO CITY HALL	8/19/2014 5:47 PM
141	ABSOLUTELY NO APARTMENTS !!!	8/19/2014 5:37 PM
142	why more building at all?	8/19/2014 4:43 PM
143	Add a community garden and community center. Nothing else.	8/19/2014 4:35 PM
144	I am 30 year resident of PTC. I own a business here and employ many PTC residents. People moved here and open business because of the green space. PTC has no identity. Today it is the Forum and that is sad. I can not even believe bikes are on this list. Start having police ticket them for violating the traffic laws. That will solve the bike problem. Second on the list should be Visual improvements / landscaping / signage.	8/19/2014 3:56 PM
145	Peachtree Corners needs an area like Duluth and Suwanee green space and outside concert area.	8/19/2014 3:38 PM
146	Great idea	8/19/2014 3:00 PM
147	Please do not build any multi-family dwellings, or any building over 3 stories of any kind. Our infrastructure cannot handle this additional load. If a vote was taken, this would not be acceptable by the citizen's of Peachtree corners.	8/19/2014 2:26 PM
148	the access onto the highway from Peachtree Parkway is in disperate need of re-working. In general, we are a pass-through for Johns Creek, Cumming, etc and we have to accommodate that traffic, and not put any more "load" via development of a Town Center in that corridor - it must be located OFF the corridor.	8/19/2014 2:07 PM
149	Like to have a place like downtown Old Norcross where we can go to eat and have live events ie live concerts etc.	8/18/2014 8:57 PM
150	Technology park is our city's greatest asset and we are at risk of it becoming even more vacant if we don't have major transformation. It could be the easiest area in the city to create mixed use and revitalize the area with housing, restaurants, walking and bike trails, etc. to attract new businesses. We also have a great opportunity to establish public/private partnership with tech park. This should be our number one priority.	8/17/2014 8:45 PM
151	Keep the transparent communications and community input coming. Keep looking for different avenues to reach people to minimize criticism later. As for the town center, Ptree Corners needs a place that defines and rallies the community. People in Ptree Corners identify with schools, neighborhoods, and church but not necessarily the city. The festival in June has gone a long way to bring e city together but we need something permanent. Finally, the shopping center at 141 and Spalding needs (behind the Wendy's and Arby's) needs attention. It's a great location but is becoming a potential blight.	8/17/2014 12:06 AM
152	I thoughts the pictures were deceiving in that the 5 story building was clean, pristine and architecturally pleasing and the lessor stories had signs in the windows and things hanging on the rails making it difficult to chose. Thanks for putting this together and asking for public opinions. You are doing a great job.	8/16/2014 11:42 AM
153	Keep Ptree Corners beautiful and CLEAN. Concentrate on landscaping and lawn area.	8/16/2014 10:35 AM
154	I think as long as you make a comprehensive plan that can be prioritized and executed as funds are available (and knowing we don't want more taxes) there will be a nice balance. Thanks for asking!!!!	8/15/2014 6:53 PM

155	An awful lot of empty nesters live in PC but we do not want to leave the area. the problem is that there is no where to go. MY wife and I do not need a 5000 sq ft house. Would love to see some small ranches built to keep the 'mature ' crowd in the area. If such homes were built (in Simpsonwood, eg) they would all sell in 7 minutes. I know dozens of homeowners who feel as I do	8/15/2014 11:17 AM
156	We're a great group of people here in Peachtree Corners and we need a great Town Center so we can be a real town!	8/14/2014 9:15 PM
157	Improvements to Technology park should not involve public money. All of PeachtreeCorners should be upgraded equally.	8/14/2014 8:12 PM
158	Why don't you put focus where it needs to be. A town Center is not important right now. You need to worry about why Gwinnett County Police have reduced coverage for the City and the illegals in the City plus owners renting to Chapter 8 renters who do not care about their properties	8/14/2014 12:34 PM
159	The Decision Tree will be location of Town Center. 1). If located near the Forum, how will the increased traffic affect Quality of Like. If located in Technology Park, there appears to be more land and opportunity for ReDevelopment and retrofitting. Also, I think there could be some more flexible options for Traffic Flow in this location. Gray Terry	8/14/2014 11:32 AM
160	This study should include a master plan of prioritized improvements along SR 141 and a recommendation that the City participate with GDOT and other local governments on a master plan for SR 141 from I-285 to GA 400. Study best option to get across SR 141 from the Forum to the new Town Center property. Put roads within Tech Park on a "road diet" to add sidewalks and bike lanes. Layout off-road trail segments within Tech Park.	8/14/2014 9:09 AM
161	Appropriateness of visual representation difficult to distinguish after first few web pages of photos (quite a bit overwhelming to discern after awhile), fyi. Possibly better to offer ranking of prioritization (e.g. in question immediately above as well as few on last couple of pages) as offered on couple of questions (prioritize important issues rather than choosing only one, or maybe add a question to also ask which would prioritize as least important for reference)	8/14/2014 1:03 AM
162	To put us on the map for best places to live and bring in monies to the area, we need a town center. Look at Suwanee.	8/13/2014 9:04 PM
163	Worried about additional home building adding to already very congested roadways. Too much traffic makes Peachtree Corners unappealing. Keep the greenspace we have, allocate funds to increase greenspace areas. Refurbish or demolish and rebuild on existing business/ commercial areas.	8/13/2014 1:20 PM
164	Thanks for asking for our input!	8/13/2014 1:11 PM
165	Locate a new police station right next to The Love Shack. Ideal local. Thanks	8/13/2014 12:00 PM
166	Focus on developing incentives for empty nesters to vacate existing units and bring young blood into PC to add energy to the community and schools.	8/13/2014 10:19 AM
167	Most of the ideas mentioned in the survey are excellent. I just hope to see P'tree Crns become more walkable and also turn P'tree Pkwy into a safer main road rather than the dangerous freeway that has been for so many years.	8/13/2014 8:13 AM
168	A city that is safe enough to be a walking/biking city helps retain a high level feel. It also supports various retailers as people are more likely to "stop in" somewhere when they are on foot/bicycle rather than looking for parking. People in cars are on their way to somewhere...people walking/cycling are just "on their way." I think people have in mind, at least I do, something along the lines of Historic Norcross. Very family oriented - after all that is what Peachtree Corners is also about.	8/13/2014 7:27 AM
169	Keep as many trees as you can.	8/13/2014 7:23 AM
170	The traffic issues around the library and post office prohibit using that area as Town Center. Also, we badly need an accessible gas station on the north bound side of 141.	8/12/2014 11:14 PM
171	Please do not consider anything that will create high density population areas.	8/12/2014 10:19 PM
172	Offer Free Compost , With Free Delivery. Pollinator Friendly Plants Along Roads. Have A BeeHive In Town Square. Encourage Hoas To Allow Urban Agriculture. Have A Senior Center InTown Square. Have Multi Use Paths.	8/12/2014 12:48 PM
173	The goal here should be to create community and to encourage community we must encourage family and the formation of families. This is done by making locations where families and the youth can spend time together.	8/12/2014 11:10 AM

174	This is such a mixed-up area. I know there are businesses in the Technology center, but it seems like such unused space. How many are empty? Maybe none, and good, but we are in such a car-driven culture it is going to be a hard sell to make this place walkable. I applaud you for trying, I'm all about urban development being geared to public transportation and walkable area and bike trails. Don't forget about the people who have to WORK in the restaurants, developments, etc. Make it easier for them to get there. Where are the bus stops? How do people who are in service jobs get to their work if they don't have a car? Please think about EVERYONE when designing this city, not just the "rich upper-middle class" people. Apartments can be a good thing, if designed well and within walkable distance to amenities and places of employment.	8/11/2014 5:45 PM
175	Mobilize whatever financial or legislative help, federal, state, and county, to do a better job of upkeep on neighborhood and arterial streets than has been done in the past.	8/11/2014 5:28 PM
176	Don't waste our money. Keep the GREEN/LUSH areas! This should be know as a lovely, cool, relaxed area which in the south means trees, birds, nature. It is a truly nice area to live in right NOW, please do not over build!	8/10/2014 9:38 PM
177	I think updating the city and importantly the center of the city (the LCI Study area) is a tremendous idea and goal, right now we're a city that doesn't compare to downtown Norcross with the park, farmers market and regular events, this is something we need and need in an eco friendly manner that allows bicycles and community gardens. The city light structure limits this, but as I get older and hopefully one day have children and grandchildren, I want them to live somewhere that is more community than city.	8/10/2014 10:44 AM
178	No traffic circles, look at NJ and Clearwater Florida paying millions to remove them. Like things simple, quite and peaceful. Make a bicycle tax to pay for the widening of roads for the few that rides that use it, Government should be in the back ground not in our faces. building should be basic and easy to up keep, It easy to spend other people money and look like a hero.	8/10/2014 8:48 AM
179	Please don't favor bike riders. Most are rude, obnoxious, and don't obey the rule "same road, same rights". They go between cars, run stop signs and stop lights at intersections. Don't care for bike riders. Nearly hit one today because he kept coming through a red light . He never slowed down.	8/10/2014 12:18 AM
180	The area across from the Library is ideal. The Forum area is my second choice.	8/9/2014 5:32 PM
181	My second choice for the above question is focus on visual improvements! We have some eye sores that could easily be improved. Also, to create a more unified look for our area.	8/9/2014 1:12 PM
182	set the standard as a safe, desirable area in metro ATL	8/9/2014 10:32 AM
183	It is critical that we do not over retail the area....especially with big box, chain stores. The last thing we want is to look like what is going on north of us in John's creek. Sense of community is critical! We also do not need any more high density rental residential. Holcomb bridge and Peachtree corners circle is a mess! As I said before, our identity as a walking, bedroom community would make us highly sought after family community and raise everyone's property values....and our tax base!	8/9/2014 9:54 AM
184	I find it very important to protect pedestrians as they walk from the sidewalk into a shopping center or restaurant. Too often I see pedestrians having to walk along driveway entrances to get into a shopping center, and typically drivers are not expecting to encounter pedestrians. We would walk much more often to the Forum had pedestrians been prioritized in the design.	8/8/2014 3:56 PM
185	I am not in favor of any residential dwellings (single or multi family) being constructed on city grounds.	8/7/2014 2:46 PM
186	please create a community feeling - something that is walkable/bike-able, with green or open spaces for people to congregate; historic Norcross has done a great job - Thrasher park, water park area, cool shops. sidewalks, please.	8/5/2014 6:59 PM
187	More empty nest housing in form of town homes or above retail space. we want to stay in Peachtree Corners but no place that satisfies us right now.	8/5/2014 4:53 PM
188	Creating an outstanding public space would provide the city and its citizens an identity and encourage support for other solutions.	8/5/2014 12:16 AM
189	Use restriction in new retail across from the Forum so we don't have banks, mattress companies, cell phone stores, dry cleaners, nail shops going into the walkable community...	8/4/2014 3:29 PM
190	I apologize if my responses seem inconsistent. I'm probably too new to the area to have good suggestions. I'm not familiar with all the areas and current land usage or ease/availability for upgrades. The space across from the Forum would be nice to have developed, but traffic on Medlock Bridge & Peachtree Corners Circle would be an issue.	8/4/2014 1:46 PM

191	While realizing there is likely to be some sort of residential element included, the fewer apartments the better. Condos preferred over apts. If apts are necessary, please keep them to a minimum (less than 100, even less than 50 if possible, with zero being optimal...Why? Because there are already plenty - perhaps too many - apartments and other rental options nearby.	8/4/2014 10:58 AM
192	The Peachtree Corners LCI should be developed with an understanding that whatever is done will impact rush hour traffic in the area. Feeder roads become traffic snarls when the Parkway backs up, so any improvements to the area should focus first on improving the traffic flow.	8/4/2014 10:10 AM
193	We do NOT need a Town Center	8/2/2014 7:42 PM
194	It seems that developing a town center anywhere along Peachtree Pkwy is going to create even more traffic problems than we already have. Peachtree Pkwy is a through-way for many people living in the northern end of the city and those going into Fulton County/Johns Creek. Creating a town center anywhere along that road will create destination traffic in addition to what's already there. I'm concerned that, while having a town center is a wonderful idea, it's going to create more problems than any benefits it might offer.	8/2/2014 5:54 PM
195	it appears to be a total waste of time and money, benefiting only the consultants and the politicians who support this effort. Do Not Use Real Taxpayer money for this never to be achieved effort.	8/2/2014 3:45 PM
196	Please put in business that we don;t have, Two Organic grocery stores? Two Mattress places ? Have the old movie theater remodeled.	8/2/2014 3:13 PM
197	Adjusting traffic signal length for roads like Spalding Drive and Peachtree Corners Circle that cross over Peachtree Parkway would really help ease congestion and would probably not be that expensive of a fix.	8/2/2014 2:25 PM
198	A community theater like Aurora in Lawrenceville, in combination with great dining and easy walking between the two would be my wish!	8/2/2014 2:13 PM
199	City has a surplus of under performing strip centers. LCI/CBD project (particularly if located across from Forum) will concentrate retail traffic -- further exacerbating the problem. Is it clear that even the Forum will not be negatively impacted?	8/2/2014 12:27 PM
200	We must create a destination if we expect to attract new residents, businesses and the economic support they provide. A live/work/play center that is also distinctive can be that. Otherwise we are nothing more than random shopping centers, office buildings and subdivisions with nothing in common but geography.	8/2/2014 10:38 AM
201	Can't wait!	8/2/2014 10:02 AM
202	More retail, which we already have, is OK, but if every center has its own traffic signals that becomes a problem. Need to manage the traffic flow to improve quality of life. Also, failing/empty centers like that at Spalding and 141 need to be revitalized or removed.	8/2/2014 9:12 AM
203	bring the city center back down to holcomb bridge and ptree pkwy...the road infrastructure is there....a town center accross from the forum is more like a Berkeley lake town center....too close to Berkeley lake	8/2/2014 9:12 AM
204	Need an outdoor play area for kids. Shade, playground, bike path.	8/2/2014 9:12 AM
205	There are sidewalks so busted up, like around PMS, that they should be given attention as well. There is a balance between the need of trails, bike lines and sidewalks with a gathering/green space. AIO, tech park. I needs to be updated to attract businesses. I hope you are specifically surveying employers and employees that use this space daily on how it can be improved to meet their needs and attract new biz	8/2/2014 9:03 AM
206	Don't go overboard on a municipal complex, we have too many castles in Gwinnett now.	8/2/2014 8:46 AM
207	Wakefield Beasley Architects did a great job with The Forum and would be great in continuing to develop Peachtree Corners.	8/2/2014 8:26 AM
208	Follow duluth, suwanee and norcross's lead. Their community centers are wonderful. The bridge over ptree parkway is a must for safety and connection to the forum. Please do not allow 3-4-5 plus story buildings.	8/2/2014 8:10 AM
209	More interconnected trails for biking/walking. There is huge opportunity for that in Tech Park (where I work).	8/2/2014 8:08 AM
210	Bad. You are wasting money trying to make folks do things as you desire instead of as we desire. Improve our traffic and congestion issues and that does not include adding apartments or any type of multi family housing.	8/2/2014 7:56 AM

211	Consider the idea of creating a space similar to the one at Atlantic Station, so Peachtree Corners can host limited-engagement attractions like Cirque du Soleil, premier-level tennis tournaments, and other popular, heavily attended, temporary attractions. The amphitheater you suggest should be large enough to attract top-name entertainment, particularly during the summer months. When we have a truly "walkable" city with venues and events that appeal to the North Atlanta population, visitors and their money will come.	8/2/2014 7:02 AM
212	During a previous Q&A it was mentioned that the city is currently at a 50/50 mix of single and multi family housing and as such the city needed to stop the previous development plans of apartments across from the forum. I urge the city to not allow any development to include apartments.	8/2/2014 6:55 AM
213	More bicycle trails/paths please! Roads are too crowded and busy with cars. It's nice to live in an area with shopping and restaurants so close. Would be nice to have wider bike paths to go to these places without driving. Thanks!	8/1/2014 11:58 PM
214	loved the shops, restaurants, pond and walking area with seats.	8/1/2014 6:57 PM
215	Generally a good idea but 141 has become a through street for north fulton and forsyth. Nothing will improve much unless you work with the state to change traffic flow north.	8/1/2014 5:42 PM
216	Na	8/1/2014 5:25 PM
217	I would spend money on landscaping/signage, walkways...then worry about everything else.	8/1/2014 4:53 PM
218	Peachtree Corners Circle carries the name of our town and yet the paving on this road leaves a lot to be desired - particularly on the southern end.	8/1/2014 4:28 PM
219	Keep listening to the Peachtree Corners residents in making decisions the majority believe in. Open meetings and discussions.	8/1/2014 4:23 PM
220	Our elected officials are doing a great job!	8/1/2014 3:39 PM
221	Creating a better system of pedestrian trails is very close in my priorities to a Town Center/green space.	8/1/2014 2:43 PM
222	Overall the Mayor and council members are doing a fantastic job!	8/1/2014 11:47 AM
223	I love the idea of neighborhoods near to and part of large metropolitan areas getting more centralized. I look forward to seeing how Peachtree Corners develops; I'll like be here for several more years.	8/1/2014 11:04 AM
224	The sooner or better!	7/31/2014 1:19 AM
225	Make the area people friendly with upscale stores, shops and places to eat. Keep the streets wide and clean so traffic will move smoothly.	7/30/2014 5:07 PM
226	Not every single inch needs to be developed. We're not going to be Norcross or Duluth. There is no town per se. We don't need to mimic other cities with endless shops, fountains, and arenas. We are major thoroughfares, not a quaint little town historically built around train stops. My priority would be to ease the traffic situation with additional lanes, safer crossings, adequate turn lanes and landscaping.	7/29/2014 2:31 PM
227	Sidewalks really help convert roads into a community. I hope sidewalks and pathways become a priority.	7/29/2014 11:42 AM
228	A town center and identifiable central business district, is essential I believe in creating identity for the city so it will be recognized as someplace other than unincorporated Norcross.	7/28/2014 9:56 AM
229	When I look at the LCI I see a great plan for development of different areas throughout the city, however I don't see enough emphasis being placed on integration of development. With limited funds available the objective is to get the most 'bang for our buck' and the best way to do that is to ensure future development is done in a manner which concentrates the activities we do most (working, shopping, playing) in a central location, thereby encouraging people to get out of the car. Emphasis must be placed on transforming Peachtree Parkway so it does not continue to act as a barrier to a more prosperous and fulfilling Peachtree Corners experience.	7/27/2014 11:28 AM
230	The study area is primarily comprised of old and outdated office buildings, along with unsightly retail shopping centers. These structures should either be forced to renovate and update their looks and offerings, or be forced to demolished and rebuild. Peachtree Corners is an excellent example of how a live/work community can function, but due to outdated amenities and overall aesthetic appeal, many people cannot see this.	7/27/2014 7:51 AM

APPENDIX G

TRANSPORTATION CONDITIONS & RECOMMENDATIONS

DETAILED REPORTS

Peachtree Corners LCI Transportation Existing Conditions Summary

Roadway Systems

An inventory was conducted of the existing traffic conditions within the limits of the LCI area. The main corridor within the study area is SR 141/Peachtree Pkwy from Holcomb Bridge Road on the south to just north of the intersection with East Jones Bridge Road/Medlock Bridge Rd. There are four major intersections on this corridor and this summary identifies the major transportation issues at these locations:

- East Jones Bridge Rd/Medlock Bridge Rd;
- Spalding Dr;
- Peachtree Corners Cir; and
- Technology Pkwy/Jay Bird Aly.

Additional important intersections within the LCI area include the following:

- Peachtree Industrial Blvd/Holcomb Bridge Rd On-ramp to Peachtree Pkwy;
- Jay Bird Alley at Crooked Creek Rd;
- East Jones Bridge Rd at Peachtree Corners Cir;
- Woodhill Dr at Peachtree Pkwy;
- Spalding Dr at Engineering Dr; and
- Technology Pkwy NW at Spalding Dr.

The LCI area roadways are classified by the categories established by the Georgia Department of Transportation (GDOT) and the Federal Highway Administration (FHWA). These categories are determined based on the opposing relationship between a roadway's access and mobility. Table 1 provides a summary of the relationship of a roadway's functional classification and its travel characteristics. Figure 1 shows the roadway classification throughout the LCI area.

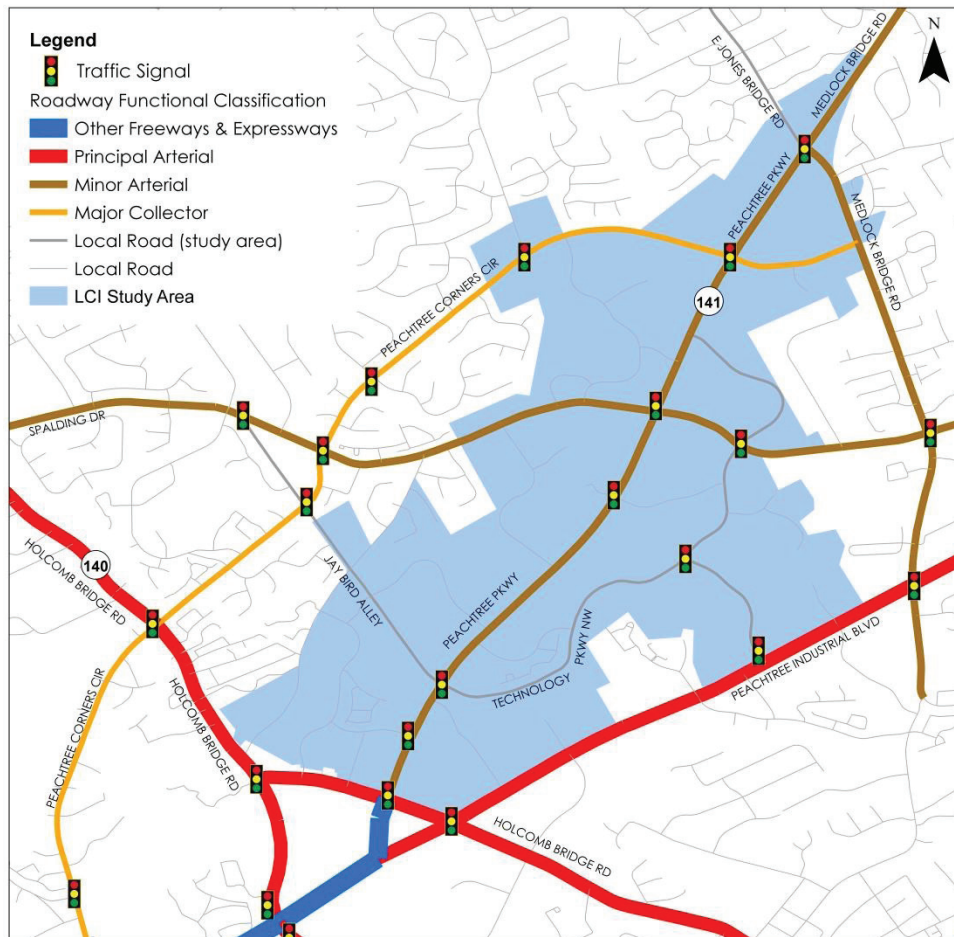
Table 1 Relationship between Functional Classification and Travel Characteristics

Functional Classification	Distance Served (and Length of Route)	Access Points	Speed Limit	Distance between Routes	Usage (AADT and DMVT)	Significance	Number of Travel Lanes
Arterial	Longest	Few	Highest	Longest	Highest	Statewide	More
Collector	Medium	Medium	Medium	Medium	Medium	Medium	Medium
Local	Shortest	Many	Lowest	Shortest	Lowest	Local	Fewer

Source: Federal Highway Administration, "Highway Functional Classification Concepts, Criteria and Procedures". 2013 Edition.

Web:http://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/fcauab.pdf Accessed on 17 Oct. 2014.

Figure 1. LCI Roadway Classification



Existing Traffic Conditions

For the purposes of this discussion, SR 141 is considered north-south and the intersecting roadways are considered east-west. To determine existing traffic conditions of the selected intersections, an inventory was made of the four main signalized study intersections along SR 141/Peachtree Pkwy:

- Jay Bird Alley/Technology Pkwy;
- Spalding Dr;
- Peachtree Corners Cir; and
- E. Jones Bridge Rd/Medlock Bridge Rd.

Automated, bi-directional 24-hour tube counts were collected at the following locations on SR 141:

- SR 141/Peachtree Pkwy, between Peachtree Industrial Blvd and Holcomb Bridge Rd;
- SR 141/Medlock Bridge Rd, north of East Jones Bridge Rd (classifications counts); and
- Medlock Bridge Rd, south of Peachtree Corners Circle.

Capacity analyses of the main intersections within the LCI area were completed using procedures in the Transportation Research Board's Highway Capacity Manual (HCM), 2010 Edition. This is the usual methodology for the analysis of traffic conditions. The software program Synchro 8 (a nationally recognized computer software package for analyzing capacities and Levels of Service) was used to perform the actual capacity analyses.

Operating conditions at intersections are evaluated in terms of Levels of Service (LOS). LOS A through D are generally considered to be adequate peak hour operations. LOS E and F are generally considered inadequate conditions.

It was determined that the all four intersections counted are experiencing operational deficiencies when analyzed during the peak hours, shown on Table 2. This is largely due to the extremely high volumes and signal operations that favor through movements on Peachtree Pkwy.

Table 2. Overall Intersection LOS – 2014 Existing Conditions

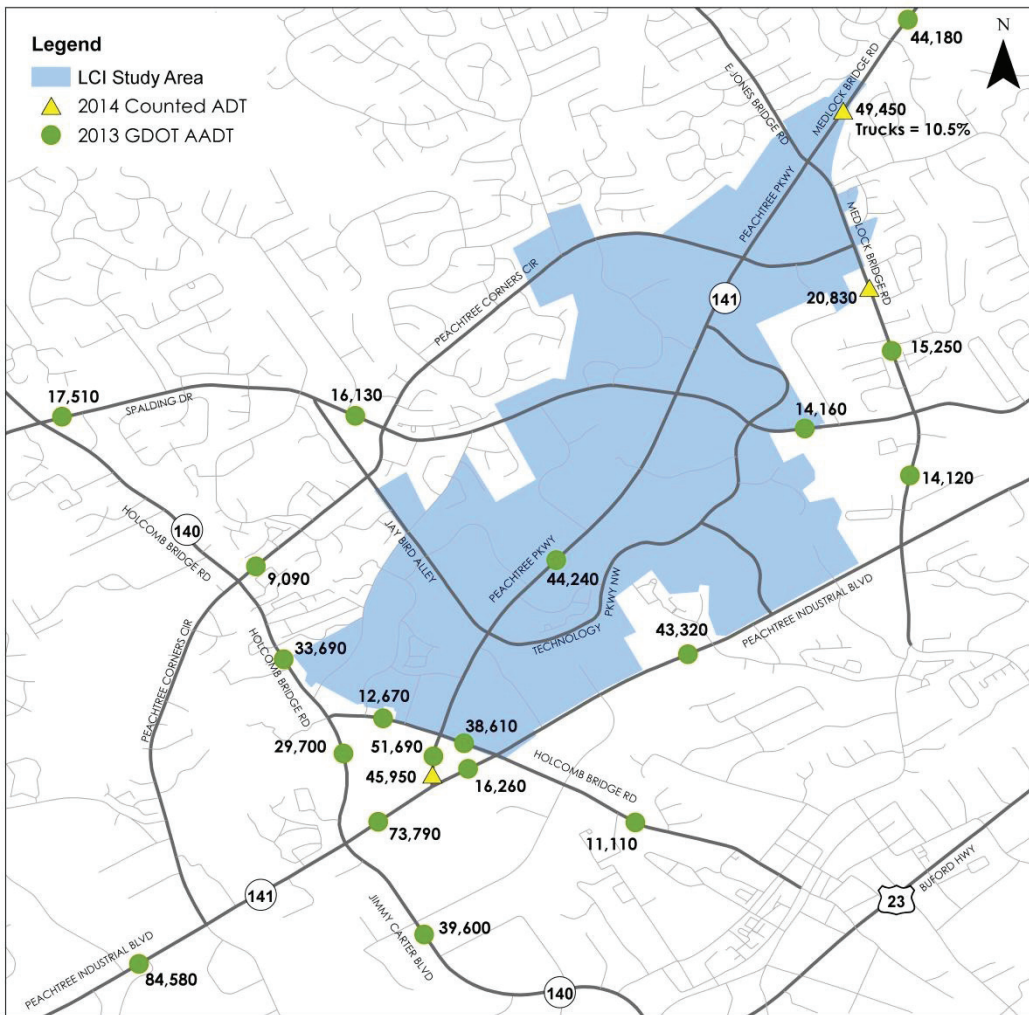
ID	Intersection	Peak Hour	
		AM	PM
1	Jay Bird Alley/Technology Pkwy	E	D
2	Spalding Dr	F	E
3	Peachtree Corners Cir	F	D
4	E. Jones Bridge Rd/Medlock Bridge Rd	F	E

Table 3 shows the AADT data along SR 141/Peachtree Pkwy from 2009-2013. Figure 2 shows the 2013 AADTs (Annual Average Daily Traffic) in the LCI area.

Table 3 GDOT AADT Data

Road Segment	2009	2010	2011	2012	2013	Trucks	Average change per year
Medlock Bridge Rd North of E. Jones Bridge Rd	37,940	43,950	46,770	46,510	44,180	3% (*2013)	+4%
Peachtree Pkwy North of Jay Bird Alley	42,560	42,650	42,600	44,030	44,240	3.4% (*2013)	+1%
Peachtree Pkwy South of Holcomb Bridge Rd	41,450	41,610	50,740	51,140	51,690	1.93% (*2013)	+6%

Figure 2. 2013 AADTs



Transit

The local transit service is provided by Route 35 on the Gwinnett County Transit system. Route 35 services the LCI area from as far north as the Forum on Peachtree Pkwy and covers various road segments in the area including Spalding Drive, Technology Pkwy, Peachtree Corners Cir, Medlock Bridge Rd, and Jimmy Carter Blvd. The route offers various transfer points including the MARTA Doraville Station. Additionally, GCT Route 35 has a paratransit option for those who are in need of that service.

The Georgia Regional Transportation Authority (GRTA) Xpress Route 408 provides an additional transit alternative for commuters through the study area from Johns Creek to the MARTA Doraville Station.

Current Projects in the Area

There is one Atlanta Regional Commission Plan 2040 project in the LCI study area, TIA-GW-056 (also ASP-GW-374) SR 141 (Peachtree Pkwy/Medlock Bridge RD). This project consists of widening from Peachtree Industrial Blvd to the Chattahoochee River. This project was included in the Transportation investment Act of 2010 Final Investment List as of January 2012.

There are two GDOT Pre-Construction projects in the or near the LCI study area:

- 0010877
- M004466

0010877 consists of ramp improvements to the merge of SR 141/Peachtree Pkwy southbound and Peachtree Industrial Blvd (PIB) southbound. 0010877 is still in the preliminary plan phase, with 19% complete. M004466 includes extending the left turn lanes for SR 141 at Spalding Drive. Funding for this project was approved for Fiscal Year 2012, however it has not been approved to begin.

Accident Summary

Records of vehicular crashes that were reported along SR 141/Peachtree Pkwy during the most recent available four year period (2010, 2011, 2012, and 2013) were provided by the Georgia Electronic Accident Reporting System (GEARS) website. The statewide accident rates, in million vehicle miles (MVM), for an Urban Minor Arterial were also from GDOT. The statewide accident rate for an Urban Minor Arterial is 4.6 MVM for 2010, 4.8 MVM for 2011, 5.4 MVM for 2012, and 6.1 MVM for 2013.

A summary of the accident history along SR 141/Peachtree Pkwy is provided in Table 4. Table 4 also includes accident history at the major intersections along the corridor. Note, GDOT does not calculate statewide averages for intersections accidents. A more detailed accident summary can be found in the Appendix, under separate cover. All of the SR 141/Peachtree Pkwy corridor within the LCI area experienced accidents at a rate less than the statewide average rate for an Urban Minor Arterial.

Table 4. Accident Summary

Intersection / Roadway Section	Year	No. of Accidents	Total Accidents	
			Actual Rate	State Avg. Rate
Between County Line & E Jones Bridge Rd / Medlock Bridge Rd	2010	8	0.4	4.6
	2011	5	0.2	4.8
	2012	4	0.2	5.4
	2013	4	0.2	6.1
E Jones Bridge Rd / Medlock Bridge Rd	2010	30		N/A
	2011	34		
	2012	54		
	2013	64		
Between E Jones Bridge Rd / Medlock Bridge Rd & Peachtree Corner Cir	2010	14	2.2	4.6
	2011	15	2.3	4.8
	2012	25	3.9	5.4
	2013	16	2.4	6.1
Peachtree Corners Cir	2010	22		N/A
	2011	41		
	2012	62		
	2013	70		
Between Peachtree Corner Cir & Spalding Dr	2010	10	1	4.6
	2011	8	0.8	4.8
	2012	12	1.3	5.4
	2013	8	0.8	6.1
Spalding Dr	2010	39		N/A
	2011	48		
	2012	51		
	2013	69		
Between Spalding Dr & Technology Parkway / Jay Bird Alley	2010	6	0.4	4.6
	2011	4	0.2	4.8
	2012	10	0.6	5.4
	2013	6	0.4	6.1
Technology Parkway / Jay Bird Alley	2010	16		N/A
	2011	24		
	2012	34		
	2013	27		
Between Technology Pkwy / Jay Bird Alley & Holcomb Bridge Rd	2010	10	1.6	4.6
	2011	5	0.8	4.8
	2012	7	1.1	5.4
	2013	9	1.5	6.1
Holcomb Bridge Rd	2010	42		N/A
	2011	45		
	2012	56		
	2013	72		
Between Holcomb Bridge Rd & Peachtree Industrial Blvd	2010	3	0.7	1.5
	2011	0	0	1.5
	2012	2	0.4	1.7
	2013	1	0.2	1.8

Peachtree Corners LCI Transportation Vision & Key Strategies Summary

Identifying and recommending potential transportation projects is imperative when studying the network in the LCI program area. Transportation improvement projects represent one of the keys to bringing the vision of the community to life and will serve as an opportunity to collaborate with multiple municipalities and agencies. These projects generally promote mobility, safety, and sustainability for the community. A special focus can be placed on the walkable and non-motorized options within the study area, as well as transit and auto access through and beyond the study area.

Throughout this LCI process, the team, the staff, elected and appointed officials and the participating citizens of Peachtree Corners have worked together to develop various transportation needs and projects. The recommendations are categorized as noted below:

- Bicycle and Pedestrian
- Operational & Safety
- Streetscaping
- Transit

Bicycle and Pedestrian

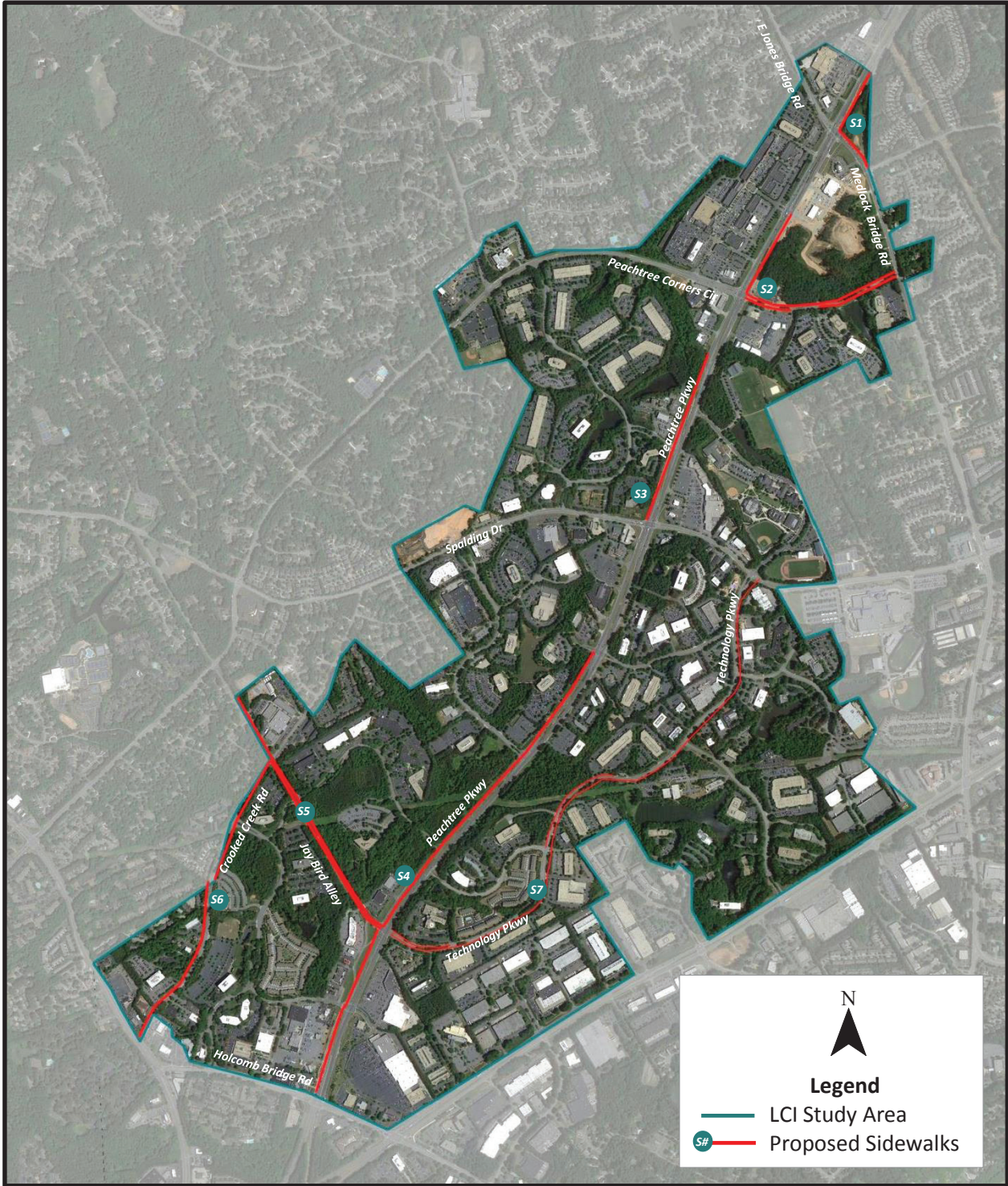
Safe pedestrian facilities that flow consistently throughout the study area are desirable to be provided for promoting walkable communities and reducing vehicular trips. The City of Peachtree Corners conducted a sidewalk analysis in February 2014 identifying nearly 37 miles of sidewalk gaps with immediate needs within the city limits. As shown in Figure 1, about 4.65 (13%) of the mileage gaps are within the LCI study area and are identified for recommended improvement projects. However, the identified sidewalk gaps should be improved logically in conjunction with the proposed supplemental City-wide Trail Masterplan recommended with this study. This study will present the optimal sidewalk and trail network for the study area.

The anticipated mixed-use areas throughout the study area will need to be supported by easily accessible walking and biking facilities. On both the north and south gateway nodes of Peachtree Parkway, there are existing and proposed land uses with a need for access across Peachtree Parkway. Two pedestrian bridges are proposed to provide easy, non-motorized access across Peachtree Pkwy. The Town Center North bridge is proposed to be located between Peachtree Corners Cir and the Forum Dr connecting The Forum with the Peachtree Corners Town Center that is currently under construction. It should be noted that this is recommended to be more than a traditional pedestrian bridge but rather as a destination itself. The width and construct of the bridge should allow for landscaping, seating and perhaps other amenities so it is inviting as a place not just a transportation facility. The concept will be similar to the 5th Street bridge built across I-85 on the Georgia Tech campus. It is also suggested that the Town Center side include a boardwalk feature to take advantage of the greenspace that will be preserved and the ability to bring pedestrian directly to the Town Center.

The Town Center South pedestrian bridge is recommended to be located between Holcomb Bridge Rd and Woodhill Dr and will connect the Target/Publix shopping center with future "Cool Space" development on the west side of Peachtree Pkwy. The design

of this crossing must take into account the proposed future land use as well as the elevation differences between the two developments (existing and future).

Figure 1. Identified Sidewalk Improvements



Operational & Safety

The LCI study area has 15 signalized intersections, half of which are along Peachtree Parkway. Existing signalized intersections should be upgraded/improved to accommodate safe pedestrian crossings in addition to adequately handling vehicular traffic. Although there are long term regional plans to widen Peachtree Pkwy, more short term improvements can be completed to mitigate existing traffic inadequacies. Several intersections along Peachtree Pkwy have been identified for upgrades/improvements:

- East Jones Bridge Rd at Medlock Bridge Rd – signal retiming;
- East Jones Bridge Rd at the Forum/Ingles Development – realign the Forum Driveway for better inter-parcel access and more capacity for queuing of vehicles at Peachtree Parkway;
- Peachtree Corners Circle at Peachtree Parkway – intersection upgrades including signal retiming and expansion of the capacity for mid-crossing pedestrian refuge;
- Peachtree Corners Circle at Medlock Bridge Rd – roundabout;
- Spalding Dr at Peachtree Pkwy – extend EB dual left turn lanes; and
- Woodhill Dr at Peachtree Pkwy – improve striping.

Figure 2. Operational and Safety Improvements



Signage Upgrades

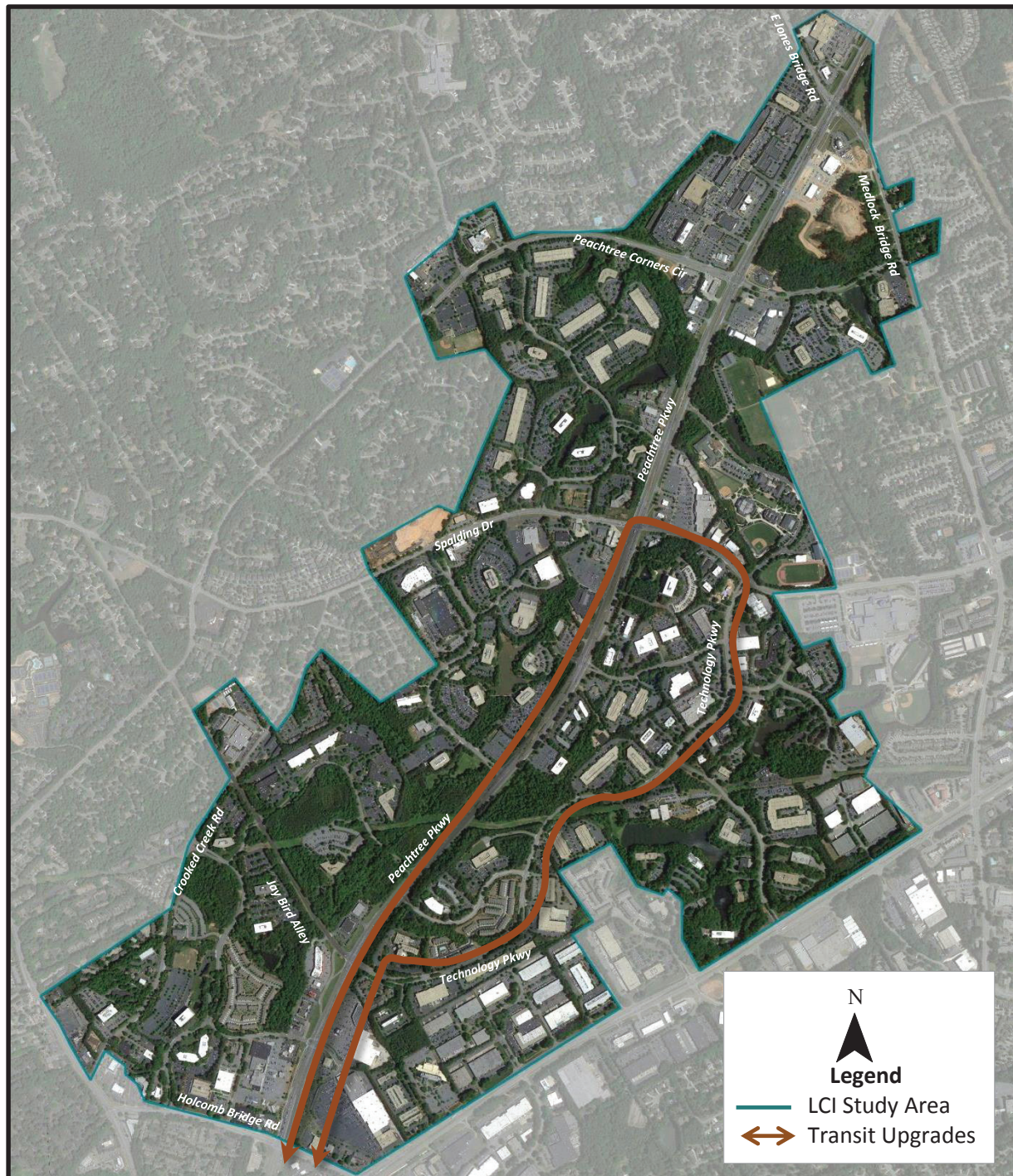
Signage improvements have the potential to serve as beautification and functional enhancements throughout the area. The Peachtree Corners area is a perfect candidate for a new and robust wayfinding system. All major thoroughfares should be updated such that there is a true sense of arrival when entering the area. Visitors should have a clear signage directing them to various destinations such as the Town Center of the Forum. Additionally, advance warning signage should be incorporated specifically on the southern section of the study area where Peachtree Parkway merges with Peachtree Industrial Boulevard.

Transit

There is some limited transit service in the area as shown in the Existing Conditions section. With the urbanization of portions of the LCI area, consideration should be given to accommodating transit in the locations with more density. It is envisioned that over time the hours can be identified where there is demand for such service. With the improvement of walkability, transit riders may be drawn from a larger area than would exist at this time.

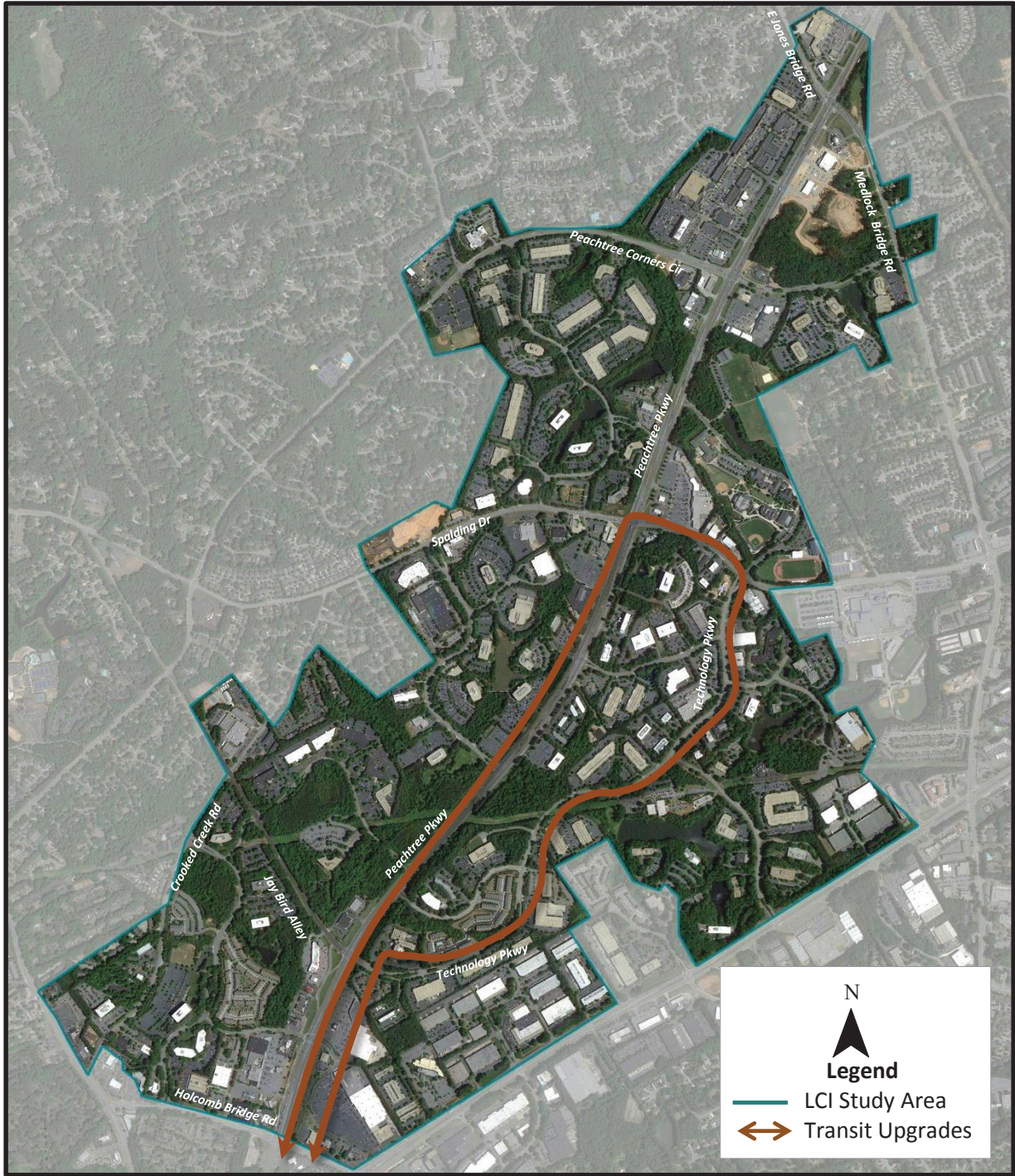
The routes that serve Peachtree Industrial Blvd area, terminating near the DeKalb line can be studied for possible extension to Peachtree Corners. The Technology Parkway corridor has been identified as a future "Cool Space" in this study and easy access to and through this area will be vital upon higher utilization of the space. A potential shuttle to the Technology Park area could serve as an initial transit extension to the area. Figure 4 shows the potential transit extension route. A supplemental study is recommended to determine the feasibility of a transit route extension in the area.

Figure 3. Transit Extension Improvements



As shown in Tables 1 and 2, the projects identified have been separated into two groups, short term, 0-5 years, and long term, 5-10 years.

Figure 3. Transit Extension Improvements



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