CITY OF SANDY SPRINGS, GEORGIA
2027 COMPREHENSIVE PLAN

COMMUNITY AGENDA

Adopted: November 20, 2007

ACKNOWLEDGMENTS

This document has been prepared through the guidance and commitment of the following individuals:

City of Sandy Springs

Honorable Mayor Eva Galambos
Dave Greenspan, City Council, District 1
Dianne Fries, City Council, District 2
Rusty Paul, City Council, District 3
Ashley Jenkins, City Council, District 4
Tiberio "Tibby" DeJulio, City Council, District 5
Karen Meinzen McEnerny, City Council, District 6

John F. McDonough, City Manager
Al Crace, SSG Project Director
Nancy J. Leathers, AICP, Director, Community Development Department
Angelia H. Parham, P.E., Director, Public Works Department
Jon Drysdale, P.E., Deputy Director, Public Works Department
Brad K. Chambers, CPRP, Director, Recreation and Parks Department
Judy Parker, APR, Director, Communications and Media Department
Shelley Sheremata Hammond, Communication Coordinator, Communications and Media Department
Steve Jones, Electronic Communication Coordinator, Communications and Media Department

Sandy Springs Citizens Advisory Committee

Patty Berkovitz
Wanda Buckley
Peter Chang
D.J. Delong
Patrick Dennis
Ed Dolan
Jon Gallinaro
Ken Gregor
Bert Harrington
Al Johnson
Margie Kessler
Kevin King
Stan Lefco
Colin Lichtenstein
Joey Mayson
Harriet Mills
Cheri Morris
Melissa Nodvin
Al Pond
Jim Ramseur
Charlie Roberts
Luz Roman
Roger Rupnow
Neil Sodemann
Trisha Thompson
Robert Wiley
Yvonne Williams
Chanel Winston

Sandy Springs Planning Commission
Roger Rupnow, Chairman
Bob Wiley, Vice Chairman
Susan Maziar
Lee Duncan
Don Boyken
Wayne Thatcher
David Rubenstein

Consultants

Planning and Development - Jerry Weitz and Associates, Inc.
Jerry Weitz, AICP, Principal

Multimodal Transportation Planning – Jacobs, Carter-Burgess, Inc.
Rod Wilburn, AICP, Principal
Richard Fangmann, PE, PTOE, Vice President
Marta Rosen, Sr. Project Manager

Recreation and Parks Master Planning – Robert G. Betz, AICP, Inc.
Robert G. Betz, AICP, Principal

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INTRODUCTION

LOCATION

Sandy Springs incorporated as a city on December 1, 2005. It is located in North Fulton County, north of the City of Atlanta and south of the City of Roswell. Its western boundary is the Chattahoochee River (Cobb County lies on the other side of the river), and to the City's east are DeKalb County and a small portion of Gwinnett County.

OVERVIEW OF PLANNING DOCUMENTS

The first phase of the comprehensive planning process in Sandy Springs consisted of preparation of three reports: (1) a Community Assessment, (2) a Technical Appendix to the Community Assessment,[1] and (3) a Community Participation Program. The content of these 3 reports is determined by the state's Comprehensive Planning rule Chapter 110-12-01; however, the Community Assessment and Technical Appendix together describe existing conditions in Sandy Springs and provide an overview of the City as it currently exists, along with demographic, housing and other data. The Mayor and City Council approved by resolution the submission of these documents to the state to meet the first phase of the City's comprehensive planning requirements on January 16, 2007. The Community Assessment, Technical Appendix and Citizen Participation Program were delivered to the Atlanta Regional Commission on February 16, 2007.

The information contained in this document represents the second phase of the preparation of the City's Comprehensive Plan. This document is known as the Community Agenda. It represents the City's vision for its future over a 20-year period and contains the policies and capital projects intended to implement that vision.

ORGANIZATION OF THE COMMUNITY AGENDA

The citywide vision statement provides the organizing framework for preparation of the Community Agenda and is presented first, in Chapter 1. The citywide vision is then elaborated upon with the delineation and description of character areas. Further definition of the character area concepts is provided with an update to the City's Future Land Use Map, also presented in Chapter 1.

Chapter 2 provides a list of 80 "issues and opportunities" that were articulated in the Community Assessment Report in Phase I of this process. The local planning requirements of the state require that the list of final issues and opportunities be included in the Community Agenda, and each of them be addressed in the Community Agenda in terms of policies and work programs, as appropriate.

Chapter 3 is a summary of the Community Assessment, and it provides important planning data (i.e., projections) that are considered essential to understanding the plan itself. Chapter 3 also provides the most critical information about the various functional planning topics.

Chapter 4 provides references to other plans of the state, regional agencies, Fulton County, and the City of Sandy Springs.

[1] Also referred to in the Local Planning Standards as "Supporting Analysis of Data and Information."

Chapter 5 provides a consolidated set of policies. This chapter, along with the Future Land Use Map presented in Chapter 1, will be the most frequently cited elements of the Community Agenda. Policies are organized by major function (natural resources, land use, etc.) with more detailed subcategories, as appropriate.

The discussion of implementation measures is consolidated in Chapter 6. Work program items are identified and described, again, by functional element. A consolidated listing of all work program items is provided in the Short-Term Work Program. Chapter 7 provides the Capital Improvements Element (CIE) in support of the City's impact fee program which covers public safety, recreation and parks, and roads.

Following the main body of the Community Agenda, there is a glossary to assist with understanding the planning terms used throughout this document. A list of references is also provided. Finally, it is important to note that opportunities for public input were included throughout the development of the Community Assessment in the first phase of the Comprehensive Plan process. Citizen Advisory Committee meetings, community outreach and various surveying techniques were used to gather citizen input, which will be used in the creation of the Community Agenda.

PURPOSES AND USES OF THE COMPREHENSIVE PLAN COMMUNITY AGENDA

The Community Agenda is intended to serve several purposes. First, it is a plan intended to assist the City with future decisions in a variety of policy areas. Second, the Community Agenda covers a long-range planning horizon of 20 years to the year 2027. Third, the Community Agenda is "comprehensive" in the sense that it covers the entire City limits, and it encompasses all the functions that make a community work, while considering the interrelatedness of those functions. The Community Agenda is based on the foundation that if the City knows where it wants to go, it possesses better prospects of getting there.

In addition to these purposes, the Community Agenda can provide a framework for evaluating future development proposals, whether they are requests for rezoning, applications for use permits, subdivision plat approvals, and other requests. The Community Agenda is also intended to provide guidance for operating and capital improvement budgets, while giving the community an understanding of the City's future vision, as well as the overall direction and intensity for new growth and redevelopment. The Community Agenda contains a wealth of data provided from an assessment of the City's existing conditions, which is important to the City's successful growth. Other local governments, regional entities, and state agencies also look at the contents of the Community Agenda as the best available statement of municipal policy and intent.

Finally, the Community Agenda's ultimate intent is to provide the citizens of Sandy Springs, its Mayor and City Council, Planning Commission and other interested stakeholders with guidance on the implementation of the City's vision with clear strategies to achieve its goals and objectives.

AMENDMENT AND UPDATE OF THE COMPREHENSIVE PLAN COMMUNITY AGENDA

As required by state planning rules, the Community Agenda must be regularly reviewed to ensure it remains consistent with the vision and goals of the community. In doing so, the community can look to the Community Agenda as an expression of the City's current policies in

the areas of housing, economic development, land use, natural and cultural resources, intergovernmental coordination, transportation and other policy areas. In cases where it is determined that a particular policy, goal, program, or statement is no longer a valid expression of the City's vision and goals, the plan must be amended to reflect those changes that may occur over time. Otherwise, the plan becomes dated and ineffective at guiding important policy decisions. State rules require local governments to update their Community Agenda every five years, and at that time, the state encourages local governments to provide major updates to the entire Comprehensive Plan. However, should a local government elect to not comprehensively update its plan at the 5 year mark, the plan must be comprehensively revised every 10 years. Amendments may be considered by the Mayor and City Council, and the Planning Commission, whenever the City finds it necessary to do so. When there is a significant change in policy by the Mayor and City Council, such as the addition or deletion of a major capital improvement project that is described in the adopted plan, the plan should be amended.

QUALIFIED LOCAL GOVERNMENT STATUS

Finally, the draft Community Agenda was approved by the Mayor and City Council for submission to the state on June 19, 2007. The document was delivered to the Atlanta Regional Commission (ARC) on July 6, 2007. Comments were received on the Community Agenda from ARC and DCA on September 13, 2007 and October 31, 2007. City staff met with the ARC to discuss their feedback and made those suggested revisions that were consistent with the City's vision on October 23, 2007. The final Community Agenda was adopted by the Mayor and City Council on November 20, 2007. The City received notice of the extension of its Qualified Local Government on December 20, 2007. Qualified Local Government status is in place for Sandy Springs until October 31, 2011.

CHAPTER 1: VISION, CHARACTER AREAS AND LAND USE

OVERVIEW

Under the state's local planning requirements, a "citywide" vision statement is optional. The state's planning rules contemplate that a citywide vision, if desired by a local government, be developed during implementation of the formal Community Participation Program (which includes three visioning forums to be scheduled). In the case of the Sandy Springs Citizens Advisory Committee (CAC), it was determined early in its deliberations (July-August 2006) that establishing a citywide vision was essential to the planning process. Hence, although not contemplated in state rules to be included as part of the Community Assessment, the Community Assessment Report contained a statement of citywide vision which was refined and approved by the CAC.

During the review process of the Community Assessment, which contained a citywide vision statement, one additional comment was received which has been incorporated into the vision statement:

CITYWIDE VISION

Sandy Springs will continue to be characterized by residential neighborhoods of predominantly single-family, detached homes at low densities. The City will strive to ensure that existing single-family neighborhoods will continue to be characterized by large lots, substantial tree cover, and low vehicular traffic.

Representative of Sandy Springs neighborhoods, this photo shows a detached dwelling at low density with substantial tree cover and low vehicular traffic

Limited infill development will occur within the city's single-family neighborhoods. Redevelopment within single-family neighborhoods may take place through "tear downs" of older, smaller homes and replacement with single-family houses at compatible densities as provided in the revised future land use plan. These neighborhoods will receive a minimal share of the City's projected population and employment increases.

A new home on an older home site along Mt. Vernon Parkway; further right, another infill home under construction

Sandy Springs will prepare and implement a comprehensive approach to reshape and redevelop suburban-style, auto-oriented land use patterns along Roswell Road into more compact, mixed-use, pedestrian-friendly places that are well served by bicycle, pedestrian, and public transit facilities, relieved from traffic congestion by a defined grid network of streets, and anchored by civic and institutional land uses, including a new Sandy Springs City Hall.

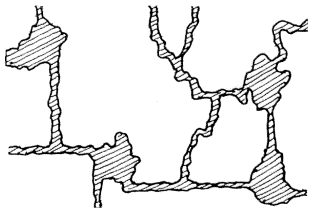
Representative pedestrian-friendly redevelopment in Sandy Springs

The City will use principles of place making to build on its prior efforts, such as the Roswell Road streetscape demonstration project and designation of a Main Street area for a Town Center. As appropriate, transitional residential neighborhoods will be integrated into redevelopment projects that front on the road corridor. The Roswell Road corridor will be further delineated into distinct corridor segments, centered on major east-west intersecting roads, guided by redevelopment plans and specially designed implementing regulations. The corridor will receive a substantial share of the City's projected population and employment increases.

Sandy Springs will concentrate a majority or substantial share of the projected population and employment increases within designated live/work centers. The City will promote the increase of its tax base, employment opportunities, and business growth. Development and redevelopment in designated live/work centers will provide more housing in live/work centers and will emphasize connectivity to MARTA stations as central points of activity and mobility.

One of the entrances to Sandy Springs MARTA Station, to which employees of multi-story office buildings have access.

Streams in the City will be protected, and the forested character of the City will be maintained. Sandy Springs will acquire more green and open spaces, connecting parks, work places, destinations, and neighborhoods, and forming a citywide system.



A citywide system of connected parks, greens and open spaces.

Chattahoochee River at Ray's on the River in the Powers Ferry area.

Sandy Springs is committed to Americans with Disabilities Act (ADA) compliance and the provision of accessibility in programs, services and facilities. Sandy Springs will consider accessibility as a foundation in all planning, design, and implementation efforts.

CHARACTER AREA MAP AND DESCRIPTIONS

The Community Assessment Report, which was adopted January 16, 2007, contained a map titled "Preliminary Visionary Character Areas." That map was used to inform the development of the Community Agenda and the City's Future Land Use Map, which the City considers the "future development map" for purposes of compliance with state administrative rules for local planning. This Community Agenda includes the visionary character area map in order to comply with minimum state requirements for a future development map. The primary purpose of the visionary character area map, in the case of Sandy Springs, was to identify general areas that have some common threads (e.g., design features, commonalities of the built environment, shared natural resources, etc.). The visionary character area map provided a basis for reviewing land use policies; however, the Future Land Use Map (see discussion later in this chapter) is considered more relevant to Sandy Springs for ongoing management of future development patterns and establishing short-term implementation measures, since the City's zoning ordinance and development regulations continue to be the primary means of implementation of the City's vision for development. Due to the potential overlap and possible complications of too much data on one map, the visionary character area map has not been shown as an overlay to the Future Land Use Map; however, the concept of "protected neighborhoods" has been used to develop a separate Protected Neighborhood Map for future reference and can be found in this section.

Character-Defining Features

The following list provides several but not all of the major design features and land use characteristics that help planners and citizens delineate areas with unique character. That character may be based on existing development, and/or it may result more from the vision of what the City wants these areas to become in the future.

- Suburban versus more urban intensities
- Single-function land use versus mixed or multiple function land uses
- Surface versus deck parking
- Building orientation removed from or close to the roadway
- Orientation to patrons in automobiles or pedestrians via rail and/or bus transit
- Grid pattern versus curvilinearity of public and private streets
- Disconnectedness versus connectivity and relation to surroundings
- Lack of identity and uniqueness versus special design features and amenities (e.g., streetscapes) that add to sense of place
- Redevelopment prospects (unlikely, anticipated, encouraged)
- Jobs-housing relationship (balanced, unbalanced)
- Implementation of State Quality Community Objectives (see glossary for QCO definition)
- Special implementation measures now used or to be implemented.

List of Character Areas

Table 1.1 that follows provides a list of character areas identified for inclusion in the Community Agenda as required by the state's planning rule 110-12-1-.03 and as applicable to an analysis of these areas for Sandy Springs. Table 1.2 provides a comparison of character defining features for the proposed conservation and predominantly residential character areas. Table 1.3 provides similar information for nonresidential/ mixed use character areas.

Table 1.1
Visionary Character Areas

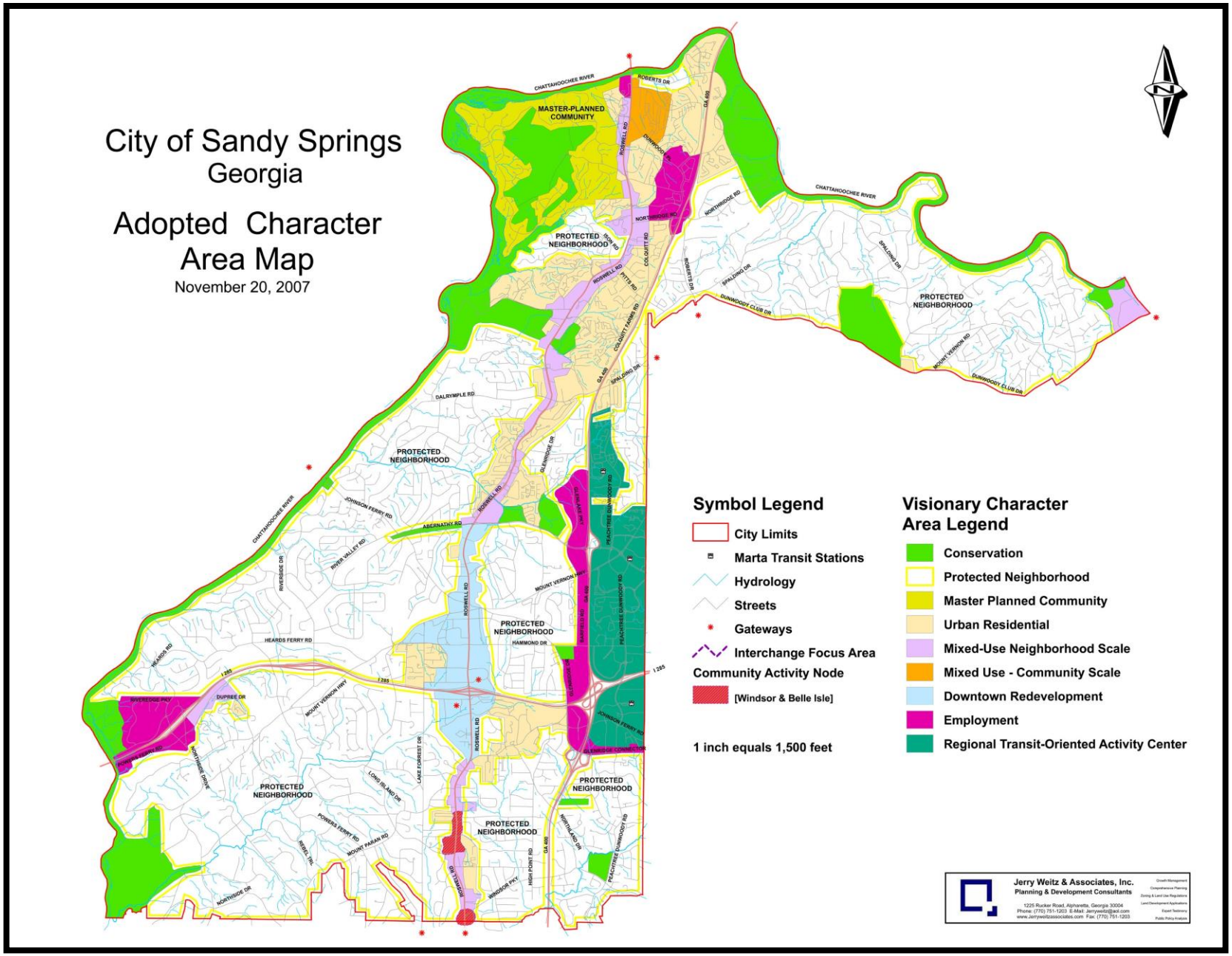
1. Conservation	4. Urban Residential	7. Town Center Redevelopment
2. Master Planned Community	5. Mixed Use – Neighborhood Scale	8. Employment
3. Protected Neighborhood	6. Mixed Use – Community Scale	9. Regional Transit-Oriented Activity Center

Table 1.2
Comparison of Character Defining Features
Conservation and Predominantly Residential Character Areas

Character-Defining Feature	Conservation	Master Planned Community	Protected Neighborhood	Urban Residential
1. Suburban versus more urban intensities	N/A	Suburban, low density	Suburban, low density	Urban
2. Single-function land use versus mixed land uses	N/A	Single-function, with open space; single housing type	Single-function; single housing type	Single-function, mostly single housing type
3. Surface versus deck parking	Surface, gravel preferred	Surface parking only	Surface parking only	Surface parking only
4. Building orientation removed from or close to corridor	N/A (sensitive to environment)	Spacious setbacks from subdivision streets	Spacious setbacks from subdivision streets	Setback 30 feet or more from highway right-of-way
5. Orientation to patrons in automobiles or pedestrians via rail and/or bus transit	N/A	Automobile oriented	Automobile oriented	Automobile oriented with pedestrian amenities
6. Grid pattern versus curvilinearity of public and private streets	N/A	Curvilinear	Curvilinear with cul-de-sacs	Grid pattern with some curvilinear designs
7. Disconnectedness versus connectivity and relation to broader whole	Connection to other green space	Connected via golf course; streets are disconnected (cul-de-sacs)	Disconnected (cul-de-sacs)	Internal connectivity but external disconnectedness
8. Lack of identity and uniqueness versus special design features and amenities	N/A; Natural features only	Unique through master planning features	Subdivisions lack individual identities and special design features except at entrances	Developments lack individual identities except at entrances
9. Redevelopment prospects (unlikely, anticipated, encouraged)	N/A	Not anticipated	Not anticipated	Not anticipated for most complexes; encouraged for more obsolete complexes
10. Jobs-housing relationship (balanced, unbalanced)	N/A	Unbalanced in favor of housing	Unbalanced in favor of housing	Unbalanced in favor of housing
11. Overarching Principle	Environmental Protection	Neighborhood Protection	Neighborhood Protection	Maintain Stability

Table 1.3
Comparison of Character Defining Features
Predominantly Non-Residential Character Areas

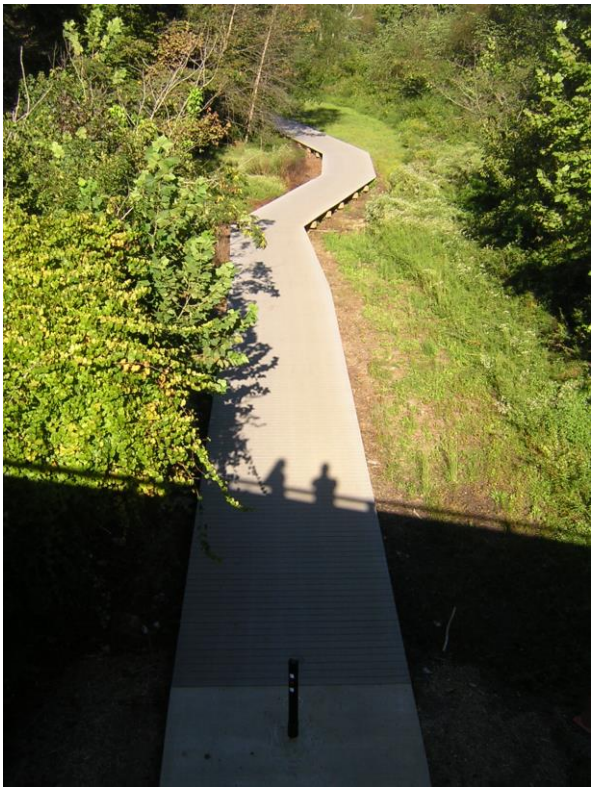
Character-Defining Feature	Mixed Use – Neighborhood Scale	Mixed Use – Community Scale	Town Center Redevelopment	Employment	Transit-Oriented Activity Center
1. Suburban versus more urban intensities	Suburban	Suburban to urban rede-velopment	Urban	Suburban and Urban	Urban
2. Single-function land use versus mixed land uses	Pedestrian retail and mixed uses including housing and offices above retail	Commercial and residential areas are mostly single-function but connected	Mixed uses through redevelopment	Offices with limited commercial integrated into office buildings	Predominantly mid- and high-rise offices but with mixed uses strongly encouraged
3. Surface versus deck parking	Surface parking only	Deck parking most suitable	Both surface and deck parking	Usually deck parking	Predominantly deck parking
4. Building orientation removed from or close corridor	Pedestrian retail and mixed use buildings frame the corridor	Mixed-use buildings close to street in activity centers	No or little setback from corridor and internal streets	Usually set back from roads and centered on site	No or little setbacks; oriented to transit
5. Orientation to patrons in automobiles or pedestrians via rail and/or bus transit	Pedestrian orientation takes precedence over automobile access	Combination of auto and pedestrian/ transit orientation	Pedestrian orientation to bus transit takes precedence over automobile access	Automobile oriented	Pedestrian orientation to rail and bus transit takes precedence over automobile access
6. Grid pattern versus curvilinearity of public and private streets	Grid pattern of short streets and blocks are encouraged	Grid pattern with some curvilinear designs	Grid pattern of short streets and blocks are encouraged	N/A – usually oriented to highway interchanges	Grid pattern of short streets and blocks are encouraged
7. Disconnectedness versus connectivity and relation to broader whole	Connected to adjacent development	Connections between uses and developments	High level of connectivity among uses and development	Usually self-contained without significant connections to adjacent uses	High level of connectivity among uses and development
8. Lack of identity and uniqueness versus special design features and amenities	Identity and uniqueness is achieved through compactness and special features	Anticipated and encouraged	Identity and uniqueness is achieved through compactness and special features	Multi-story building height is a defining feature	Identity and uniqueness is achieved through compactness and special features
9. Redevelopment prospects (unlikely, anticipated, encouraged)	Anticipated and encouraged	Anticipated and encouraged	Encouraged through formal public-private means	Unlikely	Some redevelopment and retrofit
10. Jobs-housing relationship (balanced, unbalanced)	Improve imbalance of jobs with new housing	Prospects for balance through redevelopment	Provide balance of jobs and housing	Heavily unbalanced in favor of jobs	Improve imbalance of jobs with new housing
11. Overarching Principle	Identifiable Mixed Use Node	Mixed use	Create a Mixed-use Town Center	Multi-story employment	Regional Mixed Use Destination/ Employment Center

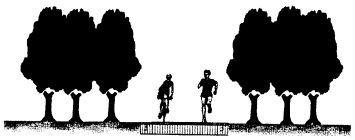

City of Sandy Springs
Georgia
Adopted Character Area Map
November 20, 2007
MASTER-PLANNED COMMUNITY
PROTECTED NEIGHBORHOOD
CHATTAHOOCHEE RIVER
ROSWELL RD
ROBERTS DR
NORTHRIDGE RD
COLQUITT RD
PITTS RD
SPALDING DR
DUNWOODY CLUB DR
MOUNT VERNON RD
DALRYMPLE RD
JOHNSON FERRY RD
ABERNATHY RD
RIVER VALLEY RD
RIVERSIDE DR
HEARDS FERRY RD
HAMMOND DR
PEACHTREE DUNWOODY RD
I 285
GA 400
DUPREE DR
RIVERRIDGE PKY
NORTHRIDGE DRIVE
LONG ISLAND DR
LAKE FORREST DR
POWERS FERRY RD
MOUNT PARAN RD
REBEL TRL
NORTHSIDE DR
WINDSOR PKY
HIGH POINT RD
NORTHLAND DR
Symbol Legend
City Limits
Marta Transit Stations
Hydrology
Streets
Gateways
Interchange Focus Area
Community Activity Node
[Windsor & Belle Isle]
1 inch equals 1,500 feet
Visionary Character Area Legend
Conservation
Protected Neighborhood
Master Planned Community
Urban Residential
Mixed-Use Neighborhood Scale
Mixed Use - Community Scale
Downtown Redevelopment
Employment
Regional Transit-Oriented Activity Center
Jerry Weitz & Associates, Inc.
Planning & Development Consultants
1225 Rucker Road, Alpharetta, Georgia 30004
Phone: (770) 751-1203 E-Mail: Jerryweitz@aol.com
www.Jerryweitzassociates.com Fax: (770) 751-1203
Growth Management
Comprehensive Planning
Zoning & Land Use Regulations
Land Development Applications
Expert Testimony
Public Policy Analysis

The descriptions that follow offer examples that can be found in Sandy Springs that meet the Character Defining Features listed above in Tables 1.2 and 1.3. Other illustrations are also included to describe the concepts important to the community's potential future design.

Conservation

This area corresponds with major public park lands and private park lands. Major features include federally owned greenspaces along the Chattahoochee River.





- Land Uses: Few if any land uses other than passive recreation and public and private park spaces.
- Character: Natural environment with some recreational amenities
- QCOs Implemented: Environmental Protection; Open Space Preservation; Regional Identity
- Implementation: Floodplain management overlay; Metropolitan River Protection Act and Regional River Plan; Recreation and Park Master Plan; Tributary Buffer Ordinance; Tree Conservation Ordinance

Cochran Shoals, Powers Island unit of the Chattahoochee River National Recreation Area

Protected Neighborhood

This category applies throughout Sandy Springs and encompasses the largest land area of any character area. It is represented by conventional, suburban subdivisions of exclusively detached, single-family homes. The design of these neighborhoods is mostly conventional suburban, usually with curvilinear streets and cul-de-sacs. Densities range from less than one unit per acre to approximately three units per acre, though some subdivisions may be slightly higher densities.

Within this character area, no zoning changes will be permitted for higher densities than those designated on the future land use plan (to be revisited and readopted), and no uses other than detached, single-family residences and supporting institutional or recreational facilities serving the immediate neighborhood will be permitted. Protected neighborhoods will receive only a minor share of the citywide population increase projected during the next twenty years; limited amounts vacant land exists within these areas, so infill development is possible in some areas but limited overall. A significant amount of tree cover remains and through traffic is minimized.

Residents of a protected neighborhood along Roberts Drive express their discontent with a rezoning.

- Land Uses: Exclusively detached, single-family residential
- Character: Suburban, curvilinear with cul-de-sacs
- QCOs Implemented: Housing Opportunities; Sense of Place
- Implementation: Single-family zoning districts of varying densities

Master Planned Community

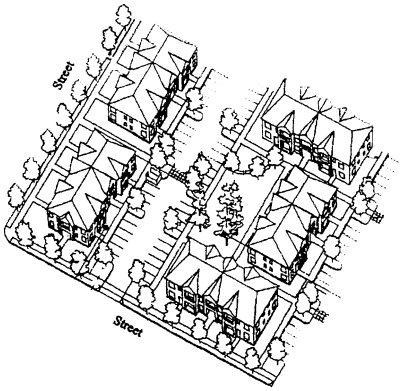
This category only has one application in Sandy Springs – the Huntcliff master planned community. Master-planned communities are planned at a scale of several hundred acres at minimum, and incorporate green space and/or recreation. In the case of Huntcliff, the community is designed around a golf course (shown as conservation on the character area map) and the Chattahoochee River.

- Land Uses: Predominantly detached, single-family residential
- Character: Suburban, master planned
- QCOs Implemented: Open Space Preservation, Housing Opportunities
- Implementation: Community Unit Plan zoning district

Urban Residential

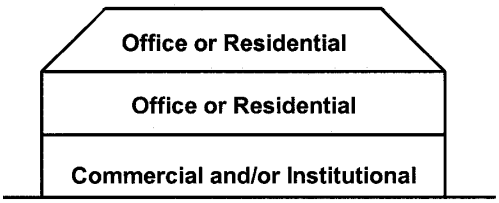
This category applies to higher-density residential developments, mostly apartments. Densities are generally at least eight (8) units per acre with most complexes developed at densities of 12 to 14 units per acre. Some townhouse developments also exist within this category, usually at lower than average densities. These character areas are located within or adjacent to the Roswell Road corridor or in between GA 400 and Roswell Road. Character consists mostly of "garden style" apartments. In the case of fee-simple townhouses, character consists of small, narrow lots (20' by 100' typical) oriented to a public or private street grid pattern. These areas may undergo some rehabilitation of housing units over time, or conversion to condominiums. Redevelopment of obsolete complexes is considered desirable, in order to improve neighborhood conditions. Some apartment complexes may convert to condominiums. With regard to their character, urban residential areas are served mostly by private streets, and some apartment complexes provide their own amenities. Very little vacant land exists within these character areas. Land uses other than multi-family are unlikely, although institutional and recreational facilities serving the developments may exist or be permitted. Redevelopment of urban residential may properly integrate neighborhood-serving retail and services uses. Some of these communities may be gated (restricted access). Most of these areas are within walking distance to bus transportation (i.e., along the Roswell Road corridor).

- Land Uses: Predominantly multi-family housing
- Character: Urban
- QCOs Implemented: Housing Opportunities; Transportation Alternatives
- Implementation: Multi-family zoning districts of varying densities

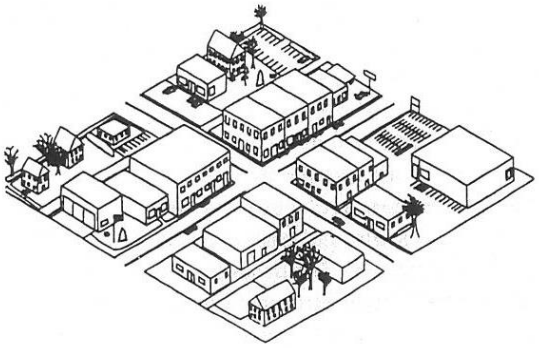


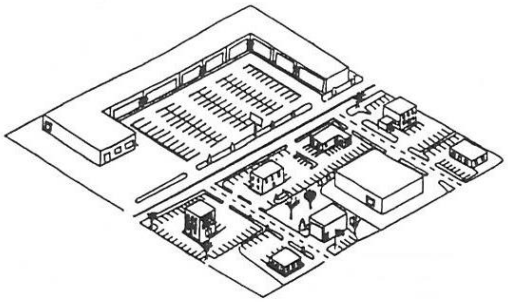
Mixed Use – Neighborhood Scale

This character area corresponds primarily to properties along Roswell Road. A wide variety of land uses exists within areas designated as neighborhood-scale mixed use. Currently, though different land uses may exist, few if any of them are presently developed as horizontally integrated and connected mixed uses. Therefore, the mixing of uses will take place in the form of redevelopment that adds additional height, appropriate building intensities, and residential uses. The scale of redevelopment remains one that will serve immediate residential neighborhoods, however, as opposed to a community or regional market.



- Land Uses: Predominantly commercial uses, including highway businesses, some offices and institutions; but which through redevelopment will become pedestrian-friendly, mixed-use activity centers including residential uses, with intensities greater than that found in existing suburban commercial development but still compatible with abutting residential neighborhoods.



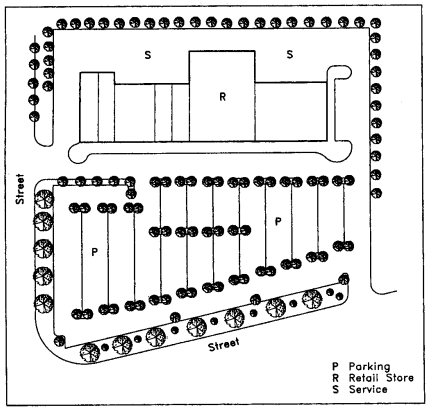


Conventional suburban development patterns can be transformed into neighborhood mixed-use developments.

- Character: Compact, pedestrian-friendly mixed-use, following principles of new urbanism
- QCOs Implemented: Appropriate Business; Employment Options; Sense of Place; Infill Development; Housing Options; Transportation Alternatives
- Implementation: Mixed use zoning districts or form-based codes; design review; public and private expenditures for art, signage, streetscape improvements, and other unique identifying amenities

Mixed Use – Community Scale

This character area is similar to the mixed use – neighborhood scale character area but with additional intensity. It applies to several (but not all) of the Live-Work nodes as shown on the proposed Future Land Use map. Existing development in this character area is primarily suburban shopping centers and multi-family complexes to the rear of the commercial corridor.



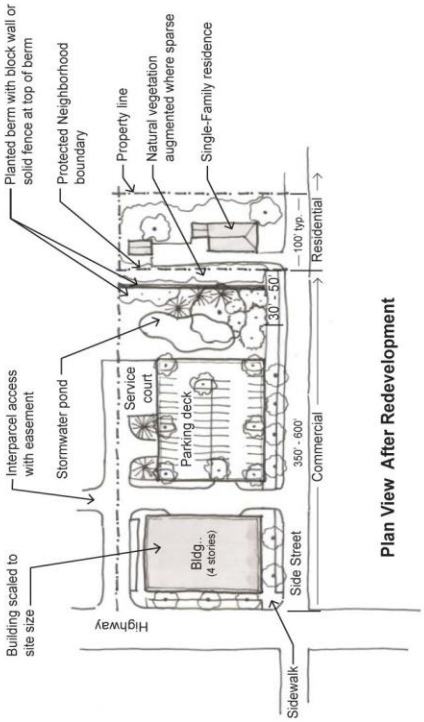
Conventional shopping center layouts offer opportunities for mixed-use redevelopment

The vision for the community-scale mixed use character area is one of redevelopment into pedestrian-friendly mixed-use centers. Existing shopping centers on larger parcels provide the best prospects for redevelopment at higher intensity with mixed uses with a pedestrian and transit orientation. Redevelopment may require the introduction of parking decks, since new buildings are likely to replace some of the surface parking, particularly within existing suburban shopping centers.

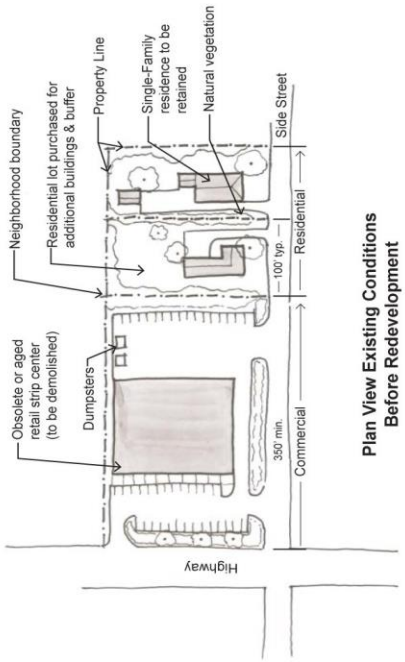
The vision also includes refurbishment and redevelopment of multi-family complexes for higher quality residences, at greater density and height than provided in existing complexes. Attention will be given during redevelopment to connections between the mixed-use areas and predominantly multi-family residential (redeveloped) complexes.

- Land Uses: Suburban shopping centers redeveloped into compact, mixed-use activity centers; Multi-family complexes redeveloped for higher-end, higher density housing
- Character: Redevelopment following principles of New Urbanism
- QCOs Implemented: Regional Identity; Appropriate Business; Employment Options; Housing Opportunities; Transportation Alternatives; Sense of Place
- Implementation: Mixed-use redevelopment zoning; multi-family redevelopment zoning; form-based code

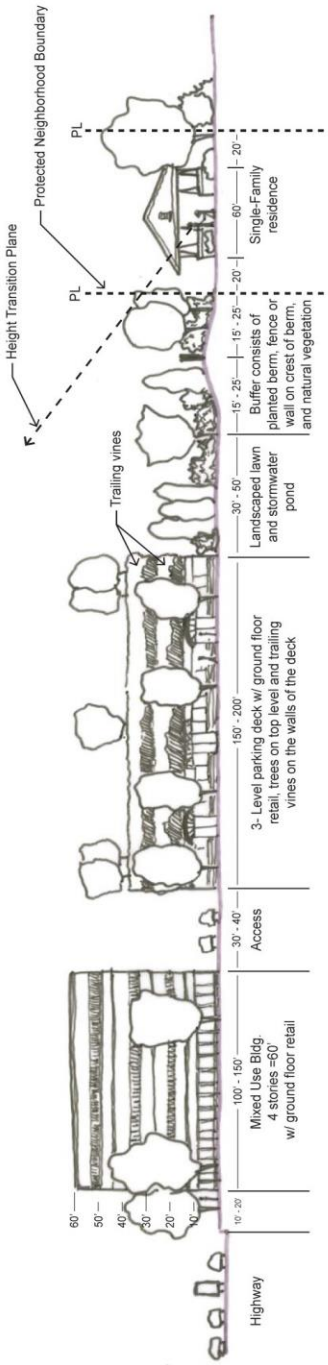
The map illustration that follows provides a “Before and After” overview of existing conditions for a typical auto-oriented retail development prior to redevelop as a more compact and better utilized land area with interparcel access, appropriate storm water facilities and improved buffering between adjacent land uses.



Plan View After Redevelopment



Plan View Existing Conditions Before Redevelopment

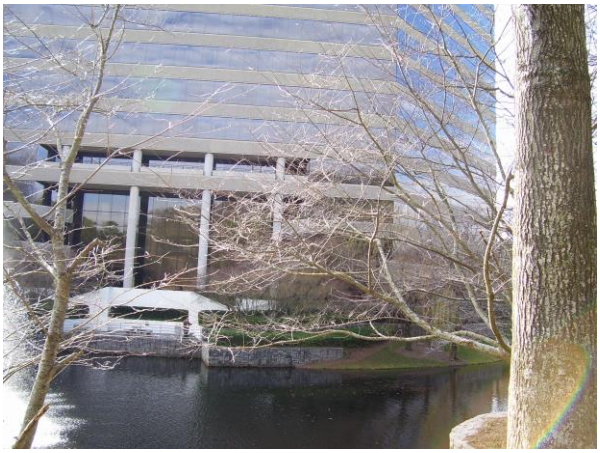


Redevelopment Elevation View from Side Street

Employment

This category corresponds with areas in Sandy Springs near Interstate 285 (at Powers Ferry) and SR 400 that have been developed primarily with multi-story office towers. Some commercial uses may also exist in these developments. The character of these areas is one where the development pattern focuses on cars, though provisions for accommodating pedestrians are provided. Development in this district usually has a campus-type environment, with edges defined by generous landscaping and buildings set back far from the road. Residential development does not exist in employment centers, but the introduction of housing within or close by achieves objectives of more balanced jobs and housing mix in these locations. Parking is provided primarily in decks. Some employment areas are lower intensity, single-story office and business parks. These districts are close to commercial areas and are generally served by bus transit.

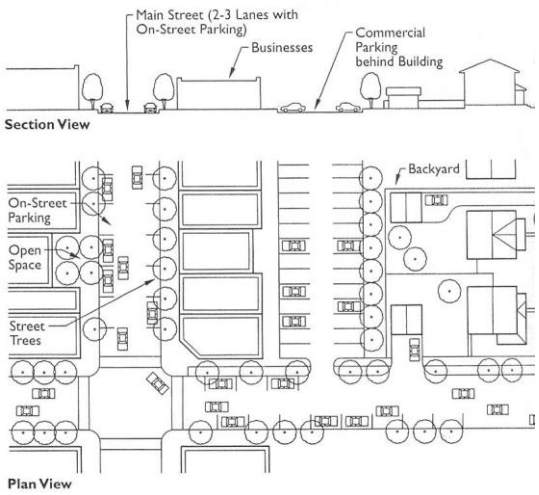
- Land Uses: Predominantly office and institutional uses, though some neighborhood commercial uses may also exist
- Character: Urban, campus style setting
- QCOs Implemented: Appropriate Business; Employment Options
- Implementation: Office and business park zoning district



Town Center Redevelopment

This area is currently being defined through discussions between the Mayor and City Council and the Citizens Advisory Committee. Its actual boundaries are not established at this point; however, it may potentially cover an area along Roswell Road from Glenridge Road at the south, across Interstate 285, to Abernathy Road, although it will likely be a more compact area. Boundaries currently under discussion define Town Center as Cliftwood north to Vernon Woods, west to Sandy Springs circle, and east to Boylston. Presently, some pedestrian amenities exist and streetscape improvements have been installed or are planned. Sandy Springs' Town Center will be the subject of concerted efforts to redevelop properties into compact, pedestrian-friendly mixed use developments, on a scale and intensity that is greater than neighborhood-scale and community-scale mixed use character areas. The Town Center is served by bus transit. At the time of redevelopment, automobile parking will focus on structured parking decks, underground parking and parking at the rear of commercial uses. Shared parking in the form of common multi-user parking lots may also be an option.

- Land Uses: Predominantly commercial uses in pedestrian retail districts, along with some offices and institutions; intensities are greater than that found in neighborhood- and community-scale mixed-use character areas
- Character: Compact, pedestrian-friendly mixed use, following principles of new urbanism; civic institutions attain prominence through urban design principles
- QCOs Implemented: Appropriate Business; Employment Options; Sense of Place; Infill Development; Housing Options; Transportation Alternatives
- Implementation: Mixed use zoning districts; design review; public and private expenditures for art, signage, streetscape improvements, and other unique identifying amenities



City Walk - Hammond Dr.

Within the Town Center redevelopment character area, there is an “interchange focus area” that overlays property surrounding the interchange of Roswell Road and Interstate 285. The purposes of designating the interchange focus area within the Town Center redevelopment district are threefold. First, ongoing studies of I-285 and public transit suggest that the interchange may receive upgraded transit service of some sort. Secondly, the focus area may be developed at higher intensities than other parts of the Town Center redevelopment district. Third, within the interchange focus area it is recognized that pedestrian-oriented retail and “walkability” is difficult to achieve given the function of the highway interchange.

In-fill Multi-Use development at Hammond Dr.

- Newly constructed brick multi-use development is located along Hammond Road
- This large complex features a national grocery chain and many retail and office units
- Building placement is at the right-of-way of Hammond Drive and incorporates on-street parking
- Newly constructed streetscape along Hammond Drive features many street trees, street lamps, benches, and decorative paving
- Representative of "Downtown Redevelopment" Character Area

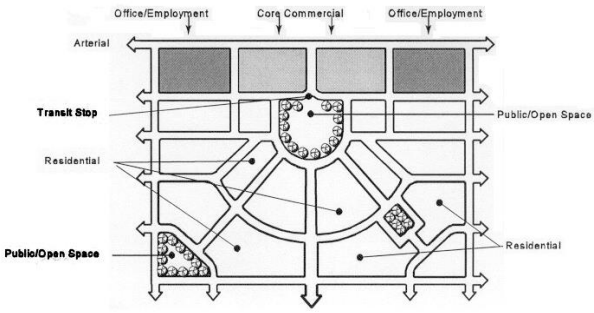
Businesses in Downtown Redevelopment area

- New streetscape has been installed on Roswell Road between Johnson Ferry Road and Hammond Drive according to adopted design standards
- Includes wide sidewalks, pedestrian scaled street lamps, street trees, landscape buffers, low stone walls to separate parking and pedestrian facilities, decorative paving, benches and permanent trash receptacles
- Representative of "Downtown Redevelopment" Character Area

Regional Transit-Oriented Activity Center

This designation corresponds with one large regional employment center between SR 400 and the DeKalb County line. It joins the Perimeter Mall area in DeKalb County. This area includes the Perimeter Center Community Improvement District (CID) in Fulton County. Development consists of high-intensity, mid- and high-rise office towers, and an orientation to (and connection with) MARTA rail stations.

In the parts of this district not within reasonable walking distance of MARTA rail stations, development is or will be oriented toward bus transit available along major corridors. Residential development currently exists in parts of the activity center but is developed as single use rather than multiple or mixed uses. However, mixed use developments have zoning approval, and some are underway. These areas do not necessarily have uses mixed on the same property or site presently, though mixed-use redevelopment is strongly encouraged if not required.



The area is also out of balance, with many more jobs than housing, and concerted efforts will be made to balance the jobs and housing on existing properties and within the center's boundaries as a whole.

- Land Uses: Predominantly mid- and high-rise office buildings with supportive retail commercial uses, along with some offices and institutions; intensities are greater than that found in neighborhood and community mixed use character areas
- Character: Compact, pedestrian-friendly mixed use, following principles of transit-oriented development
- QCOs Implemented: Appropriate Business; Employment Options; Sense of Place; Infill Development; Housing Options; Transportation Alternatives; Regional Cooperation and Regional Solutions with DeKalb County and the CID
- Implementation: Mixed use zoning districts; design review; public and private expenditures for art, signage, streetscape improvements, and other unique identifying amenities; Community Improvement District (CID)

FUTURE LAND USE PLAN MAP

Under the state's local planning standards, a future land use plan map is considered optional. Although optional under state rules, this map is considered essential in the case of Sandy Springs. The map will remain the most useful map in terms of making zoning decisions, since unlike the visionary character area map, it will provide specific recommendations for land uses on a parcel basis. It should be noted that the future land use plan map was the subject of considerable work by the Comprehensive Plan Citizens Advisory Committee (CAC), who met on March 26 and 28, and April 3 and 23 to review recommended revisions to the existing map adopted on June 20, 2006. The final revised map and the map documenting the recommended revisions are included following Table 1.4. Additional discussion was also held on the boundaries of the Town Center and Live Work nodes, which is provided on a node map and also included.

Table 1.4
Future Land Use Plan Map Categories

Abbreviation	Name of Category
1. R0-0.5	Residential, 0 to 0.5 Unit per Acre
2. R0-1	Residential, 0 to 1 Unit per Acre
3. R1-2	Residential, 1 to 2 Units per Acre
4. R2-3	Residential, 2 to 3 Units per Acre
5. R3-5	Residential, 3 to 5 Units per Acre
6. R5-8	Residential, 5 to 8 Units per Acre
7. R8-12	Residential, 8 to 12 Units per Acre
8. R12-20	Residential, 12 to 20 Units per Acre
9. R20+	Residential, 20+ Units per Acre
10. P-I	Public-Institutional
11. TCU	Transportation/Communication/Utilities
12. O	Office
13. OH	Office – High Intensity
14. C	Commercial
15. BP	Business Park
16. LWN	Living Working Neighborhood
17. LWC	Living Working Community
18. LWR	Living Working Regional
19. PRC	Park/Recreation/Conservation

TABLE 1.5: CITY OF SANDY SPRINGS
FUTURE LAND USE DESIGNATION/ZONING DISTRICT CLASSIFICATION COMPARISON TABLE
UNOFFICIAL – FOR USE AS A GUIDE ONLY

Future Land Use		Recommended Density	Corresponding Zoning District	Minimum Lot Area per Unit	Maximum Density Allowed by Zoning (Units per Acre)
R0-0.5	Residential	0 to 0.5 units per acre	R-1	2 acres	0.50
R0.5-1	Residential	0.5 to 1 units per acre	R-2	1acre	1.00
			AG-1	1 acre or 3 acres See Zoning Ordinance	0.50 or 0.33 See Zoning Ordinance
R1-2	Residential	1 to 2 units per acre	R-2A	27,000 sq. ft.	1.61
R2-3	Residential	2 to 3 units per acre	R-3	18,000 sq. ft.	2.42
			R-3A	18,000 sq. ft.	2.42
R3-5	Residential	3 to 5 units per acre	R-4A	12,000 sq. ft.	3.63
			R-4	9,000 sq. ft.	4.84
			R-6	9,000 sq. ft.	4.84
			CUP (single family)	See Zoning Ordinance	5.00 See Zoning Ordinance
			NUP	4,000 sq. ft.	5.00
R5-8	Residential	5 to 8 units per acre	R-5	7,5000 sq. ft.	5.81
			MHP	See Zoning Ordinance	5.50 See Zoning Ordinance
R8-12	Residential	8 to 12 units per acre	R-5A	4,000 sq. ft.	10.89
			CUP (multifamily)	See Zoning Ordinance	9.00 See Zoning Ordinance
			TR	2,000 sq. ft.	9.00
R12-20	Residential	12 to 20	A	See Zoning Ordinance	14.00
R20+	Residential	Over 20 units per acre	A-L	See Zoning Ordinance	See Zoning Ordinance
BP	Business Park	--	O-I	See Zoning Ordinance	See Zoning Ordinance
O	Office	--		See Zoning Ordinance	See Zoning Ordinance
OH	Office High Density	--		See Zoning Ordinance	See Zoning Ordinance
LWN	Live Work-Neighborhood	Residential-up to 5 units/acre Commercial/Office-up to 10,000 sf/acre	MIX	See Zoning Ordinance	See Zoning Ordinance
LWC	Live Work-Community	Residential-up to 20 units/acre Commercial/Office-up to 25,000 sf/acre		See Zoning Ordinance	See Zoning Ordinance
LWR	Live Work-Regional	Residential-over 20 units/acre Commercial/Office-over 25,000 sf/acre		See Zoning Ordinance	See Zoning Ordinance
C	Commercial	--	C-1	See Zoning Ordinance	See Zoning Ordinance
			C-2	See Zoning Ordinance	See Zoning Ordinance
I	Industrial	--	M-1A	See Zoning Ordinance	See Zoning Ordinance
			M-1	See Zoning Ordinance	See Zoning Ordinance
			M-2	See Zoning Ordinance	See Zoning Ordinance
PR	Private Recreational	--	--	--	--
PRC	Public Rec & Conservation	--	--	--	--

SANDY SPRINGS GEORGIA

SANDY SPRINGS GEORGIA

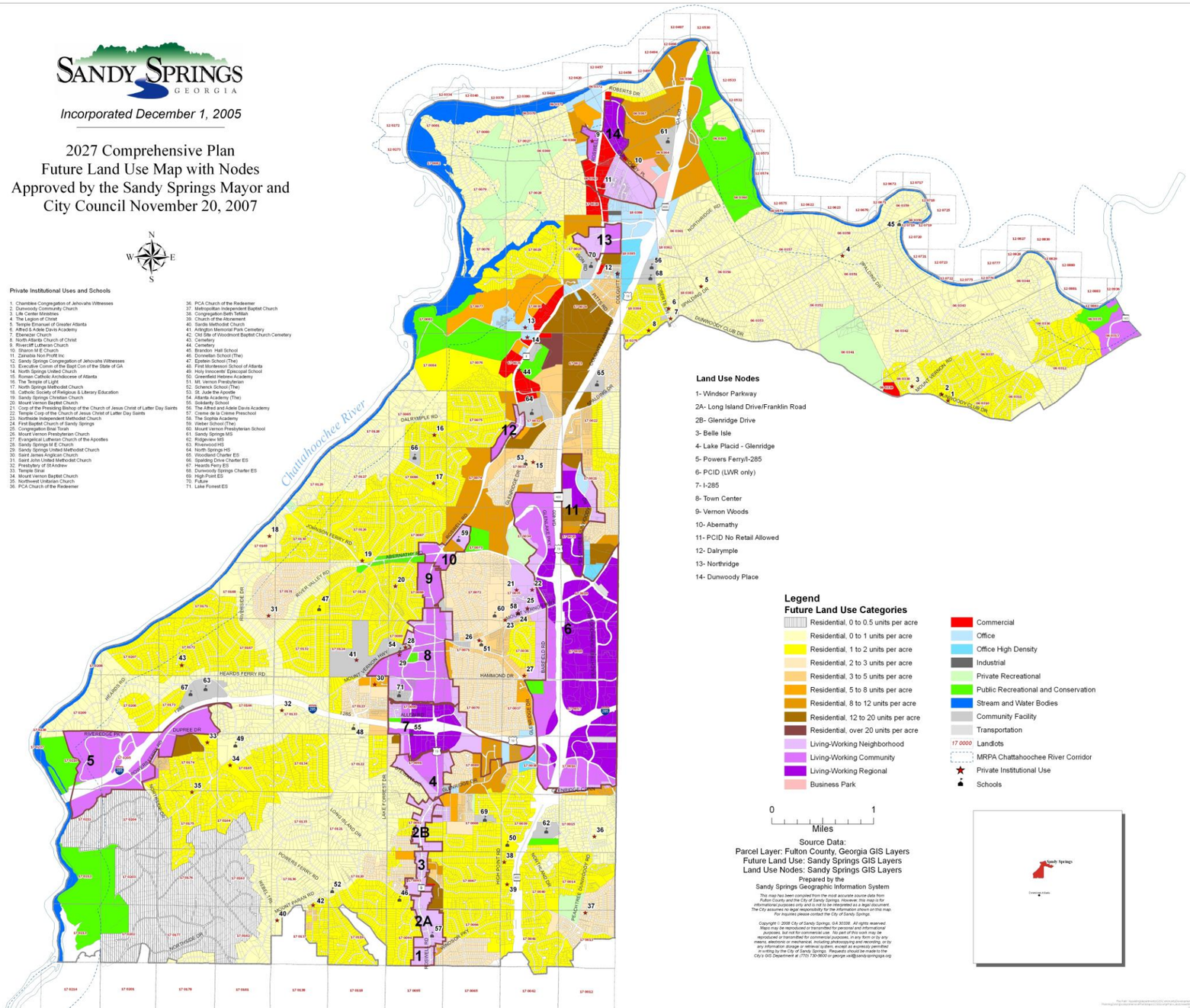
Incorporated December 1, 2005

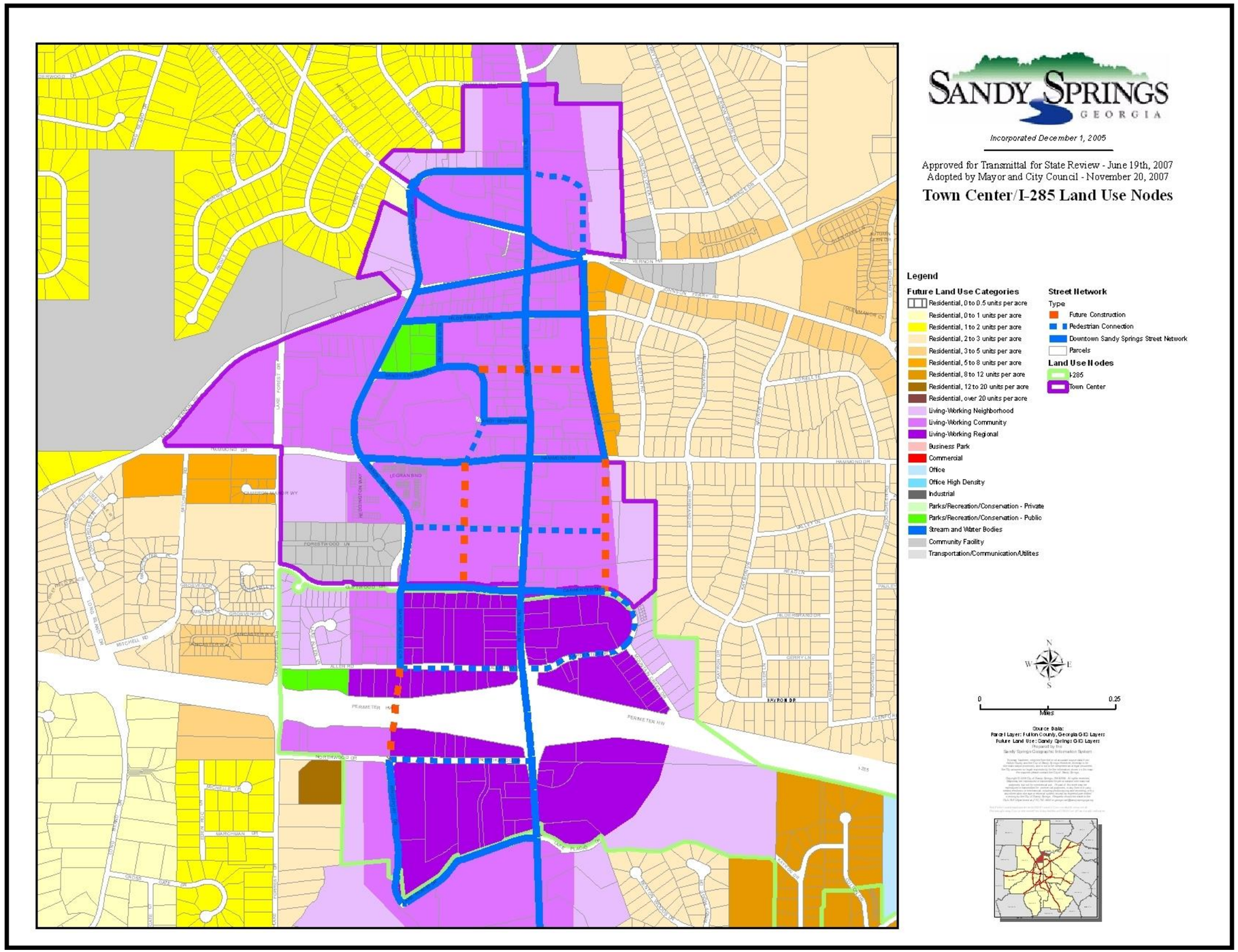
2027 Comprehensive Plan
Future Land Use Map with Nodes
Approved by the Sandy Springs Mayor and
City Council November 20, 2007

N W E S

Private Institutional Uses and Schools

1. Chamblee Congregation of Jehovahs Witnesses
2. Dunwoody Community Church
3. Life Center Ministries
4. The Legion of Christ
5. Temple Emanuel of Greater Atlanta
6. Alfred & Adele Davis Academy
7. Ebenezer Church
8. North Atlanta Church of Christ
9. Rivercliff Lutheran Church
10. Sharon M E Church
11. Zainabia Non Profit Inc
12. Sandy Springs Congregation of Jehovahs Witnesses
13. Executive Comm of the Bapt Con of the State of GA
14. North Springs United Church
15. Roman Catholic Archdiocese of Atlanta
16. The Temple of Light
17. North Springs Methodist Church
18. Catholic Society of Religious & Literary Education
19. Sandy Springs Christian Church
20. Mount Vernon Baptist Church
21. Corp of the Presiding Bishop of the Church of Jesus Christ of Latter Day Saints
22. Temple Corp of the Church of Jesus Christ of Latter Day Saints
23. Northside Independent Methodist Church
24. First Baptist Church of Sandy Springs
25. Congregation Binai Torah
26. Mount Vernon Presbyterian Church
27. Evangelical Lutheran Church of the Apostles
28. Sandy Springs M E Church
29. Sandy Springs United Methodist Church
30. Saint James Anglican Church
31. Saint John United Methodist Church
32. Presbytery of St Andrew
33. Temple Sinai
34. Mount Vernon Baptist Church
35. Northwest Unitarian Church
36. PCA Church of the Redeemer
36. PCA Church of the Redeemer
37. Metropolitan Independent Baptist Church
38. Congregation Beth Tefillah
39. Church of the Atonement
40. Sardis Methodist Church
41. Arlington Memorial Park Cemetery
42. Old Site of Woodmont Baptist Church Cemetery
43. Cemetery
44. Cemetery
45. Brandon Hall School
46. Donnellan School (The)
47. Epstein School (The)
48. First Montessori School of Atlanta
49. Holy Innocents' Episcopal School
50. Greenfield Hebrew Academy
51. Mt. Vernon Presbyterian
52. Scherck School (The)
53. St. Jude the Apostle
54. Atlanta Academy (The)
55. Solidarity School
56. The Alfred and Adele Davis Academy
57. Creme de la Creme Preschool
58. The Sophia Academy
59. Weber School (The)
60. Mount Vernon Presbyterian School
61. Sandy Springs MS
62. Ridgeview MS
63. Riverwood HS
64. North Springs HS
65. Woodland Charter ES
66. Spalding Drive Charter ES
67. Heards Ferry ES
68. Dunwoody Springs Charter ES
69. High Point ES
70. Future
71. Lake Forest ES




SANDY SPRINGS
GEORGIA
Incorporated December 1, 2005
Approved for Transmittal for State Review - June 19th, 2007
Adopted by Mayor and City Council - November 20, 2007
Town Center/I-285 Land Use Nodes
Legend
Future Land Use Categories
Residential, 0 to 0.5 units per acre
Residential, 0 to 1 units per acre
Residential, 1 to 2 units per acre
Residential, 2 to 3 units per acre
Residential, 3 to 5 units per acre
Residential, 5 to 8 units per acre
Residential, 8 to 12 units per acre
Residential, 12 to 20 units per acre
Residential, over 20 units per acre
Living-Working Neighborhood
Living-Working Community
Living-Working Regional
Business Park
Commercial
Office
Office High Density
Industrial
Parks/Recreation/Conservation - Private
Parks/Recreation/Conservation - Public
Stream and Water Bodies
Community Facility
Transportation/Communication/Utilites
Street Network
Type
Future Construction
Pedestrian Connection
Downtown Sandy Springs Street Network
Parcels
Land Use Nodes
I-285
Town Center
N
W
E
S
0
0.25
Miles
Source Data:
Parcel Layer: Fulton County, Georgia GIS Layers
Future Land Use: Sandy Springs GIS Layers
Prepared by the
Sandy Springs Geographic Information System

Residential - 0 to 0.5 Unit per Acre (R0-0.5)

This category is the lowest density of all the residential categories. It applies to established single-family, detached, residential subdivisions. Such areas may be served by public water and sanitary sewer, or just public water, but the densities are low enough (lot sizes large enough) to support individual wells and septic tanks. The designation applies to an area in southwest Sandy Springs which is zoned R-1, Single Family Dwelling (two acre minimum lot size).

Residential - 0 to 1 Unit per Acre (R0-1)

This category applies to established single-family, detached, residential subdivisions at densities of one unit per acre, or less. Such areas are served by public water but may or may not be served by sanitary sewer. Densities are low enough (lot sizes large enough) to support septic tanks, and in some cases, individual wells and septic tanks. The designation applies to areas throughout Sandy Springs, especially the residential area east of Georgia 400 north of Dunwoody Club Drive, as well as subdivisions along the western boundary of the city (Chattahoochee River). The maximum density is one unit per acre. This future land use category is implemented with the R-2, Single Family Dwelling, and AG-1 Agricultural zoning districts.

Residential - 1 to 2 Units per Acre (R1-2)

This category applies to established single-family, detached, residential subdivisions at densities of one to two units per acre. Such areas are generally served by public water and sanitary sewer, although in some cases densities may be low enough (lot sizes large enough) to support septic tanks. The designation applies to areas throughout Sandy Springs, especially the residential area east of Georgia 400 north of Dunwoody Club Drive, as well as subdivisions along the western boundary of the city (Chattahoochee River). This category is applied to residential neighborhoods throughout the City of Sandy Springs. This future land use category is implemented with the R-2A, Single Family Dwelling zoning district which requires a 27,000 square foot lot size (1.61 Units per Acre), as well as lower density zoning districts.

Residential - 2 to 3 Units per Acre (R2-3)

This category applies to detached, single-family homes at densities of two to three dwelling units per acre. These areas are served by public water and sewer. This designation applies primarily but not exclusively to established, single-family subdivisions in between Roswell Road and Georgia Highway 400. This future land use category is implemented with the R-3, Single Family Dwelling and R-3A, Single Family Dwelling zoning districts, both of which require an 18,000 square foot lot size (2.42 Units per Acre).

Residential - 3 to 5 Units per Acre (R3-5)

This residential category consists of three to five single family homes per acre served by public sewer and water. This category applies to limited areas between Roswell Road and Georgia Highway 400. This future land use category is implemented with the following zoning districts:

- R-4A, Single Family Dwelling, 12,000 square foot lot size (3.63 Units per Acre).
- R-4, Single Family Dwelling, 9,000 square foot lot size (4.84 Units per Acre).

- NUP, Neighborhood Unit Plan (single-family dwellings only, up to 5 Units per Acre)
- CUP, Community Unit Plan (single-family dwellings only, up to 5 Units per Acre)

Residential - 5 to 8 Units per Acre (R5-8)

This residential category allows for a range of dwelling types, which can include detached, single-family homes, and duplexes, with prospects for lower density townhouses and apartments within planned developments. These areas are served by public water and sewer. This category has limited application in Sandy Springs – a large area north of Morgan Falls Road west of Roswell Road, an area within the Huntcliff master planned community, and other smaller sites that are transitional between lower density residential neighborhoods and live-work designations. This future land use category is implemented with the following zoning districts:

- R-6, Two Family Dwelling, 9,000 square foot lot size (4.84 Units Per Acre)
- R-5, Single Family Dwelling, 7,500 square foot lot size (5.8 Units Per Acre)
- NUP, Neighborhood Unit Plan (single-family dwellings only, up to 5 Units Per Acre)
- CUP, Community Unit Plan (if limited to 8 Units Per Acre)

Residential - 8 to 12 Units per Acre (R8-12)

This residential category permits development between eight and twelve units per acre served by public water and sewer. Dwelling types may be single family detached, duplexes, and/or townhouses. In addition to the possible application of lower density residential zoning districts described above, this category is implemented by the following zones:

- R-5A, Single Family Dwelling, 4,000 square foot lot size (10.9 Units Per Acre)
- TR, Townhouse Residential (9 Units Per Acre)
- CUP, Community Unit Plan (9 Units Per Acre)
- MHP Mobile Home Park (modular and mobile homes) (10.9 Units Per Acre)

Residential - 12 to 20 Units per Acre (R12-20)

This residential category permits twelve to twenty residential units per acre served by public water and sewer. Dwelling unit types include townhouses, condominiums, and apartments. This category is limited geographically to only a few properties, all of which front on Roswell Road. This category is implemented by the A, Medium Density Apartment zone.

Residential – 12 to 20 Units per Acre (R20+)

This residential category permits twenty or more residential units per acre served by public water and sewer. Dwelling unit types includes condominiums and apartments. This category is limited geographically, with only a few exceptions, to properties which front on Roswell Road. This category is implemented by the A-L, Apartment Limited zoning district.

P-I Public-Institutional (P-I)

This category applies to state, federal or local government uses, and institutional land uses. Government uses can include city halls, police and fire stations, libraries, prisons, post offices, schools, military installations, etc. Institutional uses include colleges, schools, churches, cemeteries, hospitals, etc. In Sandy Springs, public and private schools, several churches, and

the cemetery north of Mt. Vernon Highway comprise the largest acreages designated in this category. This category can be implemented with a wide variety of zoning districts, since churches and schools can under appropriate conditions be located in most if not all residential zones, albeit some with a conditional use permit.

Transportation, Communication and Utilities (TCU)

This future land use category is required to apply to major transportation routes, public transit stations, power generation plants, railroad facilities, radio towers, telephone switching stations, airports, port facilities or other similar uses. In Sandy Springs, this designation applies primarily to MARTA rail stations and major road right-of-ways.

Office (O)

This category applies to office uses within buildings of up to four stories in height. Office uses in this category may be single office buildings on individual parcels, as well as office developments within planned office parks. In its application to Sandy Springs, this category is limited almost entirely to properties north of Abernathy Road. This category is implemented by the O-I, Office Institutional zoning district, which has a maximum height of four stories or 60 feet.

Office – High Intensity (OH)

This category applies to office uses within buildings of five stories or more in height. Office uses in this category may be single office buildings on individual parcels, though more than one office tower is the norm in Sandy Springs. This category is limited in its application within Sandy Springs. This category is implemented by the O-I, Office Institutional zoning district, with height variances.

Commercial (C)

This category includes retail, service and office uses which may be in single buildings or developed as part of a shopping center. This category is limited in it geographic application. It is implemented by the C-1 and C-2 (Community Business) zoning districts.

Business Park (BP)

The Business Park land use category allows two or more business uses, primarily office uses along with warehouses for storage and distribution. Limited assembly can be included. In Sandy Springs, this designation applies only to two sites at the intersection of Dunwoody Place and Roberts Drive. It is implemented with one or more office-institutional, industrial park, or light or heavy industry zoning districts.

Park/Recreation/Conservation

This includes parks, open space and recreational facilities owned by the City of Sandy Springs, Fulton County, and other governments, such as the National Park Service. The bulk of the lands designated within this category are lands set aside as open space/parks as part of the Chattahoochee River National Recreation Area.

Living Working Categories

The purpose of the living-working designations is to allow an appropriate and balanced mix of uses to create a live-work environment at a scale and character that is compatible with its surrounding community. Living Working areas will be activity centers where the community can live, work, shop, meet, and play. These areas should be compact, pedestrian-oriented, with a mix of uses (residential, civic, institutional, office, and retail/service, or some combination thereof, along with open space), both horizontally and vertically (i.e., more than one use in the same building). These classifications are intended to protect environmental resources, provide accessible open space, balance all modes of transportation, increase housing choices and improve prospects for civic interaction.

The uses within the living-working areas should be in close proximity to one another in order to encourage walking, and to increase mobility to those who do not drive especially the elderly and the young. Within these areas, there must be an appropriate transition of land uses, height and density/intensity at the edges abutting protected neighborhoods. Such areas should be planned with connections to adjacent properties where compatible, and to serve surrounding neighborhoods.

Some areas are designated this category in order to encourage the redevelopment of underutilized commercial, office and residential areas and to reshape sprawling commercial corridors into a more compact, mixed use, pedestrian-oriented environment.

The future land use plan map identifies three types of Living Working Areas[2]; each is described below.

1. **Living Working Neighborhood:** This is the lowest intensity option of the three living-working designations. These areas are intended to serve a single neighborhood or small group of adjacent neighborhoods, and to be compatible neighbors to lower density residential neighborhoods.

2. **Living Working Community:** This is a medium intensity/density category that is intended to serve a group of adjacent neighborhoods and to be compatible with low and medium density residential neighborhoods.

3. **Living Working Regional:** This is a high intensity/density category that applies adjacent to major transportation interchanges and/or rail transit stations (with the exception of the Live-work area at Dunwoody Place and Roswell Road). These areas have significant concentrations of employment.

[2] These designations have their origins in the Focus Fulton Comprehensive Plan 2025, Land Use Element (See "Types of Live-work Areas" and Table 6-16 in that document).

Table 1.6
Specifications for Living Working Categories

Designation	Sandy Springs LW Neighborhood	Sandy Springs LW Community	Sandy Springs LW Regional
1. Residential	Up to 5 units/acre	Up to 20 units/acre*	Over 20 units/acre
2. Commercial/Office Density	10,000 sf /acre	25,000 sf /acre	Over 25,000 sf/acre
3. Total Square feet/tenant	30,000 sf limit	100,000 sf limit	Case-by-case
4. Height Limit	2 story	4 story**	8 story***
5. Minimum Open and Green Space Components	10% -- 5% must be green space, the remaining 5% may be open space or green space	15% -- 10% must be green space, the remaining 5% may be open space or green space	20%**** -- 15% must be green space, the remaining 5% may be open space or green space

* Except at Powers Ferry Node where a maximum 10 units per acre is recommended.

** Except in Town Center where heights are allowed to be six stories maximum. See Town Center assemblage policy for height incentives and bonuses.

*** Except at I-285/Roswell Road node where heights are not proposed to be limited. Other permitted height variations apply to the PCID and can be found under the Land Use Policies in Chapter 5; on the east side of Roswell Road, north of Dunwoody Place, heights at this node are proposed to be limited to a maximum of 15 stories.

**** Except at Dunwoody Place Node where minimum open and green space components are required to be a minimum of 30% with 25% required to be green space and the remaining 5% may be open space or green space.

Additional Overlays

Nodes

The adopted Future Land Use Map shows all nodes (1-14) and their locations. The specific development standards and guidelines for each node are defined in Chapter 5. A graphic "Conceptual Mixed Use Nodal Development" is also included to offer initial guidance on the character of node areas to use during the review of potential living-working development or redevelopment proposals the City may receive in the future.

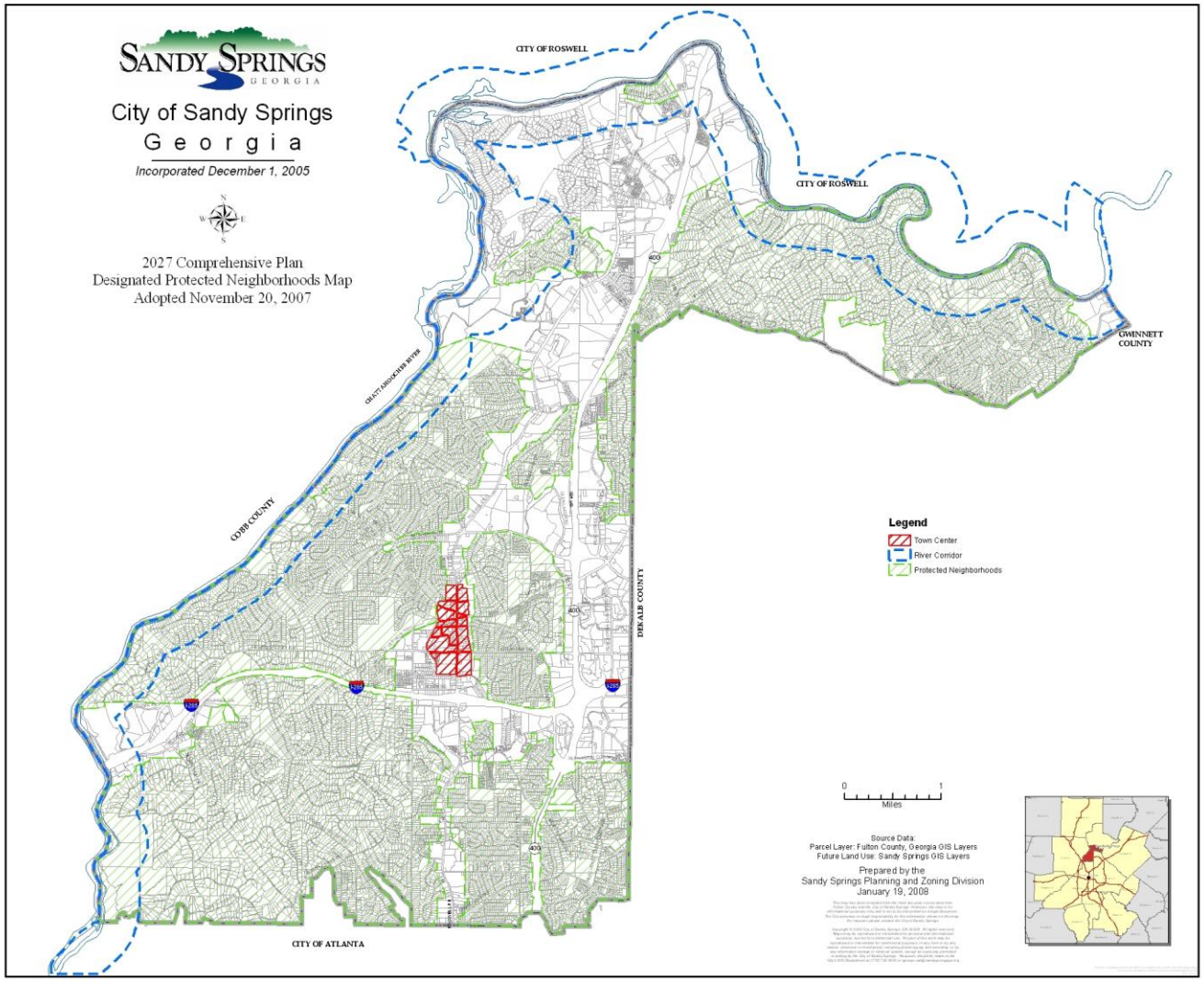
River Corridor

The Future Land Use Map shows the "Chattahoochee River Corridor (MRPA 2,000') boundary. The Metropolitan River Protection Act requires special reviews within the 2,000 foot corridor of the Chattahoochee River.

Protected Neighborhood Designation

The Visionary Character Area Map designated "protected neighborhoods" as part of the development of the Comprehensive Plan Community Assessment, which was the first phase of the development of the City's Comprehensive Plan (adopted January 16, 2007). That preliminary map is included for reference as it was used to inform the development of several other maps as part of the creation of the Community Agenda.

The boundaries of these areas were used to develop a Protected Neighborhood Map documenting the City's desire to clearly delineate areas where it is important to maintain a separation from the uses along Roswell Road and other area that might encroach into established residential neighborhoods. This desire to protect neighborhoods is an important aspect of the City's vision for its future. Additional policies addressing this issue can be found in Chapter 5 of this Community Agenda. Any development or redevelopment adjacent to a protected neighborhood boundary must be carefully considered for compatibility and an appropriate transition must be established.


SANDY SPRINGS
GEORGIA
City of Sandy Springs
Georgia
Incorporated December 1, 2005
2027 Comprehensive Plan
Designated Protected Neighborhoods Map
Adopted November 20, 2007
CITY OF ROSWELL
CITY OF ROSWELL
GWINNETT COUNTY
CHATTAHOOCHEE RIVER
COBB COUNTY
DEKALB COUNTY
CITY OF ATLANTA
Legend
Town Center
River Corridor
Protected Neighborhoods
0
1
Miles
Source Data:
Parcel Layer: Fulton County, Georgia GIS Layers
Future Land Use: Sandy Springs GIS Layers
Prepared by the
Sandy Springs Planning and Zoning Division
January 19, 2008

CHAPTER 2: ISSUES AND OPPORTUNITIES

The issues and opportunities, as listed and described in the Community Assessment Report submitted to the state on February 16, 2007, were intended to capture various issues for consideration during the development of the Community Agenda, which is Phase II of the Comprehensive Plan process. The identification of issues and opportunities began with an initial listing of issues, developed by Sandy Springs planning staff and its planning consultants, then reviewed, modified, and accepted as a list for further exploration by the Citizens Advisory Committee (CAC). The CAC is a 28-member body of Sandy Springs residents appointed by the Mayor and confirmed by the City Council to ensure that the Comprehensive Plan process reflects general community values, and that there is a free flow of information to and from the community.

The initial list of issues and opportunities was prepared prior to completion of the Community Assessment and the Technical Appendix in Phase I of the Comprehensive Plan process. Other issues and opportunities were added based on CAC and community input on the Community Assessment Report during November 2006.

This chapter presents the final list of issues and opportunities the Sandy Springs community has chosen to address in the Community Agenda. Each of these issues or opportunities from the Community Assessment has resulted in the development of various policies and implementation measures to be included later in this Community Agenda.

To assist with determining how to respond to the 80 issues and opportunities of the Community Assessment, each was translated into a question or statement, and made available as questionnaires for citizens to provide their input at 2 visioning workshops held on January 31st and February 1, 2007, in the Sandy Springs City Hall. The City of Sandy Springs also placed the questionnaire on the City's website and numerous additional responses were received. Responses were compiled and the questionnaire results have provided in the appendix of this document. The questionnaire results were also distributed to the CAC for their use as a guide to the development of the future policies to be included in the Community Agenda. These future policies are intended to respond to the issues and opportunities included in the Community Assessment and presented in this chapter.

POPULATION

1. Determining desired future population in Sandy Springs

The comprehensive plan can be used as a growth management tool, ultimately influencing (through land use policies) the timing and amount of population growth. Some citizens might prefer to limit population levels and set policies that limit growth, either directly or indirectly. Others anticipate that zoning already approved will result in higher population levels than desired. Should Sandy Springs set a "desired" or "target" future population level?

2. Accommodating additional group quarters population

As the residents of Sandy Springs age, there may be a need for new and different group quarters accommodations, such as nursing homes.

3. Serving an increasingly diverse population

The population in Sandy Springs may become increasingly diverse, given increases in the region in Hispanic and Latino populations. If such an increase occurs in Sandy Springs in the future, this may have an impact on how Sandy Springs provides and delivers services (e.g., bi-lingual police officers and clerks, publication of city newsletters in Spanish, etc.)

HOUSING

4. Specifying the desired mix of housing types and altering the existing mix

At issue is whether the comprehensive plan can, and should, attempt to alter the mix of housing unit types (detached, attached, Hi-rise, mid-rise, fee simple townhomes, single-family homes, apartments, etc.). For instance, some residents and leaders would like to reduce the number of apartments, while housing needs assessments may call for more affordable rental housing opportunities. Some communities use the comprehensive planning process as an opportunity to establish targets for mixes of housing units and then design their regulations (including the zoning of land) to pursue the target mix.

5. Addressing affordable housing needs

Sandy Springs faces challenges if it wants to provide housing that is affordable for low- and moderate-income households and workforce households (which include not only blue-collar workers but also police officers, teachers, and other young professionals who would like to own homes in Sandy Springs but can only rent their accommodations or cannot afford to live in the city at all. The Community Agenda should articulate policies regarding whether, and if so, how, the City will address affordable housing needs.

6. Guiding the City's community development program

Sandy Springs is in the process of preparing its federal 5-year Consolidated Plan to qualify for Community Development Block Grant (CDBG) "entitlement" funds in 2008 (see glossary). Federal regulations published at 24 CFR Part 570.201 provide the eligible activities that will assist the City in focusing the future emphasis of its community development program. Some of these eligible activities include: acquisition of real property; acquisition, construction, reconstruction and rehabilitation of public facilities and improvements; clearance activities; public services; relocation payments; financial services to microenterprises; technical assistance; and other uses as specified at 24 CFR Part 570.201.

7. Providing for "starter" housing

Sandy Springs is an affluent community, and its detached, single-family housing stock serves primarily upper-middle and upper income families and households. A majority of the lower-priced housing units are rental. With the exception of some older neighborhoods with smaller homes, there are very limited opportunities for first-time, low- and moderate-income homebuyers. At issue is whether the City's Community Agenda should strive to provide for "starter" housing (see glossary).

8. Considering mixed-income housing

One opportunity for promoting more affordable housing in Sandy Springs is to consider a policy of providing mixed-income housing for purchasers at a variety of incomes in the same development or neighborhood.

9. Exempting affordable housing from development impact fees

Georgia's development impact fee law authorizes the waiver of impact fees for affordable housing, if the local government has an adopted policy to that effect in its comprehensive plan. If affordable housing is exempted, the impact fee enabling statute requires the City to pay the impact fee so waived with revenue sources other than impact fees.

10. Responding to homelessness

At issue is the role that City government might play in the future in attempting to respond to the needs of homeless persons and households in Sandy Springs.

ECONOMIC DEVELOPMENT

11. Diversifying the City's economic base

Sandy Springs has few if any industrial or manufacturing uses. The city has a healthy, robust economy, but one that is focused in certain employment sectors (e.g., finance, insurance, real estate, telecommunications, etc.). At issue is whether the City should try to diversify its economy to include some manufacturing or industrial uses, and if so, how such uses can be accommodated in the city.

12. Encouraging and financing redevelopment

The citywide vision emphasizes the redevelopment of properties along Roswell Road, and the revitalization and redevelopment of the Sandy Springs Town Center. There are opportunities in the Community Agenda to articulate more specific strategies for redevelopment and the appropriate options for financing the redevelopment for the Roswell Road corridor, in the Sandy Springs Town Center and other such areas. All financing options to facilitate the redevelopment of these areas should be considered.

13. Incorporating "place making" principles in Town Center redevelopment efforts

The City's vision calls for establishment of a "sense of place" with a City Center, designed for gathering and social interaction. How will these be articulated in the Community Agenda in a way that will influence Town Center redevelopment efforts?

14. Reconsidering the Tax Allocation District

Fulton County had established a redevelopment area in Sandy Springs, within which the financing technique called "tax increment financing" (see glossary) could be used. Further discussion is needed to determine whether the City should pursue tax increment financing, and other such redevelopment financing options, as a part of its redevelopment strategies.

15. Emphasizing transit-oriented development

The citywide vision calls for concentration of new development within areas served by transit, and there is an opportunity in the planning process to link that vision to the City's economic development strategies.

16. Leveraging private reinvestment with municipal capital projects

There is an opportunity for the City to use its investment in civic buildings to strategically leverage and enhance private reinvestment in redevelopment areas.

17. Exempting extraordinary economic development from impact fees

Georgia's development impact fee law authorizes the waiver of impact fees for extraordinary economic development, if the local government has an adopted policy to that effect in its comprehensive plan. If extraordinary economic development is exempted, the impact fee enabling statute requires the City to pay the impact fee so waived from revenue sources other than impact fees.

18. Assessing the role of home-based businesses

The City's zoning ordinance allows for home occupations. Over time, with changes in the national and global economy, more and more people are able to work from home and/or establish home-based businesses. At issue is whether the economic development strategy of the City should emphasize or encourage home occupations given other, possible conflicting objectives of protecting neighborhoods (see also discussion under "land use, protected neighborhoods."

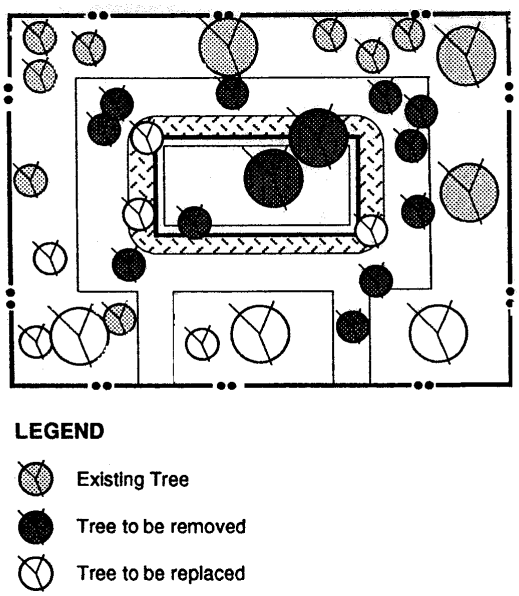
NATURAL RESOURCES

19. Protecting waters

In addition to federal and state regulations, the City of Sandy Springs has a number of regulatory measures in place to protect the quality of streams, drainage ways, and the Chattahoochee River. Despite such protection measures, however, water quality does not comply with certain federal requirements. At issue is whether local protection measures already in place are adequate, or whether the citizenry desires higher levels of local protection in order for water quality to meet existing standards.

20. Protecting trees during development

Sandy Springs has completed the creation of its tree protection ordinance. The ordinance update was initiated to determine if previous protection measures in place at the time of the City's incorporation were sufficient for the protection of forests and trees were adequate.



Illustrative, conceptual tree protection for a given site.

21. Maintaining and enhancing tree canopy

At issue is whether the City has adequate information regarding its tree canopy, and whether specific measures are needed to maintain and enhance the city's tree canopy (versus a focus simply on trees).

22. Limiting or regulating development on steep slopes

Sandy Springs does not have a specific ordinance that regulates development on steep slopes. At issue is whether additional ordinance provisions are needed to regulate land development on steep (15 percent grade or higher) slopes.

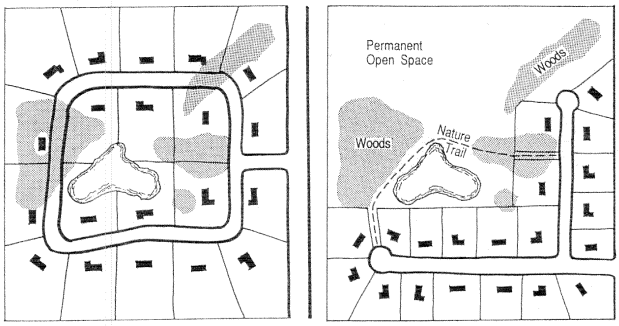
Steep slope (left) and residence constructed on rock outcropping (Old Riverside Drive).

23. Identifying and protecting scenic views and sites

There is an opportunity, during preparation of the Community Agenda, to identify areas with scenic views, and/or sites that have scenic value, and to determine whether specific measures should be included in the comprehensive plan to protect or enhance such scenic views and sites.

24. Protecting resources and promoting open space through conservation subdivisions

Sandy Springs does not have a conservation subdivisions ordinance. At issue is whether Sandy Springs has enough vacant land with subdivision potential left to warrant a conservation subdivision ordinance, which would promote the protection of natural resources and promote additional permanently protected open space in the city. Also at issue is whether additional density should be allowed in exchange for providing more open space.



Comparison of Conventional and Conservation Subdivision Designs

HISTORIC PRESERVATION

25. Updating the historic resources survey

Since the historic resources survey was conducted some ten years ago, some structures may have been demolished, while others may have earned eligibility as a historic resource during that time. An updated historic resources survey would give a more accurate reflection of the status of historic resources in the city. At issue is whether a survey update should be included in the City's short-term work program.

26. Preserving individual landmarks or historic districts by ordinance

Sandy Springs has only a few historic resources remaining. At issue is whether the City needs and wants to adopt a local historic preservation ordinance, which would establish a Historic Preservation Commission and establish a process for reviewing building demolitions and additions or new structures for appropriateness with their historic context.

27. Staffing for historic preservation

Sandy Springs may want to consider providing staff with some expertise in historic preservation. Such staff members might encourage and assist property owners with nominations to the National Register of Historic Places (see glossary), using or reusing vacant historic buildings, and educating the public on the benefits of historic preservation.

28. Developing a heritage tourism program

There is an opportunity for Sandy Springs to consider developing a heritage tourism program, which could be a part of its overall economic development strategy.

COMMUNITY FACILITIES AND SERVICES

29. Ensuring adequate water and sewer capacity

After determining the amount, intensity, and location of future growth in Sandy Springs, there is a need to determine whether sufficient water and sewer capacity will be available at the time such development occurs.

30. Financing capital improvements with development impact fees

The City has already committed to initiating a development impact fee program. Such a program raises various issues, such as the impact on affordable housing and economic development (and whether waivers should be permitted).

31. Determining level-of-service standards and/or performance measures for facilities

Level-of-service standards for various City facilities and services are currently under development. This process is described in Chapter 7 of this document. For those facilities on which the City will collect an impact fee, level of service standards are required by state rule 110-12-2. For other facilities and services, such standards are optional. Similarly, performance standards might be used to guide future planning and provision of certain facilities and services in Sandy Springs.

32. Assuring equity in facility and service provision

There may be segments of the city's population and areas of the city that are inadequately served by existing public facilities and services. At issue is whether such inequities exist, and if so, how they can be reconciled.

33. Addressing social service needs and homelessness

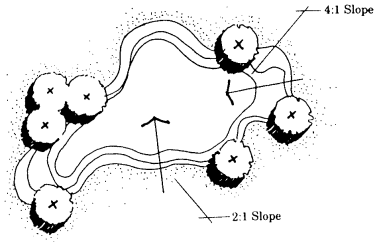
At issue is the role city government can, and should, play in terms of municipal services and facilities directed at social service needs and homelessness.

34. Assessing opportunities for public-private ventures in service provision

There is an opportunity for the plan to focus attention on innovative public-private ventures in the arrangement, provision, and delivery of various public facilities and services.

35. Developing a stormwater utility

The City has determined that a stormwater utility is a viable approach to correcting existing storm drainage problems, maintaining stormwater detention ponds, and enhancing stormwater management (and, therefore, water quality). The City will begin the development of its program in early summer 2007.



Maintenance of existing stormwater ponds requires dedicated funding sources.

36. Addressing infiltration and inflow problems in the sewer system

During public testimony it was pointed out that stormwater flows into sanitary sewer manholes in some places of the city. There is an opportunity in the Community Agenda to identify this problem as a community concern and to determine how the Fulton County Department of Public Works can address such problems.

37. Complying with Americans with Disabilities Act (ADA) Requirements

Sandy Springs, like other local governments, has responsibilities for insuring that its community facilities comply with ADA requirements. The Community Agenda represents an opportunity to fully assess how its facilities, including City Hall, parks, sidewalks, intersections, etc. meet all applicable requirements. Deficiencies to physical facilities should be remedied through the City's capital improvement program and Short-term Work Program. However, accessibility for all citizens is a foundational aspect of government. ADA compliance is not limited to facilities and should include a comprehensive plan for the integration of accessibility into all policies, procedures, programs, services, employment, as well as its physical facilities and properties. Throughout the process of developing the Community Agenda, particular emphasis should be placed on accessibility as it relates to pedestrian connectivity, housing, transportation and recreation and parks.

38. Designing and developing a City Hall complex

The City anticipates building its own municipal complex for administrative and public safety personnel. Major issues exist, such as when, how large, and where the City should invest in municipal capital facilities. The City recognizes the opportunity to use its future investment in civic buildings to strategically leverage and enhance private investment in redevelopment areas, while creating a signature civic presence for its city hall.

39. Promoting adequate public school education

Quality public and private schools are an important component of the fabric and attributes of a successful community. In addition to their role in the education of young people, their location and integration into the community can position them as important resources for not only their individual neighborhoods, but for the community at large. The City should explore intergovernmental strategies with the Fulton County Board of Education and others to ensure that all schools meet the City's goals of high quality education for its residents and the positive integration of school facilities in the community.

RECREATION AND PARKS

40. Providing additional park land in light of land scarcity

Land is at a premium in Sandy Springs, and there are few large, contiguous parcels of land remaining within the present corporate limits that are suitable for the development of parks. Such limits on land will require Sandy Springs to think more innovatively about adding to its parks and recreation land inventory.

41. Determining innovative ways to address future park needs in light of land scarcity

Given the lack of large parcels for new park development in Sandy Springs, the City has an opportunity to consider new, innovative ways to responding to future park needs. Such

innovations might include, for instance, using power line and sewer easements for trails, designating "community greens" within developed areas, reclaiming space behind shopping centers or within shopping center parking lots, installing gardens on top of buildings, and considering "community based asset management strategies, among others.

42. Considering reuse of vacant "big box" retail stores and strip centers for community centers

There is an opportunity, when large retail establishments or shopping centers become vacant, to lease spaces for community centers and related recreation functions. Such opportunities should be further assessed in the Recreation and Parks Master Plan.

43. Addressing geographic imbalances in the provision of parks

It has been observed that there are significant geographic areas within the city that lack parks. The Recreation and Parks Master Plan should consider the possibility of providing a more even distribution of parks in the city, subject to the limits on available land for park development.

44. Improving accessibility to parks

Traffic congestion in Sandy Springs may limit accessibility by residents to parks. Similarly, the Recreation and Park Master Plan needs to consider ADA accessibility requirements.

45. Improving connectivity among parks and to parks

Linkages between existing parks, and connectivity to adjacent community recreation systems, are considered inadequate. There is an opportunity to improve connectivity in the process of preparing the Recreation and Parks Master Plan.

46. Balancing active and passive recreational opportunities

While Sandy Springs has some active parks, its supply of park trails and passive recreation opportunities are considered deficient, with the exception of the Chattahoochee River National Recreation Area sites. There is an opportunity to consider the most desired balance between active and passive recreational opportunities and to promote desired balance of such facilities in upcoming capital improvement programs.

47. Diversifying the types of recreational facilities and opportunities

The public participation process of developing the Recreation and Parks Master Plan resulted in the identification of a wide range of facilities that residents of the community would like to be considered in developing and expanding the Sandy Springs recreation system. Facilities most mentioned include dog parks, playfields, age-specific playgrounds, trail systems, community centers, recreation centers, and a swimming center.

48. Partnering with schools and private industry

There are opportunities to provide for the use of school recreational facilities by the City. There are also opportunities to partner with businesses in the provision of recreation and parks.

Those opportunities should be explored during the process of preparing the Recreation and Parks Master Plan.

49. Considering additional recreational opportunities of the Chattahoochee River

There is an opportunity to promote greater utilization of the Chattahoochee River as a recreational resource.

50. Paying for new recreation and park facilities

Sandy Springs intends to institute a development impact fee program for recreation and parks. Such funding source, if approved, will only address the recreation and park needs generated by new development, and impact fees cannot be used to fund any existing deficiencies. Additionally, parks in the city are going to need significant maintenance; the City's capital improvement program will need to identify maintenance projects and funding for them.

51. Considering development "set aside" requirements for parks and greenspaces

Sandy Springs might consider whether developers can "set aside" land for parks as part of planned new projects and redevelopment efforts. This potential opportunity must be considered in light of legal limitations and the City's intentions to charge a recreation and park impact fee.

52. Continuing support for Sandy Springs Conservancy projects

There is an opportunity for the Recreation and Park Master Plan to describe how to coordinate future municipal efforts with the Sandy Springs Conservancy. The plan can also articulate how the City will continue its support for the implementation of Sandy Springs Conservancy projects (e.g., Great Park, Abernathy Greenway and Pedestrian Bridge).

53. Articulating clearly the City's intentions for river and stream greenways

During the public participation process concern was raised about green strips (reflecting conservation) of private properties abutting the Chattahoochee River. It is important to note that these green strips represent the Chattahoochee River corridor regulated by the Atlanta Regional Commission (ARC). Both the City and the ARC review potential development that may result in impervious surfaces or cause land disturbance within the 2000' corridor as regulated by the Metropolitan River Protection Act (MRPA). In addition, further restrictions apply within the corridor including a 50' undisturbed buffer and 150' impervious surface setback. As shown on the Character Area Map, this area does not reflect any future plans for a public park or public access at this time.

INTERGOVERNMENTAL COORDINATION

54. Participating in the Fulton County Service Delivery Strategy

The local planning requirements require that Sandy Springs become a part of the Fulton County Service Delivery Strategy and that the comprehensive plan be consistent with that strategy. The particulars of crafting and negotiating the City's participation in that strategy are issues and opportunities to be confronted in the comprehensive planning process.

55. Cooperating with the Georgia Department of Transportation to "fix" Roswell Road

It is recognized that Roswell Road is a state highway (SR 9) and that any future plans to alter the design of the roadway must gain the approval of the Georgia Department of Transportation (GDOT). Historically, GDOT has been reluctant to deviate from its accepted engineering design manuals. However, that prior stance is softening some as GDOT is increasingly open to smart growth principles such as "context-sensitive" street designs. The intergovernmental coordination element of the Community Agenda should recognize GDOT's responsibilities but also articulate City objectives for improvement of Roswell Road and strategies on how to accomplish intergovernmental coordination to meet City objectives.

56. Implementing best practices for intergovernmental coordination

The Atlanta Regional Commission has best practices for intergovernmental coordination in its Regional Development Plan Guidebook. At issue is the extent to which Sandy Springs wants to, and can, implement such best practices.

57. Assessing the adequacy of existing intergovernmental agreements

A preliminary assessment of existing intergovernmental agreements is provided in the Technical Appendix. At issue is the need for further assessments, and whether new or modified intergovernmental agreements are or will be needed.

TRANSPORTATION

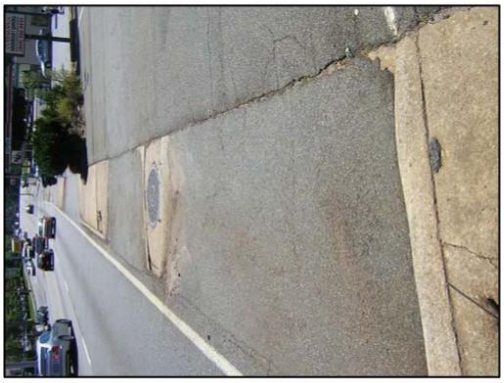
58. Enhancing traffic signal operations and safety

Traffic signal operations control movements at intersections, where through movement capacity is most limited. An optimally timed and coordinated signal system can significantly reduce travel delay and stops along a corridor. Intersection safety is also important, as intersections typically have more conflict points and experience more crashes than roadway segments. Improvements to reduce conflicts and enhance driver expectancy can reduce crash frequency and severity.

59. Reducing traffic congestion at "hot spots"

Traffic congestion along arterials typically occurs where two major roads cross, limiting the available green time for each road. Reducing congestion at these "hot spots" can reduce overall travel time.

ISSUES TO ADDRESS



- Eliminate unnecessary curb cuts
- Create adequately sized, continuous pedestrian facilities
- Construct curbs along sidewalks to separate driving and pedestrian lanes
- Install shade trees along streets

- Provide permanent trash receptacles and benches at transit stops
- Separate parking from sidewalks using plant material, low walls or curbing (continuous separation rather than individual curb stops)

- Minimize the aesthetic impact of overhead utility lines by undergrounding, relocating to one side, or partial screening with appropriately sized street trees

CHARACTER TO MAINTAIN

- Continue use of native stone masonry throughout the corridor
- Examples of stone masonry are found throughout the corridor from many past decades

- Continue to improve pedestrian facilities
- Future streetscape improvements should conform to the approved Sandy Springs streetscape standards
- Screen parking areas from sidewalks with vegetation or low walls

- Require effective landscape buffers in new construction and redevelopment projects
- Continue to screen guardrails using plant material
- Masonry piers are used to support metal fencing
- Curvilinear sidewalk alignments can be incorporated to respond to landscape buffers, where space permits

60. Providing mobility for trips through, to/from, and within the city

People travel along the streets of Sandy Springs for a variety of trip purposes. Local trips satisfy needs within communities and between neighborhoods and commercial areas. Trips to and from Sandy Springs are made by those who work elsewhere and/or those who choose to satisfy a portion of their shopping and recreation outside the city. Longer distance trips through Sandy Springs are made by those who live and work beyond the city. The transportation system must provide mobility for all of these trips purposes.

61. Establishing a grid network to provide options for travel

Connectivity of the roadway network can provide additional options for travel in congested areas. A well developed grid allows dispersion of traffic over several roads. Over time, the various routes tend towards providing similar travel time. In a less comprehensive fashion, additional roadway connections can provide multiple paths for travelers to use in accessing the main roadway, reducing congestion at critical intersections. It can also provide an alternative to travel on congested arterials for those making local trips to destinations along a busy arterial corridor.

62. Improving availability of transit service

Transit is a key component to providing travel alternatives to the automobile. Frequent local transit service can provide an extension to the walking environment for travel within activity areas. Other local trips can feed activity areas so that users can avoid activity center parking and congestion. Longer distance transit trips can provide higher speed access to nearby and distant activity areas. Transit availability and frequency of service are two important factors in attracting riders as an alternative to automobile travel.

63. Incorporating BRT and other premium transit in Sandy Springs

Transit along local streets is subject to the same traffic delays as automobiles, limiting its potential effectiveness in saving time for travelers. Incorporation of Bus Rapid Transit (BRT) or other premium transit options in Sandy Springs can provide travel time advantages along key routes. These travel time savings are critical to encouraging people to park their cars and utilize transit.

64. Satisfying parking needs in activity centers

As activity centers grow, satisfying parking needs is important to maintain the viability and attractiveness of the activity centers. Excess parking can lead activity center users to make frequent short trips via automobile within the activity center, limiting the effectiveness of pedestrian, bicycle, and transit modes. Limited parking can cause increases in traffic congestion, as drivers must circle the area multiple times to find a place to park. Satisfying parking needs should take both ends of the spectrum into account.

65. Calming traffic to enhance safety while maintaining connectivity

The residential neighborhoods were identified as one of the City's primary assets in discussions with the Citizen Advisory Committee. Preserving the integrity and safety within the neighborhoods is critical to the future of Sandy Springs. Traffic calming has been used effectively in many areas of the Atlanta area to enhance safety along residential streets.

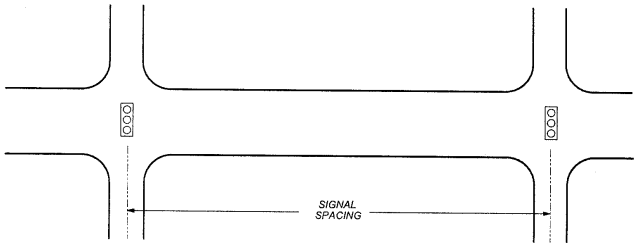
Although many potential traffic calming techniques have been employed throughout the United States, speed humps are the most common element employed in the Atlanta area for residential speed control. The advantage of traffic calming is that it can provide control of speeds without reducing connectivity, as would be the case with a road closure. In addition to traffic calming measures, the designation of "no truck" routes is a useful tool to calm traffic and enhance safety in neighborhoods.

66. Providing sidewalk and bicycle lanes for travel to/from destinations and access to transit

Sidewalks and bicycle lanes are critical transportation infrastructure elements necessary for providing alternative travel options versus automobile traffic. Providing connectivity to existing community facilities (such as schools, libraries, and parks) is an important use of the pedestrian and bicycle network. Providing additional connectivity to key transit facilities/routes and activity centers is another critical area to reduce the need for automobile travel.

67. Managing access points along corridors

Providing access to adjacent properties is one of the primary purposes of a road. However, when the road is a congested urban arterial such as Roswell Road, frequent parcel by parcel access can degrade operations due to the friction of turning vehicles and can provide extra conflict points, increasing crash potential. Effective management of access points can preserve through capacity along arterials. However, careful planning of access for key areas is critical to avoid impacts to properties.



Providing adequate spacing of traffic signals is one of many access management principles.

68. Assessing the need or feasibility of an additional river crossing

At one time, there was a proposal "floated" in transportation plans to provide for a new crossing of the Chattahoochee River at Morgan Falls. While that proposal was reportedly opposed by Cobb County, there is an opportunity during preparation of the Multi-modal Transportation Plan to address whether an additional crossing of the Chattahoochee River would be feasible and desirable.

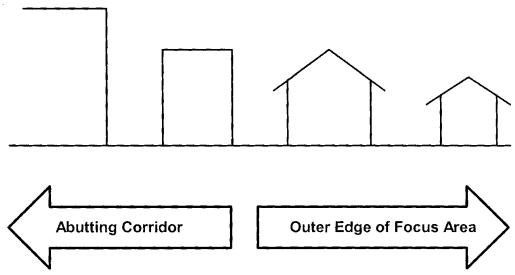
LAND USE: PROTECTION OF SINGLE-FAMILY NEIGHBORHOODS

69. Introducing a two-acre minimum category in the future land use plan

The lowest density residential category shown on the future land use plan map of the interim comprehensive plan (see glossary) is one unit per acre. However, there are residential neighborhoods in Sandy Springs that are considerably lower than that (i.e., one unit per two acres or more). There is sentiment to create a new residential land use category in the future land use plan to correspond with two-acre zoning, and protect those neighborhoods from infill development on one-acre lots, which would otherwise be considered appropriate based on policies in the interim comprehensive plan.

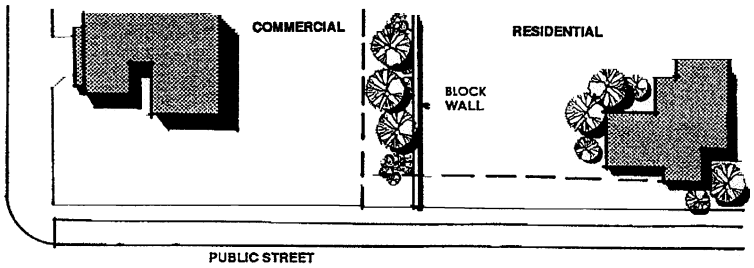
70. Addressing the interface between protected neighborhoods and commercial areas, especially within the Roswell Road corridor

Is the City now using best practices to minimize light, sound, traffic, and other possible conflicts between non-residential uses and single-family neighborhoods? Are there other best practices to establish firm boundaries or reduce incompatibilities of commercial developments, particularly when they abut residential areas which we wish to protect? Should increased buffers, setbacks, and/or step-back heights, be instituted for non-residential development to afford better protection to adjacent residential neighborhoods?



Decrease Height and Mass in the Focus Area

Concept of stepping down in height and intensity.



Buffers with vegetation and walls are customarily used to separate residential and commercial uses.

71. Addressing potential incompatibilities of large churches and schools in neighborhoods

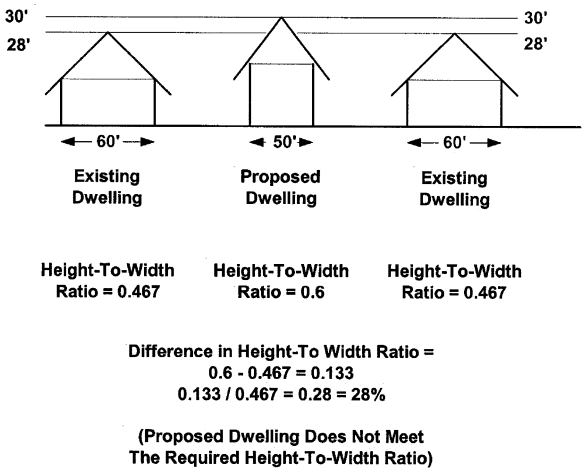
Sandy Springs has witnessed significant growth in churches and large private schools. Such institutions are often permitted outright or conditionally within single-family neighborhoods. Churches, over time, have expanded their roles to include not only religious services but also education, day care, counseling, active recreation, and in some cases social services. Activities of such churches are not limited to Sunday services and one religious service during the week. As congregations grow, they can become less and less compatible with low-density residential use. At issue is whether the City's land use policies should place limitations or restrictions on large churches and similar institutions. The Religious Land Use and Institutionalized Persons

Act places some legal constraints on how local governments regulated churches; those legal limits must be taken into account if Sandy Springs proposes greater restrictions on churches.

Holy Innocents Church is a representative example of a church that has expanded its community functions over time. Pictured left is the original site of the church campus. Pictured right is the old James. L. Riley elementary school, which has been taken over by the church and operates as a school campus.

72. Addressing infill development issues

There is concern about the possibility of incompatible "infill" housing in protected neighborhoods, since residential infill development is often proposed at higher densities than exist in the surrounding neighborhood. What specific policies and measures can be developed, adopted and implemented to address these concerns?



Illustrative Height-To-Width Calculation

A "height-to-width ratio" is one mechanism to address compatibility of residential infill housing.

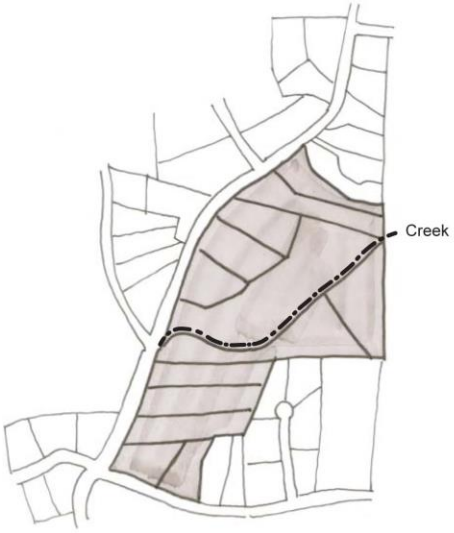
73. Addressing the compatibility of home-based businesses

The City's zoning ordinance allows for home occupations. Over time, with changes in the national and global economy, more and more people are able to work from home and/or establish home-based businesses. At issue is whether the City's zoning ordinance can be made more flexible to accommodate that trend, while maintaining the residential integrity of protected neighborhoods.

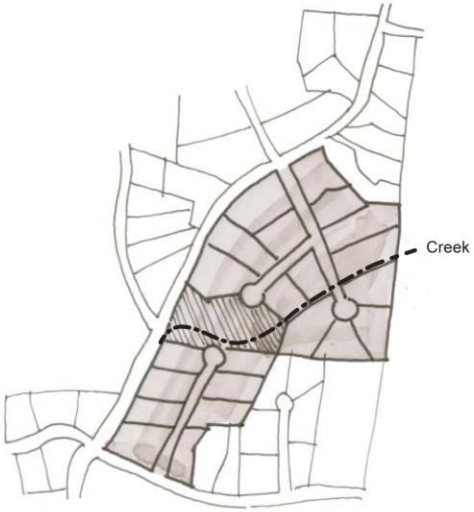
Illustrative Residential Infill Potential

Before Infill Development
(5 Lots)

After Infill Development
(23 Lots)



Before Infill Development
(13 Lots)



After Infill Development
(22 Lots plus Greenspace)

Jerry Weitz & Associates, Inc.
Planning & Development Consultants
1225 Rucker Road, Alpharetta, Georgia 30004
Phone: (770) 751-1203 E-Mail: jweitz@bellsouth.net
www.Jerryweitzassociates.com Fax: (770) 751-7784

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Land Development Applications
Expert Testimony
Public Policy Analysis

LAND USE: HIGH DENSITY/MIXED USE

74. Considering form-based zoning

Sandy Springs' zoning ordinance uses conventional land use techniques. In its assessment of the City's Town Center redevelopment plans, the Livable Communities Coalition has been suggested that the City consider implementing form-based zoning (see glossary). Does form-based zoning hold any potential for implementing objectives for mixed-use character areas?

75. Reconsidering height limitations and contemplating floor-area ratios

Prior studies have suggested that, in order to promote redevelopment, the intensity and height controls of Sandy Springs' zoning ordinance may be too limiting and therefore work as barriers to redevelopment. Are the intensity and height controls, now in place, too limiting to be competitive? Does the use of Floor-Area Ratios (see glossary) increase the flexibility for achieving the objectives for mixed use character areas? In order to maintain protected neighborhoods, must Sandy Springs allow increased intensity, densities, and building height in areas designated for intense development? Is the vision of a Buckhead-style skyline acceptable for Sandy Springs, and if so, in what locations?

76. Redeveloping or converting older apartment complexes

Are greater heights and densities required in order to promote the redevelopment of older apartment complexes? Are high-rise projects with substantial open space an acceptable alternative to older garden apartments? Can mixed-use, live-work zoning offer sufficient incentives for redevelopment of aging multi-family communities?

77. Reassessing adopted policies about the particulars of live/work areas

Are the "live-work" descriptions in the interim comprehensive plan (see glossary) appropriate, including the locations and the descriptions of particulars?

78. Considering the need for special studies and/or small area plans

Are there areas in the city that require special study during the community assessment process? Will detailed planning efforts be needed beyond the basics of the Community Agenda?

LINKING LAND USE/TRANSPORTATION

79. "Fixing" Roswell Road

The strip commercial development pattern along Roswell Road is considered to be one of the least desirable land use characteristics in Sandy Springs. Solutions, in order to be successful, must combine transportation, land use, and urban design principles. What can be done to improve the function and appearance of the Roswell Road corridor?

80. Assessing the implications of major road improvements

Transportation projects can act as stimuli to further land use changes, which may be desirable or undesirable. What land use changes might occur when roads are widened, and what are the most appropriate policies to handle land use changes precipitated by transportation improvements? For instance, how will Sandy Springs respond to possible land use changes resulting from the proposed Hammond Drive Bus Rapid Transit (BRT) line.

CHAPTER 3: SUMMARY OF COMMUNITY ASSESSMENT AND PLANNING DATA

As described in Chapter 2, by resolution on January 16, 2007, the Sandy Springs Mayor and City Council approved the submission of the Comprehensive Plan Community Assessment to the state of Georgia. The submission of this document to the state on February 16, 2007, represented the completion of Phase I of the City's Comprehensive Plan. The information included in this chapter represents important demographic, housing, economic development, transportation, recreation and parks and other data included in the Community Assessment that was important to consider as a foundation for the creation of the Community Agenda.

POPULATION

Projections of Population and Households

Total population includes household population and group quarters population. A household includes all the persons who occupy a housing unit. In Sandy Springs in 2000, the group quarters population was comprised of "noninstitutionalized population" (415 persons), nursing home residents (37), and other institutions (34 persons) and totaled only 486 persons.

> *"Growth is constrained by the amount of land, either vacant or redevelopable, for housing, public facilities, and other resources. Unless the local government expands its boundaries through annexation, shifts vacant land use allocation from one category to another, such as from industrial to residential, increases densities in its development regulations, or promotes redevelopment, population growth will begin to taper off."*[3]

During the 2000s, as Sandy Springs has approached buildout of its vacant land, the pace of population increase through new residential land development has slowed considerably. Due in large part to the lack of developable land for new development, the pace of population increase will continue to slow down.

Population and household projections, shown in Table 3.1, are based on a forecast of housing units in the future – the projections of population assume a relatively modest increase of housing units during the planning horizon (to 2027). Also, between the years 2000 and 2027, it is assumed that 1,500 persons will be added to Sandy Springs' group quarters population, and that nursing homes will comprise the vast majority, if not all, of future group quarters populations.

The size of households is important in terms of forecasts and projections. The average household size in Sandy Springs in 2000 was 2.17 persons per unit. As noted in the Community Assessment Report, average household size in the U.S. has continued to decline over many decades, and additional decreases in overall household size are predicted in the U.S., at least until 2010, when average household size in the U.S. is anticipated to level off at approximately 2.5 persons per unit. The projections for Sandy Springs assume a consistent average household size of 2.17 persons.

[3] Meck, Stuart, 2006. "Projections and Demand Models." Page 504 in *Planning and Urban Design Standards*. Hoboken, NJ: John Wiley & Sons.

Another variable that is extremely important to critically review in projecting population is the total occupancy of housing units. At any given time, some of the housing units in Sandy Springs will be vacant for one reason or another. A five to ten percent vacancy rate, at any given point in time during the planning horizon, is a realistic assumption.[4] Therefore, it is posited here that the projections based on 95 percent occupancy of housing units (Table 3.1) is the best projection of population for Sandy Springs to use in terms of general facility planning.

Table 3.1
Population and Household Projections, 2007-2027
City of Sandy Springs
(95% Occupancy of Housing Units)

City of Sandy Springs	2007	2010	2012	2017	2022	2027
Households (@ 95% housing units)	42,445	42,572	43,079	43,701	44,344	44,978
Household Population (@ 95%)	92,106	92,382	93,481	94,831	96,227	97,602
Group Quarters Population	874	1,041	1,152	1,430	1,708	1,986
Total Population (@ 95%)	92,980	93,423	94,633	96,261	97,935	99,588

Source: Jerry Weitz & Associates, Inc. February 2007.

For purposes of planning a development impact fee program, however, since residential impact fees are charged on the basis of housing units (whether occupied or not), an assumption of 100% occupancy must be made in order to be consistent with acceptable impact fee methods. Table 3.2 provides household and population projections based on 100% occupancy of all projected housing units.

Table 3.2
Population and Household Projections, 2007-2027
City of Sandy Springs
(100% Occupancy of Housing Units)

City of Sandy Springs	2007	2010	2012	2017	2022	2027
Households (@ 100% housing units)	44,679	44,813	45,346	46,011	46,678	47,345
Household Population (@ 100%)	96,953	97,244	98,401	99,844	101,291	102,739
Group Quarters Population	874	1,041	1,152	1,430	1,708	1,986
Total Population (@ 100%)	97,827	98,285	99,553	101,274	102,999	104,725

Source: Jerry Weitz & Associates, Inc. February 2007.

Geographic Distribution

For purposes of instituting a stormwater utility in the future, the comprehensive planning work scope included a task of estimating housing units and population according to six creek watersheds in the city (see watersheds map on the following page). Table 3.3 provides a geographic allocation of the housing unit and population increases. An explanation as to why the six watersheds are expected to increase substantially, or only modestly, follows Table 3.3.

[4] In the year 2000 in Sandy Springs, 8.2% of the housing units were vacant. Typically, multi-family units have higher vacancies (approximately 8%, sometimes more), while detached, single-family units can frequently have vacancy rates of only 2-3%. Given these facts, 5% vacancy for all units is assumed.

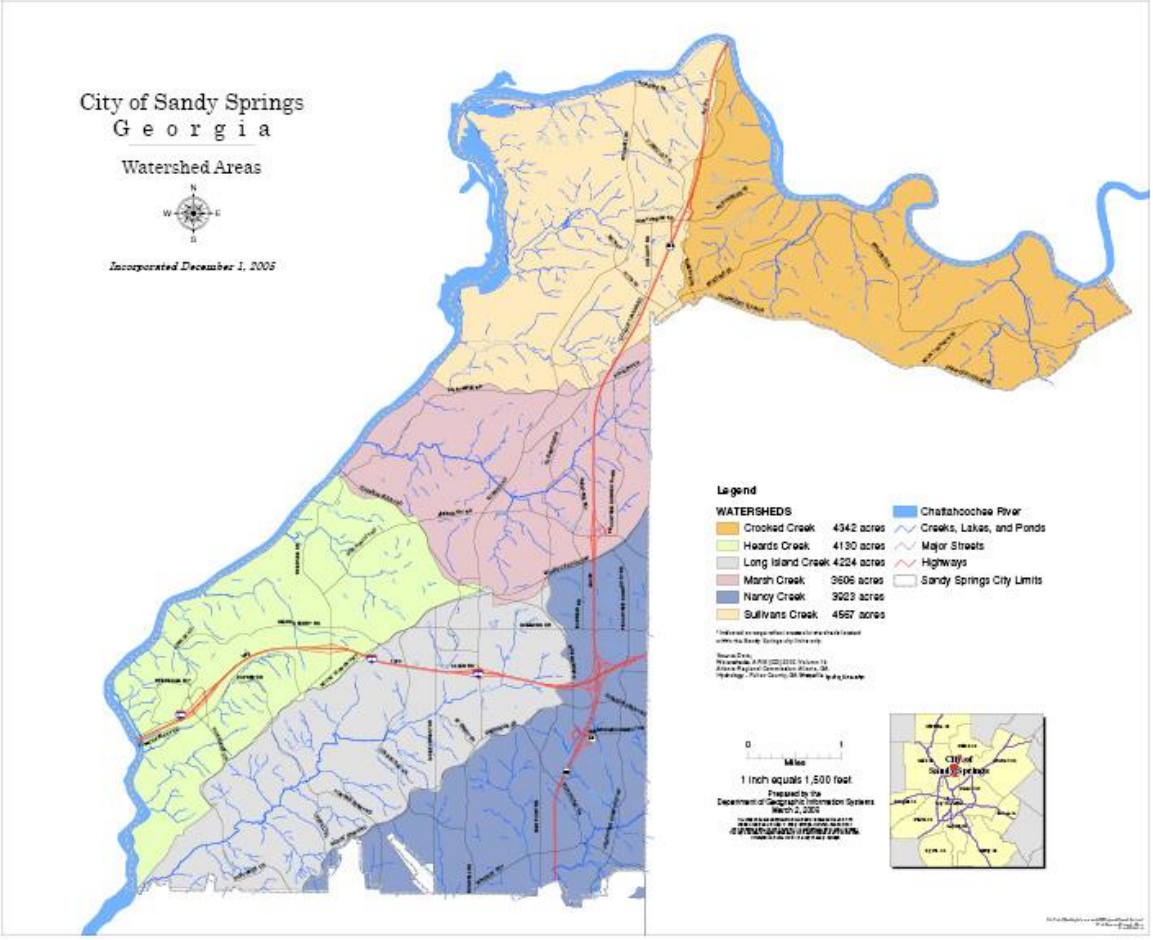


Table 3.3
Distribution of Net Housing Unit and Population Increases by Watershed 2007-2027 for City of Sandy Springs

Creek Watershed	2007 Housing Units	Net Housing Unit Increase, 2007-2027	Household Population Increase in New Housing Units	Net Group Quarters Increase, 2007-2027	Total (Household Plus Group Quarters) Population Increase 2007-2027
Nancy Creek	8,623	430	933	278	1,211
Long Island Creek	7,059	855	1,855	371	2,226
Heards Creek	2,993	115	250	37	287
Marsh Creek	8,891	858	1,862	204	2,066
Crooked Creek	3,441	111	241	37	278
Sullivans Creek	13,672	297	645	185	830
Total City	44,679	2,666	5,786	1,112	6,898

Source: Jerry Weitz & Associates, Inc. February 2007. Assumes 100% occupancy of housing units at 2.17 persons per unit.

Watershed Areas

Nancy Creek Watershed

The Nancy Creek watershed covers southeastern Sandy Springs east of Mt. Paran Road and Glenridge Drive. This area includes the Roswell Road corridor south of Glenridge Drive and it also includes the Georgia 400 corridor to Mt. Vernon Highway, south of Abernathy Road. It will receive a substantial share of the net housing unit and population increases in Sandy Springs during the 2007-2027 planning horizon.

Long Island Creek Watershed

The Long Island Creek watershed encompasses south central Sandy Springs, between Mt. Vernon Highway and Mt. Paran Road; it also includes a significant part of the Town Center redevelopment area, with the intersection of Interstate 285 and Roswell Road. The Long Island Creek watershed is forecast to receive the largest share of net gains in housing units and population of all six watersheds in the city, during the planning horizon.

Heards Creek Watershed

The Heards Creek watershed covers areas of Sandy Springs north and west of Mt. Vernon Highway. It includes the Powers Ferry/Northside Drive activity area at Interstate 285, but net gains in housing units and population are anticipated to be small when compared with other watersheds.

March Creek Watershed

Marsh Creek encompasses central Sandy Springs (northeast of Johnson Ferry Road and south of Dalrymple Road), and it includes the Roswell Road corridor and Georgia 400 north of Mt. Vernon Highway. The northern part of the Town Center redevelopment area of Sandy Springs lies within this watershed. Because of these factors, Marsh Creek is forecasted to receive a substantial share of net gains in housing units and population during the twenty-year planning horizon.

Crooked Creek Watershed

The Crooked Creek watershed, encompassing northeastern Sandy Springs between the Chattahoochee River and the DeKalb County line, will not witness a significant population increase.

Sullivans Creek Watershed

The Sullivans Creek watershed covers the northwest portion of Sandy Springs and includes the Roswell Road corridor; it will receive modest population increases.

Desired or Future Target Population

In a survey of Sandy Springs residents in February 2007, in response to the statement, “Sandy Springs should plan to accommodate a “desired” or “target” future population level,” 132 of 183 respondents agreed. The survey results, however, do not indicate what such a desired target

population might be. Current conditions, such as traffic congestion and overcrowded schools, are two reasons why such support should be interpreted as establishing modest (rather than aggressive) target population levels.

The Sandy Springs Community Agenda does not set an overall target population; however, it should be noted that the net population increases projected in this chapter could be considered an amount that should not be exceeded during the planning horizon (to 2027) without an amendment to the comprehensive plan, given overcrowded schools and a road network that is operating beyond capacities in many places. The amount of population projected appears to be an informal, target population of sorts, since it is highly consistent with the City's vision. Some "protected neighborhoods" (see character areas) will receive almost negligible population increases, and the Roswell Road corridor will receive relatively minimal net increases in housing units and population, involving demolition and rebuilding through redevelopment.

Accommodating an Aging Population

Age is among the most important dimensions of the population when planning for the future. There can be vast differences in the needs of children versus the elderly. Age has a relationship to the labor force – workers include the population ages 16 years and over through retirement age and sometimes beyond. Age has important relationships to housing and can help predict likely first-time homebuyers, renters, owners of second homes, etc. The relationship of the age of population to the needs for community facilities and services is also very important. For instance, a high elderly population often translates into a need for health care, nursing and personal care homes, possible demand for continuing care retirement communities, and increased demand for senior centers. On the other hand, a city or county with a projected increase in children signals a need for schools, day care centers, and playgrounds.

Table 3.4 provides a projection of Sandy Springs' population in 2017 and 2027 by major age group. The projections for the year 2027 are based on an assumption that Sandy Springs' population by age follow the same age distribution as that projected for the state of Georgia as a whole in 2025. The projections for the year 2017 were estimated based on an age distribution somewhere about mid-point between the actual age distribution in Sandy Springs in 2000 and the projected 2025 age distribution for the state.

Table 3.4
Population Projection by Age Group, 2012 and 2027
City of Sandy Springs (95% Occupancy of Housing Units)

Age Group	Stage of Life	Persons in 2017	Percent of Total (%) in 2017	Persons in 2027	Percent of Total (%) in 2027
0-4	Pre-school	6,450	6.7%	7,569	7.6%
5-17	School Age	14,920	15.5%	18,424	18.5%
18-44	Family Forming	40,911	42.5%	35,752	35.9%
45-64	Peak Earning	21,659	22.5%	23,403	23.5%
65-84	Younger Seniors	10,685	11.1%	12,449	12.5%
85+	Older Senior	1,636	1.7%	1,991	2.0%
Total		96,261	100%	99,588	100%

Source: Derived based on Tables 1.13 and 1.14 of the Community Assessment Report, City of Sandy Springs Comprehensive Plan (2007).

Due to migration in and out of the city, it is impossible to predict with certainty the future age composition of Sandy Springs' population. However, the projections in Table 3.4 appear to be reasonable in the prediction that the senior populations will increase in the future. There will be an overall reduction between 2017 and 2027 of the total number of "family forming" persons. Such a decrease might also be anticipated in Sandy Springs because of difficulties that first-time home buyers may experience in finding affordable housing.

Recognizing Diversity

The population in Sandy Springs has historically been quite homogenous (i.e., predominantly White). Relative to race, the American Community Survey for Sandy Springs shows as of the year 2005 that Black or African Americans comprise an estimated 19.9 percent of the total population, with Whites constituting 66.3 percent and other races 8.1 percent. These data show a substantial increase in the Black population, over those figures reported for the 2000 Census (12.0 percent Black and 77.5 percent White). Hence, Sandy Springs has witnessed some significant changes in terms of the diversity of its population.
Relative to origin, the 2005 estimates show that persons of Hispanic or Latino origin comprised 10.8 percent of the city's total population up from 10.0 percent in 2000). An increase in Spanish-speaking persons raises an issue for local governments—to what extent should people who don't speak English well be accommodated with regard to city services? This question was asked in a questionnaire in support of the comprehensive planning effort. Specifically, it asked, "Given an increasingly diverse population, including Hispanic and Latino populations, the City should assess the impact on how Sandy Springs provides and delivers services (e.g., bilingual police officers and clerks, publication of City newsletters in Spanish, etc.)." While slightly less than a majority of respondents (87 of 182, or 48 percent) agreed with the statement, a substantial number of persons (68) disagreed.

HOUSING AND COMMUNITY DEVELOPMENT

Projections of housing units have been prepared for planning purposes and are shown in Table 3.5.

Table 3.5
Housing Unit Projections, 2007-2027
City of Sandy Springs

City of Sandy Springs	2007	2010	2012	2017	2022	2027
Total Housing Units	44,679	44,813	45,346	46,011	46,678	47,345

Source: Jerry Weitz & Associates, Inc. September 2006.

The comprehensive plan can influence the mix of housing types, by designating (or not designating) certain categories of residential land development, such as apartments, townhouses, starter housing, and mixed income developments.

The community survey conducted during visioning workshops and on the City's web page in February 2007 provide some insight into possible mixes of housing units types and then design regulations to pursue the target mix (138 of 172 in favor, Housing Question #1). A lot of possible debate could ensue as to what the proper mix should be, but the citizen survey results help illuminate existing conditions and desired housing policy for Sandy Springs.

Diversifying the Mix of Housing Types

As alluded to in the community assessment (phase 1 of the comprehensive plan) and made evident by citizen remarks during the planning process, Sandy Springs faces a paradox of extremes – protected neighborhoods that have mansions and houses above the median value for the region, and apartment complexes that serve the lowest-income residents of Sandy Springs. The housing stock is paradoxical in that, while Sandy Springs has *the* (if not one of the) highest median value of homes for any city in the state, a surprising majority of the city's housing stock in 2000 was renter occupied, and a substantial majority of all housing units in 2000 were apartments. The dichotomy and imbalance are captured in the following statement:

> *"The housing stock in Sandy Springs seems to be rather uneven compared to other similar areas of metro Atlanta -- there are a lot of lower-end apartments, a lot of high-end townhomes and detached homes, and not very much in the middle…" – Sandy Springs Citizen, 2007*

Fair-Share of Low-Income Apartments

Sandy Springs has received a substantial share of apartments in the region. The spatial geography of low cost housing is also important – nearly all of the lower-cost housing units are concentrated in the Roswell Road corridor, which is served by transit. Many residents believe that Sandy Springs has its fair share of low cost housing. Indeed, part of the impetus behind the incorporation of Sandy Springs was because of the zoning approvals for apartments in Sandy Springs by the Fulton County Board of Commissioners over the past three decades.

One must predict the market, or project/extrapolate what the market will provide in Sandy Springs in terms of housing types, before one can assess how to influence that mix. In terms of opportunities, Sandy Springs is witnessing a substantial renewal of its housing stock. Such trends include the demolition of older apartment complexes; the renovation of apartment complexes and continued use as apartments or their conversion to condominiums; replacement of older, smaller, detached single-family homes with larger (often giant or mansion) detached homes; and the addition of up-scale, fee-simple townhouses. More institutionalized-residential living housing options are also anticipated.

Another paradox with regard to the mix of housing types in Sandy Springs is that redevelopment, especially the mixed-use or mixed-income variety (see later discussion in this chapter), will tend to favor multi-family, higher density housing products, and therefore probably result in more apartments and condominiums, and a possible swing in that direction in terms of percentages of various housing types. Hence, some mixed-use redevelopments involving housing tend to be contrary to the desires of residents articulated above, relative to limits on apartments. In terms of housing tenure (renter versus owner), Sandy Springs would like to increase the percentage of homes that are owner occupied. That desire translates as more detached, single-family housing instead of attached, higher-density housing types. The desire for limits on apartments and other forms of attached housing may need to be moderated some considering the City's desire to promote mixed-use development, of which attached housing is often a major part.

Influencing What Will Happen: Accommodating Retirees

Sandy Springs needs to better anticipate and provide for an increasing senior population. Detached, single-family dwellings provide options for only those seniors who are still able to live independently or with family. This means that the existing detached single-family housing stock is largely unsuitable for most retirees, and other housing types need to be added to the mix in Sandy Springs. Those new types of housing can include a broad range of options, from continuing care retirement communities, to care facilities (nursing and personal care homes), to in-law suites in protected neighborhoods.

Table 3.6
Target Percentages for Housing Mix in 2027
City of Sandy Springs

Type of Unit	# Units, 2000 (Census)	%	**Target % 2027**	# Units 2027	Net Change Units 2000-2027
One Family, Detached	14,374	33.6%	**40%**	18,938	+4,564
One Family, Attached	2,881	6.7%	**10%**	4,734	+1,853
Multiple Family	25,466	59.6%	**50%**	23,673	-1,793
Mobile Home	23	0.1%	**0%**	0	-23
Total	42,744	100%	**100%**	47,345	4,601

Housing Affordability

The Community Assessment Report describes the challenges with regard to providing affordable housing in Sandy Springs. The median value of owner-occupied housing units in Sandy Springs in 2000 was $316,600. As a basis of comparison, the median value of all owner-occupied housing units for Georgia's housing stock in 2000 was $100,600, for Roswell's, $204,700, and for Fulton County's, $175,800. With such a high median housing value (and also high median gross rents in 2000) significant numbers of workers in some occupations (e.g., retail workers) probably cannot afford to live or rent in Sandy Springs.

In addition, the Sandy Springs interim comprehensive plan found that housing values have recently increased faster than incomes, and that much of the Fulton County's workforce doesn't live in Fulton County due to housing affordability issues. Recent studies by Georgia Tech and the Atlanta Neighborhood Development Partnership (ANDP) show that the adequate supply of affordable rental units for extremely low-income households earning 30 percent and below the HUD Adjusted Median Family Income (HAMFI) is particularly acute. On average, there were approximately 4.2 extremely low-income households for every unit that is affordable. North Fulton and Sandy Springs, in particular, have a very short supply of low-cost units. The affordable housing issue affects not only low-income households, but professionals as well.

In another study[5] by Georgia Tech planning students, affordable housing needs of job centers was conducted, including the "Central Perimeter Job Center" which includes Sandy Springs, the

[5] "Fair Share Housing in the Atlanta Region," Georgia Tech City and Regional Planning Department, Fall Studio, 2003, Dr. David Sawicki, Instructor. Prepared for the Atlanta Neighborhood Development Partnership, Inc., and its ongoing Mixed Income Communities Initiative.

Perimeter Center and Dunwoody areas of DeKalb County, and a small part of Cobb County. That study found that there were significant deficiencies in affordable housing in this job center, which had a jobs-housing ratio of 2.35. Table 2.3 reiterates those deficiencies in the provision of affordable housing supply in the Central Perimeter area (mostly Sandy Springs but including other abutting areas).

Table 3.7
Affordable Housing Deficiencies (Units)
By Range of Household Income, 2003
Central Perimeter Job Center

Household Income	Affordable rent or House Payment (Monthly)	Existing Housing Units	Estimated Need	(Deficiency) or Surplus
Less than $15,000	< $300	264	2,269	(2,005)
$15,000 - $19,999	$300-$399	123	6,076	(5,953)
$20,000 - $24,999	$400-$499	310	11,107	(10,797)
$25,000 - $29,999	$500-$599	465	8,182	(7,717)
$30,000 - $34,999	$600-$799	4,538	3,754	784
$35,000 - $39,999	$800-$899	4,986	3,669	1,317
$40,000 - $49,999	$900-$999	4,324	10,680	(6,356)
$50,000 - $59,999	$1,000-$1,249	5,192	5,599	(407)
$60,000 - $74,999	$1,250-$1,499	2,468	5,741	(3,273)
$75,000 or more	$1,500 and up	17,389	5,250	12,139
Total		40,059	62,327	(22,268)

Source: "Fair Share Housing in the Atlanta Region," Georgia Tech City and Regional Planning Department Fall Studio, 2003, Dr. David Sawicki, Instructor, page IV-3-6.

The citizen survey revealed overwhelming support for the provision of affordable housing; 132 of 174 respondents indicated that the comprehensive plan should address affordable housing needs. However, caution is needed in interpreting these results. For instance, the question answered affirmatively by the citizens also indicated "including the needs of police officers, teachers, and other young professionals who would like to own homes in Sandy Springs but can only rent their homes or cannot afford to live in the city at all" (Question #2, Housing). Hence, the widespread support for affordable housing appears to be limited to professional households, city employees, and children of existing families who are priced out of the Sandy Springs housing market.

Furthermore, when considering citizen responses to the other questions about housing, it is clear that low-income housing is not desired by the respondents of the survey, and there is not sufficient support among the populace for widespread geographic implementation of a policy that encourages "mixed income" housing (see discussions below) or supports waivers of development impact fees for affordable housing developments.

The housing market in Sandy Springs works heavily against the provision of "starter housing," which can be defined as housing that is affordable for first-time homebuyers to own. Usually, the term "starter housing" refers to detached, single-family dwellings, though it is not necessarily limited in that respect. The results of market-provided housing in Sandy Springs are well understood – high-end houses will replace more obsolete ones, and the market will fail to provide affordable housing for households of all incomes.

Mixed-Income Housing

"Mixed-income housing" refers to housing for people with a broad range of incomes on the same site, development, or immediate neighborhood. In response to a question about mixed-income housing, Sandy Springs residents did not favor instituting such a policy – 59 agreed but 79 disagreed with the statement that "Sandy Springs should consider a policy of promoting housing for people with mixed incomes in the same development or neighborhood, as one opportunity for promoting more affordable housing in the city."

The City's interim comprehensive plan prepared and adopted prior to the survey results cited above, recommended consideration of the adoption of an inclusionary zoning ordinance (i.e., something similar to a mixed income housing policy). Absent clear support for mixed income housing in the survey results, however, the comprehensive plan limits the applicability of that tool (to living working areas) and considers other possible mechanisms for providing affordable housing.

Protecting Workforce Neighborhoods from Gentrification

There is a marked trend in Sandy Springs toward tear downs of smaller homes and building of larger, more expensive dwellings that do not serve the first-time homebuyer market. One possible alternative that has been mentioned by the Comprehensive Plan Citizen Advisory Committee is to designate some of the older, more affordable single-family residential subdivisions as "workforce" housing, and retain them as such. This means, in effect, preventing the "gentrification" of these neighborhoods, or in other words doing something that works against the forces of the free housing market. While any type of regulation that prevented the "tear down" of obsolete housing would not seem to make sense in light of the need to upgrade obsolete housing, one possible effort is to designate workforce neighborhoods that serve first-time homebuyers and workforce housing needs, and limit the square footage of homes to some reasonable maximum size that is compatible with homes in the workforce neighborhood. Rather than specify a minimum house size, as residential zoning districts now do, local housing and land use polices could be established that prevent, in designated workforce neighborhoods, the building of very large homes, which would have purchase prices above and beyond the means of first-time homebuyers and workforce households.

Community Development Block Grant Program (CDBG)

The federal Community Development Block Grant (CDBG) is a grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities, and by the state Department of Community Affairs for non-entitlement jurisdictions. This grant allots money to cities and counties for a variety of eligible community development activities. Sandy Springs will implement its own Community Development Block Grant (CDBG) Program beginning July 1, 2008.

The citizen survey asked a question relative to the upcoming CDBG program. It stated "The comprehensive plan should be specific in terms of what Community Development Block Grant (CDBG) funds should be used for (e.g., provide infrastructure or be directed at upgrading and expanding the affordable housing stock)." Citizens overwhelmingly agreed with that statement. However, the statement was limited in that it did not offer the wide range of eligible activities that are permitted with CDBG funds from which to choose. With this information not provided, the survey results indicated support for using CDBG funds primarily to increase the number of

dwelling units available for low- and moderate-income residents. However, the City will offer a more complete survey of possible uses for CDBG to gather citizen input as it collects information for the development of the City's 2008-13 Consolidated Plan and Annual Action Plan.

Projection of Households Targeted for CDBG Funds

As a part of the Community Assessment Report (Chapter 3 of the technical appendix), projections of new households by income category were prepared. In fact, two different methods were utilized in projecting the quantities and income characteristics of target households. Those projections are shown here, in Table 3.8 and 3.9, and adopted an expression of the range of target population to be served by the CDBG program (i.e., from 174 to 232 households in the next five years).

Table 3.8
Projection #1 of Households Targeted for Sandy Springs CDBG Program
By Area Median Income (AMI) Category, City of Sandy Springs, 2007-2012

City of Sandy Springs	2007	2010	2011	2012	Net Increase – 2007-2012
Extremely Low Income (30% AMI)	3,242	3,251	3,281	3,286	44
Low Income (50% AMI)	3,034	3,042	3,071	3,075	41
Moderate Income (80% AMI)	6,577	6,595	6,657	6,666	89
All Target Households (0-80% AMI)	12,853	12,888	13,009	13,027	174
Total Households in City	42,434	42,551	42,951	43,007	573

Source: Modified version of Table 3.4, Chapter 3, technical appendix, Community Assessment Report, Sandy Springs Comprehensive Plan, February 2007.

Table 3.9
Projection #2 of Households Targeted for Sandy Springs CDBG Program
By Area Median Income (AMI) Category City of Sandy Springs, 2007-2012

AMI Category	% of Total Projected Households	2007 House-holds	2012 House-holds	Net Increase, 2007-2012
Extremely Low Income	1.3%	552	559	7
Low Income	9.8%	4,158	4,215	57
Moderate Income	29.2%	12,390	12,558	168
All Target Households	40.3%	17,100	17,332	232
Total Households	100%	42,434	43,007	573

Source: Table 3.21 in Chapter 3, technical appendix, Community Assessment Report, by Jerry Weitz & Associates, Inc., February 2007, based on Nelson (2004).[6]

[6] "Workforce Housing Balance for the Atlanta Regional Commission: A Spatial Distribution Assessment." March 25, 2004, by Arthur C. Nelson, Ph.D., FAICP.

Homelessness

The need to address the problem of homeless has been made clear in prior reports on the Atlanta region, as the passage below indicates.

> *"…over the next 10 year period, almost 60,000 shelter beds will be needed based on their calculation of roughly 50,000 individuals who were homeless in 2000. Although there are many resources available in the inner core of the Region, the demand overwhelms those resources. Homeless individuals located in the outer counties are not as obvious but are abundant enough to strain the caregiving agencies now in place. In these counties, there are few beds for general populations, families, women with children, battered women, mentally ill persons who are homeless and those with HIV/AIDS, tuberculosis, or other debilitating diseases."*[7]

The citizen survey revealed support for the provision of assistance to the homeless. There were 116 of 170 respondents who agreed with the statement: "The City has a role and should respond to the needs of homeless persons in Sandy Springs."

Existing homeless services in Sandy Springs include the Community Action Center, Inc., (1130 Hightower Trail), Sandy Springs Mission (4577 Roswell Rd.) and Sandy Springs United Methodist Church (86 Mount Vernon Hwy.).

Public Housing

The Fulton County Housing Authority provides public rental housing to eligible individuals and families based on the accepted income definitions. The Fulton County Housing Authority (FCHA) provides Section 8 vouchers to 750 households and has a waiting list of 658 households (Sandy Springs Interim Comprehensive Plan, Housing Element).

Housing Assistance Programs

In addition to public housing by Fulton County, there are a number of housing assistance programs available to residents of Sandy Springs from Fulton County, the State of Georgia, and the Federal Government. Such programs are described in this section.

- **Investment Partnership Program (HOME) Programs.** Annually, Fulton County receives from the U.S. Department of Housing and Urban Development (HUD) approximately $1.2 million under the Home Investment Partnership Program (HOME). The Fulton County Board of Commissioners annually approves its Program Action Plan authorizing the expenditure of these funds by the Fulton County Office of Housing and the Fulton County Community Housing Development Corporation. These funds are utilized in Fulton County, outside of the city limits of Atlanta, including the cities of Alpharetta, College Park, East Point, Fairburn, Hapeville, Mountain Park, Palmetto, Roswell, and Union City. HOME funds are appropriated to various activities according to the distribution of low- and very-low-income persons in Fulton County and the Board of Commissioners policies. The County issues a Notice of Funding Availability (NOFA)

[7] Atlanta Regional Commission, Regional Development Plan Technical Report, Housing Element, 2004 Update, p. 6-35.), citing the Task Force for the Homeless and its report "Homelessness in Metropolitan Atlanta." As cited in Chapter 3, technical appendix, Community Assessment Report, City of Sandy Springs Comprehensive Plan.

once or twice a year for housing development projects. Several of the programs listed below are HOME Programs administered by Fulton County for affordable housing projects on a countywide basis.

- **Housing Rehabilitation.** The Fulton County Housing Rehabilitation Program helps low/moderate income Fulton County residents (outside the city limits of Atlanta) make needed home repairs for the correction of health, safety and code violations. The Program uses three primary methods to finance improvements to the County's housing stock and assist those in need. These are: Community Development Block Grant (CDBG), Emergency Assistance Grants (EAG) and Low Interest/Deferred Payment Loans, and Deferred Payment Loans (DPL).

- **Single/Multi Family Development.** This program provides up to $500,000 to developers of affordable single or multi family housing for land acquisition in the form of a low interest loan. The goal is to have quality mixed income communities that provide affordable housing for all income levels whereby a family can accommodate their family's needs without having to relocate to another area or part of the county through the development of new housing stock and the maintenance of the existing housing stock.

- **Home Ownership Assistance Program.** This program provides up to $10,000 for down payment assistance in the form of a one percent interest rate loan ($100.00 yearly payment for ten years beginning one year after closing). Ten percent, or $1,000, of the loan will be forgiven annually. The maximum purchase price of the home is $150,000. The annual household income must not exceed the limits based upon family size as set by HUD.

- **American Dream Down-payment.** The American Dream Down-payment Initiative (ADDI) of 2003 program funds provide down-payment assistance for first-time, low-income homebuyers. The ADDI program was established to increase the homeownership rate, especially among low-income and minority households in order to revitalize and stabilize communities. This program is designed to assist first-time homebuyers with the biggest obstacles to homeownership – down-payment and closing cost assistance and rehabilitation. The Fulton County Board of Commissioners authorized and approved amendments to the 2003 and 2004 Consolidated Plan's Annual Action Plans to include the ADDI Program.

- **Tenant Based Rental Assistance.** The Tenant-Based Rental Assistance program provides rental assistance to low income residents who receive housing from the Housing Authority of Fulton County. HOME funds are used to subsidize rental payments for a minimum of twelve months for families identified by the Housing Authority.

- **Community Development Housing Organizations (CHDO).** The CHDO Program is designed to provide federal funding to private non-profit housing organizations for the development of affordable housing for the community it serves. A minimum of 15% of HOME Entitlement funds must be set aside for housing development activities to be undertaken by CHDOs. CHDO projects must provide housing to low and moderate-income families as defined by HUD's Income Guidelines. Eligible uses of HOME funds by CHDOs include acquisition and/or rehabilitation of rental housing, new construction of

rental housing, new construction of homebuyer properties, and relocation expenses of any displaced persons.

- **Low Income Housing Tax Credits.** With Low Income Housing Tax Credits, the Internal Revenue Service allows a developer or organization to sell tax credits granted to owners of housing designed for low-income residents to assist in the financing of low to moderate-income multi-family housing. When the developer and/or owner use these tax-credits, the developer/owner is required to have a set-aside of units maintained for affordability. This provides persons with low income a safe and efficient place to live. Applications are submitted by developers to the Office of Housing and are reviewed by staff and the Community Housing Development Corporation of Fulton County for compliance with the County's goals for housing development. Applications are then reviewed by the Fulton County Board of Commissioners.

- **Faith-Based Residential Development.** The Faith-Based Residential Development Program is designed to provide faith-based organizations in Fulton County with the tools, training and resources needed to develop affordable housing for low/moderate and elderly citizens within their community. The Fulton County Office of Housing conducts annual technical assistance workshops that teach faith-based organizations the following: how to create a housing 501 c(3) non-profit for receipt of public/private funding, how to engage in housing and economic development or public services activities without putting the assets of the church at risk; how to apply for bond financing and tax credits; how to complete federal, state, and local applications for funding; how to develop and manage property portfolio; how to identify start-up costs for projects; and how to organize their financing for housing development.

ECONOMIC DEVELOPMENT AND REDEVELOPMENT

Without much effort, Sandy Springs has received substantial population and employment growth. Its location in the north-central part of the region has bestowed on the city important location advantages that have helped it capture a substantial share of the region's employment growth without concerted policies regarding economic development. The office towers at I-285 and SR 400, known as the "king" and queen," symbolize Sandy Springs and its place within the region's economy.

The types of growth Sandy Springs desires to achieve are expressed in its citywide vision statement: The City desires to focus and concentrate new employment opportunities in areas served by MARTA rail transit and bus routes (i.e., in the transit-oriented regional activity center and along Roswell Road). The City has succeeded in channeling growth into these areas through rezoning decisions that prevent the spread of employment uses into stable residential neighborhoods.

The City also desires to obtain high quality development. In establishing a Design Review Board, which was continued by the City after establishment by Fulton County, efforts are made to improve the quality and function of development in growth areas. Although past design review decisions by the county and City have improved the quality and appearance of development, there is recognition on the part of citizens, business persons, and community leaders that more and better guidance would further improve the quality and appearance of development, and thereby the prospects for economic development and redevelopment.

Redevelopment is Priority #1

The older, suburban-style "strip" commercial development along Roswell Road in Sandy Springs is usually characterized by one-story buildings set back from the highway right-of-way with off-street parking in the front. Development typically is isolated, i.e., not planned in relation to abutting commercial uses nor connected with nearby developments. Intensities are typically less than 15,000 square feet of building space per acre (or a floor-area ratio of less than 0.34). The character of these districts is automobile-dominant, though provisions for accommodating pedestrians are provided in some cases. These areas are served by bus transit (MARTA) but were not developed in a way that caters to transit users, such as internal sidewalks connected to the public street sidewalk system. Many of such developments are proposed by the citywide vision to be redeveloped, through the application of live-work designations along most parts of the Roswell Road corridor.

Redevelopment is the highest priority for purposes of programming Sandy Springs' economic development resources. In a citizen survey conducted in February 2007, 153 of 156 respondents agreed that "The City's plan should articulate specific revitalization and redevelopment (and redevelopment financing) strategies for the Roswell Road corridor and the Town Center redevelopment area." Citizen respondents also overwhelmingly agreed that:

- "The City should establish a sense of place and use place making principles (i.e., designing for gathering and social interaction) in Town Center redevelopment efforts."
- Concentrating development in areas served by transit should be a key part of the City's economic development strategies."
- The City should use its investment in civic buildings (e.g., new city hall) to strategically leverage and enhance private reinvestment in redevelopment areas.

The City desires to engage in "place making" and create a destination-oriented, mixed use Town Center. Sandy Springs has not yet put into place the implementation strategies needed to realize the redevelopment of the Town Center area and the Roswell Road corridor. However, the discussions of policies for this area that have been included in this Community Agenda have begun to shape that vision. A tax allocation district for the Town Center was created by Fulton County prior to Sandy Springs becoming a city; however, the City plans to look at all redevelopment financing options in the pursuit of its vision for the Town Center.

The Livable Communities Coalition conducted a review of various planning documents in Sandy Springs. In its 2006 report, the coalition's project group questioned the size of the redevelopment area established in the *Central Business District Economic Analysis and Redevelopment Strategy*. Considering that the redevelopment corridor is approximately 4,800 foot long Roswell Road corridor with an average depth of 400 feet, at a floor-area ratio of 2.2, the Coalition noted there would be a future potential of 4.2 million square feet of floor area on approximately 44 acres of land. Coalition partners questioned whether this area was too large, and whether the market could support that much additional building during the planning horizon.

Indeed, Sandy Springs through its future land use plan designations of "living working" mixed use is suggesting virtually the entire Roswell Road corridor is potentially appropriate for mixed-use redevelopment. Since redevelopment of the entire corridor is probably unrealistic during the planning horizon, Sandy Springs is likely to focus its formal redevelopment activities in the designated Town Center redevelopment area, and provide opportunities and perhaps incentives

for lower-intensity mixed-use redevelopment in other designated nodes and portions of the Roswell Road corridor.

Labor Force and Employment Opportunities

As noted in Chapter 4 of the Technical Appendix, the resident labor force in Sandy Springs in 2000 was disproportionately focused in managerial and professional occupations (a majority) and sales and office occupations. The types of jobs that fit Sandy Springs' resident labor force are those most often found in office parks as opposed to blue-collar type jobs found in industrial parks. The jobs available in Sandy Springs are considered highly consistent with the largest needs of the local workforce.

Smaller portions of the labor force in Sandy Springs in 2000 are employed in blue-collar occupations such as construction and production. Sandy Springs has few if any opportunities to expand the range of job types to accommodate new businesses involved in production, manufacturing, and industry, since it has very little industrially zoned land and not much vacant land available and suitable for such development. Furthermore, in response to the survey question, "the City should diversify its economy to include some manufacturing or industrial uses," 108 of 156 respondents disagreed. For these reasons, Sandy Springs does not intend to put in place any policies that would significantly change the current or forecasted employment mix within the City.

Growth Preparedness: Ensuring Infrastructure

Sandy Springs is adequately served with water and sanitary sewer facilities by Fulton County and the City of Atlanta. Those facilities will enable the City to continue and sustain its economic growth. Telecommunications infrastructure is particularly important in Sandy Springs, since a larger share of its employment base is in the area of information when compared with occupational mixes in the state and nation. City leaders should continue to explore ways to ensure employers in the city have the best available communications technology.

As is made evident in the analysis of road capacities in Sandy Springs, traffic congestion places some limitations on future growth potential. Many roads in Sandy Springs exceed their capacity (i.e., levels of service are inadequate), and a transportation master plan has been prepared as a part of this comprehensive plan in order to address transportation needs.

Home Occupations

A majority (88 of 156) of citizen respondents to the City's planning survey agreed with the statement that "the City should emphasize or encourage home occupations (compatible businesses within dwellings) as a part of its economic development strategy." Many noted concerns about the extent to which small home-based businesses might impact protected neighborhoods.

Employment Projections

Table 3.10 provides projections of employment for Fulton County and the City of Sandy Springs from 2007 to 2027. The projections assume that Sandy Springs will maintain a constant share of the county's employment increases. That assumption is considered reasonable in light of the location advantages of Sand Springs within the context of regional growth patterns, even considering that other parts of Fulton County, yet to develop, are projected to gain employment at faster rates of growth during the next twenty years. Table 3.11 shows the future allocation of employment by the city's six creek watersheds.

Table 3.10
Total Employment Projections, 2007-2027
Fulton County and City of Sandy Springs

	2007	2012	Net Change, 2007-2012	2027	Net Change, 2007-2027
Fulton County *ARC Envision6+*	790,109	838,303	48,194	996,877	206,768
City of Sandy Springs	86,912	92,213	5,301	108,599	21,687

Source: Fulton County projections from Atlanta Regional Commission, Envision 6+ (certain years interpolated). Sandy Springs share of total Fulton County employment (11%) calculated from Census 2000 PHC-T-40, "Estimated Daytime Population and Employment-Residence Ratios: 2000" for Sandy Springs Census Designated Place (CDP) and Fulton County, and is assumed to remain constant.

Table 3.11
Total Employment by Watershed, 2007-2027
City of Sandy Springs

Watershed	2007	2012	Net Change, 2007-2012	2027	Net Change, 2007-2027
Sullivans Creek	12,200	13,000	800	15,400	3,200
Crooked Creek	1,400	1,600	200	2,200	800
Marsh Creek	12,651	14,133	1,482	18,700	6,049
Heards Creek	9,700	10,400	700	12,600	2,900
Long Island Creek	8,961	9,346	385	10,500	1,539
Nancy Creek	42,000	43,734	1,734	49,199	7,199
Total City of Sandy Springs	86,912	92,213	5,301	108,599	21,687

Source: Jerry Weitz & Associates, Inc., March 2007, based on employment projections by traffic analysis zone (TAZ) by Weitz & Associates, September 2006. Note: Base data and 2030 data from the Atlanta Regional Commission were used and modified by TAZ, then converted to watershed geography.

Economic Development Resources

Resources available to Sandy Springs in the arena of economic development include the Fulton County Department of Economic Development, the Development Authority of Fulton County, the Perimeter Community Improvement District, the Greater North Fulton Chamber of Commerce, and the Metro Atlanta Chamber of Commerce. The Atlanta Regional Workforce Board provides job training and job seeking resources to residents of the region, county, and city.

NATURAL RESOURCES

As articulated in the citywide vision statement, Sandy Springs values its natural resources, especially the Chattahoochee River, its streams, forests and tree canopies in the city. The questionnaire administered by the City as a part of the comprehensive planning process in February 2007 revealed substantial support for:

1. Going beyond statutory minimums in municipal efforts to protect water quality.
2. Strengthening measures to protect forests and trees.
3. Prescribing additional measures for the regulation of development on steep slopes.
4. Identifying and prescribing measures to protect and enhance scenic views and sites.
5. Promoting conservation subdivisions.

A number of environmental protection measures are already in place to protect the natural environment in Sandy Springs. Such measures include various land use regulations, a special review process for development in the Chattahoochee River corridor per the Metropolitan River Protection Act, an updated tree ordinance (February 6, 2007), a floodplain management ordinance, tributary and stream buffer protection ordinance, soil erosion and sedimentation control ordinance, and subdivision and land development regulations which include stormwater management.

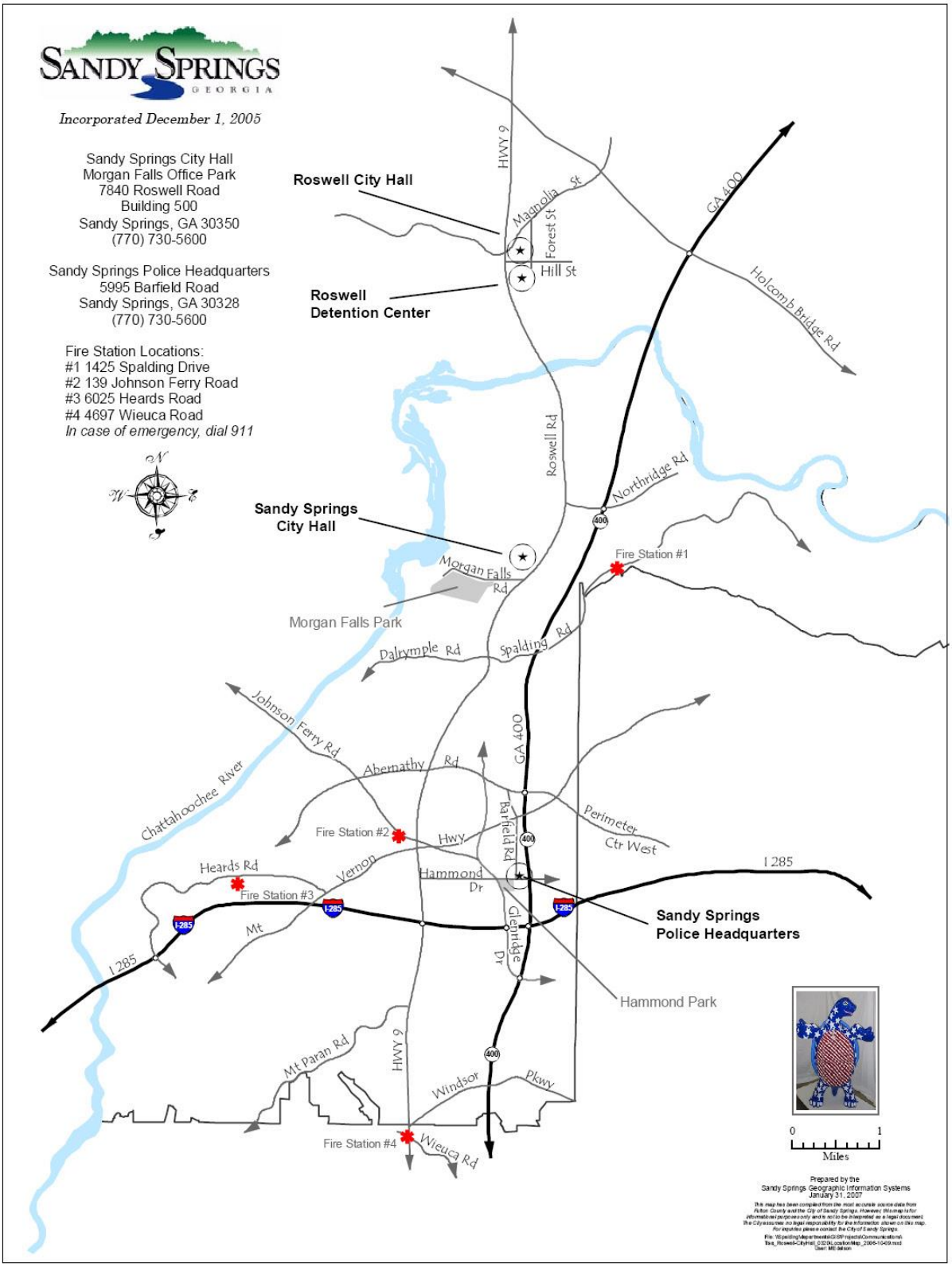
HISTORIC RESOURCES

Citizen responses to a questionnaire administered during the planning process revealed substantial support for the statement “the City should adopt a local historic preservation ordinance, which would establish a Historic Preservation Commission and establish a process of reviewing building demolitions and additions or new structures for appropriateness with their historic context.” The questionnaire results also indicate that respondents were relatively equally divided in terms of (1) whether the City should have its own historic preservation staff; and (2) whether heritage tourism should become a part of the City’s overall economic development strategies.

It was determined that the city has few remaining historic resources to justify pursuit of formal historic preservation programs or to integrate heritage tourism into economic development efforts. The short-term work program calls for an update of the city’s historic resources survey, which after completion may provide the basis for reevaluating the needs for more formal programs of historic preservation.

COMMUNITY FACILITIES AND SERVICES

Community facilities can be grouped generally into larger areas of concern, summarized in this section.



Sandy Springs Fire Station and Police Headquarters Locations

Public Safety

This general category includes crime, law enforcement (sheriff, police, courts, corrections) fire protection and rescue operations, emergency medical services, 911, emergency management and animal control. Sandy Springs operates its own police and fire departments. Emergency medical services are provided by Rural/Metro. The locations of fire stations and the police headquarters are provided on the map on the preceding page prepared by the City.

Emergency 911 communications for the Police and Fire Departments are handled via intergovernmental agreement. Sandy Springs operates a municipal court, but other courts are operated by Fulton County. The City does not operate its own jail, but it has intergovernmental agreements with the City of Roswell, the City of Doraville, Irwin County, Georgia to house offenders. The Atlanta-Fulton County Emergency Management Agency is responsible for maintaining and implementing the Emergency Operations Plan, which is the legal and organizational basis for coordinated emergency and disaster operations in the City of Atlanta and Fulton County.

Health, Education, and Welfare

This category of community facilities and services includes hospitals, nursing homes, public welfare programs, public and private school systems and institutions of higher learning, libraries, and public cemeteries. Schools are provided by the Fulton County Board of Education and numerous private schools. All colleges and universities in the City are private. Public health, welfare, and social services are provided by Fulton County. The Fulton County Department of Health and Wellness provides various facilities and services including environmental health. Sandy Springs is served by one library located at 395 Mt. Vernon Highway NE. It was constructed in 1989 and consists of 25,000 square feet of space. The library is considered in very good condition. Future improvements or replacement of the facility would be dictated by the Facility Master Plan for the Atlanta-Fulton County Library system. The plan also describes plans for the future expansion of the library. The Fulton County Human Services Department provides services to seniors, children/youth, and disabled persons.

General Administrative Facilities

This category includes administrative offices for city and county personnel, including management, building inspections, economic development and tourism, and business licensing among others. The Sandy Springs Department of Operations includes Finance, Human Resources, Information Technology and Purchasing. That department handles alcohol licenses as well as business licenses and occupational tax certificates. City Hall offices, which include Community Development and Public Works Administration in addition to the Operations Department, are currently located at 7840 Roswell Road, Building 500, Sandy Springs, Georgia, 30350, in the Morgan Falls area.

Utility-type Operations

Utility operations include solid waste collection and disposal, water systems, sewer systems, and stormwater management. Sandy Springs is served by water facilities operated by Fulton County and the City of Atlanta and with sanitary sewer systems and wastewater treatment operated by Fulton County. Solid waste collection and disposal is provided via a private vendor. Sandy Springs is planning to initiate a stormwater utility in the coming years.

Sandy Springs is responsible for its own stormwater management facilities in coordination with Fulton County. More detailed planning for stormwater management is needed in Sandy Springs, since there are major deficiencies in the infrastructure and the system is overloaded. To address stormwater needs, Fulton County initiated the Fulton County Surface Water Management Utility/User Fee Development Project. The intent of that utility/user fee program is to provide Fulton County with stable, adequate and equitable funding in order to address current deficiencies in the stormwater system, enhance services and reduce numerous and severe drainage and water quality problems. The Community Agenda calls for the City of Sandy Springs to initiate its own stormwater utility or coordinate with Fulton County's program.

Recreation and Park Facilities

This category of community facilities includes state and local parks, local recreation programs, and cultural and community assets. Sandy Springs operates its own Recreation and Parks Department and has acquired parks from Fulton County. Fulton County also continues to provide community and senior center facilities and other programs within or serving the residents of Sandy Springs. A Recreation and Park Master Plan has been prepared simultaneously with the development of this Community Agenda (see separate discussion in this chapter). National recreation areas are operated along the Chattahoochee River by the U.S. Department of Interior, National Park Services.

Transportation

Sandy Springs is responsible for the local road system through its Department of Public Works. The Georgia Department of Transportation and Federal Highway Administration are responsible for state and federal routes in the city, including Interstate 285, U.S. Highway 19 (S.R. 400) and Roswell Road (S.R. 9). Long-range transportation planning is provided by the Atlanta Regional Commission in conjunction with other local, regional, and state agencies. Public transportation is provided by the Metropolitan Atlanta Rapid Transit Authority (MARTA), with other agencies also having roles in that regard (Georgia Regional Transit Authority) and the more recent Regional Transit Board.

INTERGOVERNMENTAL COORDINATION

Fulton County Government

Fulton County Government plays the largest role in terms of service delivery in Sandy Springs. As noted in Chapter 7 of the Technical Appendix and this chapter under "Community Facilities and Services," Fulton County Government provides many different facilities and services to the residents, businesses, and institutions of the City of Sandy Springs. Some of these facilities and services are ongoing and would be provided whether Sandy Springs was an incorporated municipality or not (sheriff, courts, health, social services, etc.). Areas of cooperation with the Fulton County Board of Education include dialogue regarding development of the school system's infrastructure improvements, involvement by the Board of Education in reviewing and commenting on land use applications in the City, and intergovernmental agreements regarding the joint, co-, or shared delivery of parks and recreation facilities. The operation of these facilities and services by various Fulton County agencies means that the City will continuously coordinate with Fulton County in terms of planning and delivery.

Metropolitan North Georgia Water Planning District

This district was established by the Georgia General Assembly in 2001 via Senate Bill 130 to address the pressing need for comprehensive water resources management in metropolitan north Georgia. The main purpose of the district is to promote intergovernmental coordination for all water issues, to facilitate inter-jurisdictional water-related projects, and to enhance access to funding for water-related projects among local governments.

The district's jurisdiction encompasses 16 counties including Fulton. It is required by State law to prepare three long-term plans (which it completed in 2003): a long-term wastewater management plan; a water supply and water conservation management plan, and a district-wide watershed management plan. These regional plans are very important and have a major bearing on the future of how water, sewer, and stormwater management facilities will be provided in Sandy Springs. An update of the plans must occur every five years, and Sandy Springs should participate in this plan update processes.

Service Delivery Strategies

In 1997, the State passed the Service Delivery Strategy Act (HB 489). This law mandates the cooperation of local governments with regard to service delivery issues. Each County was required to initiate development of a service delivery strategy between July 1, 1997, and January 1, 1998. Service delivery strategies must include an identification of services provided by various entities, assignment of responsibility for provision of services and the location of service areas, a description of funding sources, and an identification of contracts, ordinances, and other measures necessary to implement the service delivery strategy. Sandy Springs, as a new municipality, must be included in the Fulton County Service Delivery Strategy.

Changes to service arrangements described in a service delivery strategy require an update of the service delivery strategy and an agreement by all parties. Because of this provision, it is likely that the need for intergovernmental coordination with regard to service delivery strategies will continue into the future. In addition, service delivery strategies must be updated every ten years. The Service Delivery Strategy Act also mandates that land use plans of different local governments be revised to avoid conflicts.

Intergovernmental Agreements

The Technical Appendix provides an inventory of intergovernmental agreements that have been executed by the City of Sandy Springs. It excludes reference to agreements with non-profit organizations.

RECREATION AND PARKS

Master Plan

Sandy Springs prepared a master plan for recreation and parks as a part of the comprehensive planning process. This section on recreation and parks summarizes major features of the master plan. See also policies in Chapter 5 and short-term work program projects in Chapter 6 of this Community Agenda.

Maintenance Requirements

After acquiring parklands from Fulton County, the City faces a number of funding challenges with regard to the ongoing maintenance, and short-term improvement of the city's park facilities. Sandy Springs contracts with a private firm to maintain existing recreation and park sites. There is pressure to fund the necessary maintenance and repair projects at existing parks.

Planning for New Parks and Greenways

In addition to maintaining and improving existing parks and recreation facilities, the City proposes to add new parks, though it is challenged in terms of providing new parks given the scarcity of suitable, undeveloped, available tracts of land. There is a major need to acquire park land in the southern part of the City (south of Interstate 285). Short-term park capital projects include Abernathy Park, initial stages of a new Riverpark at Morgan Falls, acquisition of new park land for future development, and the acquisition of land in fee-simple title or through easements for greenway trails. The City will also spend money on the design of various projects so that it is ready to initiate various improvements when funding becomes available.

Recreation Centers and Community Centers

The master plan calls for the construction of recreation/community centers during the 20-year planning horizon. These facilities are expensive, costing from $4 to $6 million to construct, and they have high operating costs.

Sharing with Schools

One strategy for increasing the availability of recreation and park land that has been thoroughly investigated is to partner with Fulton County Schools.

Funding Program Operations, Maintenance and Capital Improvements

In the past, the Sandy Springs Conservancy and Heritage Sandy Springs have raised private funds for recreation, park, and cultural resource facilities. With the acquisition of parks from Fulton County and hiring in 2006 of a Recreation and Parks Department Director, Sandy Springs is poised to begin playing a major role in recreation programming. This implies substantial increases for operating budgets of the Recreation and Parks Department.

The Recreation and Parks Department with consultant assistance has identified a number of maintenance and replacement projects at existing parks, including but not limited to the resurfacing of tennis courts and the replacement of lighting at ballfields. The Department also desires to bring a new City identity to the parks system so that it is perceived as a unified whole or actual system – that objective is proposed to be achieved over time with incremental capital improvements to entrance designs and signage, among other proposals.

As a part of this comprehensive planning process, Sandy Springs has initiated planning for the adoption of an impact fee ordinance. Capital projects, including ongoing maintenance activities, are identified in the short-term work program (See Table 6.3). For those projects that are eligible for funding with impact fees (see Chapter 7, Capital Improvements Element), impact fees paid for by new residential development will provide one source of limited funding for the

Department. The City's capital improvement program and capital budget provides another limited source of funding.

While non-residential development will not be charged impact fees, through redevelopment there will be opportunities to establish pocket parks, pedestrian plazas, and other open and green spaces, as well as promoting connectivity and connections to planned greenways. Through implementation of adopted policies, and through conditions of development approval, Sandy Springs can help ensure that additional parks and recreation facilities and connections to them are provided as new non-residential and mixed use redevelopment occurs.

In order to achieve its goals of maintaining and expanding the City's recreation and park system, Sandy Springs will need to find additional funding sources. Federal and state funding for parks and recreation is available but limited and competitive. It is likely that Sandy Springs will need to consider a general obligation bond referendum to supplement federal and state grants, impact fees, and municipal capital improvement funds, for both maintenance and replacement projects as well as new land acquisition and new park development.

TRANSPORTATION

Master Plan

Sandy Springs prepared a multi-modal transportation system master plan as a part of the comprehensive planning process. The framework for transportation planning is a set of 11 policies (see Chapter 5). Providing greater detail are "guiding principles" which help translate policies into programs. In order to determine which facilities in Sandy Springs are congested, the Atlanta Regional Commission's (ARC's) region-wide transportation plan and travel demand model was used. Please consult the separate transportation system master plan for more information.

Congestion

Most of the major roads in Sandy Springs currently have a Volume to Capacity (V/C) ratio greater than 1.0, or LOS "F," including GA 400, I-285, Riverside Drive, and many segments of Roswell Road. Very few roads have v/c ratios of less than 0.85 (Level of Service "A" through "D"). In projecting conditions of the major road system in 2030, the City's transportation consultants have noted that congestion will be severe in year 2030, considering existing conditions and "committed projects" alone. Add to that future increases from higher intensities of redevelopment projects, and Sandy Springs faces a nearly intractable congestion problem.

Roadway and Pedestrian System Needs

A number of strategies and activities will be employed to address roadway system needs. These include but are not limited to the following:

1. Safety improvements along roads with high crash rates.
2. Operational improvements of critical intersections along roadways identified as congested in future years.
3. Management of access points along arterial corridors to ensure throughput capacity is preserved.

4. Identification of appropriate parallel routes and connections to reduce local trip loading on the arterial roadway network, especially in the traditional Sandy Springs business core.
5. Focused pedestrian safety improvements along Roswell Road, and the provision of a more connected and accessible pedestrian system.

Transit

There are four MARTA rail stations pertinent to the Sandy Springs Multimodal Transportation Plan: Medical Center, Dunwoody, Sandy Springs, and North Springs. All of these stations are in Sandy Springs, except for Dunwoody, which is in DeKalb County.

Proposed Improvements and Funding

There are a number of projects that are currently being undertaken by Sandy Springs, including intersection improvements at the intersections of Dunwoody Place and Northridge Road with Roswell Road (SR 9), funded mostly by federal and state transportation programs. Sidewalks are planned for River Valley Road and other locations. Other short-term projects are shown in the short-term work program (see Table 6.3). A development impact fee program for roads has been prepared as a part of this Community Agenda (see Chapter 7, Capital Improvements Element).

CHAPTER 4: REFERENCE TO OTHER PLANS

This chapter provides references and brief descriptions of state, regional, and local plans. The list of plans is provided for purposes of coordination and reference. The listing here of a plan does not necessarily mean that the City of Sandy Springs ascribes to all provisions of such plans, nor does it mean they are necessarily adopted by reference, unless specifically stated as such in this Chapter. However, these plans and updates to them over time provide useful information that can be used for municipal planning purposes, and policies and programs stated in such plans should be consulted for their relevance and applied in future efforts of the City, as applicable.

STATE OF GEORGIA

Solid Waste Management Plan. Georgia Department of Community Affairs, Georgia Department of Natural Resources, and Georgia Environmental Facilities Authority. May 3, 2006.

This plan charts a course for local governments and the state to manage the state's solid waste in an environmentally sound and cost-effective manner for the next ten years. It focuses on municipal solid waste.

Chattahoochee River Basin Management Plan 1997. Georgia Department of Natural Resources, Environmental Protection Division. 1997.

This plan describes key characteristics of the Chattahoochee River Basin, addresses water quality and water quantity, and identifies future water resource demands. The river basin stretches from Helen, Georgia (White County) to Columbus, Georgia.

ATLANTA REGIONAL COMMISSION

Regional Transportation Plan (RTP)

The Regional Transportation Plan (RTP) is ARC's long-range plan which includes a balanced mix of projects such as bridges, bicycle paths, sidewalks, transit services, new and upgraded roadways, safety improvements, transportation demand management initiatives and emission reduction strategies. By federal law, the RTP must cover a minimum planning horizon of 20 years and be updated every four years in areas which do not meet federal air quality standards.

Transportation Improvement Plan (TIP)

The Transportation Improvement Plan (TIP) is a multimodal set of short-range transportation projects and initiatives developed by a Metropolitan Planning Organization (MPO) for its urbanized area. It is required by the federal government and must cover a minimum of three years and be updated at least every other year. The program must be financially balanced (costs equal anticipated revenues) and be drawn from a conforming RTP.

Chattahoochee Corridor Plan

This plan, originally adopted in 1973 by the ARC, and most recently revised on September 23, 1998, provides goals and policies for the Chattahoochee River corridor and establishes "vulnerability standards" which place caps on land disturbance and impervious surfaces according to six categories labeled "A" through "F." Flood plain and buffer standards are also included in the plan.

Metropolitan River Protection Act Rules and Regulations

These rules and regulations originally adopted in 1973 by the ARC, and most recently revised on May 28, 2003, repealing and replacing earlier rules and regulations. The rules provide for ARC's review of land development proposals in the Chattahoochee River Corridor.

Regional Development Plan Land Use Policies: Livability for People and Places

This document, dated March 2003, describes 14 regional land use policies covering developed areas, and open space and preservation.

METROPOLITAN NORTH GEORGIA WATER PLANNING DISTRICT

District-wide Watershed Management Plan

This plan (September 2003) sets forth strategies and recommendations for effective watershed management and stormwater control. The watershed plan provides requirements for local programmatic efforts, including six model ordinances which provide for post-development stormwater management, floodplain management, conservation/open space development, illicit discharge and illegal connection controls, litter control and stream buffer protection. Additional measures for TMDLs, source water watersheds, substantially impacted areas and comprehensive water quality monitoring programs are also included. The watershed plan includes provisions for extensive public awareness and education efforts.

Long-term Wastewater Management Plan

This plan (September 2003) sets forth strategies for comprehensive wastewater management efforts. The wastewater plan outlines a long-term implementation schedule for consolidating public wastewater treatment systems into fewer, larger facilities that produce reusable water. The wastewater plan provides for comprehensive wastewater planning to establish future sewer service areas and calls for more intensive management of privately owned septic systems. Additional measures for septic system management, with particular attention on locally defined "critical areas" are also included.

Water Supply and Water Conservation Management Plan

This plan (September 2003) calls for a future of intensive water demand management and an aggressive water conservation program. The water conservation plan outlines 10 water conservation actions that require new policies, new laws and new responsibilities for both utilities and consumers. Additional measures for water supply planning, reservoirs, interconnections and emergency plans are also included.

FULTON COUNTY

Emergency Operation Plan. Atlanta-Fulton County Emergency Management Agency.

This is the overall operational plan for all of Fulton County.

Fulton 2025 Comprehensive Plan - Fulton County Department of Environment and Community Development.

This plan, approved November 2, 2005, is Fulton County's comprehensive plan, upon which the City of Sandy Springs' interim comprehensive plan was based.

Facility Master Plan - Atlanta-Fulton Public Library System, July 2006.

This plan calls for new libraries and renovations of existing libraries in Fulton County. Phase 1 covers the period from 2006 to 2010, and Phase 2 covers the period from 2011 to 2015.

Interim Wastewater Collection System Master Plan for North Fulton - Fulton County Department of Public Works.

This is a comprehensive plan for Fulton County's wastewater system in North Fulton County, including three major drainage basins in Sandy Springs: River Ridge Creek (northernmost Sandy Springs), Marsh Creek, Long Island Creek, and Nancy Creek.

CITY OF SANDY SPRINGS

Comprehensive Solid Waste Management Plan

The Sandy Springs Public Works Department is responsible for preparing a comprehensive solid waste management plan in accordance with state legislation passed in 1990, and administrative rules for solid waste management plans. Processing of the City of Sandy Springs' Comprehensive Solid Waste Management Plan, in terms of regional and state review and adoption, is subject to a separate set of administrative rules of the Georgia Department of Community Affairs. The Department of Administrative Services has responsibility for preparing the annual updates to the Solid Waste Management Plan (SWMP).

Recreation and Parks Master Plan

A recreation and parks master plan was prepared simultaneously with this comprehensive plan. That master plan is adopted as a part of the Community Agenda as if fully set forth within this document.

Master Transportation Plan

A transportation master plan was prepared simultaneously with this comprehensive plan. That master plan is adopted as a part of the Community Agenda as if fully set forth within this document.

Community Development Block Grant Program (CDBG) Consolidated Plan

The Sandy Springs Community Development Department will prepare the Sandy Springs 5-year CDBG Consolidated Plan beginning in the fall of 2007. The regulations that guide the development of the City's 2008-2013 Consolidated Plan and 2008 Action Plan, 24 CFR part 91, will be used to develop the plan to ensure all federal regulations are met during the development process. The 2008-2013 Consolidated Plan and 2008 Annual Action Plan are due to HUD on July 2, 2008.

CHAPTER 5: POLICIES

OVERVIEW

This chapter provides a comprehensive listing of policies and objectives. Before describing them, some explanation of terminology is appropriate. There may be differing opinions on whether a particular statement is a "goal," "policy," "strategy," or "objective." In this document, the terms "policy" and "objective" are utilized. Policies are usually general statements of desired future conditions; they do not necessarily imply a specific approach that will be used to implement the policy, and there may be several alternative ways to implement a policy. Policies are not usually specific enough to be able to measure progress or attainment.

Objectives, on the other hand, are measurable in some way – one can determine through measurement, whether an objective has been attained or not; that is often done by checking the actions of the local government, collecting and reviewing data, or by determining whether proposed deadlines have been met. In addition, it is important to indicate where a specific policy is intended to address a Quality Community Objective (QCO) as required by state planning guidelines. In other cases, where a policy does not specifically address a QCO, many of those have been incorporated from the Atlanta Regional Commission's *2004 Regional Development Guidebook.*

HOUSING

Policies Regarding Housing Mix

1. Quality housing and a range of housing size, cost, and density should be encouraged in the City (Housing Opportunities QCO).

2. Encourage a variety of home styles, densities and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.

3. Rezoning for new, freestanding apartments is discouraged. This policy does not preclude the replacement of existing multi-family units.

4. Cluster housing (detached, single-family dwellings on small lots) is preferred in transitional areas (i.e., between commercial and low-density single-family neighborhoods) over attached housing types.

5. The redevelopment of apartment complexes to condominiums and mixtures of housing types, including detached, single-family starter homes where feasible, is encouraged.

6. Attached housing for seniors is encouraged to be included in mixed-use developments and areas designated as appropriate for live-work. Senior housing may also be freestanding if located in community or regional live/work areas as designated on the future land use plan map. In addition to live-work areas, an assessment of detached elder units should be evaluated for their appropriateness in protected neighborhoods.

7. Encourage "life cycle" or "mixed generation" communities that provide for persons of different age groups (including seniors) to live in the same community as they age.

8. Continuing care retirement communities are encouraged in locations determined to be appropriate and compatible with surrounding residential neighborhoods.

9. Housing should be made available for seniors and disabled persons that contain a single-level with no-step entrances and wide doorways.

10. Minimum house sizes required in the zoning ordinance should not prohibit smaller units appropriate for seniors.

11. Avoid regulations and practices that would discourage the provision of housing for persons with disabilities.

12. Mobile homes are strongly discouraged in Sandy Springs. Manufactured housing is considered a permitted housing type in appropriate settings.

Policies Regarding Housing Affordability

1. The introduction of mixed income housing developments in Sandy Springs is not encouraged within the boundaries of protected neighborhoods, but they may be permitted within live-work areas.

2. The Comprehensive Plan does not support the waiver of development impact fees for affordable housing.

3. Sandy Springs Government should consider instituting innovative programs that will help its own labor force (including police officers and fire fighters), and other professionals such as teachers in the public and private school systems, afford detached single-family homes in the City. For instance, a City-sponsored housing voucher, which subsidizes part of the down payment for a police officer or other professional to purchase a detached home in Sandy Springs, might be instituted as a part of employment offers.

4. In the City's zoning and development ordinances, provide for innovations in housing types and allow for deviations from development standards, for projects that demonstrate consistency with affordable housing objectives.

5. In amending the City's zoning and development regulations, the City should consider the potential impact of such amendments on housing affordability, in order to avoid creating or sustaining "regulatory barriers."

6. In approving mixed-use redevelopment projects, especially those in the Regional Transit-Oriented Activity Center Character Area, compare the mix of housing units types provided with affordable housing needs identified for the Perimeter area.

7. Encourage the creation of, and cooperate with, community-based housing organizations in the pursuit of more affordable, detached single-family dwellings suitable for workforce households.

8. Capitalize, where appropriate, on existing county, state and federal grant programs as they relate to housing.

HOMELESS

1. Sandy Springs should examine successful homeless strategies used by other cities with similar demographics, then prepare and adopt a "comprehensive homeless strategy," as a part of the Consolidated Plan for Community Development, that not only addresses the needs of the homeless, but that also strives to eliminate its root causes.

2. To address homelessness, the City should foster creative public-private partnerships with non-profits and faith-based organizations, and utilize the existing homeless service referral networks that exist in the City of Atlanta, such as the Gateway Center located at 275 Pryor Street.

COMMUNITY DEVELOPMENT

1. The City's Community Development Block Grant (CDBG) program policies will be developed in anticipation of its participation in this federal entitlement program in 2008. Federal regulations published at 24 CFR Part 91 describe the requirements of the 5-year Consolidated Plan that must outline the City's goals, objectives, strategies and performance measures for its CDBG program. All program specific policies to meet program eligibility and other cross-cutting federal requirements will be developed as part of the Consolidated Plan process beginning in July 2007 and will be submitted to Mayor and City Council for review and adoption in April or May 2008.

NATURAL RESOURCES

General Natural Resources Policies

1. In general, wetlands, steep slopes, flood plains, stream/river corridors such as the Chattahoochee River Corridor, groundwater recharge areas, watersheds, forests, and stands of specimen trees are considered ecologically significant and/or environmentally sensitive areas which should be identified, mapped and preserved.

2. Air quality and environmentally sensitive areas should be protected from negative impacts of development. Environmentally sensitive areas deserve special protection, particularly when they are important for maintaining traditional character or quality of life of the community or region. Whenever possible, the natural terrain, drainage, and vegetation of an area should be preserved (Environmental Protection QCO). The City should develop a map inventory of the sensitive areas.

3. Promote sustainable and energy-efficient development.

4. Consider ways to reduce air pollution and collaborate in efforts to reduce the extent to which the Atlanta region is out of compliance with National Ambient Air Quality Standards for pollutants designated in the Clean Air Act Amendments of 1970.

5. The location and intensity of development should be sited so as to minimize the negative effects of that development on water quality by protecting the water table, springs, aquifers and streams both during and after construction. Major considerations concerning water quality should include: organic pollution from infiltration and surface runoff; erosion and sedimentation; water temperature elevation; nutrients such as nitrogen and phosphorous; and toxic materials.

6. Ensure compliance with the provisions of the City's ordinances that restrict or prohibit development within floodways and flood plains.

7. Sandy Springs should strive to go beyond state and federal regulations and programs in protecting water quality. It should do more than the minimum required effort to maintain the integrity of its water courses.

8. Development within the river corridor is guided by development standards adopted by the Atlanta Regional Commission in its "Chattahoochee River Corridor Plan." That plan describes goals and policies for public and private development within the river corridor. Those goals and policies are hereby incorporated into the Sandy Springs Comprehensive Plan.

9. Apply impervious surface limitations within the Chattahoochee River Corridor, and in other areas as may be appropriate, to limit the impacts of land development on water quality.

10. Participate in and collaborate with efforts to study conditions in watersheds.

11. Forested areas within the city help define the character of Sandy Springs and should be preserved. Therefore, the City will prevent the indiscriminate removal of trees and reduction of canopy cover consistent with its Tree Conservation Ordinance.

12. Where feasible, encourage development that is in harmony with natural run-off patterns and open systems to reduce development costs, ground cover disruption and replacement, and erosion problems.

13. Design man-made lakes and stormwater retention ponds for maximum habitat value, where feasible, and discontinue future piping of streams.

14. Cooperate and collaborate, where opportunities exist, with The Trust for Public Land, Southeast Region, in its ongoing "Chattahoochee River Land Protection Campaign."

15. Encourage strategies and practices that mitigate urban heat islands, where possible, including but not limited to trees and shading, green roofs, and rooftop gardens.

16. Restore and enhance environmental features damaged at the time of renovation or redevelopment whenever feasible.

17. Promote "conservation subdivisions," including an allowance of additional density in exchange for providing more open space. Floodplain properties and stream buffers shall not be considered in the calculation of the requirement for meeting open space goals.

18. Encourage the use of conservation easements to preserve forests, open and green space in the City.

19. Vigorously enforce existing environmental codes.

20. Ensure that the City, in its own activities, follows the same environmental policies as required of private developers.

21. Avoid the unwitting or intentional introduction of invasive species of non-native plants, animals, and microbes, where possible.

Water Quality and Water Resources Objectives

1. Mitigate the adverse effects of stormwater runoff on water courses.

2. Encourage the use of permeable surfaces for parking lots and sidewalks in non-residential, multifamily and apartment developments, if appropriate, and where feasible.

3. Reclaim stream banks and piped streams to a more natural state, where feasible.

4. Maintain the integrity of undisturbed buffers.

5. Prohibit the placement of underground petroleum storage or septic tanks within 1000' of any stream or groundwater recharge area.

6. Follow all applicable Federal, state and local laws and regulations that govern the protection and preservation of wetlands.

7. Require that storm water retention on any site detain any rain event up to a 100-year storm event and for longer duration.

8. Continue to implement Chattahoochee River Corridor reviews per the Metropolitan River Protection Act and river corridor plan prepared by the Atlanta Regional Commission.

9. Implement best practices for water pollution control and stormwater management, including but not limited to: biofilters (vegetated swales/strips), wet ponds, and constructed wetlands.

10. Continue to evaluate soil suitability with regard to on-site septic systems as part of Fulton County's environmental health permitting requirements while working toward the long-term elimination of the use of septic systems in Sandy Springs.

Forests, Trees, and Tree Canopy Objectives

1. Restrict the cutting of trees, require the replacement of trees, and preserve and enhance tree canopy, by adopting, amending, and enforcing the City's tree conservation ordinance.

2. Encourage the planting of street trees in subdivisions and new land developments.

3. Consider larger area requirements for tree plantings on any surface parking area being developed or redeveloped.

4. Achieve “Tree City USA” recognition

5. Issue a proclamation annually declaring the observance of Arbor Day in the City.

Other Resource Objectives

1. Consult the Toxic Release Inventory, an information database of the U.S. Environmental Protection Agency on toxic chemical releases and other waste management activities, as appropriate in the attainment of City environmental management goals and policies.

2. Continue to participate in the National Flood Insurance Program.

3. Participate in efforts to plan for the prevention and mitigation of natural disasters.

HISTORIC PRESERVATION POLICIES

1. Provide strategies to preserve and enhance historic resources.

2. Encourage Heritage Sandy Springs, a non-profit organization, to continue its dedicated work in preserving the community history of Sandy Springs.

3. Encourage the nomination of any eligible historic properties to the National Register of Historic Places.

ECONOMIC DEVELOPMENT POLICIES

1. Encourage businesses and industries to develop or expand in Sandy Springs that are suitable for the City in terms of job skills required, linkages to other economic activities in the City or region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities (Appropriate Business QCO).

2. A range of job types should be provided in each community to meet the diverse needs of the local workforce (Employment Options QCO).

3. Limit manufacturing, industrial, and distribution land uses to those areas currently zoned.

4. Economic development efforts in Sandy Springs will focus primary attention on redevelopment – including the implementation of specific strategies for the revitalization and redevelopment of the Roswell Road corridor and the Town Center area.

5. Educational and training opportunities should be readily available in the City – to permit City residents to improve their job skills, adapt to technological advances, or to pursue entrepreneurial ambitions (Educational Opportunities QCO).

6. Continue to examine ways to retain corporate headquarters, and promote the location of technology-oriented and other desirable businesses in Sandy Springs.

7. Promote the upgrade and expansion of telecommunications infrastructure in the City.

8. Recognize the health care industry as one of the fastest-growing economic sectors in the City and anticipate and provide for the expansion of hospitals, medical offices and complimentary uses (assisted living facilities, nursing homes) in areas consistent with the future land use plan and zoning ordinance.

9. Promote intergovernmental and interagency coordination in economic development activities, including, where appropriate, utilizing the resources of the Sandy Springs Business Association/Sandy Springs Revitalization, Inc., Fulton County Department of Economic Development, the Development Authority of Fulton County, the Perimeter Community Improvement District, the Greater North Fulton Chamber of Commerce, and the Metro Atlanta Chamber of Commerce in terms of business recruitment and retention programs.

10. Cooperate with private business associations in areas where common interests exist, such as maintaining and enhancing the economic environment of the City and the joint promotion of activities.

11. Promote the development of small businesses in the City.

12. Create and maintain a positive climate for business in the City.

13. Sandy Springs should balance the need to regulate the design and appearance of commercial properties with a positive regulatory environment that is sensitive to the need for businesses to be competitive in the marketplace.

14. In situations where economic development policies, strategies, or objectives conflict with policies and objectives for protected neighborhoods, the interests of protected neighborhoods should prevail.

REDEVELOPMENT POLICIES

1. Sandy Springs should correct the common perception that it has no “downtown” by working to establish a sense of place and design the area for gathering and social interaction through redevelopment efforts within its Town Center.

2. The City should use its investment in civic buildings (e.g., new city hall) to strategically leverage and enhance private reinvestment in redevelopment areas.

3. Provide incentives and bonuses for additional density and/or height for the redevelopment of obsolete commercial areas along the Roswell Road corridor.

4. Redevelopment areas in Sandy Springs should be pedestrian and transit friendly.

5. Continue the provision of public streetscape improvements in areas targeted for redevelopment, including upgraded sidewalks, additional pedestrian lighting, and street furniture.

6. Assess the potential presence of Brownfield sites in Sandy Springs and take steps to return these areas to productive sites consistent with the future land use plan map and the zoning ordinance.

7. Consider, and if appropriate, implement ways to expedite the process of reviewing and approving economic development projects that are consistent with adopted economic development policies, objectives, and plans.

8. Maintain positive communication with national retailers and tenancy as a means to avoid the use of vacant stores to discourage competition.

9. Consider all financing options when the City focuses on its recently defined Town center, the Roswell Road corridor and other areas that are targeted for future redevelopment.

LAND USE

Land Use Policies – Protected Neighborhoods

The following policies apply to all properties within the boundary of protected neighborhoods as shown on the future land use plan map. Where consistent with the context, such policies may be determined appropriate in transitional areas.

1. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities.

2. Delineate and maintain firm, visible boundaries of protected neighborhoods, and prevent the encroachment of incompatible land uses, including, commercial, office, and multi-family land uses into protected neighborhoods.

3. During rezoning and development application review, carefully address the interface between protected neighborhoods and commercial areas, especially within the Roswell Road corridor.

4. Limit infill development within protected neighborhoods to densities that are consistent with the surrounding residential development.

5. Discourage, or prohibit, flag lots.

6. Residential infill development in protected neighborhoods should maintain the existing dwelling setback pattern in relation to the street.

Land Use Policies – Transitional Areas

Transitional areas are areas where land use changes from one use to another and areas with the same use, but where intensities change from lower to higher.

1. When a rezoning or use permit proposal is received in a transitional area, the proposal should carefully regulate through conditions, the building height, building placement, intensities, densities, location of parking, placement of accessory uses, buffers, tree protection, landscaping, exterior lighting, site amenities and other site planning features

to be compatible with protected neighborhoods. "Compatible" means that the characteristics of different land uses or activities located near each other are in harmony and without conflict.

2. Effective, compatible transitions among uses should be the primary criterion in evaluating any proposed change in land use adjacent to parcels of less intense land uses. Effective, compatible transitions should generally follow a hierarchy as follows: From single-family, detached residential properties in neighborhoods outward to higher density detached housing to attached housing (e.g., townhouses), to offices and only then to commercial or mixed uses.

3. Screening, separation, and buffers in transitional areas or live/work areas, when abutting protected neighborhoods, should observe recommended practices and avoid discouraged practices for screening neighborhoods, as shown in the attached captioned photos (exhibit 1), and as summarized below:

    a. Establish combination screens, consisting of opaque wooden fences or masonry walls, and a fast-growing evergreen hedge.

    b. Increase buffer and building separation widths as intensity of non-residential development or density of multi-family development increases.

    c. Preserve existing wooded buffers and replant with evergreens trees and shrubs where sparsely vegetated.

    d. Screen rooftop mechanical equipment from the view of residential uses.

    e. Retaining walls supporting parking lots at grade changes on lots abutting neighborhoods, when required, should be setback from the property line and softened with plant materials.

4. Minimize intrusion of light, sound, traffic and night-time activity between non-residential uses and single-family neighborhoods.

5. Generally, the redevelopment of existing detached, single-family homes in transitional areas is preferred over rezoning that allows the adaptive reuse of such dwellings for other land uses.

6. Discourage, or prohibit, interparcel vehicular access between single-family and higher density residential areas and more intense or non-residential land uses. Vehicular access/egress from businesses onto residential streets is strongly discouraged, if not prohibited.

7. The area and lot width of any new lot for detached, single-family dwellings facing the same street as that serving the neighborhood, should not be less than 80 percent of the area of the existing lot it abuts in the protected neighborhood fronting on the same street.

Roadside Screen

A highly effective combination screen- (1) A solid wooden fence, 100% opaque (2) fast growing evergreens (e.g., Leyland Cypress) planted 8 feet on center and growing to a height of 10 feet or more in 2-3 years. Roadside appearance is improved with deciduous trees that shade the sidewalk in spring and summer.

Contrast the bulk and height of the commercial structures with the single-story residence. The wooded area between the buildings includes mature hardwoods, and there is good separation. Additional evergreen shrubs would further soften and partially screen the commercial buildings from the protected neighborhood.

Desirable Screening and Separation

Tall commercial building has good setback from protected neighborhood. Parking lot is surrounded by mostly opaque wood fence. Trees and mature natural vegetation is left along the property boundary. Outside the screen fence, an evergreen hedge (3' - 4') softens the visual impact of the screen fence.

Screening Potential of Pine Trees

Pine trees lose their lower limbs over time. Lower branches may at one time have screened this building from neighborhood view. Rooftop equipment is visible and should still be screened. Fence is nearly opaque.

Mixed Result

Berm with tall, fast-growing evergreens provides an effective screen. The wood and chain-link fencing lack maintenance and desirable appearance. Berm and vegetation is not well maintained and should be more attractively landscaped. Fences should be replaced with ornamental block walls or brick walls with appropriate foundations.

Mixed Result

Natural vegetation and separation help protect this neighborhood boundary. Leyland Cypress partially screen the building, but its height makes full screening difficult in winter.

Mixed Result

Vegetation partially helps soften the transition between commercial corridor and neighborhood. However, due to the difference in grade, the concrete wall supporting the parking lot for the office building is imposing and should be stopped short of the property line with a vegetative screen.

Multi-Family Dwelling Height

In terms of scales and height, these buildings (apts.) are incompatible with a one-story, single-family dwelling. Note that two fences have been used to provide separation. Taller evergreen shrubs and trees planted inside the apartment development's fence could reduce the aesthetic impact of the apartment building.

Insufficient Screening

An abrupt and insufficient transition between a protected neighborhood and commercial corridor. Chain-link fence does not provide screening. When abutting protected neighborhoods, chain-link fences should be vinyl coated.

Harsh Line of Incompatibility

Commercial building is too tall and too close to residential neighborhood to be compatible with the neighborhood. Zero rear yard of commercial when abutting a protected neighborhood should not be allowed (including variances). This building can not be effectively screened.

Land Use Policies – Living Working Areas (amended by MCC 10/21/08, Resolution 2008-10-53)

1. Traditional neighborhood development patterns should be encouraged, including use of more human scale development, mixing of uses within easy walking distance of one another, and facilitating pedestrian activity (Traditional Neighborhood QCO).

2. A variety of housing types, including multi-family should be permitted in transit-oriented live-work areas.

3. Place higher-density housing near commercial centers, transit lines and parks, to enable more walking, biking and transit.

4. Parking requirements for transit-oriented developments should be less than those required for conventional development not served by transit.

5. Live-work developments should ensure walkable development patterns.

6. Improvements that support pedestrian activity should be required and provided in transit-oriented developments along all streets and developments within or connecting to the transit station area or corridor.

7. Shared parking arrangements and reduction of on-site parking requirements should be encouraged in mixed-use developments.

8. Commercial, office and institutional parking structures that face the street shall include architectural details and styling to encourage pedestrian activity and mitigate negative visual effects.

9. Provide for incentives in support of mixed-use redevelopment in live-work areas. The following list includes actions which have been identified as qualifying for incentives:

    a. Provision of a mix of housing unit types, especially workforce housing.

    b. Installation of street grid segments.

    c. Construction of sidewalks, bicycle and greenway paths exceeding minimum required standards.

    d. Restoration of piped streams.

    e. Green space in an amount exceeding minimum required live-work area standards.

    f. Provision of wider buffers along streams and restoration of stream banks.

    g. Reduction of surface parking.

    h. Compliance with Main Street Architectural requirements outside the Main Street Zone.

i. Installation of sidewalks, street trees and pedestrian lights on internal drives.

j. Assemblage of multiple, smaller properties.

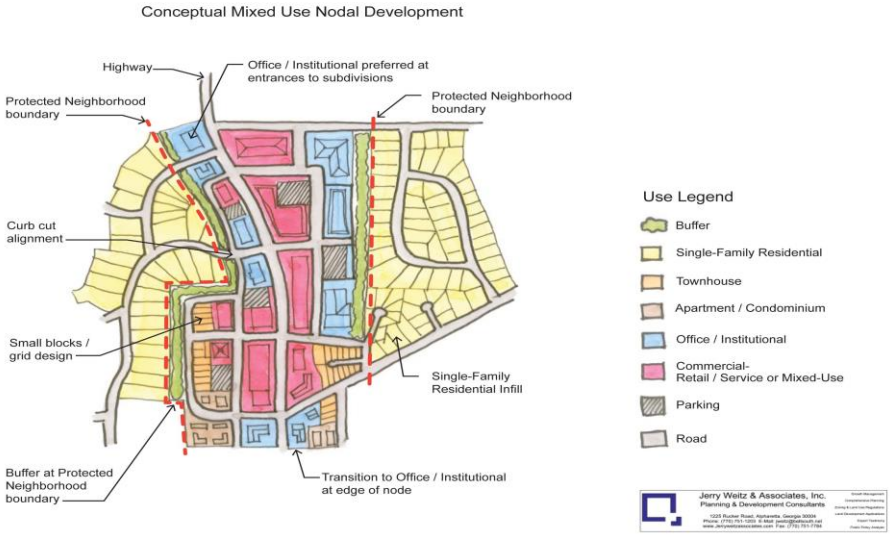
k. Reduction of curb cuts on Roswell Road.

l. Connection of single family neighborhoods to nearby businesses through sidewalks and bicycle paths.

10. Live-work developments shall be located on parcels sized appropriately to accommodate both a mixture of uses and appropriate open space and buffers. Specifically, mixed-use developments or redevelopments on parcels with a Living Working Neighborhood, Living Working Community or Living Working Regional shall have a minimum parcel size of 3, 5 and 10 acres, respectively.

Land Use Policies – Living Working Nodes

The diagram below provides a conceptual illustration of the functions of a Conceptual Mixed-use Nodal Development as a foundation for understanding the appropriate mix of uses, density, alignment and buffering for successful nodal land use patterns.



Sandy Springs has had designated nodes along it primary commercial corridor, Roswell Road, for many years. They are described below and have been identified, where applicable, by the cross street nearest to the center of the node. Each node map has been included with the node description. Each node is also included on the Future Land Use Plan Map for Sandy Springs.

Node 1: Windsor Parkway Node

Boundaries

- From Hedden Street on the east side of Roswell Road south to the City of Atlanta city limits following the parcel boundaries as shown on the Future Land Use Map.

Vision

1. Area is currently characterized by old apartments, shopping centers and narrow lots fronting Roswell Road that abut predominantly single-family neighborhoods.
2. Consolidation of smaller lots should be encouraged to accommodate a more consistent character in terms of architecture and uses, and provide for an elimination or reduction of curb cuts along Roswell Road.
3. Development should be the least intense of the Live-Work land use classifications and characterized by low-rise building types.
4. Developments should be designed to protect existing single and multifamily neighborhoods along the east and west boundaries of the Node.

Guidelines and Policies

1. Developments should be consistent with the standards that apply to the Live-Work Neighborhood land use classification (see Table 1.5), which includes:
   a. Residential density should be 5 units per acre or less;
   b. Commercial and office densities should be 10,000 square feet per acre or less;
   c. Total square feet per tenant should be 30,000 square feet or less;
   d. Maximum building height should be 2 stories; and
   e. At least 10% of the site shall be green/open space, with 5% of the site reserved as green space and remaining 5% as open or green space.
2. Commercial and retail uses should be confined and concentrated around the intersection of Roswell Road and Windsor Parkway.
3. Office and residential uses are encouraged in the other developable areas of this Node.
4. Projects should incorporate appropriate transitions to existing neighborhoods through reductions in height, the incorporation of less intense uses, the use of compatible architecture, the utilization of traditional or natural materials, and the incorporation of open and green space.
5. Automobile oriented uses shall be discouraged.
6. Density and/or height bonuses, beyond the recommendations of the Comprehensive Plan, may be approved by the Mayor and City Council for the development or redevelopment of assembled properties comprising 5 or more acres. The approval of bonuses will be based on the merits of the project relative to whether it provides desirable attributes that meet or exceed the goals and objectives of the Comprehensive Plan. Such goals may include, but not be limited to:
   a. Providing significant green space that exceeds the minimums established in Table 1.5.
   b. The elimination of multiple curb cuts along Roswell Road.
   c. The use of more neighborhood-scale architecture and design in accordance with new urbanism principles.

Node 2a: Long Island Drive/Franklin Road Node

Boundaries

- From approximately Long Island Drive on the north to Hedden Street on the south on both sides of Roswell Road following the parcel boundaries shown on the Future Land Use Map.

Vision

1. Area is currently characterized by lots fronting Roswell Road that abut predominantly single-family neighborhoods and a few multifamily developments on the east side of Roswell Road between Franklin Road and Highbrook Drive.
2. Consolidation of smaller lots should be encouraged to accommodate a more consistent character in terms of architecture and uses, and provide for an elimination or reduction of curb cuts along Roswell Road.
3. Developments should be designed to protect existing single and multifamily neighborhoods along the east and west boundaries of the Node.

Guidelines and Policies

1. Developments should be consistent with the standards that apply to the Live-Work Neighborhood land use classification (see Table 1.5), which includes:
   a. Residential density should be 5 units per acre or less;
   b. Commercial and office densities should be 10,000 square feet per acre or less;
   c. Total square feet per tenant should be 30,000 square feet or less;
   d. Maximum building height should be 2 stories; and
   e. At least 10% of the site shall be green/open space, with 5% of the site reserved as green space and remaining 5% as open or green space.
2. Retail uses are not permitted in this Node.
3. Projects should incorporate appropriate transitions to existing neighborhoods through reductions in height, the incorporation of less intense uses, the use of compatible architecture, the utilization of traditional or natural materials, and the incorporation of open and green space.
4. Automobile oriented uses shall be discouraged.
5. Density and/or height bonuses, beyond the recommendations of the Comprehensive Plan, may be approved by the Mayor and City Council for the development or redevelopment of assembled properties comprising 5 or more acres. The approval of bonuses will be based on the merits of the project relative to whether it provides desirable attributes that meet or exceed the goals and objectives of the Comprehensive Plan. Such goals may include, but not be limited to:
   a. Providing significant green space that exceeds the minimums established in Table 1.5.
   b. The elimination of multiple curb cuts along Roswell Road.
   c. The use of more neighborhood-scale architecture and design in accordance with new urbanism principles.

Node 2b: Glenridge Drive Node

Boundaries

- From Glenridge Drive south to the northern boundary of Chemin de Vie on the west side of Roswell Road following the parcel boundaries as shown on the Future Land Use Map.

Vision

1. Area is currently characterized by some narrow lots fronting Roswell Road that abut predominantly single-family neighborhoods and some existing multifamily developments.
2. Consolidation of smaller lots should be encouraged to accommodate a more consistent character in terms of architecture and uses, and provide for an elimination or reduction of curb cuts along Roswell Road.
3. Developments should be designed to protect existing single neighborhoods along the east and west boundaries of the Node.

Guidelines and Policies

1. Developments should be consistent with the standards that apply to the Live-Work Neighborhood land use classification (see Table 1.5), which includes:
   a. Residential density should be 5 units per acre or less;
   b. Commercial and office densities should be 10,000 square feet per acre or less;
   c. Total square feet per tenant should be 30,000 square feet or less;
   d. Maximum building height should be 2 stories; and
   e. At least 10% of the site shall be green/open space, with 5% of the site reserved as green space and remaining 5% as open or green space.
2. Retail uses are not permitted in this Node.
3. Projects should incorporate appropriate transitions to existing neighborhoods through reductions in height, the incorporation of less intense uses, the use of compatible architecture, the utilization of traditional or natural materials, and the incorporation of open and green space.
4. Automobile oriented uses shall be discouraged.
5. Density and/or height bonuses, beyond the recommendations of the Comprehensive Plan, may be approved by the Mayor and City Council for the development or redevelopment of assembled properties comprising 5 or more acres. The approval of bonuses will be based on the merits of the project relative to whether it provides desirable attributes that meet or exceed the goals and objectives of the Comprehensive Plan. Such goals may include, but not be limited to:
   a. Providing significant green space that exceeds the minimums established in Table 1.5.
   b. The elimination of multiple curb cuts along Roswell Road.
   c. The use of more neighborhood-scale architecture and design in accordance with new urbanism principles.

Node 3: Belle Isle Node

Boundaries

- Roswell Road from the northern parcel boundary of Chemin de Vie on the west side of Roswell Road to approximately Long Island Drive following the parcel boundaries as shown on the Future Land Use Map

Vision

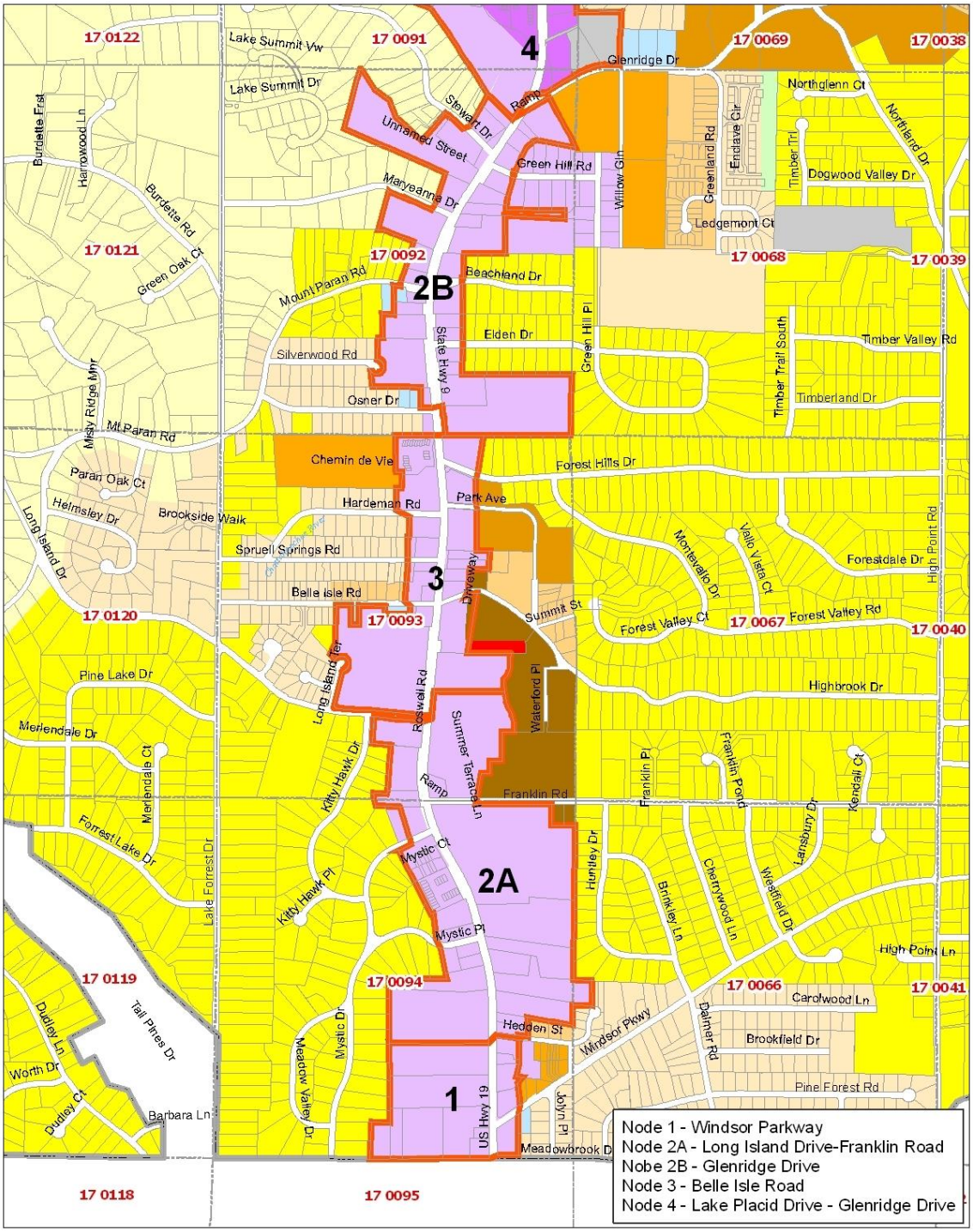
1. Area is currently characterized by lots fronting Roswell Road that abut single-family neighborhoods with a few multifamily developments on the east and west sides of Roswell Road.
2. Consolidation of smaller lots should be encouraged to accommodate a more consistent character in terms of architecture and uses, and provide for an elimination or reduction of curb cuts along Roswell Road.
3. Developments should be designed to protect existing single and multifamily neighborhoods along the east and west boundaries of the Node.

Guidelines and Policies

1. Developments should be consistent with the standards that apply to the Live-Work Neighborhood land use classification (see Table 1.5), which includes:
   a. Residential density should be 5 units per acre or less;
   b. Commercial and office densities should be 10,000 square feet per acre or less;
   c. Total square feet per tenant should be 30,000 square feet or less;
   d. Maximum building height should be 2 stories;
   e. At least 10% of the site shall be green/open space, with 5% of the site reserved as green space and remaining 5% as open or green space.
2. Commercial and retail uses should be confined and concentrated around the intersection of Roswell Road and Belle Isle Road.
3. Office and residential uses are encouraged in the other developable areas of this Node.
4. Projects should incorporate appropriate transitions to existing neighborhoods through reductions in height, the incorporation of less intense uses, the use of compatible architecture, the utilization of traditional or natural materials, and the incorporation of open and green space.
5. Automobile oriented uses shall be discouraged.
6. Density and/or height bonuses, beyond the recommendations of the Comprehensive Plan, may be approved by the Mayor and City Council for the development or redevelopment of assembled properties comprising 5 or more acres. The approval of bonuses will be based on the merits of the project relative to whether it provides desirable attributes that meet or exceed the goals and objectives of the Comprehensive Plan. Such goals may include, but not be limited to:
   a. Providing significant green space that exceeds the minimums established in Table 1.5.
   b. The elimination of multiple curb cuts along Roswell Road.
   c. The use of more neighborhood-scale architecture and design in accordance with new urbanism principles.

Nodes 1 (Windsor Pkwy), 2a (Long Island Dr/Franklin Rd), 2b (Glenridge Dr) and 3 (Belle Isle)

Land Use Nodes 1,2A,2B,3



Node 4: Roswell Road from Lake Placid to Glenridge Drive Node

Boundaries:

- Properties with frontage along Roswell Road, south of Lake Placid Drive to the north side of Glenridge Drive.

Vision:

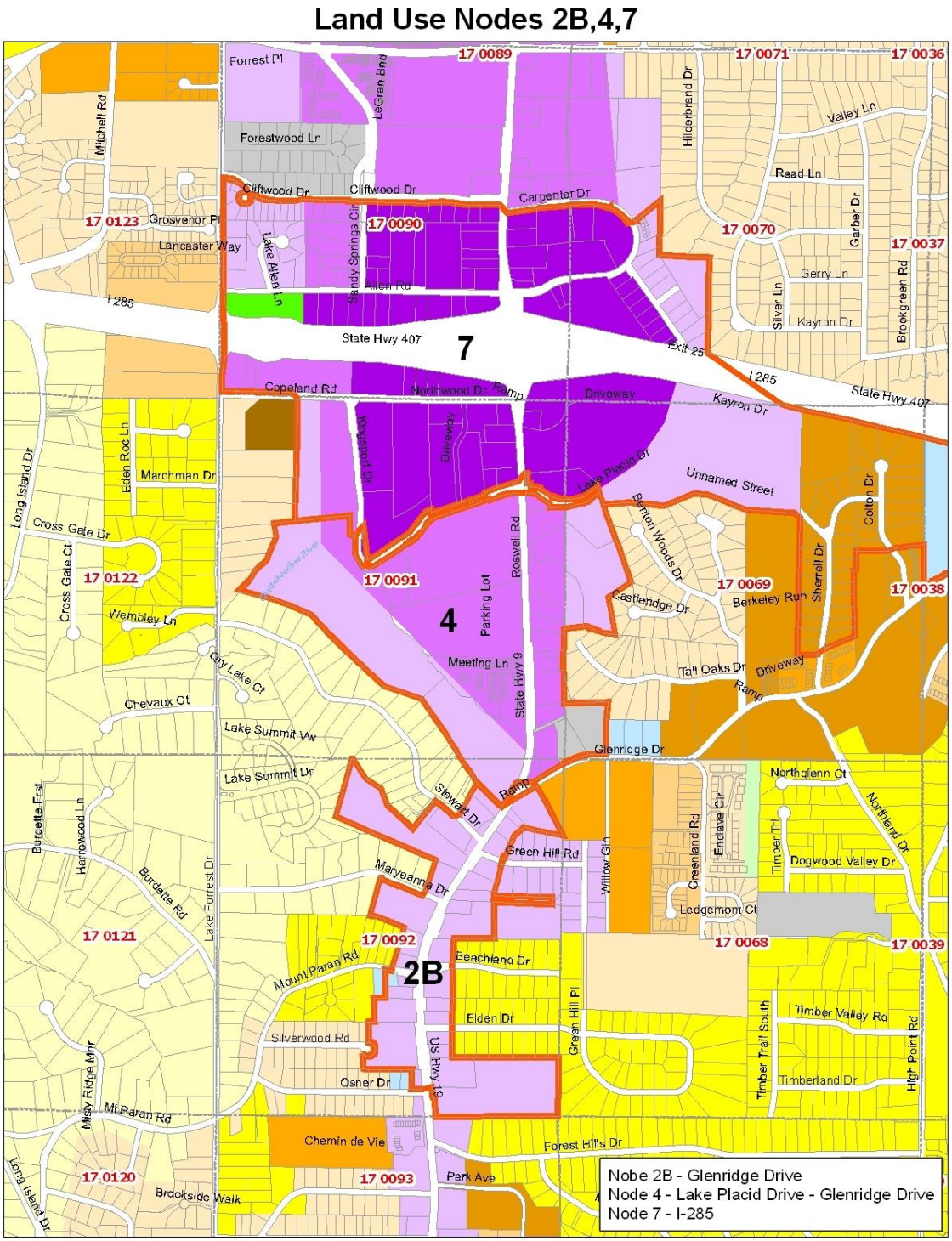
1. The area should be highlighted by larger mixed use projects, developed on assembled properties.
2. Commercial uses shall be less intense; residential uses should be of a high-end nature.
3. Development in this area should have limited access to Roswell Road, utilizing signalized connections at Lake Placid Drive and Glenridge Drive, as well as the signalization to be installed as part of the Prado redevelopment.
4. Pedestrian and bicycle connectivity shall be encouraged through the use of both internal and external sidewalks and pathways.

Guidelines and Policies:

1. Residential density should be 20 units per acre, or less. Commercial and office densities should be 25,000 square feet per acre, or less. There should be a maximum building height of four (4) stories. At least 10% of a site shall be maintained as open space.
2. An ability to achieve maximum densities should be supported by the elimination or consolidation of curb cuts along Roswell Road, the assemblage of smaller properties for redevelopment, and provisions for pedestrian and bicycle connectivity.

Map of Node 4 follows.

Node 4: Roswell Road from Lake Placid to Glenridge Drive Node



Node 5: Powers Ferry at I-285 (North and South sides)

Boundaries:

- Properties with frontage along Powers Ferry, Northside, New Northside, and Riveredge Parkway within the I-285 Corridor.

Vision:

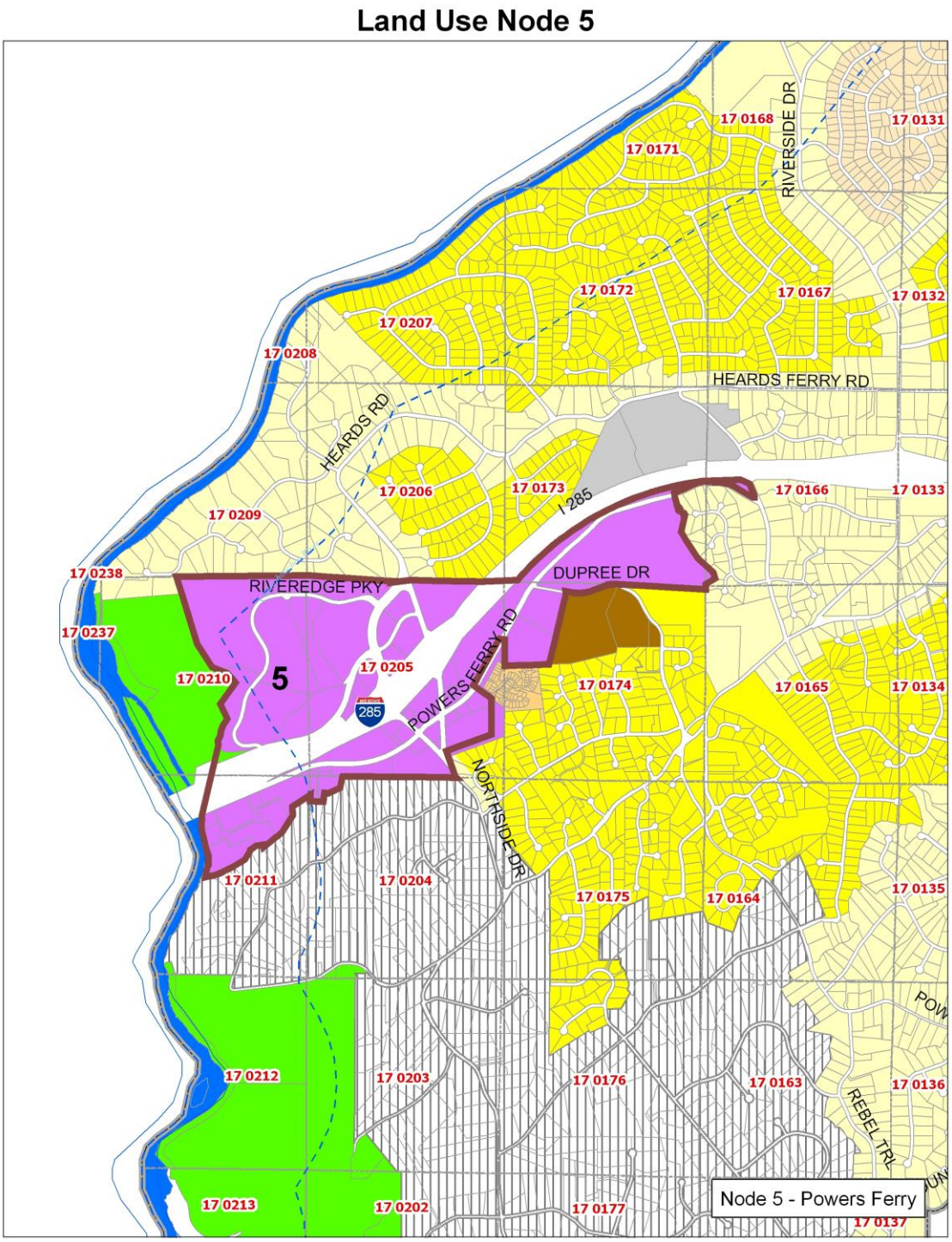
1. Characterized by a large office market and service commercial type uses commonly found at highway exits.
2. While mixed use development is encouraged, future development should be primarily office in nature with limited residential and accessory commercial.

Guidelines and Policies:

1. Residential density should be 10 units per acre, or less. Commercial and office densities should be 25,000 square feet per acre, or less. There should be a maximum building height of four (4) stories. At least 10% of a site shall be maintained as open space. Commercial uses shall only be accessory in nature.
2. Projects should incorporate significant green space to account for the proximity of the node to the Chattahoochee River.

Map of Node 5 follows

Node 5: Powers Ferry at I-285 (north and south sides)



Node 6: PCID (Perimeter Community Improvement District - Live Work Regional only)

Boundaries:

- Properties along the GA-400 Corridor, generally located within the boundaries of the Perimeter Center Improvement District.

Vision:

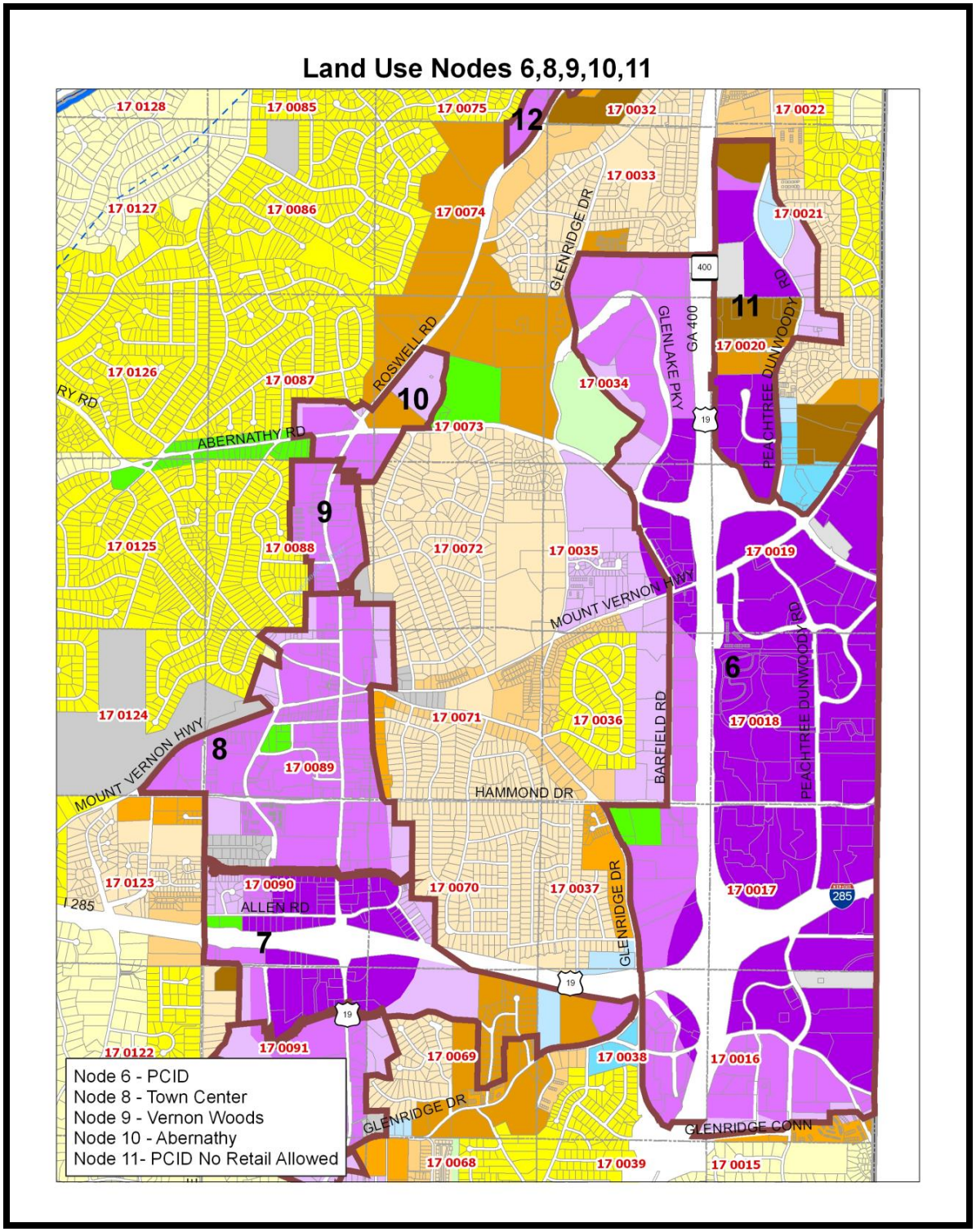
1. Parcels around the Dunwoody, Sandy Springs and Medical Center MARTA transit stations should have high-density developments incorporating a mix of land uses including residential, commercial and institutional uses.
2. New developments should incorporate internal roads creating a network of secondary roads that distribute the vehicular traffic to include inter-parcel access whenever possible.
3. New development should incorporate open and green space features such as plazas, parks and similar features.
4. Preserve single-family neighborhoods surrounding the PCID's residential core.
5. New residential development should encourage home ownership in balance with rental housing.
6. Encourage the inclusion of institutions and schools in the area, in order to create a true urban center.

Guidelines and Policies:

1. Residential density should be above 20 units per acre.
2. Commercial and office densities should be above 25,000 square feet per acre.
3. Building heights should not be limited in this area.
4. At least 20% of a site shall be maintained as open space.
5. The densities and heights referenced as appropriate for this area shall be reduced when there are conflicts with existing single-family neighborhoods.
6. Density and/or height bonuses, beyond the recommendations of the Comprehensive Plan, may be approved by the Mayor and City Council for the development or redevelopment of assembled properties consisting of a minimum of five (5) or more acres. The approval of bonuses will be based on the merits of the project relative to whether it provides desirable attributes that meet or exceed the goals and objective of the Comprehensive Plan. Such goals may include, but not be limited to the following:
7. Providing significant green space or open space that exceeds the minimums established in Table 1.5.
8. Providing shared parking to other properties in the area or encouraging/requiring the use of alternative transportation options. This may include, but not be limited to, providing direct or planned access to MARTA services.

Map of Node 6 follows.

Node 6: PCID (Perimeter Community Improvement District - Live Work Regional only)



Node 7: Roswell Road and I-285 (Downtown)

Boundaries:

- North - Cliftwood Drive and Carpenter Drive
- South - Lake Placid
- West - Sandy Springs Circle and Kingsport Drive
- East - no further than Carpenter Drive and Mountain Creek Road

Vision:

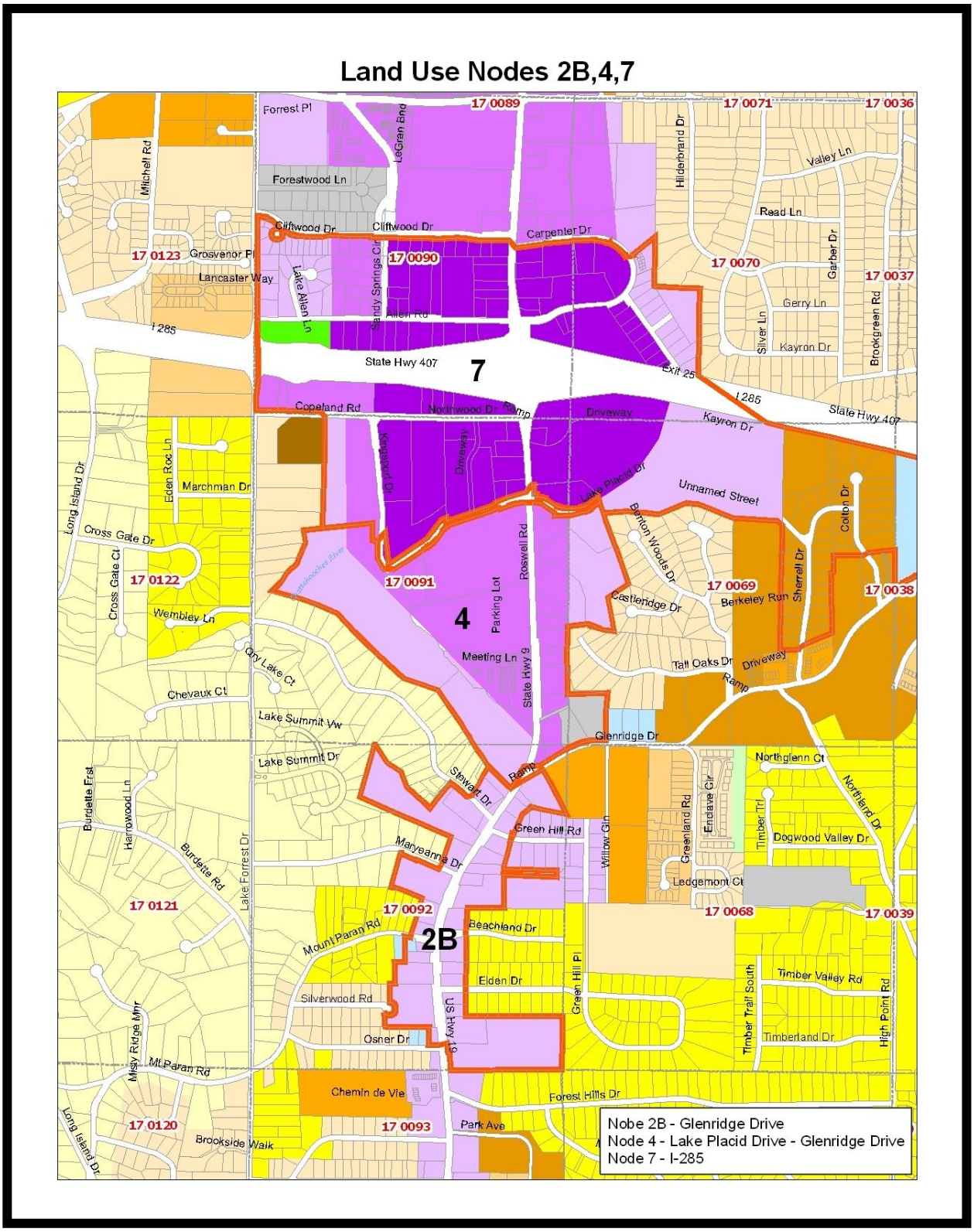
1. The area should be dedicated for high density commercial, office, and residential uses.
2. This area should be considered for some of the highest densities in the City.
3. Consolidation of properties and the collective redevelopment of multiple properties should be encouraged in the area to perpetuate economic vitality, increased green space, and an improved transportation system.

Guidelines and Policies:

1. Residential density should be above 20 units per acre. Commercial and office densities should be above 25,000 square feet per acre. Building heights should not be limited in this area. At least 15% of a site shall be maintained as open and green space.
2. Densities and heights of a significant nature should not be supported on properties less than four (4) acres in size. Increased levels of open and green space, limiting direct vehicular access to Roswell Road, and improving the area's transportation network shall be important considerations for the highest densities and building heights.
3. The transition of densities and heights to levels similar to those in the Town Center area should be considered on the northern boundary of the area along Cliftwood Drive and Carpenter Drive.
4. Automobile-oriented uses should be discouraged from this area.

Map of Node 7 follows.

Node 7: Roswell Road and I-285 (Downtown)



Node 8: Town Center

Boundaries:

- North – Cromwell Road
- South - Cliftwood Drive and Carpenter Drive
- East - Boylston Drive
- West – Sandy Springs Circle

1. The Sandy Springs Town Center shall be established as a separate and distinct area of the city and shall be developed as the "heart", marketplace and cultural center serving its residents shopping, dining, socializing and entertainment needs. It shall be mixed-use, include a sense of place that defines the city and the community, and be designed to a human scale, through building design and the use of green and public spaces. It shall have a "village-like" atmosphere (Sense of Place QCO).

2. Automobile-related facilities and services are not appropriate in Town Center redevelopment areas because they do not facilitate pedestrian friendly design, and thus, new highway business uses are discouraged in such areas.

3. Where an extension of the grid street system is illustrated on studies or plans for the Town Center redevelopment area or on the future land use plan map, development should incorporate the proposed grid-pattern street extension with small block patterns and emphasize connectivity to existing city streets.

4. To encourage pedestrian activity, the Town Center should emphasize contiguous store frontages to add visual interest to the city's central marketplace.

5. The following guidelines shall highlight the growth and development of the Town Center:

   a. While the development of a mixed-use area is encouraged, individual projects do not have to be mixed-use.
   b. Regulations should discourage the creation of a "canyon effect" in the Town Center.
   c. Heights and architectural elements shall be varied.
   d. Retail uses are essential to maintaining pedestrian activity; therefore, the development of ground floor retail uses shall be strongly encouraged along Roswell Road, Hildebrand Drive, Sandy Springs Circle and Hammond Drive.
   e. Interparcel connectivity shall also be encouraged.
   f. Building heights shall be limited to 6 stories; however additional height may be approved consistent with the Town Center assemblage policy described below.

6. Development of the Town Center area is recommended at the following levels:

   a. Maximum residential density: greater than 20 units/acre.
   b. Maximum commercial density: greater than 25,000 sq. ft./acre.
   c. Minimum open/green space (and shall not include parking lots): 15%.
   d. Largest single retail tenant: 30,000 sq. ft. or less.

7. Town Center assemblage policy:

a. Density and/or height bonuses, beyond the recommendations of the Comprehensive Plan, may be approved by the Mayor and City Council for the development or redevelopment of assembled properties consisting of a minimum of five (5) or more acres. The approval of bonuses will be based on the merits of the project relative to whether it provides desirable attributes that meet or exceed the goals and objectives of the Comprehensive Plan. Such goals may include, but not be limited to:

    i. Providing significant green space or public space.
    ii. Providing uses that contribute to the public good such as museums, art galleries, public art, art galleries, and theatres.
    iii. Providing shared parking to other properties in the area or encouraging/requiring employees to participate in alternative transportation options.
    iv. Provide for the relocation of utilities underground or at the rear of new developments resulting from assemblage.

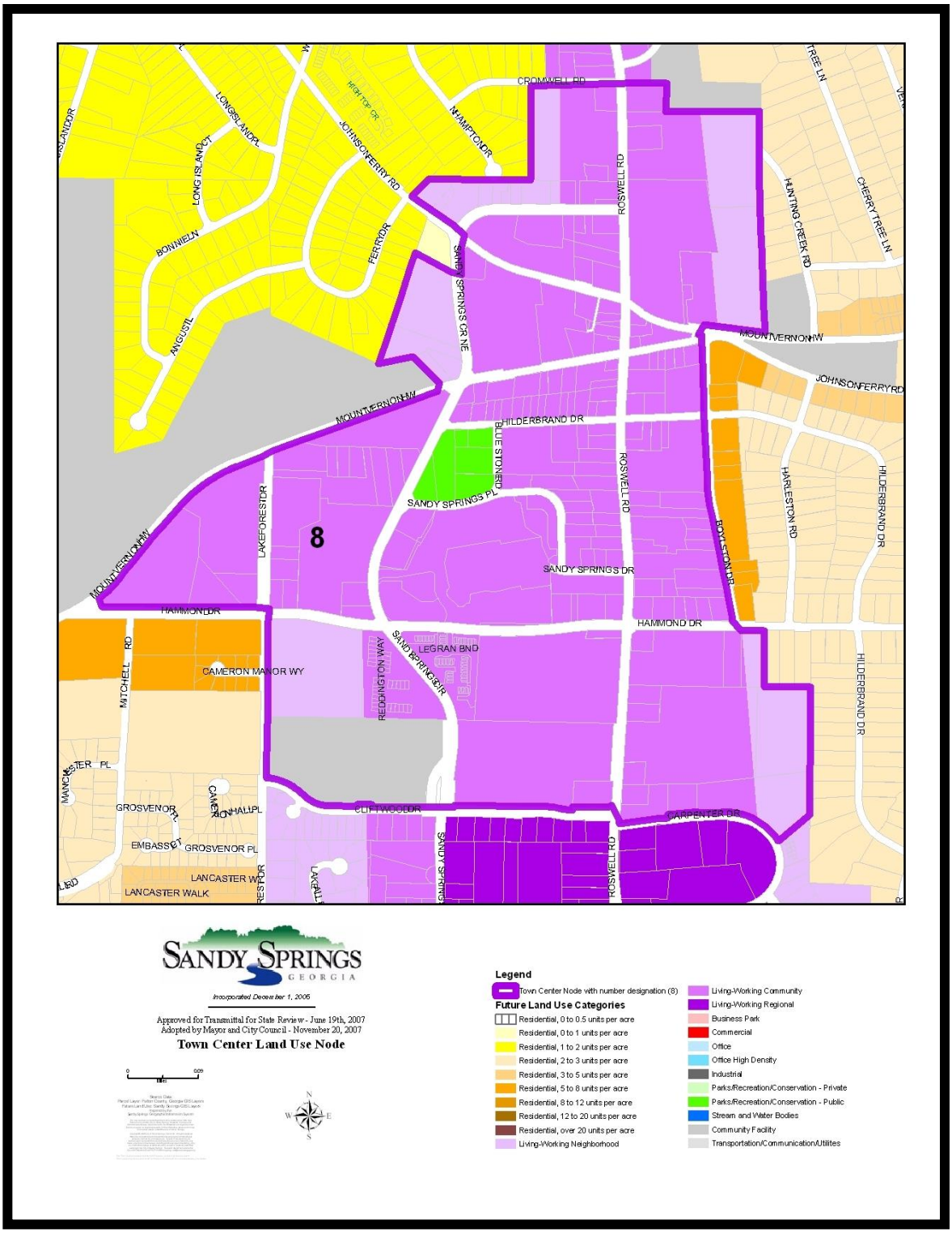
8. Town Center transition policy:

a. Development on the borders of the Town Center shall accommodate an appropriate transition to less intense development outside the area. Appropriate forms of transition shall include, but not be limited to:

    i. Utilizing less intense uses
    ii. Building heights, bulk, and architecture compatible with nearby developments
    iii. The use of green space and possible linear or pocket parks.

Map of Town Center Node 8 follows.

Node 8: Town Center



Node 9: Roswell Road and Vernon Woods Drive (Uptown)

Boundaries:

- Properties with frontage along Roswell Road, from the north side of Sandy Springs Circle to the south, to those properties immediately abutting the Abernathy Road/Roswell Road intersection on the north, but not including those properties.

Vision:

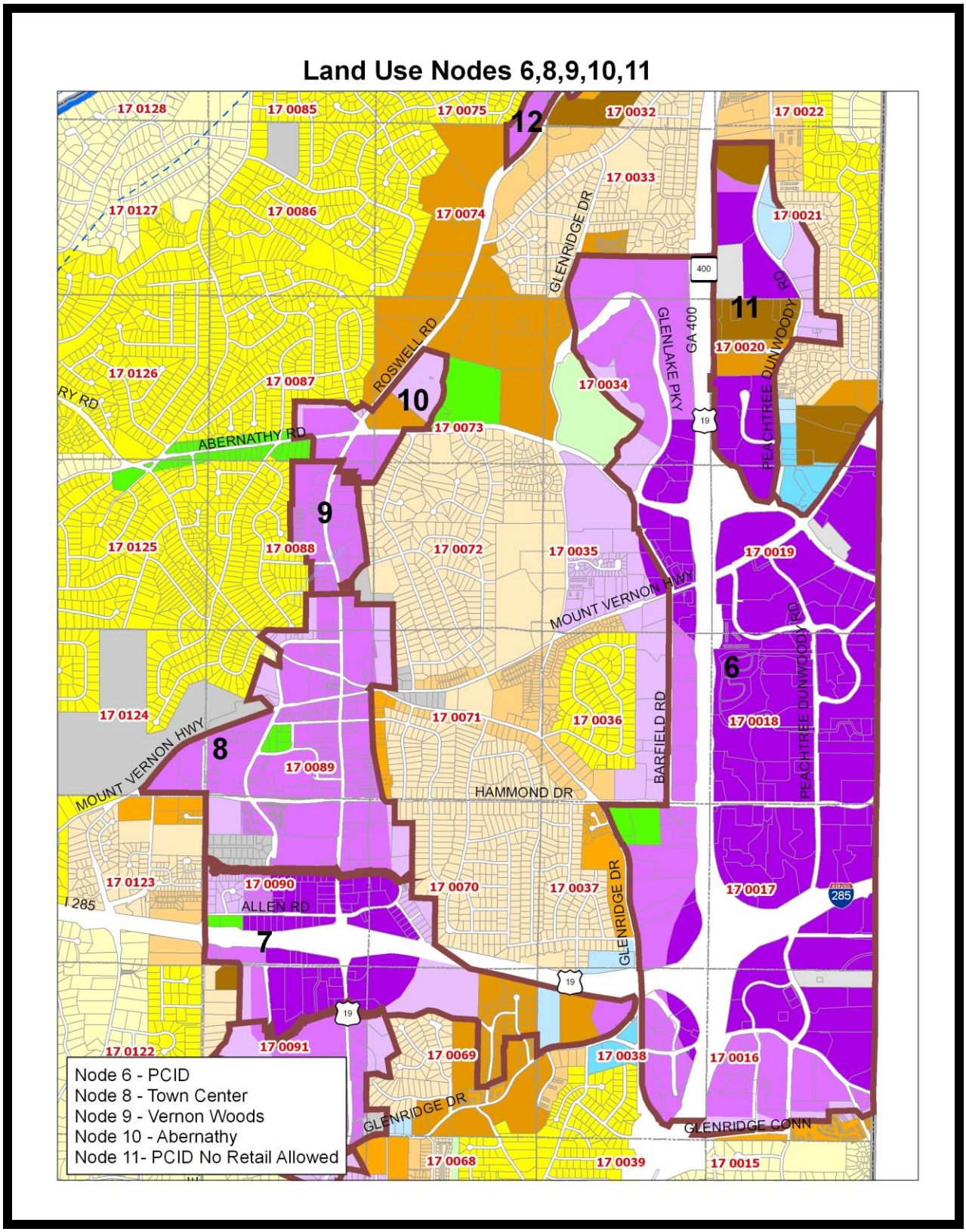
1. The area is characterized by narrow lots with frontage on Roswell Road.
2. The assemblage of multiple properties is not necessarily encouraged in this area; however, the elimination of individual curb cuts and increased interparcel access is supported.
3. The area should incorporate a mix of less dense office and residential uses; however, it is not necessary to develop both office and residential uses on a single parcel.

Guidelines and Policies:

1. Residential density should be 20 units per acre or less. Commercial and office densities should be 25,000 square feet per acre or less. There should be a maximum building height of four (4) stories. At least 10% of a site shall be maintained as open space.
2. An ability to achieve maximum densities should be supported by the elimination of consolidate of curb cuts, providing interparcel access, and meeting or exceeding recommended open space.

Map of Node 9 follows.

Node 9: Roswell Road and Vernon Woods Drive (Uptown)



Node 10: Intersection of Abernathy Road and Roswell Road

Boundaries:

- Properties located in the four (4) corners of the Abernathy Road and Roswell Road intersection, adjacent to the intersection.

Vision:

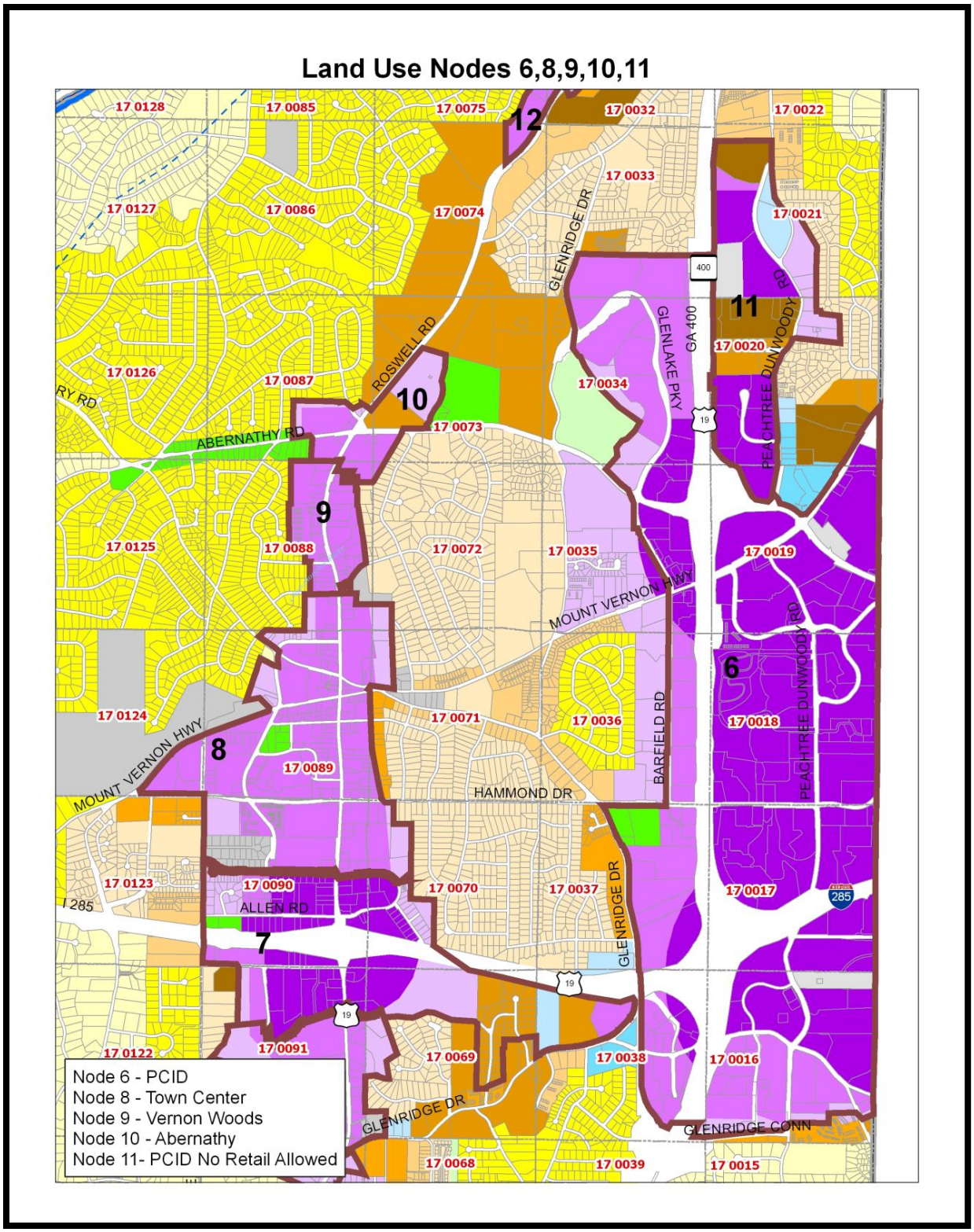
1. While the area is encouraged to be mixed use, high intensity retail should be the primary use in the node.
2. Properties in this area should establish both aesthetic and physical connections to the Abernathy Road Greenway.

Guidelines and Policies:

1. Residential density should be 20 units per acre, or less. Commercial and office densities should be 25,000 square feet per acre, or less. There should be a maximum building height of four (4) stories. At least 10% of a site shall be maintained as open space.
2. Projects should incorporate transitions to existing neighborhoods and greenways through reductions in height, the incorporation of less intense uses, the use of compatible architecture, the utilization of traditional or natural materials, and open and green space.
3. Developments are encouraged to link the greenway and Roswell Road within their developments through the use of trails, parks and way-finding signage.

Map of Node 10 follows.

Node 10: Intersection of Abernathy Road and Roswell Road



Node 11: Peachtree-Dunwoody Road, north of Abernathy

Boundaries:

- GA 400, Peachtree-Dunwoody Road, and some parcels on its east side to the north of Abernathy Road, Live-Work Neighborhood and office parcels.

Vision:

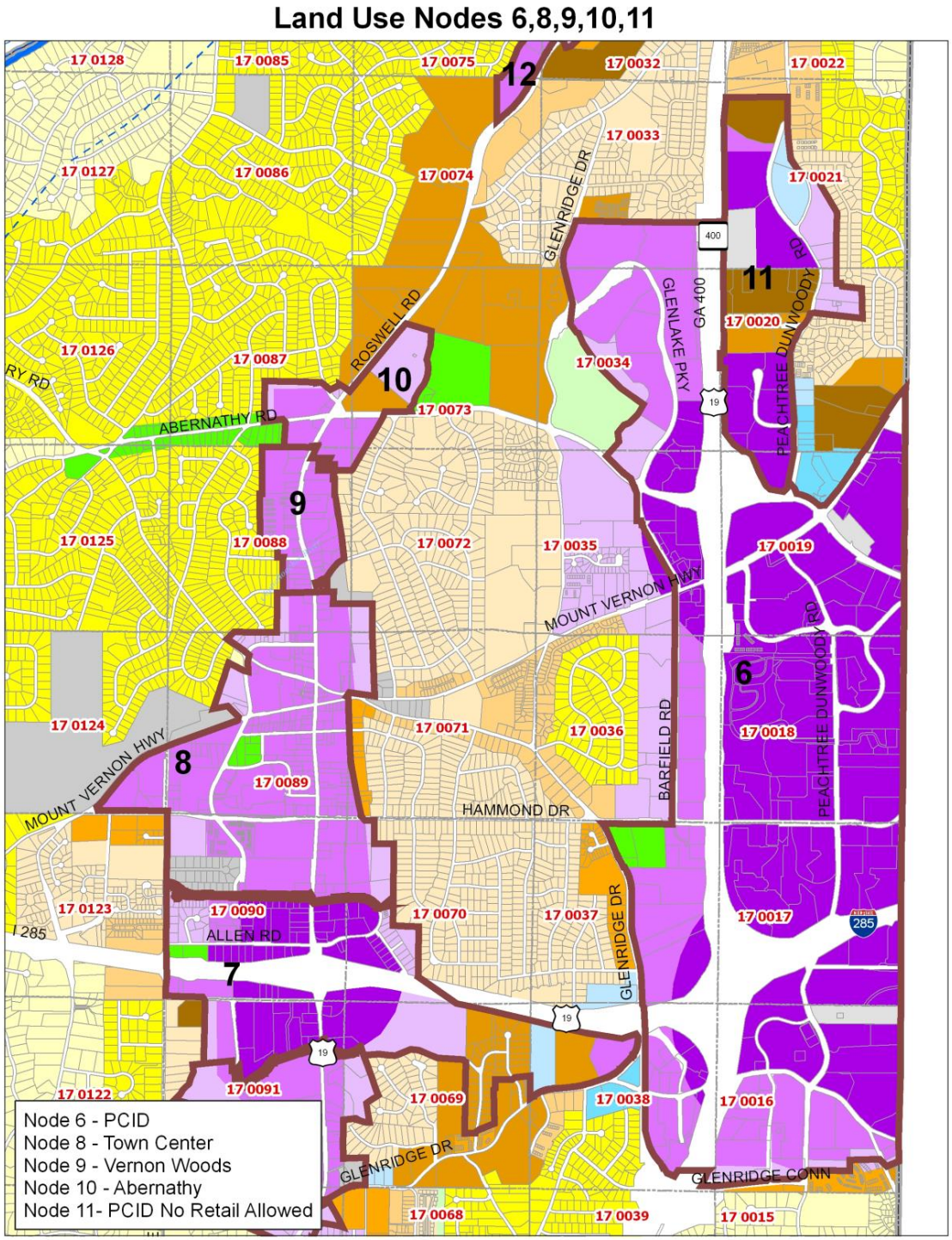
1. Parcels adjacent to the North Springs MARTA Station shall be developed consistent with the Live-Work and residential densities as shown on the adopted Future Land Use Map.
2. Preserve single-family neighborhoods and provide appropriate land use transitions.
3. Uses transition in density and intensity from Area #6 to the residential neighborhoods to the east and north.

Guidelines and Policies:

1. Residential densities shall be as shown on adopted Future Land Use Map.
2. Building heights shall be limited to six (6) stories and heights shall be measured from the centerline elevation of Peachtree-Dunwoody Road.
3. Building heights along this corridor shall be limited to four (4) stories next to owner-occupied, multifamily residences (i.e. townhomes and condominiums.
4. No retail uses are permitted in this area.
5. Greenspace requirements shall be as defined under the Live-Work land use categories described in Table 1.5.

Map of Node 11 follows.

Node 11: Peachtree-Dunwoody Road, north of Abernathy



Node 12: Roswell Road and Dalrymple Road Intersection

Boundaries:

- Properties with frontage along Roswell Road in the immediate proximity of the intersection of Roswell Road and Dalrymple Road.

Vision:

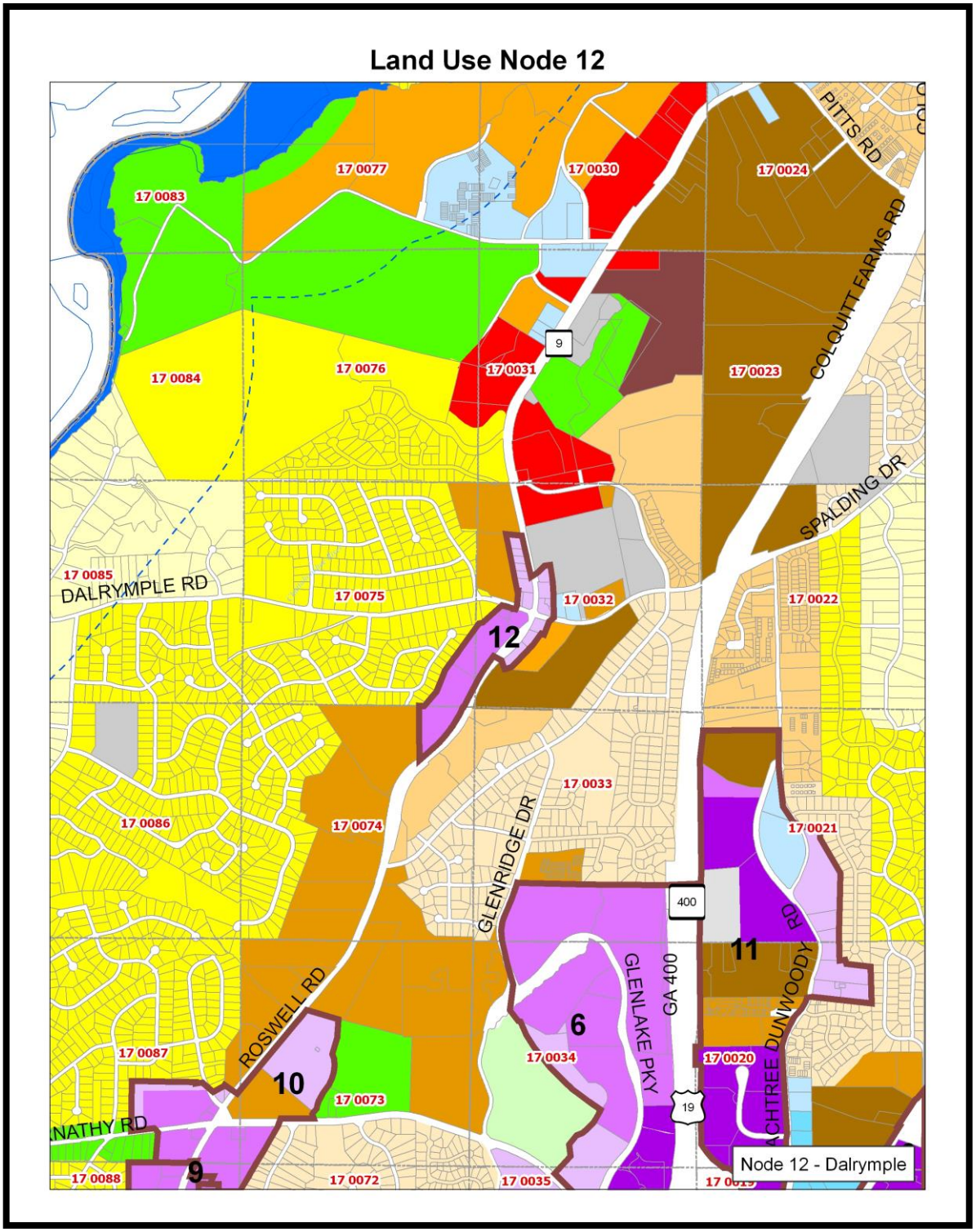
1. The area is currently characterized by both outdated retail establishments and vacant commercial structures. These properties provide a narrow strip of commercial development between Roswell Road and existing single family neighborhoods.
2. The assemblage of smaller lots should be encouraged to accommodate a more consistent character in terms of architecture and uses, and provide for an elimination or reduction of curb cuts along Roswell Road.
3. Projects should incorporate transitions to existing neighborhoods through reductions in height, the incorporation of less intense uses, the use of compatible architecture, the utilization of traditional or natural materials, and open and green space.
4. The development of businesses serving residents in the immediate area should be encouraged.

Guidelines and Policies:

1. Development on the southwest corner of the intersection should be limited to a residential density of twenty (20) units per acre, or less; commercial and office densities should be 25,000 square feet, or less; the maximum building height should be four (4) stories; at least 10% of a site shall be maintained as open space. Development of the other corners of the intersection shall be limited to a residential density of 5 units per acre, or less; commercial and office densities should be 10,000 square feet per acre, or less; there should be a maximum building height of two (2) stories.
2. Projects should incorporate transitions to existing neighborhoods through reductions in height, the incorporation of less intense uses, the use of compatible architecture, the utilization of traditional or natural materials, and open and green space.
3. An ability to achieve maximum densities should be supported by the elimination or consolidation of curb cuts along Roswell Road, the assemblage of smaller properties for redevelopment, and an appropriate transition to existing neighborhoods.

Map of Node 12 follows.

Node 12: Roswell Road and Dalrymple Road Intersection



Node 13: Roswell Road and Northridge Road Intersection

Boundaries:

- Properties with frontage along Roswell Road in the immediate proximity of the intersection of Roswell Road and Northridge Road.

Vision:

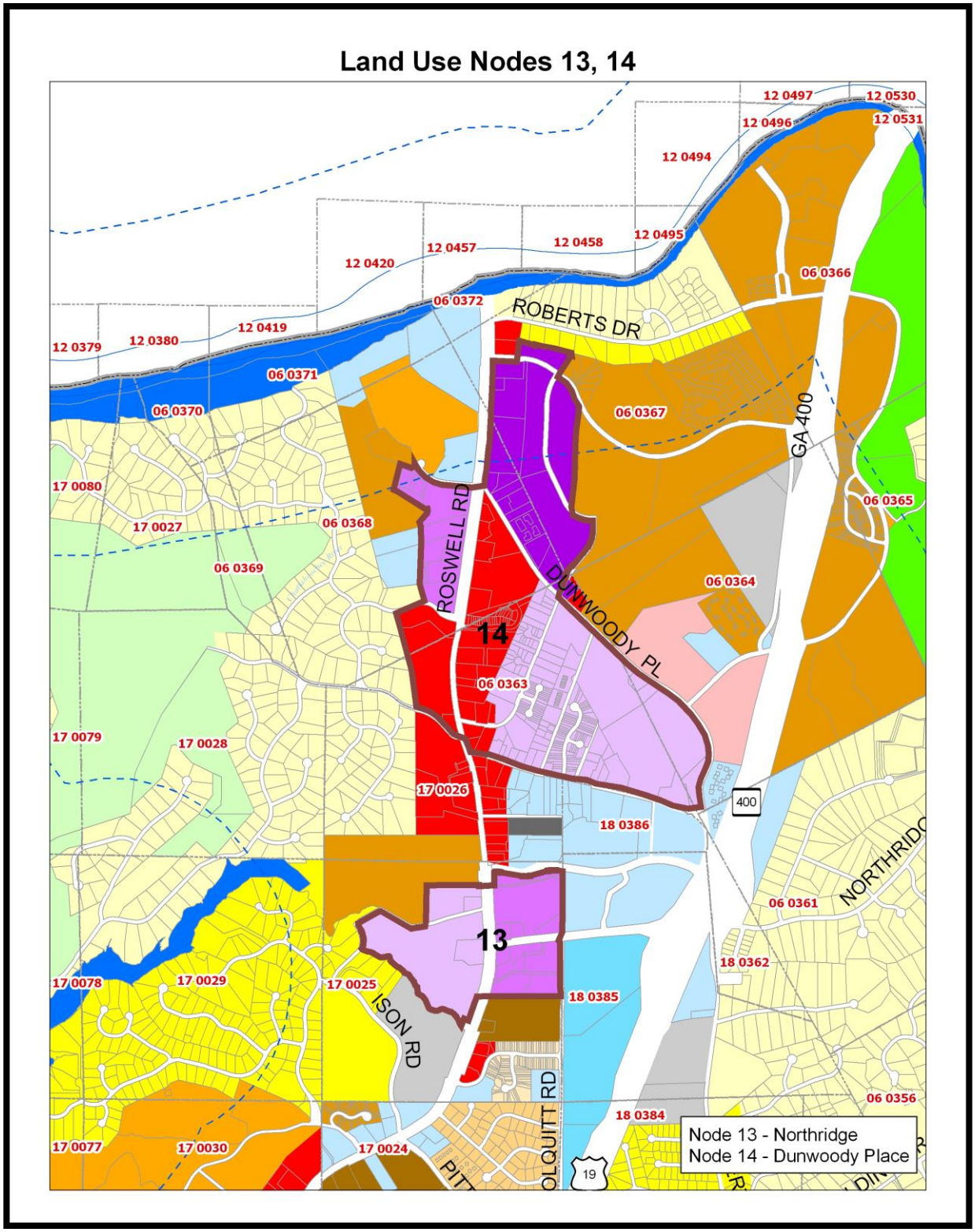
1. The area is currently characterized by automobile oriented commercial, offices, and multi family residential development.
2. The area should be developed with a mix of commercial, office, and residential uses, with consideration given to the proximity of the area to the GA-400 corridor and the possible need to continue to provide automobile oriented commercial businesses in keeping with redevelopment efforts.

Guidelines and Policies:

1. Development on the east side of Roswell Road at the intersection with Northridge shall be limited to a residential density of twenty (20) units per acre, or less; commercial and office densities should be 25,000 square feet, or less; the maximum building height should be four (4) stories; at least 10% of a site shall be maintained as open space. Development on the west side of Roswell Road at the intersection with Northridge Road shall be limited to a residential density of 5 units per acre, or less; commercial and office densities should be 10,000 square feet per acre, or less; there should be a maximum building height of two (2) stories.
2. Automobile oriented businesses shall be designed so as to not locate garages, fuel pumps and other service type operations adjacent to the intersection. Additionally, these types of uses shall be located in a manner so as to allow ease of access to and from GA-400.
3. Single-use developments in this area, especially office developments, should be discouraged. Accessory commercial uses should be incorporated into office developments to assist in limiting vehicular trips.

Map of Node 13 follows.

Node 13: Roswell Road and Northridge Road Intersection



Node 14: Northeast Corner of the Roswell Road and Dunwoody Place Intersection

Boundaries:

- Properties located on the northeast corner of the Roswell Road and Dunwoody Place intersection, including those properties confined within the boundaries of Roswell Road on the west, North River Parkway on the north, Winding River on the east (with some exceptions), and Dunwoody Place on the south.

Vision:

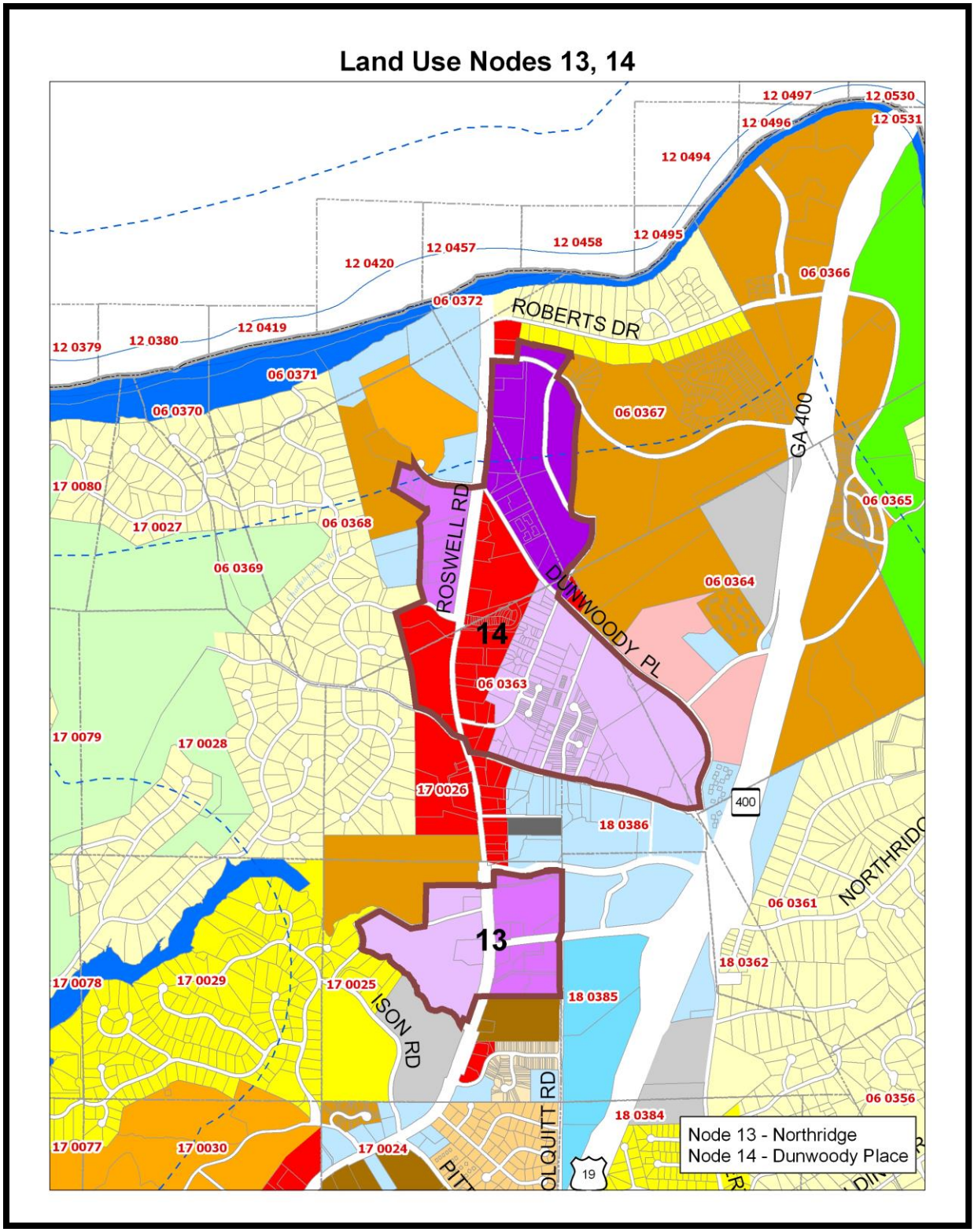
1. The majority of the existing development in the area is characterized by largely disjointed commercial and multi family residential development.
2. A mix of commercial, office and residential uses at a substantial density should be allowed to encourage redevelopment and to support the market of the northern portion of the City.
3. Consolidation of properties and the collective redevelopment of multiple properties should be encouraged in the area to perpetuate economic vitality, increased green space, and an improved transportation system.

Guidelines and Policies:

1. Residential density should be above 20 units per acre. Commercial and office densities should be above 25,000 square feet per acre. Building heights should be limited to 15 stories in this area. At least 30% of a site shall be maintained as open space. To further define this requirement, a minimum of 25% shall be green space, with the remaining 5% designated as open or green space.
2. Automobile oriented business shall be discouraged in this area.
3. An ability to achieve maximum densities should be supported by the assemblage of smaller properties, elimination or consolidation of curb cuts, providing interparcel access, and meeting or exceeding recommended open and green space standards.

Map of Node 14 follows.

Node 14: Northeast Corner of the Roswell Road and Dunwoody Place Intersection



Land Use Policies – Assemblages

1. Single-family Assemblages

    a. While the City of Sandy Springs recognizes the importance of its single-family neighborhoods, the City also recognizes that circumstances may arise through economic, inconsistent land use, and environmental constraints that may destabilize or render neighborhoods less viable under their existing development potential. During these times the assemblage and redevelopment of single-family residential lots and neighborhoods, resulting in increased density and/or changing uses, may be appropriate.

    b. The following criteria shall be used to determine whether the assemblage and redevelopment of single family lots is appropriate:

        i. The subject properties are isolated from adjacent and nearby residential districts due to non-residential development, major roads and other uses.

        ii. The subject properties could be redeveloped to serve as an intermediary development between less dense and denser areas.

        iii. Presence of natural barriers or the creation of buffers to separate the redeveloping area from adjacent and remaining neighborhoods.

        iv. Other changes in the character of the site and location which warrant redevelopment.

        v. Density or use changes shall not be considered unless 90% or more of the subject subdivision has been assembled.

        vi. Assemblages shall not be considered if remaining unassembled lots create inconsistencies and/or have no potential to be developed in a manner similar to assembled lots.

2. Multi-family Assemblages

    a. The redevelopment of obsolete and deteriorating multi-family properties should be encouraged in the City. Encouraging the redevelopment of these properties is necessary to maintaining a reliable and safe affordable housing stock within the City. Increased densities and streamlined processes should be considered to encourage these redevelopments.

    b. The following criteria shall be used to determine whether incentives should apply to these projects:

        i. The redevelopment incorporates a mix of detached and attached housing units, providing a better transition to abutting single-family developments.

ii. The project incorporates community amenities to serve resident populations. These may include, but not be limited to, parks, playgrounds and clubhouses.

iii. The proposal limits curb cuts along Roswell Road or eliminates access points if alternative means are available.

Land Use Policies for Other Specified Areas

1. **Johnson Ferry and Glenridge Area North of Hammond**: Properties fronting Johnson Ferry Road, Mount Vernon Highway and Glenridge Drive are appropriate for residential use in a density range of 3 to 5 units per acre; however, it is the policy of the City Council that any development proposals not exceed three (3) units per acre.

2. **Roswell Road Corridor:** Encourage the relocation of above ground utilities to underground locations or relocation to the rear of redeveloped parcels in the Live Work areas and along Roswell Road.

Livable Centers Initiatives (LCIs)

Sandy Springs has been the previous focus of LCI funds for investment studies and transportation projects located in its town center and other activity areas. Those LCI activities are as follows:

1. 2001 Recipient: Sandy Springs Revitalization, Inc. (SSRI)

   - Project Description: Focus of efforts was the town center. Process began in February 2001. Recommendations included recommended improvements to the transportation network and improved land use practices to improve the vitality of the business district.

   - Program Goals: Implement a the Regional Development Plan following the guidelines of the LCI program; identify guideline for the creation of a town center; prepare an integrated transportation and land use plan for this study area; Identify a wider range of housing choices appropriate for Sandy Springs; prepare urban design guidelines and identify fundable projects for implementation; and identify fundable project for implementation.

   - Program status: Study and analysis completed, policies developed, 5-year work program in place and essentially completed.

2. 2001 Recipient: Perimeter Community Improvement Districts

   - Project Description: Build consensus on a vision for the Perimeter area utilizing a comprehensive community planning approach; development of a Framework Plan to serve as a comprehensive future land use plan for the entire area; use plan to change Perimeter area from an office focused district to a mixed-use activity center; improve the jobs-housing balance, provide housing options for people currently commuting to Perimeter; develop and seek funding for proposed transportation

projects that support the goals for the LCI study; develop standards for open space, land use, zoning and other guidelines.

- Program Status: As of March 2005, 39 of 48 projects identified in 5-year Action Plan have been funded and currently in design phase, are under construction or are completed. Sandy Springs MARTA Station Area study completed. Public space standards completed.

3. 2007 Recipient: City of Sandy Springs

- Project Description: assess the defined LCI study area along Roswell Road from I-285 on the north to Meadowbrook Road to the south, Lake Forrest Drive to the west and Highpoint Road to the east. The study will include an assessment of the area's current land use patterns, transportation patterns and urban design elements. At a minimum the study will address the following:

  - ✓ 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;
  - ✓ Transportation demand reduction measures;
  - ✓ Internal mobility requirements (including safety and security for pedestrians), such as traffic calming, pedestrian circulation, transit circulation, and bicycle circulation;
  - ✓ Mixed-income housing, job/housing match and social issues. Continuity of local streets in study area and development of future transit circulation systems;
  - ✓ Connectivity of transportation system to other centers;
  - ✓ Community organization, management, promotion and economic restructuring to ensure implementation;
  - ✓ Stakeholder participation and support; and
  - ✓ Public and private investment policy.

- Program status: Study process is approximately 65% completed. Work is anticipated to be complete in March with a presentation of the study to the Sandy Springs Planning Commission and adoption by Mayor and City Council in April. A final public participation meeting is scheduled for February 25.

COMMUNITY FACILITIES AND SERVICES

General Policies

1. The City should consider locating public facilities in areas designated as Live-Work on the future land use plan map.

2. The City should consider locating public facilities within vacant commercial spaces, if economical and appropriate.

3. Identify, and capitalize on, opportunities for innovative public-private ventures in the arrangement, provision, and delivery of various City facilities and services.

4. Establish and maintain level-of-service and/or performance standards for all community facilities and services provided by the City.

Sanitary Sewer

1. Work with Fulton County to ensure adequate sanitary sewer capacity with emphasis on areas with failing septic systems.

2. Work closely with the Fulton County Department of Public Works to address infiltration and inflow problems in the sewer system.

Water

1. Ensure that residents, businesses, and institutions receive from applicable service providers safe, potable water of approved quality at reasonable cost.

2. Participate in water conservation planning by the county and region.

Solid Waste and Recycling

1. Encourage the efficient and effective collection of solid waste and recyclable and combustible materials.

2. Encourage availability of solid waste treatment and disposal facilities which meet regulatory requirements and are available to residents of the City when needed to meet projected needs during a ten-year planning horizon.

3. Encourage waste reduction techniques such as recycling and composting.

4. Implement the City's comprehensive solid waste management plan.

Police and Public Safety

1. Ensure that the police department has adequate personnel, equipment, and training.

2. Maintain a target officer to population ratio of at least 2 officers per 1,000 population, or as otherwise determined appropriate by the Police Chief.

3. Strive to uphold a less than 6 minute incident response time for priority one calls.

4. Promote community policing and crime prevention strategies.

5. Support drug education programs in the public schools.

6. Provide adequate jail space through intergovernmental agreements, or otherwise provide the most cost-effective method of temporarily housing prisoners.

Fire Protection

1. Ensure fire hydrants are installed along new public water lines per established City and Fire Department standards.

2. Work collaboratively with the City of Atlanta Water Department to ensure that target water flows necessary for firefighting meets established standards.

3. As per the Sandy Springs fire station location study completed in December 2006, add to the City's system of fire stations as the functional population increases (resident population plus employment). Subject to land availability, future fire stations should be carefully sited to provide optimum response times to the greatest number of municipal residents and businesses. Future fire stations should be sufficiently buffered from adjacent land uses, especially if located in residential areas.

4. Maintain or improve the City's current ISO rating.

5. Maintain adequate emergency medical service response times to all areas of the City.

Emergency Preparedness and Disaster Mitigation

1. Periodically review and revise the disaster preparedness and emergency management plans in conjunction with Fulton County.

2. Continuously maintain sufficient contingency reserve funds to restore quickly municipal facilities and services that are damaged or interrupted by catastrophe and/or adverse weather conditions (e.g., damage to buildings and streets, toxic waste spills, etc.).

Libraries

1. Strive to obtain, through the Atlanta-Fulton County Library System and other service providers, a level of service standard of 0.5 to 0.6 square feet of library space per resident.

Human and Social Services

1. Work cooperatively with non-profit agencies and Fulton County in meeting the human/social service needs of the City's residents.

2. It is the City's policy to ensure an equitable distribution of public facilities and services to the residents of Sandy Springs.

INTERGOVERNMENTAL COORDINATION POLICIES

1. Regional cooperation should be encouraged in setting priorities, identifying shared needs, and finding collaborative solutions, particularly where it is critical to success of a venture, such as protection of shared natural resources (Regional Cooperation QCO).

2. Coordinate local policies and regulations with regional policies.

3. Encourage Transit-oriented Development (TOD) adjacent to Metropolitan Atlanta Rapid Transit Authority (MARTA) facilities.

4. Sandy Springs should be a leader in the Atlanta region in terms of identifying, pursuing, and implementing best practices for intergovernmental coordination.

5. Resolve conflicts with other local governments through established mediation processes or other informal means.

6. Share information with all government entities.

7. Ensure that goals and implementation programs of the City's Comprehensive Plan are consistent with adopted coordination mechanisms and consistent with applicable regional and State programs.

8. Periodically assess existing intergovernmental agreements and develop new agreements as appropriate.

9. Cooperate with the Georgia Department of Transportation to improve the traffic safety operations, functions, and aesthetics of Roswell Road.

10. Amend as necessary, plans and regulations to continue to be consistent with the mandates and requirements of the Metropolitan North Georgia Water Planning District.

11. Periodically review and reassess mutual aid agreements for fire protection and revise as necessary.

RECREATION AND PARKS: PARK LAND

Goal

Sandy Springs should acquire vacant land that is suitable for park development, while using creative methods such as trail linkages, partnering and joint-use agreements to access additional acreage.

Objectives

1. Advance acquisition of recreation land should be a priority of elected officials.

2. Due to the large acreage deficit facing the city, it should be an objective to attain the lower end of the acreage standard by the year 2030.

3. The acquisition of land south of I-285, east of S.R. 400 and in the northeastern portions of the City should be a priority.

4. New parkland should be acquired at locations proximate to population concentrations and where there are compatible, adjacent land uses.

5. In order to meet recreational demand, the City should develop ways to afford access to adjacent parks such as Chastain Park, Brook Run Park, the Roswell recreation system, and portions of the adjacent Cobb County system as a means of "borrowing" park acres.

6. The City should endeavor to purchase larger, vacant parcels along the Chattahoochee River.

7. Land within proposed linear park corridors should be a priority for acquisition.

RECREATION AND PARKS: PARK IMPROVEMENTS AND DEVELOPMENT

Goal

To provide a wider range of recreational opportunities at existing parks and to develop new parks which, when completed will result in adequate geographic coverage and accessibility to all residents and age groups within the City of Sandy Springs.

Objectives

1. Existing neighborhood parks should be improved/expanded where feasible to serve a larger geographic area.

2. Due to the lack of large, contiguous tracts of land within the city, efforts should be made to meet future recreational demand by focusing on providing new neighborhood and community parks.

3. Investigate the feasibility of developing linear parks containing nodes of a size adequate to include facilities that will serve adjacent neighborhoods.

4. Enlist the assistance of the Sandy Springs Planning and Zoning Department to determine the future location of parks.

5. Improve park accessibility and visibility by implementing themed directional and entryway signage.

6. The City should be an active participant in the master planning of parks located in immediately adjacent jurisdictions and should map those locations in relation to its own boundaries and parks to facilitate this planning effort.

RECREATION AND PARKS: RECREATIONAL FACILITIES

Goal

To provide a broader range of active and passive facilities, affording residents additional indoor and outdoor recreational opportunities.

Objectives

1. Developing joint-use agreements with public and private schools as a means of accessing additional indoor and outdoor athletic facilities.

2. Increasing the number of athletic fields in a manner that is commensurate with meeting the needs of local athletic programs.

3. Developing recreation centers, community centers and multi-purpose indoor facilities that will include gymnasiums, classroom facilities and performing arts venues.

4. Entering into public/private partnerships that will facilitate the development of indoor facilities including aquatics, community centers and cultural amenities.

5. Incorporating walking trails at existing and future park sites.

6. Developing a community-wide multi-purpose trail system consisting of sidewalks, greenways and bikeways that will afford linkages to recreation sites, community activity centers and to adjacent recreation systems.

7. Providing additional passive use opportunities, including nature trails, interpretive areas and greenways.

8. Providing facilities to meet specific needs of population groups not presently served by recreation facilities such as special needs groups and seniors.

9. Developing adequate support facilities including parking, restrooms and concessions at existing and new parks.

RECREATION AND PARKS: RECREATION PROGRAMS

Goal

To provide an expanded range of program offerings and additional instructional personnel as necessary to meet the needs of all age groups.

Objectives

1. To provide a wider range of programs to those age groups presently underserved.

2. Adding indoor programs commensurate with the addition of recreation centers, community centers and other indoor facilities.

3. Provide cultural and performing arts programs for all age groups.

4. The Recreation and Parks Department will add program personnel as necessary to meet changing demand.

5. Expanding existing programs to include activities for special needs groups, mothers with very young children and older teens.

RECREATION AND PARKS: GREENWAYS, TRAILS AND LINKAGES

Goal

Greenways, trails and linkages will be promoted as a means of enhancing the recreational experience of Sandy Springs residents, and to provide connectivity to other recreation facilities of significance.

Objectives

1. Utilize the linear park concept to connect existing parks, unique recreational resources, activity centers and to afford linkages to parks and recreational facilities in adjacent jurisdictions.

2. Accelerate development of the Abernathy Greenway, eventually extending it to the easternmost corporate limits.

3. Place a high priority on development of the Marsh Creek Greenway and the Morgan Falls Greenway.

4. Develop connections to Cobb County recreation sites via a pedestrian bridge at the Great Park, to the Roswell Trails System via a pedestrian link at Roswell Road or at S. R. 400.

5. Provide trail/sidewalk connections to Chastain Park and to Brook Run Park in DeKalb County.

6. Develop trail linkages between city parks and facilities and the NPS CRNRA units.

RECREATION AND PARKS: PARTNERING AND JOINT-USE

Goal

The City of Sandy Springs will endeavor to enter into formal agreements that will allow for expansion of the recreation system to include athletic facilities, indoor facilities and open space, as appropriate.

Objectives

1. Implementation of a joint-use agreement with the Fulton County school system that will afford access to school recreation areas throughout the city.

2. Developing a joint-use agreement with those private schools within the city that possess recreational resources that could meet a portion of resident demand.

3. Working with organizations such as the YMCA to obtain access to soccer fields.

4. Entering into public/private agreements with large corporations such as UPS to facilitate linkages to private recreational resources.

5. Working in concert with the NPS to secure improved access to units of the CRNRA.

6. Establishing agreements for joint-use of recreational facilities in the City of Roswell, Cobb County, the City of Atlanta and DeKalb County.

RECREATION AND PARKS: MAINTENANCE

Goal

To provide a level of system-wide maintenance that will result in superior operation of existing and future parks, recreation facilities and support facilities.

Objective

1. Maintenance facilities should be constructed at larger city parks, and at new parks in order to de-centralize the maintenance function, which will reduce costs.

2. Maintenance staff will be added in a manner commensurate with expansion of the recreation system.

3. Supervisory maintenance personnel will receive training and obtain appropriate certifications in their specific disciplines.

4. A maintenance program for support facilities (restrooms, concessions and parking) will be implemented.

5. The Recreation and Parks Department will investigate the feasibility of privatizing future maintenance functions as appropriate.

RECREATION AND PARKS: FINANCING MECHANISMS

Goal

To identify and implement a range of permanent funding mechanisms that will enable the City to make necessary improvements to the recreation system throughout the duration of the planning period.

Objective

1. Establishing and maintaining permanent funding sources throughout the planning period.

2. Considering implementation of impact fees, bonds and a dedicated millage as permanent funding vehicles.

3. Leveraging local funds where possible with Federal and State grant programs such as the Land & Water Conservation Fund, the Recreational Trails Program and the Georgia Land Conservation Partnership.

4. Seeking annual donations from large businesses and industry.

5. Pursuing foundation grants from large donors having a history of providing funds for community improvements.

TRANSPORTATION

Transportation is a key infrastructure component affecting the City of Sandy Springs. Transportation is driven by land use and is related to other infrastructure needs. The Comprehensive Plan Transportation Element describes the transportation planning context, presents recommended Policies to address identified needs, and defines a five year plan of programs and projects to address long-range policies.

TRANSPORTATION PLANNING CONTEXT

The transportation system cannot be isolated from its environment. The physical environment and community directly influence transportation needs. In addition, these factors both constrain and provide opportunities for transportation systems to address travel needs. For example, the Chattahoochee River corridor constrains possible connections into neighboring Cobb County, focusing traffic along the Johnson Ferry Road corridor. Conversely, a redeveloping downtown area can provide density and infrastructure to better support walking and transit use, a transportation system opportunity. The unique characteristics and location of Sandy Springs within the Atlanta Region (refer to Figure T1) define the community context. In order to support the travel needs of the community, transportation facilities must be planned that build on and support the community defined context.

The transportation network within Sandy Springs is shown in Figure T2. Located in a growing area of the Atlanta Region, Sandy Springs must accommodate a variety of travel needs:

- First, residents must be able to travel within the community to satisfy their daily needs. The quality and ease of use for these trips is directly related to perceptions of quality of life. When congestion from longer trips affects local trip making, it is often perceived as a much greater impact than when the same disruption affects a commuter trip.

- Second, people traveling to and from Sandy Springs must be able to travel efficiently. Although it is desirable to maximize the interaction between land uses so that many activities can be handled within Sandy Springs, it is important to provide efficient travel routes to and from the City for the many residents and businesses that rely on regular travel outside the City.

- Third, traffic traveling around the region must be able to pass through Sandy Springs with minimal impact to the community. Sandy Springs contains three major transportation corridors which are vital to mobility throughout the Atlanta Region (I-285, SR 400, and the MARTA north-south rail line). The proximity of these major transportation corridors provides benefits to the City by facilitating travel to/from the City and providing regional access needed to support businesses. However, this proximity also contributes additional traffic that passes through Sandy Springs. One type of through traffic results from the need for residents of neighboring communities to travel across Sandy Springs to access the regional corridors. Other through traffic results from trips that are diverted to avoid congestion that is present on the major regional facilities.

In order to be effective, transportation planning in Sandy Springs must build on community values and be supportive of local land use driven travel needs. Effective transportation planning must also seek to minimize the negative effects that result from outside pressures on the transportation infrastructure within the City.

RELATED PLANS AND PROGRAMS

The Comprehensive Plan provides a blueprint to guide the City's growth and infrastructure development based on community needs and opportunities. This plan will be implemented in conjunction with related plans and programs, many addressing overlapping or complementary issues. The following is a summary of related transportation plans and programs that both affect and are shaped by the implementation of the Sandy Springs Comprehensive Plan.

Sandy Springs Transportation Master Plan

In conjunction with development of the Comprehensive Plan, the City of Sandy Springs is preparing a multimodal transportation master plan that examines potential transportation improvements in detail and provides recommendations through year 2035. This plan is prepared based on future land use resulting from the Comprehensive Plan recommendations. Further, the Transportation Master Plan will build on policies and guiding principles developed in the comprehensive planning process.

Regional Transportation Plans and Programs

As the Atlanta Region's federally-designated Metropolitan Planning Organization (MPO), the Atlanta Regional Commission (ARC) develops transportation plans and policies for the Atlanta Region. ARC's two primary transportation programming documents are the long-range **Regional Transportation Plan (RTP)** and the short-range **Transportation Improvement Program (TIP)**. These documents include a balanced mix of transportation projects related to all modes and system elements, including roadways, bridges, transit, and bicycle and pedestrian facilities. Consideration is also given to safety, transportation demand management and air quality.

By federal law, the RTP must cover a minimum planning horizon of 20 years and be updated every four years in areas such as Atlanta which do not meet federal air quality standards. The current RTP is called *Mobility 2030*, while the next plan, *Envision6*, is slated for adoption by the ARC Board in 2007. *Envision6* integrates land use, transportation and water planning and will cover the years through 2030.

It is through the short-term TIP that federal funds are allocated for construction of those projects considered as the region's highest priorities. ARC's goal is to update the TIP annually, while updates are required every three years. Drawn from the shortest term projects in the RTP, TIP projects must be financially constrained and air quality conforming. The current six-year TIP covers fiscal years 2006-2011, and development of the 2008-2013 TIP is underway. The current TIP projects are shown in Figure T3 and listed in Table T1 while the longer range RTP projects are shown in Figure T4 and listed in Table T2.

State Transportation Plans and Programs

GDOT produces the **State Transportation Improvement Program (STIP)** annually as a requirement for receiving federal transportation project funds. A three-year multimodal program, the STIP includes highway, bridge, bicycle, pedestrian, safety, transportation enhancement and public transportation projects. The STIP contains all highway, public transit, and multimodal projects proposed for federal funding, as well as non-federally funded regionally significant transportation projects. All projects within the Atlanta Region are developed by ARC (the MPO) as part of its RTP/TIP process, with the approved TIP included in the STIP without modification. The current STIP covers fiscal years 2007-2009.

Introduced by Governor Perdue in 2004, the **Fast Forward Congestion Relief Program** aims to address congestion relief through a comprehensive 6-year, $15.5 billion transportation program. By accelerating existing projects offering congestion relief and economic growth, the program includes projects for additional capacity on highways as well as improvements to make the existing highway operate more efficiently. GDOT selected projects from within the STIP and CWP (Construction Work Program) that offer the most immediate benefits for congestion relief and additional capacity. Identified short-term projects include ITS, HERO expansion, ramp metering expansion, and signal timing and synchronization upgrades. Long term congestion relief projects include expansion of HOV lanes and implementation of new transit corridors. Improvements to Interstate capacity will also stimulate economic development statewide. The program will help accelerate more than $500 million of congestion relief and improvements in the most congested corridors of the state – GA 400 and I-285. An important component of this program is projects to provide a means for crossing and accessing the freeway network. This includes the Perimeter Center Parkway Bridge and the Hammond Drive ramp project to be implemented as a part of GDOT's SR 400 collector-distributor road project from I-285 to Spalding Drive.

In addition to the fast forward program, Governor Perdue also began two other transportation and congestion related initiatives. The Regional Traffic Operations Task Force is focused on expediting traffic operational projects, promoting efficient intersection and signal system operations, and fostering coordination between jurisdictions when signal systems cross boundaries.

The multi-agency Congestion Mitigation Task Force aims to cost effectively reduce congestion in the metro Atlanta air quality nonattainment area. The task force is comprised of board members of the Atlanta Regional Commission, the Georgia Department of Transportation, the Georgia Regional Transportation Authority and board representatives from the State Road & Tollway Authority. At the final meeting in December, 2006, three recommendations were approved:

- The Task Force recommends refining the current project selection process for the financially constrained, Atlanta Regional Transportation Plan to increase the weighting of the congestion factor to 70%.

- The Task Force recommends that all four agencies develop and implement a technically consistent and transparent methodology for benefit/cost analysis.

- The Task Force recommends the Travel Time Index be used to measure improvement in congestion. The Task Force recommends a regional Travel Time Index goal of 1.35 by 2030 for the Atlanta non-attainment area.

Task Force recommendations and the final report were forwarded to Governor Perdue.

Unified Planning Work Program

In all metropolitan regions over 50,000 persons, the MPO is responsible for the development of a Unified Planning Work Program (UPWP), in cooperation with the state and operators of publicly owned transit. The UPWP is an instrument for coordinating transportation and comprehensive planning in the metropolitan region to broaden MPO awareness of activities and plans that impact surface transportation. It also helps ensure that planned improvements are based on a common set of existing conditions and forecasts coordinating all key decisions affecting growth and development among partner agencies. As the MPO for the Atlanta region, it is the responsibility of ARC to develop and maintain the UPWP for the 18-county planning area. The UPWP is developed annually through a cooperative process with the transportation planning partners in the Atlanta Region, including ARC, GDOT, the Environmental Protection Division (EPD) of the Georgia Department of Natural Resources (DNR), the Georgia Regional Transportation Authority (GRTA), MARTA and ARC's member governments, including local government transit providers.

Livable Centers Initiative

Livable Centers Initiative (LCI) is the program sponsored by the Atlanta Regional Commission that promotes quality growth in the region by providing funds that create more opportunities for mobility and livability within existing employment areas. At Perimeter, LCI grants are used to create activity centers within the Fulton and DeKalb Perimeter areas that support the “smart growth” concept of live, work and play in the community. The PCIDs have successfully obtained over $6 million in LCI grant funds. Prior to incorporation as a City, the Sandy Springs community participated in an LCI study that included the area along Rowell Road from south of Glenridge Drive and north of Abernathy Road. The study area extended east to Glenridge Drive/Glenlake Parkway and west to beyond Lake Forest Drive / Johnson Ferry Road. This study resulted in many of the streetscape projects that are being implemented in the emerging town center north of I-285. This was followed by an LCI funded study for expanding the grid network in this same area of the City. A follow-up to the LCI was also performed in 2005, entitled Sandy Springs Central Business District Economic Analysis and Redevelopment Strategy, which examined potential redevelopment in the town center area. Recently, the City of Sandy Springs has received a grant to perform an LCI study along Roswell Road from I-285 to the City of Atlanta. This will allow a detailed transportation and land use study of this critical area of the City.

Community Improvement District Plans for Transportation

The Perimeter Community Improvement Districts (PCID) is a quasi-governmental entity made up of the Fulton and DeKalb Perimeter CIDs and comprised of private commercial properties zoned as Office/Industrial and Retail properties. The City of Sandy Springs is within the Fulton PCID, which is generally described as the commercial property located east of Barfield Road, north of the Glenridge Connector, west of the DeKalb/Fulton County line and south of the North

Springs MARTA station. A self-taxing district, PCID uses additional property tax dollars to help accelerate transportation and infrastructure improvement projects, such as environmental and engineering feasibility studies, funding new construction projects, upgrades to already funded projects, maintaining existing transportation features, and direct spending (traffic control officers). By implementing vital transportation enhancements coupled with land use and zoning strategies, PCID will enhance mobility and improve access to the Perimeter activity center.

PCID provides a private partnership tool to commit additional revenues to assist local and state governments and agencies, to unite other private business interests around a project and to increase the resources available for design and construction to accelerate projects. Currently, PCID is leveraging its investment of $16 million to match GDOT and federal funding sources. Figure T5 shows Perimeter CID improvement plans within the City of Sandy Springs.

Transportation Improvements in City's Capital Improvement Plan

The City of Sandy Springs is actively pursuing projects included in the RTP and TIP, as well as local improvements through the City's Capital Improvement Plan. Figure T6 shows the current Capital Improvement Projects as of November 26, 2006. This plan currently includes 26 transportation projects for enhancing travel by automobile, bicycle, and pedestrian modes. The 2007 plan under consideration includes 29 projects and 5 ongoing transportation programs.

SUMMARY OF TRANSPORTATION NEEDS ASSESSMENT

The needs assessment document was prepared as an initial part of the comprehensive planning process. The needs assessment allowed the study team to determine the deficiencies within the transportation network for both the current year and future horizon year (2030). The following paragraphs provide a summary of the needs analysis results for various types of transportation.

Roadway Capacity and Safety

The following is a summary of roadway capacity and safety needs:

- Examine roadway functional classification and its relationship to service of adjacent land use and alternative travel modes.
- Improve operation of critical intersections along roadways identified as congested in future years.
- Enhance traffic flow and pedestrian crossing capabilities along Roswell Road from I-285 through Abernathy Road, in the traditional Sandy Springs business core.
- Enhance capacity of roadways identified as congested in future years.
- Manage access points along arterial corridors to ensure throughput capacity is preserved.
- Identify appropriate parallel routes and connections to reduce local trip loading on the arterial roadway network.
- Improve freeway access through capacity and operational enhancement of congested interchanges.
- Improve I-285 and SR 400 corridors so that capacity constraints on these major facilities do not shift traffic to the City roadway network.
- Improve safety along roads with high crash rates.
- Focus pedestrian safety improvements along Roswell Road.

- Maintain and improve existing infrastructure to preserve the existing transportation network.

Congestion related needs are important to note, because these needs typically require significant investment to address. Figure T7 shows the congestion management facilities identified in the Atlanta Regional Congestion Management System (CMS). Figure T8 provides a longer range look at congestion, indicating the year 2030 Daily traffic congestion based on the results of the regional travel demand model.

Transit

The following is a summary of transit related needs:

- Provide travel time benefits for bus service along key corridors to encourage commute riders.
- Increase bus frequency to encourage new ridership along routes through congested areas.
- Provide an effective feeder network for service to MARTA rail stations.
- Incorporate walkable communities and transit oriented development near MARTA rail stations.
- Examine local circulation routes within walkable activity centers to link MARTA Rail with walkable areas.
- Examine applicability of BRT or other premium transit service in Sandy Springs.

Pedestrian

The following is a summary of pedestrian related needs, including needs for walking along and crossing roads:

- Provide safe and efficient connections between neighborhoods and community facilities, such as schools, libraries, and parks.
- Provide sidewalks in activity centers of sufficient width and separation from traffic to encourage pedestrian movement.
- Combine pedestrian and transit circulator strategies to provide for local trip making within activity centers.
- Implement safe and ADA compliant pedestrian connections to transit to provide a means of access to bus and rail routes.
- Enhance walkability within transit oriented areas through implementation of pedestrian routes.

Bicycle

The following is a summary of bicycle related needs:

- Provide safe and efficient connection for bicycles, as well as pedestrians, between neighborhoods and community facilities, such as schools, libraries, and parks.
- Provide facilities to accommodate longer distance travel and connectivity to important recreational resources along the Chattahoochee River.
- Develop an off-road trail system to accommodate recreational use and park access for users not comfortable with travel in mixed traffic.

- Provide bike access to employment centers and MARTA for commuter use.
- Develop bike routes and facilities to make cycling a viable mode within walkable activity centers.
- Enhance safety of bicycle travel through development of appropriate facilities and standardized intersection and trail crossing treatments.

Railroad, Trucking, Port Facility, and Airport

The following is a summary of railroad, trucking, port facility, and airport related needs:

- Accommodate railroad and port facility access via I-285 and SR 400 and coordinate with regional and statewide efforts.
- Maintain truck movement through Sandy Springs along I-285 and SR 400.
- Maintain local truck routes and prohibitions to allow service to businesses without impacting local streets.
- Provide efficient access to MARTA rail stations for use in passenger access to Hartsfield Jackson International Airport.
- Provide adequate long term parking to facilitate use of MARTA for passenger access to Hartsfield Jackson International Airport.
- Recognize transit circulation needs in Sandy Springs to facilitate use of MARTA for passenger access from Hartsfield Jackson International Airport.

TRANSPORTATION POLICIES AND GUIDING PRINCIPLES

The top ten list of issues and opportunities were determined during the needs assessment based on input from the CAC transportation subcommittee and City staff. Potential improvements to address the identified issues were considered in developing the Community Agenda. In addition to these issues and opportunities related to mobility, safety, connectivity, and availability of various travel modes, preservation of the existing infrastructure was identified as a critical challenge to be faced by the City of Sandy Springs.

Transportation Policies

A safe and efficient transportation system is key to a vital community that supports established neighborhoods and provides an attractive location for businesses. Traffic congestion and spillover of through traffic to residential areas are characteristics of a strained transportation system that can negatively impact quality of life in a community. Below are eleven transportation policies developed through coordination with the CAC that are intended to direct the focus of future transportation investment in the City. Also note that these policies are not listed in priority ranking. Each is considered equally important to creating an effective transportation network for Sandy Springs.

Policy 1: ***Improve traffic signal operations and intersection safety.*** Traffic signal operations control movements at intersections, where through movement capacity is most limited. An optimally timed and coordinated signal system can significantly reduce travel delay and stops along a corridor. Intersection safety is also important, as intersections typically have more conflict points and experience more crashes than roadway segments. Improvements to reduce conflicts and enhance driver expectancy can reduce crash frequency and severity.

Policy 2: ***Reduce traffic congestion at "hot spots."*** Traffic congestion along arterials typically occurs where two major roads cross, limiting the available green time for each road. Reducing congestion at these "hot spots" can reduce overall travel time.

Policy 3: ***Consider mobility needs that first address local travel within Sandy Springs, then travel to/from the City, with final consideration given to traffic passing through Sandy Springs.*** People travel along the streets of Sandy Springs for a variety of trip purposes. Local trips satisfy needs within communities and between neighborhoods and commercial areas. In order to preserve the neighborhoods and local community, travel within the City should be given the top priority. Trips to and from Sandy Springs are made by those who work elsewhere and/or those who choose to satisfy a portion of their shopping and recreation outside the City. These trips should be given the next priority providing and operating the transportation system. Longer distance trips through Sandy Springs are made by those who must pass through the City to travel between home and employment or major transportation corridors, such as I-285, SR 400, or Marta Rail. These longer trips should be accommodated to the extent that they do not result in severe congestion along the roadway network.

Policy 4: ***Provide a grid system of streets within downtown and elsewhere to disperse traffic over several roads.*** Connectivity of the roadway network can provide additional options for travel in congested areas. A well developed grid allows dispersion of traffic over several roads. Over time, the various routes tend towards providing similar travel time. In a less comprehensive fashion, additional roadway connections can provide multiple paths for travelers to use in accessing the main roadway, reducing congestion at critical intersections. It can also provide an alternative to travel on congested arterials for those making local trips to destinations along a busy arterial corridor.

Policy 5: ***Provide additional opportunities for transit use along key corridors and in downtown and support extension of regional rail transit north along SR 400 corridor.*** Transit is a key component to providing travel alternatives to the automobile. Frequent local transit service can provide an extension to the walking environment for travel within activity areas. Other local trips can feed activity areas so that users can avoid activity center parking and congestion. Longer distance transit trips can provide higher speed access to nearby and distant activity areas. Transit availability and frequency of service are two important factors in attracting riders as an alternative to automobile travel. In addition to local transit service, expansion of the regional rail transit line north along SR 400 provides additional transportation capacity along this corridor, reducing the need for regional traffic to travel on roads through the City of Sandy Springs.

Policy 6: ***Incorporate Bus Rapid Transit or other premium transit (such as express bus with signal pre-emption or queue jumping technology) along key routes.*** Transit along local streets is subject to the same traffic delays as automobiles, limiting its potential effectiveness in saving time for travelers. Incorporation of Bus Rapid Transit (BRT) or other premium transit options in

Sandy Springs can provide travel time advantages along key routes. These travel time savings are critical to encouraging people to park their cars and utilize transit.

Policy 7: ***Ensure an adequate parking supply in downtown.*** As activity centers grow, satisfying parking needs is important to maintain the viability and attractiveness of the activity centers. Excess parking can lead activity center users to make frequent short trips via automobile within the activity center, limiting the effectiveness of pedestrian, bicycle, and transit modes. Limited parking can cause increases in traffic congestion, as drivers must circle the area multiple times to find a place to park. Satisfying parking needs should take both ends of the spectrum into account to ensure adequate parking is provided in downtown.

Policy 8: ***Provide traffic calming at appropriate locations and designate routes for truck prohibition where needed.*** The residential neighborhoods were identified as one of the City's primary assets in discussions with the Citizen's Advisory Committee. Preserving the integrity and safety within the neighborhoods is critical to the future of Sandy Springs. Traffic calming has been used effectively in many communities within the Atlanta region to enhance safety along residential streets. Although many potential traffic calming techniques have been employed throughout the United States, speed humps are the most common element for residential speed control in the Atlanta area. The advantage of traffic calming is that it can provide control of speeds without reducing connectivity, as would be the case with a road closure.

Policy 9: ***Improve sidewalks and bicycle routes to provide alternative travel options with emphasis on connections to parks, green space, and the central business district.*** Sidewalks and bicycle routes are critical transportation infrastructure elements necessary for providing alternative travel options to the automobile. Providing connectivity to parks, green space, schools, and the central business district is an important use of the pedestrian and bicycle network. Additional connectivity to key transit facilities/routes and activity centers is another critical area for reducing the need for automobile travel.

Policy 10: ***Reduce direct vehicular access from parcels to congested arterials to improve safety by limiting crash potential.*** Providing access to adjacent properties is one of the primary purposes of a road. However, when the road is a congested urban arterial such as Roswell Road, frequent parcel by parcel access can degrade operations due to the friction of turning vehicles and can provide extra conflict points, increasing crash potential. Effective management of access points can preserve through capacity along arterials. However, careful planning of access for key areas is critical to avoid impacts to properties.

Policy 11: ***Pursue functional improvement of the Roswell Road at I-285 Interchange as a high priority.*** The Roswell Road interchange with I-285 is a critical access point to the City from the I-285 and SR 400 corridors. This interchange provides a gateway into downtown Roswell, where future redevelopment is expected to reshape the area and increase development density increasing the reliance on this key interchange.

Guiding Principles

The policies which guide future transportation investments are supported by projects included in the five year work program. These improvements are grouped into categories based on six guiding principles, as described below. Figure T9 shows the relationship between the guiding principles and the Comprehensive Plan Transportation Policies.

A. ***Provide for efficient use of existing infrastructure (system preservation).*** Efficient use of existing infrastructure is important to allow the City to maximize its existing investment prior to spending additional money. This category includes projects to use the signal systems effectively, develop access management and examine functional classifications, as well as repaving streets.

B. ***Improve congestion "bottlenecks" and "hot spots."*** Congested areas often constrain the overall capacity along a road, creating "bottlenecks". Areas experiencing frequent recurring congestion are considered "hot spots". This category of improvements includes reconstruction of critical interchanges throughout the City. It also includes operational and capacity upgrades at intersections.

C. ***Park once and circulate in downtown Sandy Springs via transit and pedestrian modes.*** The use of alternative travel modes for local trip making, including pedestrian travel, is critical to reducing dependence on the automobile. This category includes pedestrian enhancements, conceptual design for a transit circulator and express bus service, as well as key improvements to create a defined grid network in downtown Sandy Springs.

D. ***Provide for future travel demand.*** Roadway capacity improvements allow the movement of people and goods over longer distances more quickly. This category contains roadway capacity improvements, including widening of key corridors within the City.

E. ***Promote pedestrian and bicycle travel modes for access to parks and community facilities.*** Pedestrian and bicycle travel options are important to providing transportation choices within communities. This category includes sidewalks, bicycle lanes, and multiuse trails to enhance pedestrian and bicycle mobility.

F. ***Serve mobility needs in residential areas while preserving neighborhoods.*** The City of Sandy Springs has indicated the preservation of residential neighborhoods as a priority in development of the Comprehensive Plan. The transportation improvements reflect that desire through a series of projects to focusing on traffic calming, sidewalk implementation, transit access, and crossing safety. This category includes a "Safe Routes to School" program, traffic calming, sidewalk implementation and refurbishment, and coordination with MARTA regarding bus stop locations and crossing safety.

IMPROVEMENTS BY GUIDING PRINCIPLE

The transportation policies are supported by five-year program of projects defined based on guiding principles indicated above. Table T3 provides a list of transportation projects for implementation over five years, grouped by guiding principle. These projects are shown in graphically in Figure T10. Projects that can not easily by shown on a figure are included in the list on Figure T10. The consideration of recommended projects did not stop at the five year

point. In support of more extensive project implementation into the future consistent with the guiding principles, a desired future transportation plan network was developed. This network, shown in Figure T11, will form the starting point for the additional development of project recommendations to be included in the ongoing Transportation Master Plan. An important part of the recommended program of projects is the implementation of sidewalks along collector and arterial streets in Sandy Springs. Figure T12 shows the sidewalk improvements that are part of this implementation effort, along with existing and programmed sidewalks.

PROGRAMS FOR IMPLEMENTATION ON A CONTINUAL BASIS

The transportation recommendations include several programs for implementation on a continual (ongoing) basis. These programs allow for varying levels of investment over time and provide resources to address needs as they arise.

Traffic Calming

Residential neighborhoods seek to limit two unfavorable aspects of traffic traveling on local streets: additional through traffic volume and speeding. Traffic calming addresses these two areas, providing physical features to control vehicle speeds. The City of Sandy Springs currently has a traffic calming program that consists of speed hump installations at locations requested and supported by the community. Continued application of the traffic calming program is recommended.

Signal Timing and Signal System Maintenance

Providing regularly updated signal timing with a variety of potential signal plans to choose for various traffic situations can reduce intersection delay and facilitate the movement of traffic through the roadway network in platoons (groups) of vehicles. Active monitoring of congested corridors with cameras and vehicle detectors can allow traffic engineers to respond to fluctuations in travel demand and roadway incidents. The City's recent capital improvement program included installation of Fiber Optic Cable along Roswell Road for use in camera monitoring, upgraded school flasher systems, and replacement of equipment at emergency signals. This was combined with signal timing efforts along Roswell Road in the initial steps to upgrade traffic operations at signalized intersections in Sandy Springs. Continued improvement of signal timing along congested corridors and regular maintenance of signal systems is recommended as an ongoing work effort.

Table T3A
Provide for Efficient Use of Existing Infrastructure
Sandy Springs Multimodal Transportation Plan - Preliminary Program of Projects

Project ID No.	Project	Project Origination	Travel Modes	Implementation Time Period
A1	Construct traffic control center (TCC) for monitoring/adjusting traffic signals and incident management along Roswell Road and other congested corridors	City Transp. Plan	Automobile	Short
A2	Install camera monitoring system along Roswell Road and key east-west corridors	CIP and City Transp. Plan	Automobile	Short
A3	Install traffic responsive signal system along Roswell Road to accommodate fluctuations in traffic and assist in managing queues	City Transp. Plan	Automobile	Short
A4	Designate through routes with identifying signage and install traffic signal timings to facilitate travel along key routes: Roswell Road, Johnson Ferry Road/Abernathy Road, Mount Vernon Highway, Glenridge Road, and Peachtree Dunwoody Road	City Transp. Plan	Automobile	Short
A5	Develop access management standards linked to roadway functional classification for use with redevelopment (signal and driveway spacing, interparcel access, full access vs. right-in/right-out)	City Transp. Plan	Automobile, Pedestrian	Short
A6	Develop improvement concepts to implement access management techniques along Roswell Road throughout city to include signal spacing, interparcel access, backside connections, and medians where appropriate	City Transp. Plan	Automobile, Pedestrian	Short
A7	Revise functional classification system to match current City policy	City Transp. Plan	Automobile, Pedestrian, Bike, Transit	Short
A8	Prepare design for Jett Road bridge upgrade	City CIP	Automobile	Short
A9	Work with property owners to establish interparcel connectivity in Downtown Sandy Springs and along Roswell Road and other commercial corridors	City Transp. Plan	Automobile	Ongoing
A10	Repave streets and refresh pavement markings	City CIP	Automobile, pedestrian	Ongoing
A11	Provide intersection and operational improvements per ongoing Intersection Operations and Improvement Plan, including: signal timing, signal system coordination, and installation of traffic signals.	City CIP	Automobile	Ongoing
A12	Perform additional maintenance/upgrade of signal system and vehicle detectors	City Transp. Plan	Automobile	Ongoing

Note: Project ID number is for reference only and does not reflect project prioritization or preference.

Table T3B
Improve Congestion Bottlenecks / "Hot Spots"
Sandy Springs Multimodal Transportation Plan - Preliminary Program of Projects

Project ID No.	Project	Project Origination	Travel Modes	Implementation Time Period
B1	Reconstruct Roswell Road at I-285 interchange (coordinate with GDOT's Revive I-285 Initiative)	ARC RTP	Automobile	Short/Mid
B2	Reconstruct Northridge Road at SR 400 interchange (coordinate with GDOT's SR 400 improvements)	ARC RTP	Automobile	Short/Mid
B3	Reconstruct Riverside Drive at I-285 interchange (coordinate with GDOT's Revive I-285 Initiative)	ARC RTP	Automobile	Short/Mid
B4	Construct collector/distributor road system including Hammond Drive ramps at SR 400 (coordinate with GDOT's SR 400 improvements)	Perimeter CID	Automobile	Short/Mid
B5	Provide intersection capacity/operational improvements to include turn lane modifications, median segments near intersections, pedestrian crosswalks and sidewalk enhancements at congested intersections along Roswell Road to include (but not limited to): Roberts Drive, North River Parkway, Hightower Trail, Pitts Road, Morgan Falls Road, Trowbridge Road, Dalrymple Road, Glenridge Drive, Mount Paran Road, and Windsor Parkway.	City Transp. Plan	Automobile, Pedestrian	Short/Mid/Long
B6	Provide intersection capacity/operational improvements to include minor intersection geometrics, installation of turn lanes, and/or implementation of signal or roundabout at congested intersections to include (but not limited to): Glenridge Drive at Hammond Drive, Glenridge Drive at Johnson Ferry Road, Hammond Drive at Lake Forrest Drive, Mount Paran Road at Powers Ferry Road, Peachtree Dunwoody Road at Lake Hearn Drive, Spalding Drive at Dunwoody Club Drive, Spalding Drive at Pitts Road, and Spalding Drive at Jett Ferry Road (see project A11).	City Transp. Plan	Automobile	Short/Mid/Long

Note: Project ID number is for reference only and does not reflect project prioritization or preference.

Table T3C
Park Once and Circulate in Downtown Sandy Springs via Transit and Pedestrian Modes
Sandy Springs Multimodal Transportation Plan - Preliminary Program of Projects

Project ID No.	Project	Project Origination	Travel Modes	Implementation Time Period
C1	Align Carpenter Drive and Cliftwood Drive and modify traffic signal	City Grid Study	Automobile, Pedestrian	Short
C2	Provide wide sidewalk connections for east-west movement across downtown Sandy Springs between Sandy Springs Circle and Boylston Drive to include Sandy Springs Place/new connector road, Hilderbrand Drive, Hammond Drive, and Cliftwood Drive/Carpenter Drive)	City Transp. Plan	Pedestrian	Short
C3	Provide wide sidewalk connections for north-south movement in downtown Sandy Springs along Sandy Springs Circle, Boylston Drive, Blue Stone Road, and Sandy Springs Place	City Transp. Plan	Pedestrian	Short
C4	Prepare design and implementation plan for transit circulator in downtown Sandy Springs, express bus service to perimeter center, and express bus service to Sandy Springs MARTA Rail Station	City Transp. Plan	Transit	Short
C5	Provide streetscape improvements along Roswell Road from Abernathy Road to Hilderbrand Drive, from Hammond Drive to Cliffwood Drive, and from I-285 to the City of Atlanta	City CIP	Pedestrian	Short
C6	Provide streetscape improvements along Sandy Springs Circle from Roswell Road to Hammond Drive	City CIP	Pedestrian	Short
C7	Complete concept design, planning/engineering, and construction of Sandy Springs Circle under I-285 to Kingsport Drive	City CIP	Automobile, Transit	Short
C8	Prepare design for improvement of Johnson Ferry Road between Abernathy and Sandy Springs Circle, Johnson Ferry Road between Mount Vernon and Highway and Glenridge Road, and Glenridge Road between Mount Vernon Highway and Hammond Drive to improve traffic capacity/operations and add sidewalk/bicycle facilities.	City Transp. Plan	Automobile, Pedestrian, Bicycle	Short
C9	Prepare concept design for completion of grid system in the Sandy Springs Town Center to include: Improvement of Boylston Road from Mt. Vernon Highway to Hammond Drive, extension of Boylston Road from Hammond Drive to Carpenter Road, construction of a new roadway and pedestrian connection from Sandy Springs Place to Boylston Road.	City Transp. Plan	Automobile, Pedestrian	Short
C10	Widen Hammond Drive from Glenridge Drive to Peachtree Dunwoody Road to increase roadway capacity and provide sidewalks on both sides.	City Transp. Plan	Automobile, Pedestrian	Short
C11	Extend Boylston Drive south from Hammond Drive to Carpenter Drive to provide two through lanes with sidewalk and bike lanes.	City Grid Study	Automobile, Pedestrian, Bicycle	Short

Note: Project ID number is for reference only and does not reflect project prioritization or preference.

Table T3D
Provide for Future Travel Demand
Sandy Springs Multimodal Transportation Plan - Preliminary Program of Projects

Project ID No.	Project	Project Origination	Travel Modes	Implementation Time Period
D1	Improve Johnson Ferry Road from the Chattahoochee River to Abernathy Road and widen Abernathy Road from Johnson Ferry Road to Roswell Road to provide 4 through lanes with bike lanes and 5-foot sidewalk	City CIP / RTP	Automobile, Pedestrian, Bicycle	Short
D2	Complete concept design and continue planning/engineering for improvement of Peachtree Dunwoody Road from Abernathy Road to Spalding Drive as a "complete street" to include automobile, pedestrian, transit, bicycle, and landscaping/aesthetic components	RTP / City Transp. Plan	Automobile, pedestrian, bicycle	Short
D3	Complete concept design and continue planning/engineering for improvement of Dunwoody Place from Northridge Road to Roswell Road as a "complete street" to include automobile, pedestrian, transit, bicycle, and landscaping/aesthetic components	City CIP	Automobile, pedestrian, bicycle	Short
D4	Complete concept design and continue planning/engineering for Hammond Drive corridor between Glenridge Drive and Roswell Road to improve as a "complete street" to include automobile, pedestrian, transit, bicycle, and landscaping/aesthetic components	City Transp. Plan	Automobile, Pedestrian, Bicycle	Short

Note: Project ID number is for reference only and does not reflect project prioritization or preference.

Table T3E
Promote Pedestrian and Bicycle Travel Modes for Access to Parks and Community Facilities
Sandy Springs Multimodal Transportation Plan - Preliminary Program of Projects

Project ID No.	Project	Project Origination	Travel Modes	Implementation Time Period
E1	Construct greenway along Abernathy Road to include multiuse trail	City Parks and Rec. Plan	Pedestrian and Bicycle	Short
E2	Construct sidewalks with bike lanes along River Valley Road from Johnson Ferry Road to Riverside Drive	City CIP	Pedestrian and Bicycle	Short
E3	Construct sidewalks with bike lanes along Riverside Drive from River Valley Road to Heards Ferry Road and extend sidewalks north on Riverside Drive to swim and tennis club	City CIP	Pedestrian and Bicycle	Short
E4	Install pedestrian enhancements at Sandy Springs Circle and Hammond Drive intersection	City CIP	Pedestrian	Short
E5	Install sidewalks along Mt. Vernon Parkway from Mt. Vernon Highway to Powers Ferry Road	City CIP	Pedestrian	Short
E6	Install sidewalks along Mt. Vernon Highway from Lake Forest Drive to Powers Ferry Road	City CIP	Pedestrian	Short
E7	Install sidewalks along Windsor Parkway from Highpoint Road to Roswell Road	City CIP	Pedestrian	Short

Note: Project ID number is for reference only and does not reflect project prioritization or preference.

Table T3F
Serve Mobility Needs in Residential Areas while Preserving Neighborhoods
Sandy Springs Multimodal Transportation Plan - Preliminary Program of Projects

Project ID No.	Project	Project Origination	Travel Modes	Implementation Time Period
F1	Implement "Safe Routes to School" program	City Transp. Plan	Pedestrian	Short/Mid
F2	Provide residential traffic calming through traffic calming program	Current City Program	Pedestrian, automobile	Ongoing
F3	Provide sidewalk connectivity by filing in the gaps in the existing sidewalk network to provide sidewalk on one side of the road for all roads functionally classified as collector and above	City Transp. Plan	Pedestrian, Transit	Ongoing
F4	Provide refurbishment / reconstruction of sidewalks to maintain current standards and encourage pedestrian travel	City Transp. Plan	Pedestrian, Transit	Ongoing
F5	Coordinate bus stop locations and facilities with MARTA to maximize service and usability of transit	City / MARTA	Pedestrian, Transit	Short
F6	Provide pedestrian crossing improvements and street lighting to improve access to MARTA bus stops	City Transp. Plan	Pedestrian, Transit	Short/Mid

Note: Project ID number is for reference only and does not reflect project prioritization or preference.

Building on the efficiencies gained through signal timing, the City of Sandy Springs is establishing an ongoing intersection and operations improvement plan. This plan includes intersection operations and minor geometric improvements / signalization or warning beacons.

Access Management

Traffic congestion along key corridors within Sandy Springs is a concern that will continue into the future, as redevelopment and growth in background travel will continue to increase demand on the primary roadway network. One factor that affects traffic along congested roadways is the frequency of access points (driveways and cross-streets). When frequent access is present, turning vehicles cause friction to the flow of through traffic, reducing effective capacity and resulting in additional crash exposure. In order to enhance capacity and safety along these roads, implementation of access management techniques is recommended. Some techniques that could be considered include, managing driveway spacing, implementation of medians in select areas, fostering interparcel access and connectivity, and managing spacing of signalized

intersections to facilitate traffic flow. Establishing access management standards for application on a corridor or Citywide basis is recommended as a first step with implementation of the access management standards as redevelopment occurs.

Road Resurfacing Program

Maintaining the existing infrastructure is important part for preserving the transportation investment that has already been made in Sandy Springs. The road resurfacing program is designed to match local money with state funding to provide quality travel surfaces that enhance the usability of the roadway and preserve the roadway sub-base.

Safe Routes to School

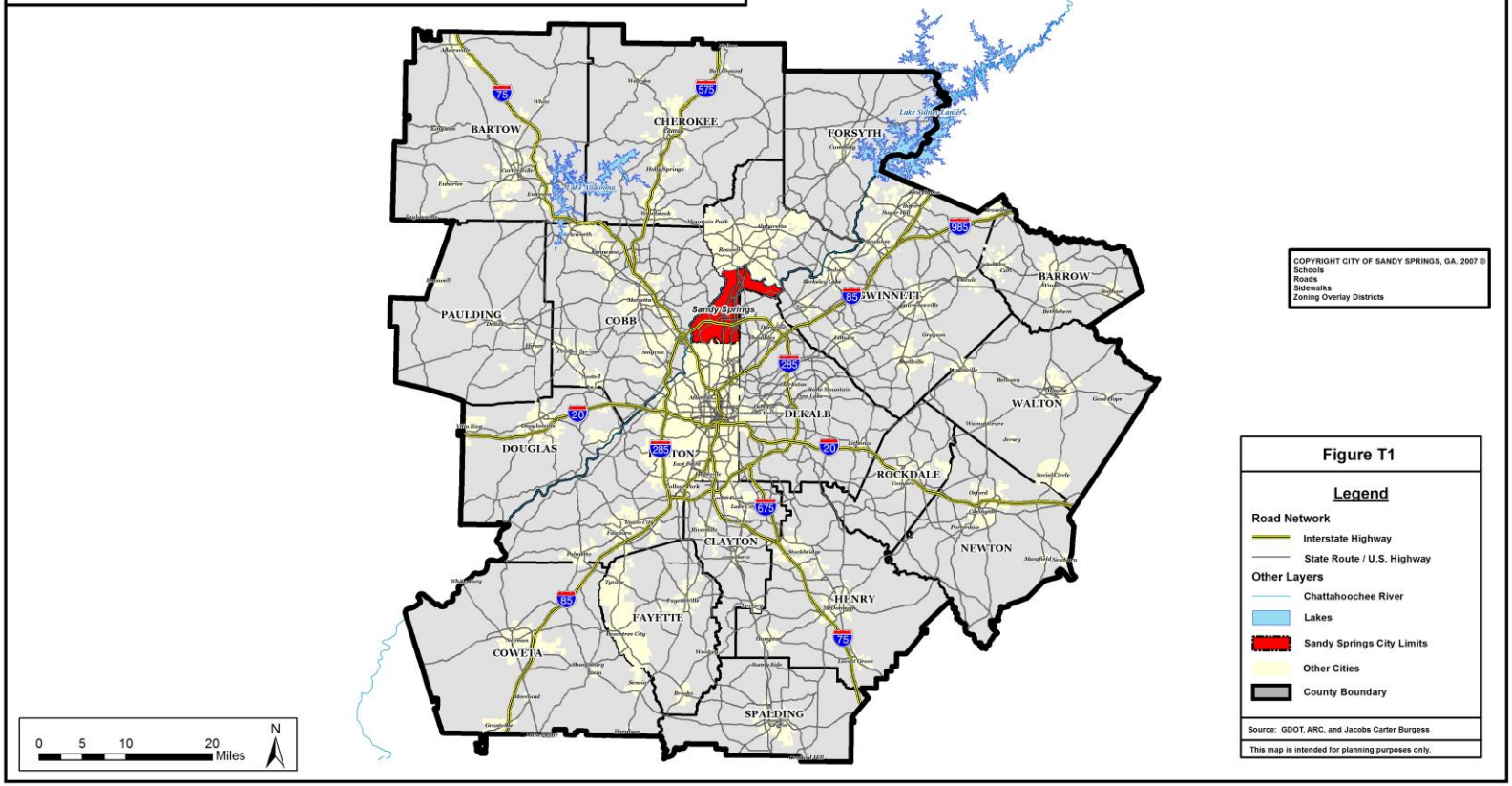
This national program is supported by the Georgia Department of Transportation and local pedestrian advocacy groups. The federally sponsored program focuses on grades K-8 and promotes walking and bicycling to/from school as a means to reduce traffic congestion and promote exercise. The program funds efforts to improve pedestrian and bicycle facilities to enhance these modes of travel within two miles of schools. Inclusion of a Safe Routes to School Program in the Comprehensive Plan and City Capital Improvement Program is recommended.

Sidewalk Connectivity and Reconstruction

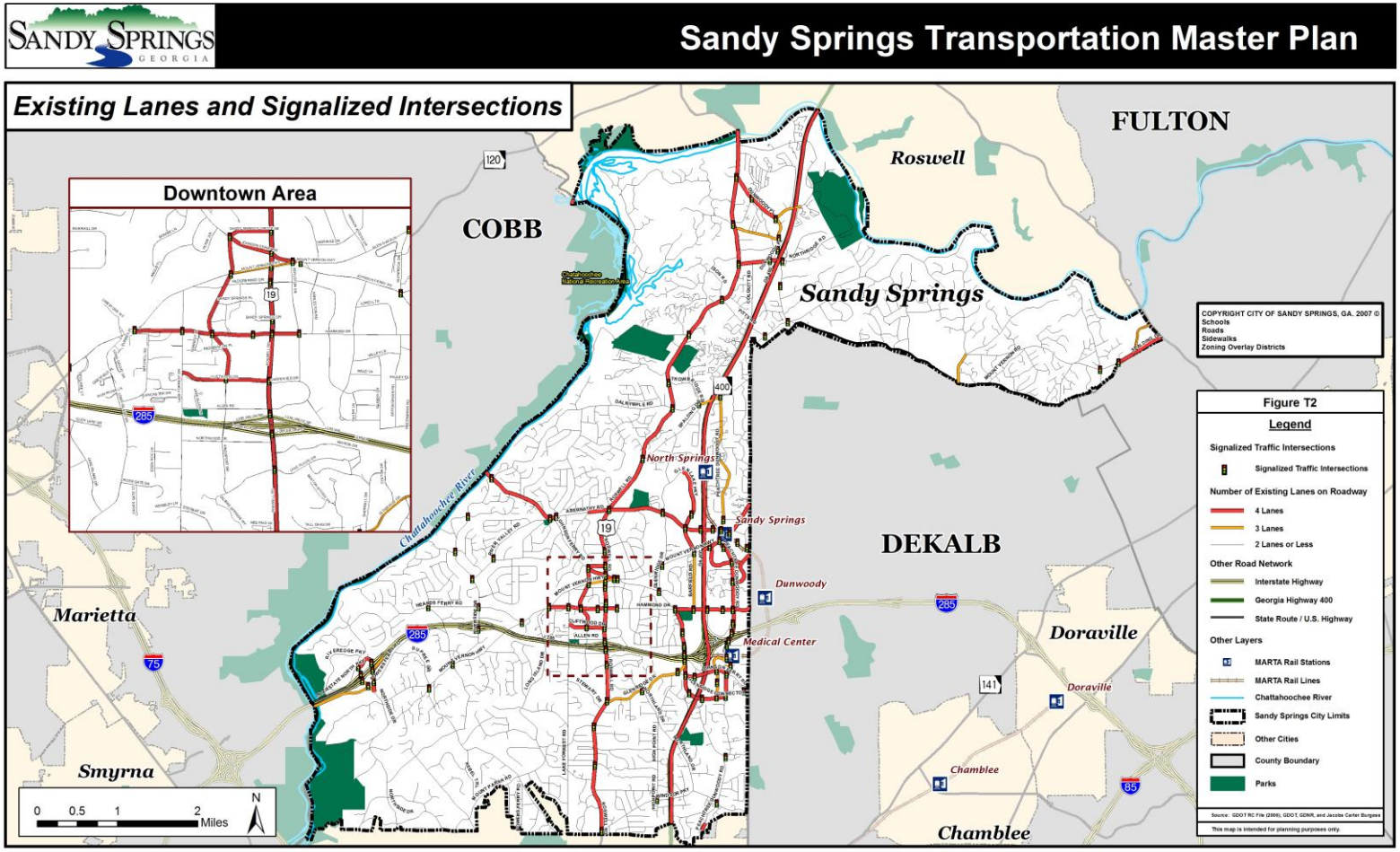
Sidewalks play a vital role in developing a multimodal transportation system. They not only provide the means for pedestrian travel, but also link transit to final land use destinations. The sidewalk system in Sandy Springs provides coverage along MARTA bus routes and through many areas of downtown Sandy Springs. However, there are gaps in the sidewalk network in these areas, as well as along collectors and minor arterials in residential areas. Several specific projects in the City's Capital Improvement Program and projects recommended in the Comprehensive Plan's five year improvement recommendations address sidewalk needs. Initiatives to provide streetscaped sidewalks within downtown Sandy Springs are underway. Sidewalk and pedestrian facility installation is encouraged as a part of redevelopment. However, other programs will fill in the gaps within the sidewalk system over time and will provide reconstruction of sidewalks that are damaged and/or not up to current design standards.

Sandy Springs Transportation Master Plan

Location of Sandy Springs Within Atlanta Region



February 2008


Sandy Springs Transportation Master Plan
Existing Lanes and Signalized Intersections
Downtown Area
COBB
FULTON
DEKALB
Roswell
Sandy Springs
North Springs
Sandy Springs
Dunwoody
Medical Center
Doraville
Doraville
Chamblee
Chamblee
Marietta
Smyrna
Chattahoochee River
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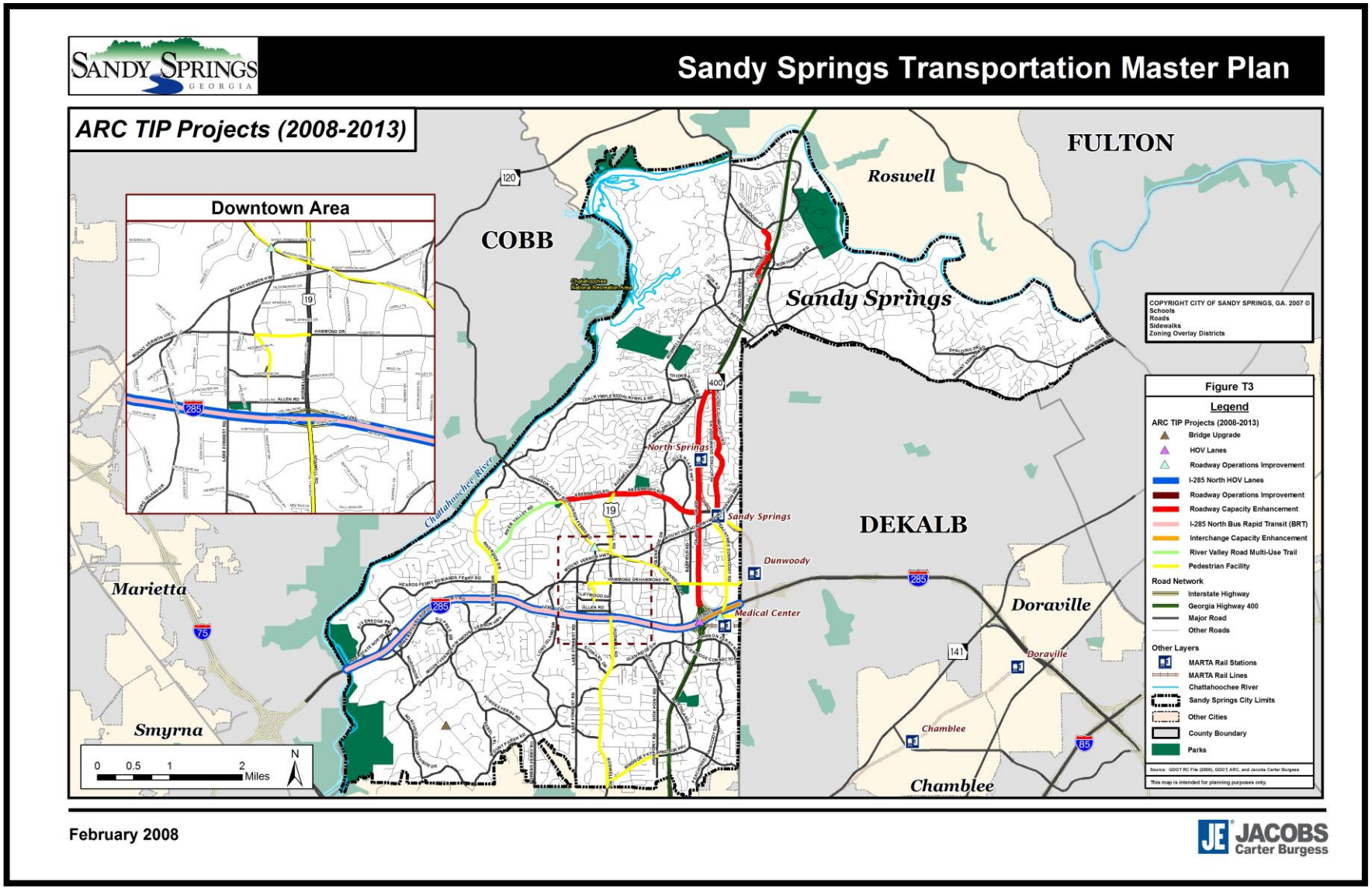
Schools
Roads
Sidewalks
Zoning Overlay Districts
Figure T2
Legend
Signalized Traffic Intersections
Signalized Traffic Intersections
Number of Existing Lanes on Roadway
4 Lanes
3 Lanes
2 Lanes or Less
Other Road Network
Interstate Highway
Georgia Highway 400
State Route / U.S. Highway
Other Layers
MARTA Rail Stations
MARTA Rail Lines
Chattahoochee River
Sandy Springs City Limits
Other Cities
County Boundary
Parks
Source: GDOT RC File (2006), GDOT, GDNR, and Jacobs Carter Burgess
This map is intended for planning purposes only.
0 0.5 1 2 Miles
N
February 2008
JACOBS Carter Burgess


Sandy Springs Transportation Master Plan
ARC TIP Projects (2008-2013)
Downtown Area
FULTON
COBB
DEKALB
Roswell
Sandy Springs
North Springs
Sandy Springs
Dunwoody
Medical Center
Doraville
Doraville
Chamblee
Chamblee
Marietta
Smyrna
Chattahoochee River
Chattahoochee National Recreation Area
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Schools
Roads
Sidewalks
Zoning Overlay Districts
Figure T3
Legend
ARC TIP Projects (2008-2013)
Bridge Upgrade
HOV Lanes
Roadway Operations Improvement
I-285 North HOV Lanes
Roadway Operations Improvement
Roadway Capacity Enhancement
I-285 North Bus Rapid Transit (BRT)
Interchange Capacity Enhancement
River Valley Road Multi-Use Trail
Pedestrian Facility
Road Network
Interstate Highway
Georgia Highway 400
Major Road
Other Roads
Other Layers
MARTA Rail Stations
MARTA Rail Lines
Chattahoochee River
Sandy Springs City Limits
Other Cities
County Boundary
Parks
Source: GDOT RC File (2006), GDOT, ARC, and Jacobs Carter Burgess
This map is intended for planning purposes only.
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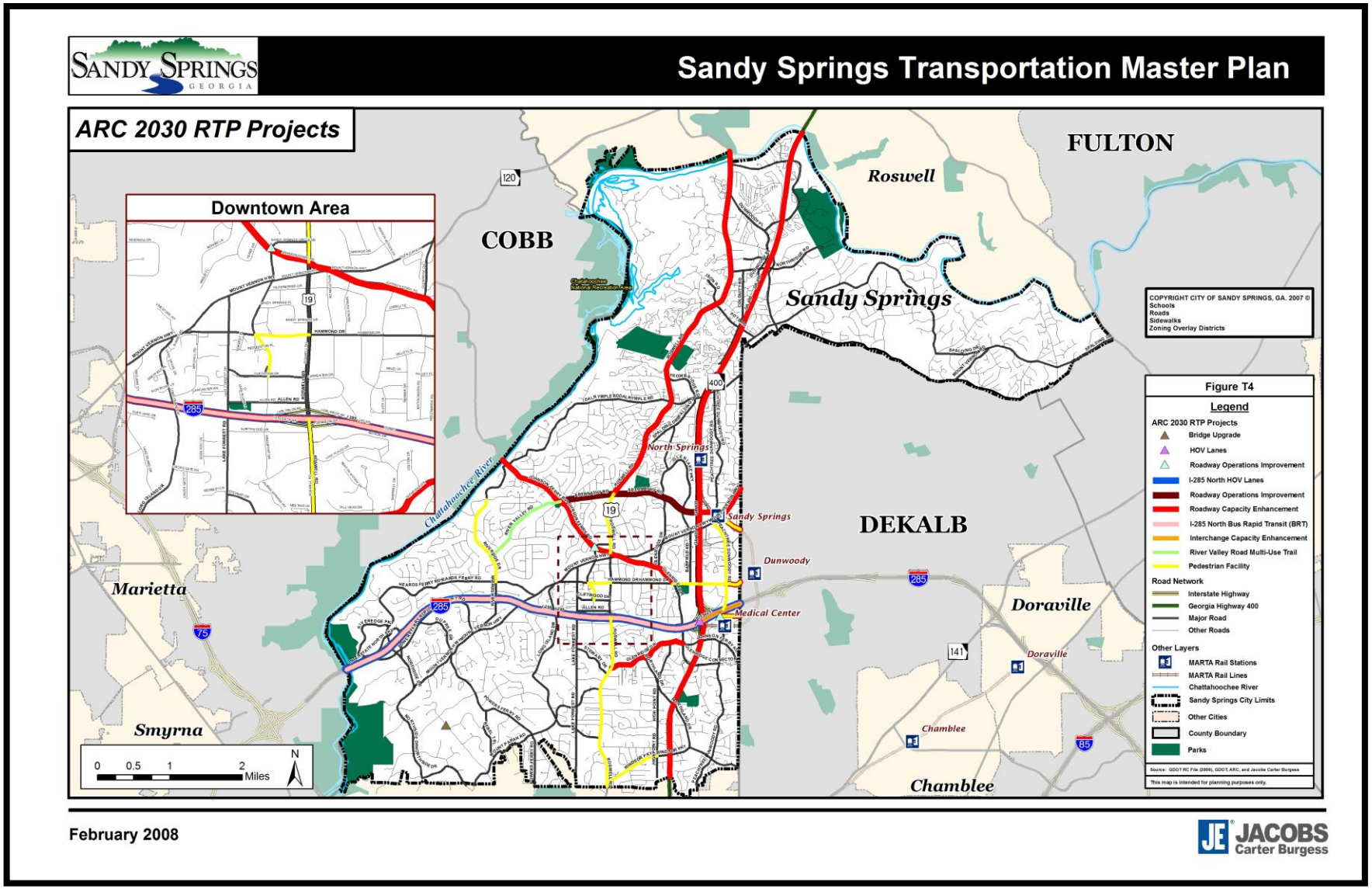
N
February 2008
JACOBS Carter Burgess


Sandy Springs Transportation Master Plan
ARC 2030 RTP Projects
Downtown Area
FULTON
COBB
DEKALB
Roswell
Sandy Springs
North Springs
Sandy Springs
Dunwoody
Medical Center
Doraville
Doraville
Chamblee
Chamblee
Marietta
Smyrna
Chattahoochee River
Chattahoochee National Recreation Area
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Schools
Roads
Sidewalks
Zoning Overlay Districts
Figure T4
Legend
ARC 2030 RTP Projects
Bridge Upgrade
HOV Lanes
Roadway Operations Improvement
I-285 North HOV Lanes
Roadway Operations Improvement
Roadway Capacity Enhancement
I-285 North Bus Rapid Transit (BRT)
Interchange Capacity Enhancement
River Valley Road Multi-Use Trail
Pedestrian Facility
Road Network
Interstate Highway
Georgia Highway 400
Major Road
Other Roads
Other Layers
MARTA Rail Stations
MARTA Rail Lines
Chattahoochee River
Sandy Springs City Limits
Other Cities
County Boundary
Parks
Source: GDOT RC File (2006), GDOT, ARC, and Jacobs Carter Burgess
This map is intended for planning purposes only.
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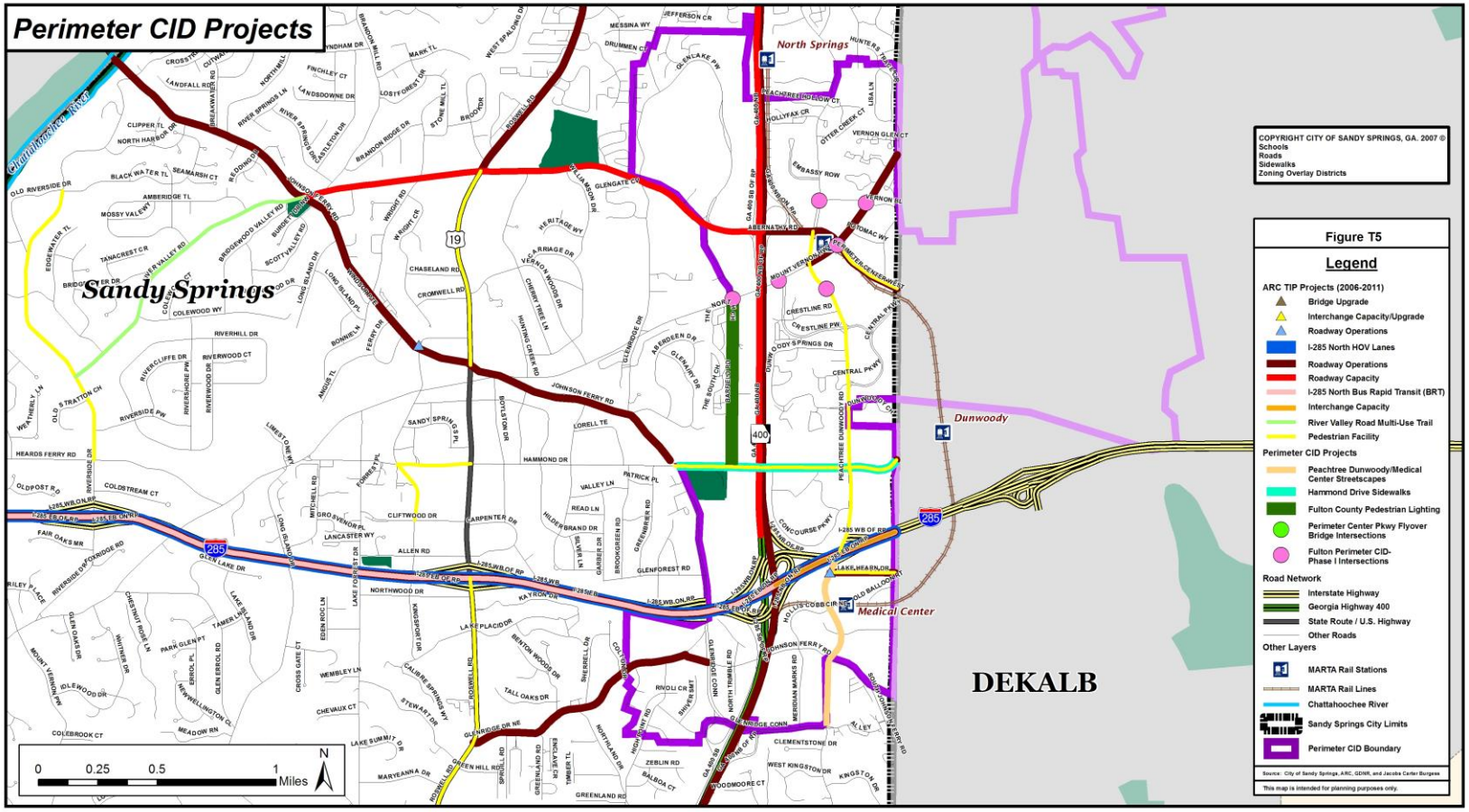
N
February 2008
JACOBS Carter Burgess

SANDY SPRINGS GEORGIA

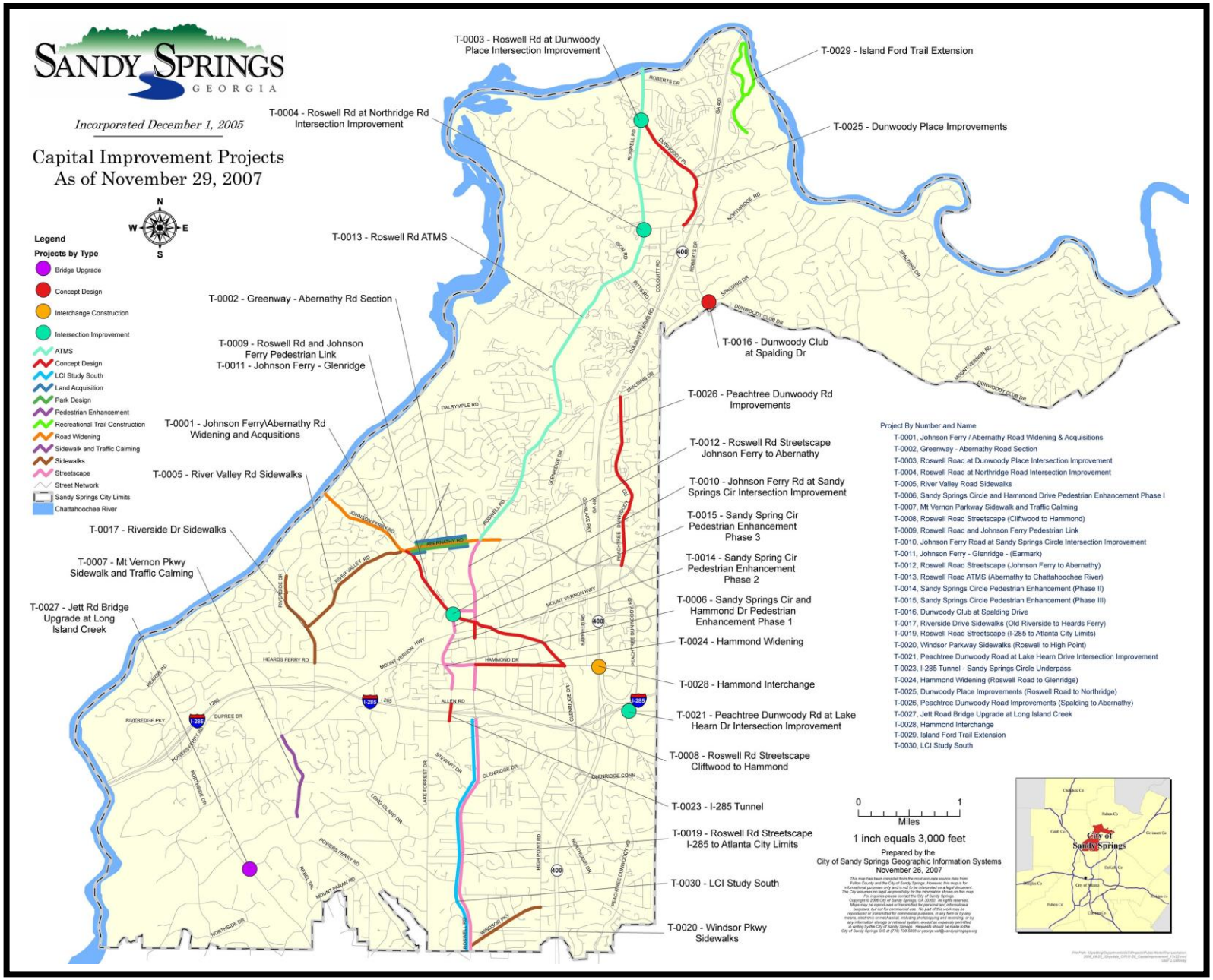
SANDY SPRINGS GEORGIA

Sandy Springs Transportation Master Plan



February 2008

JACOBS Carter Burgess


SANDY SPRINGS
GEORGIA
Incorporated December 1, 2005
Capital Improvement Projects
As of November 29, 2007
Legend
Projects by Type
Bridge Upgrade
Concept Design
Interchange Construction
Intersection Improvement
ATMS
Concept Design
LCI Study South
Land Acquisition
Park Design
Pedestrian Enhancement
Recreational Trail Construction
Road Widening
Sidewalk and Traffic Calming
Sidewalks
Streetscape
Street Network
Sandy Springs City Limits
Chattahoochee River
T-0003 - Roswell Rd at Dunwoody Place Intersection Improvement
T-0029 - Island Ford Trail Extension
T-0004 - Roswell Rd at Northridge Rd Intersection Improvement
T-0025 - Dunwoody Place Improvements
T-0013 - Roswell Rd ATMS
T-0002 - Greenway - Abernathy Rd Section
T-0016 - Dunwoody Club at Spalding Dr
T-0009 - Roswell Rd and Johnson Ferry Pedestrian Link
T-0011 - Johnson Ferry - Glenridge
T-0026 - Peachtree Dunwoody Rd Improvements
T-0001 - Johnson Ferry\Abernathy Rd Widening and Acqusitions
T-0012 - Roswell Rd Streetscape Johnson Ferry to Abernathy
T-0005 - River Valley Rd Sidewalks
T-0010 - Johnson Ferry Rd at Sandy Springs Cir Intersection Improvement
T-0015 - Sandy Spring Cir Pedestrian Enhancement Phase 3
T-0017 - Riverside Dr Sidewalks
T-0014 - Sandy Spring Cir Pedestrian Enhancement Phase 2
T-0007 - Mt Vernon Pkwy Sidewalk and Traffic Calming
T-0006 - Sandy Springs Cir and Hammond Dr Pedestrian Enhancement Phase 1
T-0027 - Jett Rd Bridge Upgrade at Long Island Creek
T-0024 - Hammond Widening
T-0028 - Hammond Interchange
T-0021 - Peachtree Dunwoody Rd at Lake Hearn Dr Intersection Improvement
T-0008 - Roswell Rd Streetscape Cliftwood to Hammond
T-0023 - I-285 Tunnel
T-0019 - Roswell Rd Streetscape I-285 to Atlanta City Limits
T-0030 - LCI Study South
T-0020 - Windsor Pkwy Sidewalks
Project By Number and Name
T-0001, Johnson Ferry / Abernathy Road Widening & Acquisitions
T-0002, Greenway - Abernathy Road Section
T-0003, Roswell Road at Dunwoody Place Intersection Improvement
T-0004, Roswell Road at Northridge Road Intersection Improvement
T-0005, River Valley Road Sidewalks
T-0006, Sandy Springs Circle and Hammond Drive Pedestrian Enhancement Phase I
T-0007, Mt Vernon Parkway Sidewalk and Traffic Calming
T-0008, Roswell Road Streetscape (Cliftwood to Hammond)
T-0009, Roswell Road and Johnson Ferry Pedestrian Link
T-0010, Johnson Ferry Road at Sandy Springs Circle Intersection Improvement
T-0011, Johnson Ferry - Glenridge - (Earmark)
T-0012, Roswell Road Streetscape (Johnson Ferry to Abernathy)
T-0013, Roswell Road ATMS (Abernathy to Chattahoochee River)
T-0014, Sandy Springs Circle Pedestrian Enhancement (Phase II)
T-0015, Sandy Springs Circle Pedestrian Enhancement (Phase III)
T-0016, Dunwoody Club at Spalding Drive
T-0017, Riverside Drive Sidewalks (Old Riverside to Heards Ferry)
T-0019, Roswell Road Streetscape (I-285 to Atlanta City Limits)
T-0020, Windsor Parkway Sidewalks (Roswell to High Point)
T-0021, Peachtree Dunwoody Road at Lake Hearn Drive Intersection Improvement
T-0023, I-285 Tunnel - Sandy Springs Circle Underpass
T-0024, Hammond Widening (Roswell Road to Glenridge)
T-0025, Dunwoody Place Improvements (Roswell Road to Northridge)
T-0026, Peachtree Dunwoody Road Improvements (Spalding to Abernathy)
T-0027, Jett Road Bridge Upgrade at Long Island Creek
T-0028, Hammond Interchange
T-0029, Island Ford Trail Extension
T-0030, LCI Study South
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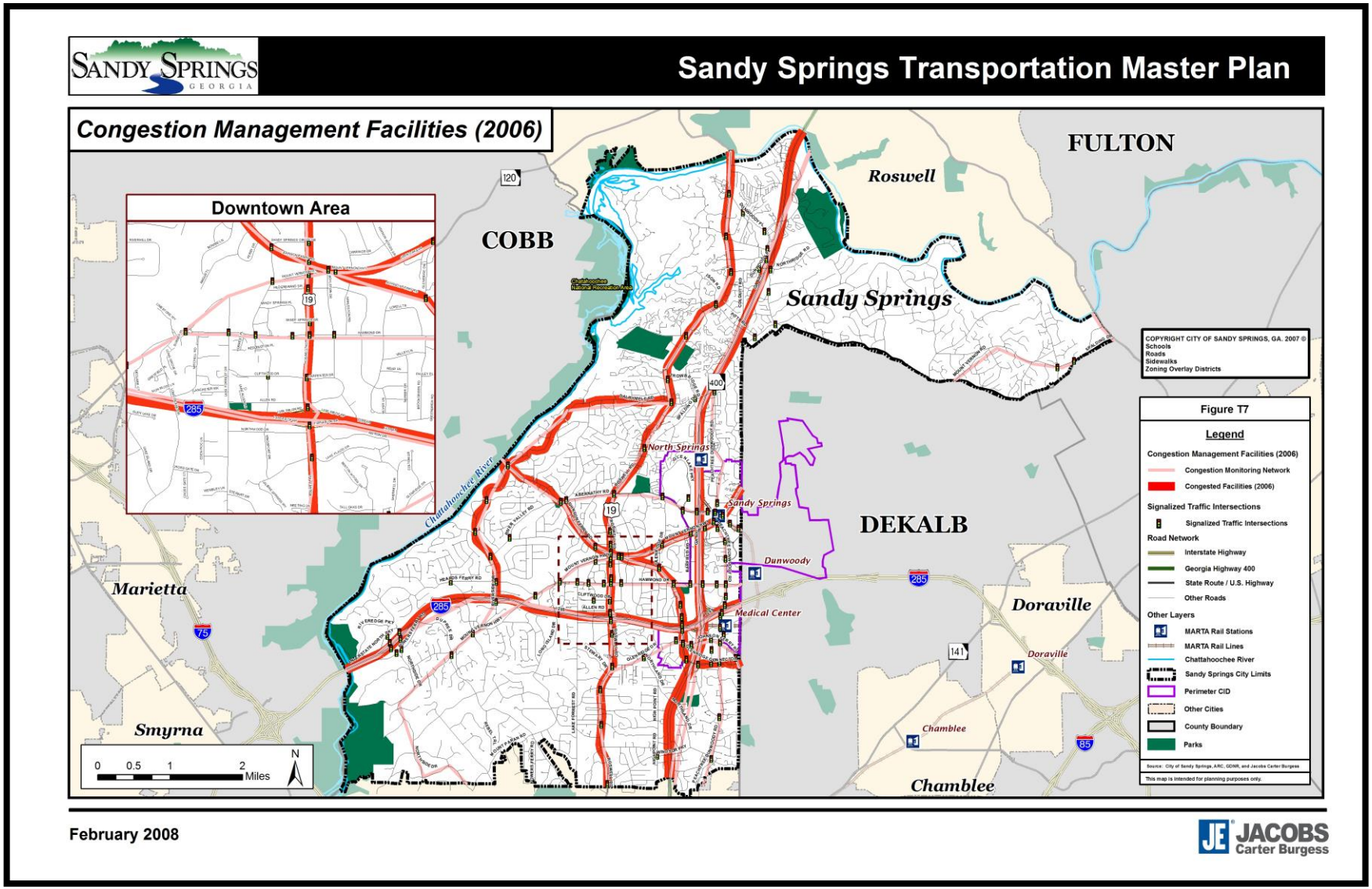
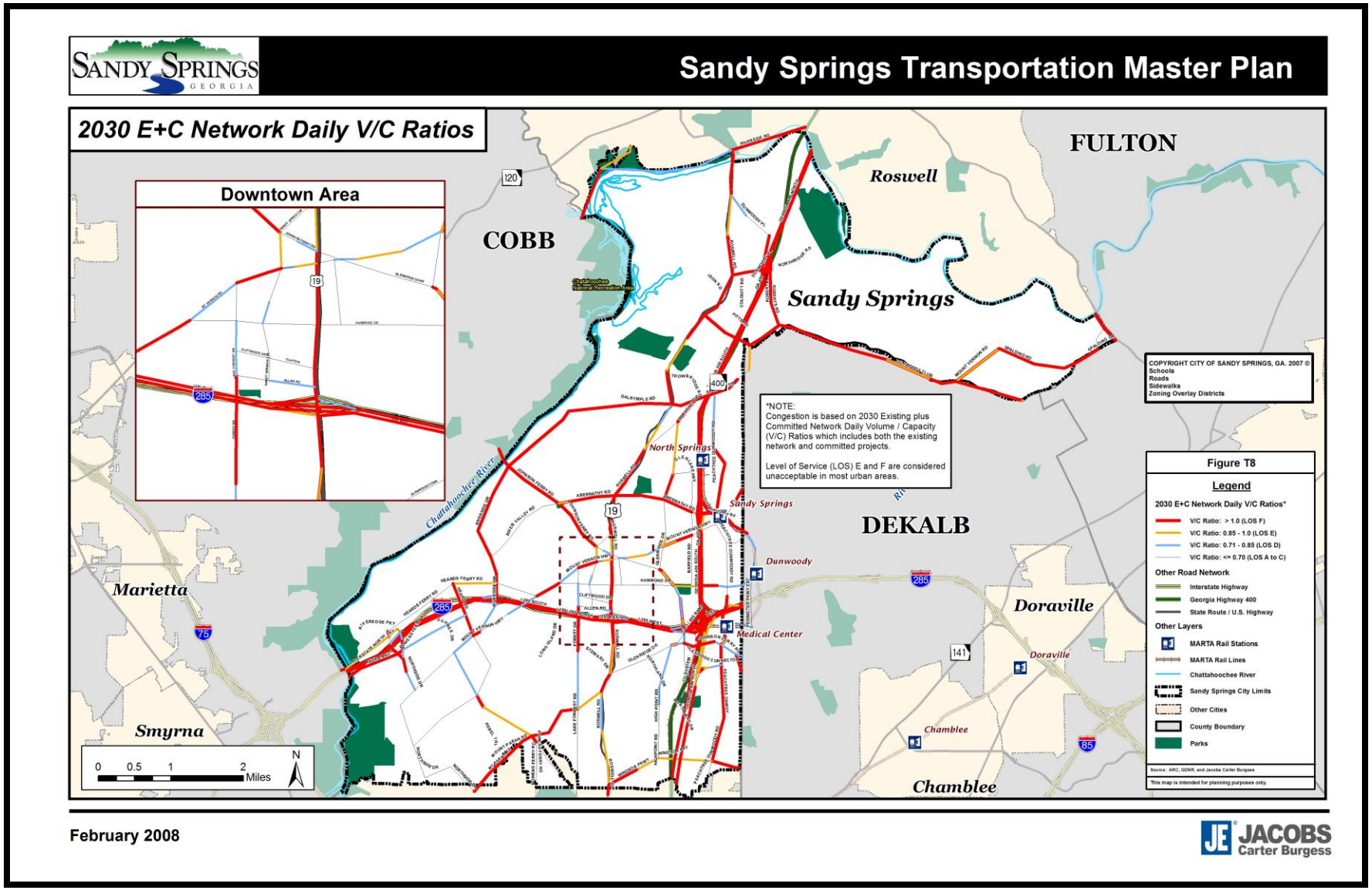
1
Miles
1 inch equals 3,000 feet
Prepared by the
City of Sandy Springs Geographic Information Systems
November 26, 2007
City of Sandy Springs


Sandy Springs Transportation Master Plan
Congestion Management Facilities (2006)
Downtown Area
FULTON
COBB
DEKALB
Roswell
Sandy Springs
Marietta
Smyrna
Doraville
Chamblee
Dunwoody
Medical Center
North Springs
Chattahoochee River
COPYRIGHT CITY OF SANDY SPRINGS, GA. 2007 ©
Schools
Roads
Sidewalks
Zoning Overlay Districts
Figure T7
Legend
Congestion Management Facilities (2006)
Congestion Monitoring Network
Congested Facilities (2006)
Signalized Traffic Intersections
Signalized Traffic Intersections
Road Network
Interstate Highway
Georgia Highway 400
State Route / U.S. Highway
Other Roads
Other Layers
MARTA Rail Stations
MARTA Rail Lines
Chattahoochee River
Sandy Springs City Limits
Perimeter CID
Other Cities
County Boundary
Parks
Source: City of Sandy Springs, ARC, GDNR, and Jacobs Carter Burgess
This map is intended for planning purposes only.
0 0.5 1 2 Miles
N
February 2008
JACOBS Carter Burgess


Sandy Springs Transportation Master Plan
2030 E+C Network Daily V/C Ratios
Downtown Area
FULTON
COBB
DEKALB
Roswell
Sandy Springs
North Springs
Dunwoody
Medical Center
Doraville
Chamblee
Marietta
Smyrna
Chattahoochee River
*NOTE:
Congestion is based on 2030 Existing plus Committed Network Daily Volume / Capacity (V/C) Ratios which includes both the existing network and committed projects.
Level of Service (LOS) E and F are considered unacceptable in most urban areas.
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Schools
Roads
Sidewalks
Zoning Overlay Districts
Figure T8
Legend
2030 E+C Network Daily V/C Ratios*
V/C Ratio: > 1.0 (LOS F)
V/C Ratio: 0.85 - 1.0 (LOS E)
V/C Ratio: 0.71 - 0.85 (LOS D)
V/C Ratio: <= 0.70 (LOS A to C)
Other Road Network
Interstate Highway
Georgia Highway 400
State Route / U.S. Highway
Other Layers
MARTA Rail Stations
MARTA Rail Lines
Chattahoochee River
Sandy Springs City Limits
Other Cities
County Boundary
Parks
Source: ARC, GDNR, and Jacobs Carter Burgess
This map is intended for planning purposes only.
0 0.5 1 2 Miles
N
February 2008
JACOBS Carter Burgess

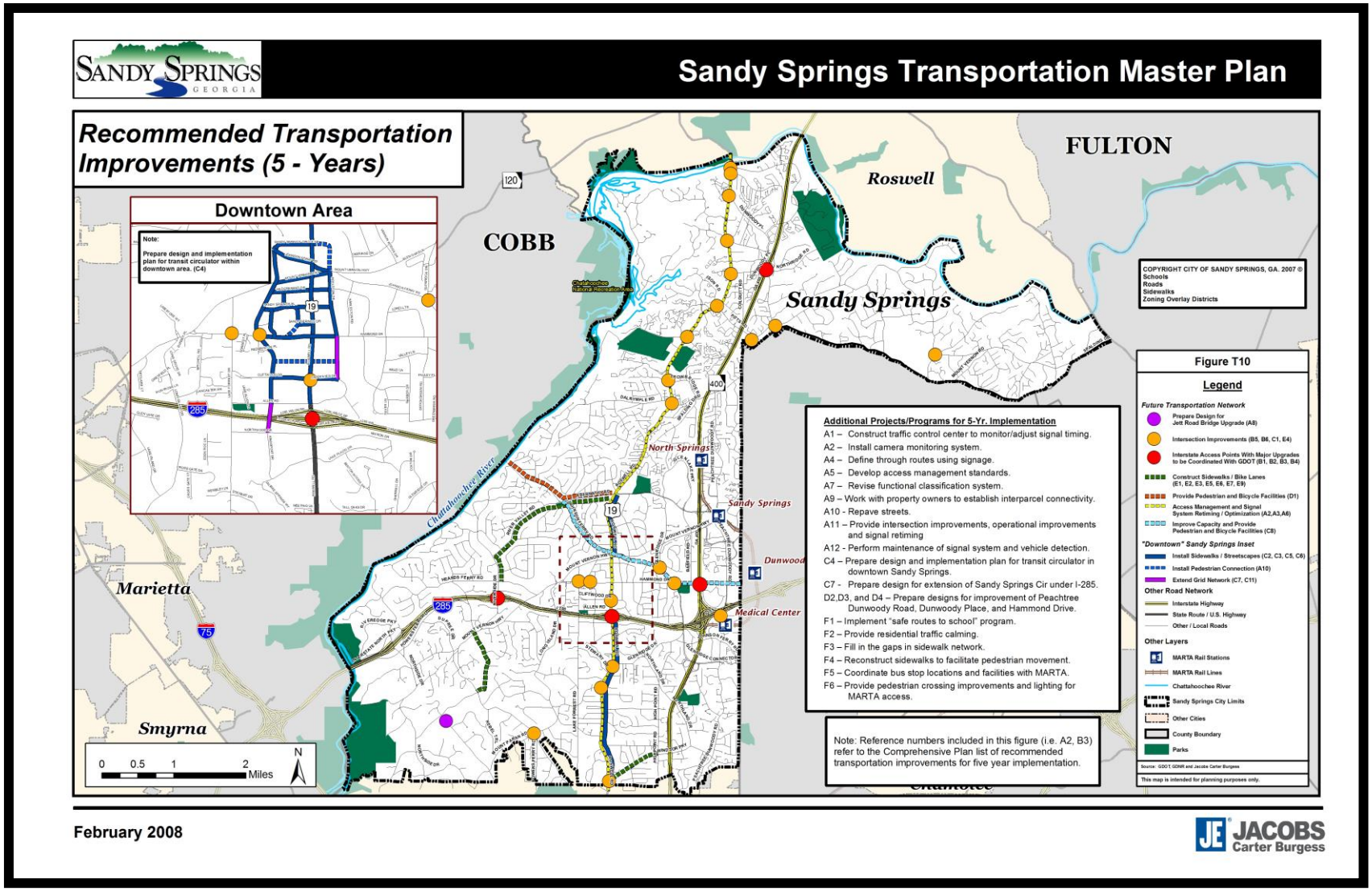
SANDY SPRINGS GEORGIA

Figure T9

Relationship of Guiding Principles to Transportation Policies

Policies	Guiding Principles: A. System Preservation	B. Improve Congestion at "Bottlenecks" and "Hot Spots"	C. Park Once and Circulate in Town Center	D. Provide for Future Travel Demand	E. Bike/Pedestrian Access to Parks and Community Facilities	F. Serve Mobility Needs while Preserving Neighborhoods
Policy 1: Intersection safety and operation	x	x				
Policy 2: Reduce traffic congestion at "hot spots"	x	x	x			
Policy 3: Mobility needs within, to/from and through Sandy Springs	x	x	x	x	x	x
Policy 4: Grid system in Town Center and elsewhere	x	x	x	x		
Policy 5: Transit on key Corridors/Town Center & regional rail on SR 400			x	x		
Policy 6: BRT or other Premium Transit along key routes		x	x	x		
Policy 7: Ensure adequate parking supply in downtown			x			
Policy 8: Traffic calming and routes for truck prohibition						x
Policy 9: Sidewalks and bicycle routes to parks, green space, and central business district	x		x	x	x	
Policy 10: Access Management to improve safety by limiting crash potential	x	x				
Policy 11: Improvement of the Roswell Road at I-285 interchange		x		x		

SANDY SPRINGS GEORGIA


Sandy Springs Transportation Master Plan
Recommended Transportation Improvements (5 - Years)
Downtown Area
Note:
Prepare design and implementation plan for transit circulator within downtown area. (C4)
COBB
FULTON
Roswell
Sandy Springs
Marietta
Smyrna
North Springs
Sandy Springs
Dunwood
Medical Center
Chattahoochee River
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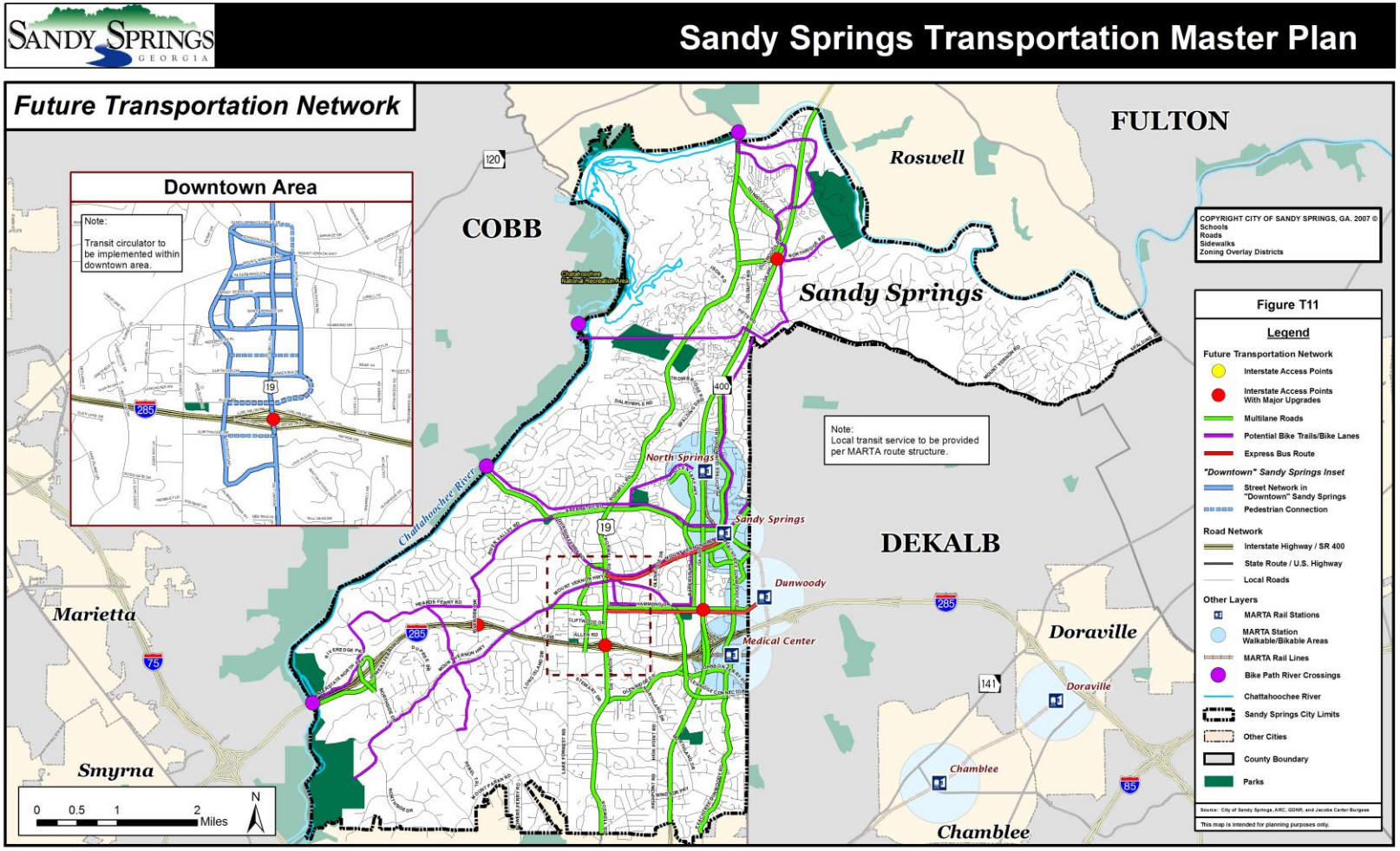
Schools
Roads
Sidewalks
Zoning Overlay Districts
Additional Projects/Programs for 5-Yr. Implementation
A1 – Construct traffic control center to monitor/adjust signal timing.
A2 – Install camera monitoring system.
A4 – Define through routes using signage.
A5 – Develop access management standards.
A7 – Revise functional classification system.
A9 – Work with property owners to establish interparcel connectivity.
A10 - Repave streets.
A11 – Provide intersection improvements, operational improvements and signal retiming
A12 - Perform maintenance of signal system and vehicle detection.
C4 – Prepare design and implementation plan for transit circulator in downtown Sandy Springs.
C7 - Prepare design for extension of Sandy Springs Cir under I-285.
D2,D3, and D4 – Prepare designs for improvement of Peachtree Dunwoody Road, Dunwoody Place, and Hammond Drive.
F1 – Implement "safe routes to school" program.
F2 – Provide residential traffic calming.
F3 – Fill in the gaps in sidewalk network.
F4 – Reconstruct sidewalks to facilitate pedestrian movement.
F5 – Coordinate bus stop locations and facilities with MARTA.
F6 – Provide pedestrian crossing improvements and lighting for MARTA access.
Note: Reference numbers included in this figure (i.e. A2, B3) refer to the Comprehensive Plan list of recommended transportation improvements for five year implementation.
Figure T10
Legend
Future Transportation Network
Prepare Design for Jett Road Bridge Upgrade (A8)
Intersection Improvements (B5, B6, C1, E4)
Interstate Access Points With Major Upgrades to be Coordinated With GDOT (B1, B2, B3, B4)
Construct Sidewalks / Bike Lanes (E1, E2, E3, E5, E6, E7, E9)
Provide Pedestrian and Bicycle Facilities (D1)
Access Management and Signal System Retiming / Optimization (A2,A3,A6)
Improve Capacity and Provide Pedestrian and Bicycle Facilities (C8)
Downtown Sandy Springs Inset
Install Sidewalks / Streetscapes (C2, C3, C5, C6)
Install Pedestrian Connection (A10)
Extend Grid Network (C7, C11)
Other Road Network
Interstate Highway
State Route / U.S. Highway
Other / Local Roads
Other Layers
MARTA Rail Stations
MARTA Rail Lines
Chattahoochee River
Sandy Springs City Limits
Other Cities
County Boundary
Parks
Source: GDOT, GDNR and Jacobs Carter Burgess
This map is intended for planning purposes only.
0 0.5 1 2 Miles
N
February 2008
JACOBS Carter Burgess


Sandy Springs Transportation Master Plan
Future Transportation Network
Downtown Area
Note:
Transit circulator to be implemented within downtown area.
COBB
FULTON
DEKALB
Roswell
Sandy Springs
North Springs
Sandy Springs
Dunwoody
Medical Center
Doraville
Chamblee
Marietta
Smyrna
Chattahoochee River
Note:
Local transit service to be provided per MARTA route structure.
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Schools
Roads
Sidewalks
Zoning Overlay Districts
Figure T11
Legend
Future Transportation Network
Interstate Access Points
Interstate Access Points With Major Upgrades
Multilane Roads
Potential Bike Trails/Bike Lanes
Express Bus Route
"Downtown" Sandy Springs Inset
Street Network in "Downtown" Sandy Springs
Pedestrian Connection
Road Network
Interstate Highway / SR 400
State Route / U.S. Highway
Local Roads
Other Layers
MARTA Rail Stations
MARTA Station Walkable/Bikable Areas
MARTA Rail Lines
Bike Path River Crossings
Chattahoochee River
Sandy Springs City Limits
Other Cities
County Boundary
Parks
Source: City of Sandy Springs, ARC, GDNR, and Jacobs Carter Burgess
This map is intended for planning purposes only.
0 0.5 1 2 Miles
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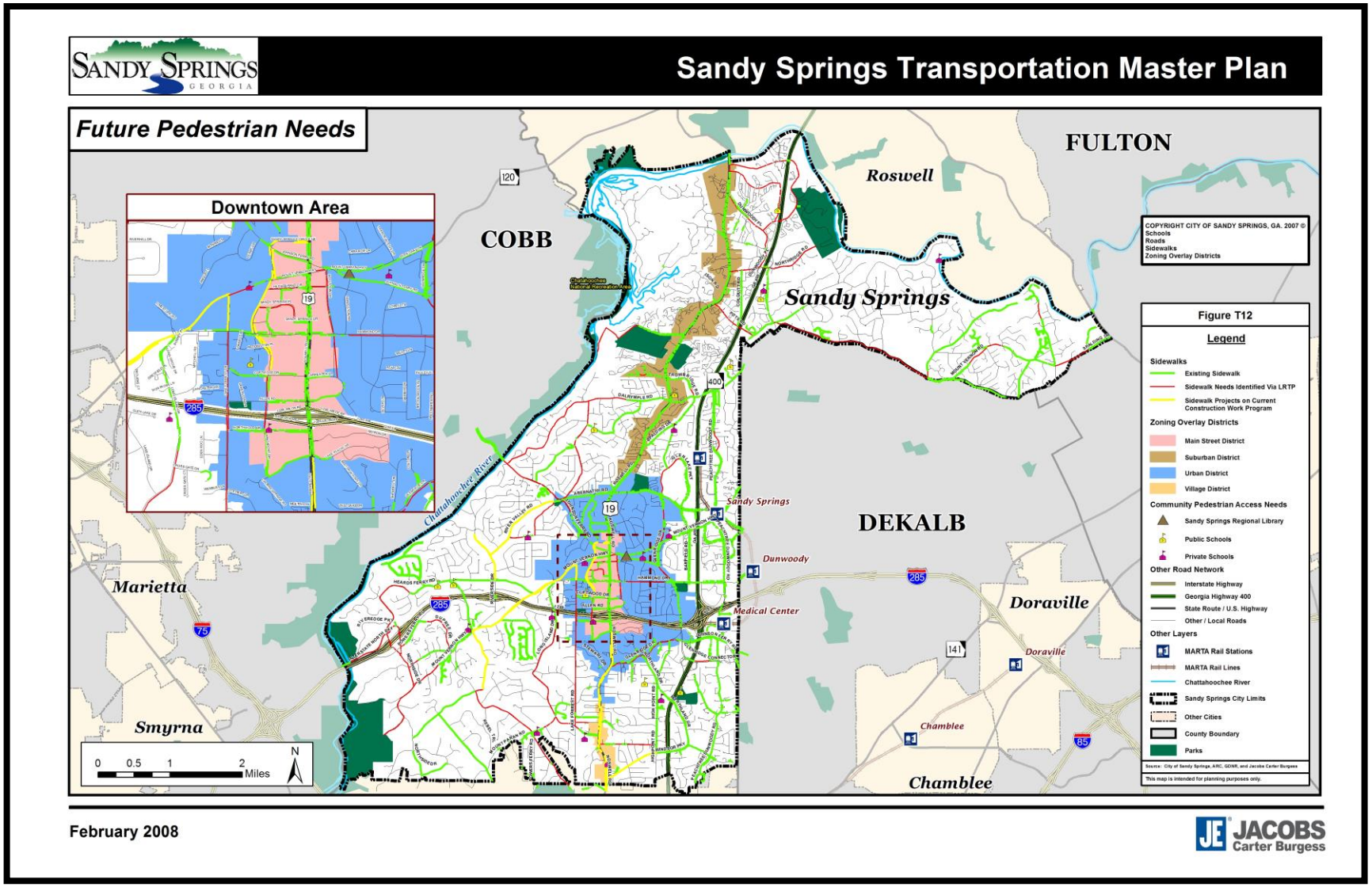
February 2008
JACOBS Carter Burgess


Sandy Springs Transportation Master Plan
Future Pedestrian Needs
Downtown Area
COBB
FULTON
DEKALB
Roswell
Sandy Springs
Dunwoody
Medical Center
Doraville
Chamblee
Marietta
Smyrna
Chattahoochee River
Figure T12
Legend
Sidewalks
Existing Sidewalk
Sidewalk Needs Identified Via LRTP
Sidewalk Projects on Current Construction Work Program
Zoning Overlay Districts
Main Street District
Suburban District
Urban District
Village District
Community Pedestrian Access Needs
Sandy Springs Regional Library
Public Schools
Private Schools
Other Road Network
Interstate Highway
Georgia Highway 400
State Route / U.S. Highway
Other / Local Roads
Other Layers
MARTA Rail Stations
MARTA Rail Lines
Chattahoochee River
Sandy Springs City Limits
Other Cities
County Boundary
Parks
This map is intended for planning purposes only.
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February 2008
JACOBS Carter Burgess

Table T1
ARC 2008-2013 TIP - PROGRAMMED PROJECTS

ARC ID	GROUP	TYPE	LOCATION	STATUS	PROJECT DESCRIPTION	FROM	TO
AR-900	**Transit**	Transit Facility	Multi-Jurisdictional	Programmed	I-285 NORTH BUS RAPID TRANSIT (BRT)	CUMBERLAND/GALLERIA AREA IN COBB COUNTY	PERIMETER CENTER IN DEKALB COUNTY [FHWA AND BOND FUNDS
AR-H-300	**Roadway**	HOV Lanes	Multi-Jurisdictional	Programmed	I-285 NORTH HOV LANES	I-75 NORTH IN COBB COUNTY	I-85 NORTH IN DEKALB COUNTY
DK-334	**Roadway**	Roadway Operations	DeKalb County	Programmed	PERIMETER CENTER AREA (DEKALB COUNTY) FIBER OPTIC INTERCONNECTION ALONG SEVERAL CORRIDORS		
DK-AR-219A	**Roadway**	Interchange Capacity	DeKalb County	Programmed	I-285 NORTH	SR 400	NORTH SHALLOWFORD ROAD - INCLUDES ASHFORD-DUNWOODY ROAD INTERCHANGE
FN-011	**Roadway**	Roadway Capacity	Fulton County (North)	Long Range	DUNWOODY PLACE	NORTHRIDGE ROAD	HIGHTOWER TRAIL
FN-055A	**Roadway**	Roadway Capacity	Fulton County (North)	Programmed	PEACHTREE DUNWOODY ROAD	ABERNATHY ROAD/ PERIMETER CENTER WEST	SPALDING DRIVE
FN-023	**Roadway**	Roadway Operations	Fulton County (North)	Programmed	JOHNSON FERRY ROAD	CHATTAHOOCHEE RIVER	ABERNATHY ROAD
FN-034	**Roadway**	Roadway Capacity	Fulton County (North)	Programmed	ABERNATHY ROAD	JOHNSON FERRY ROAD	SR 9 (ROSWELL ROAD)
FN-043	**Roadway**	Roadway Capacity	Fulton County (North)	Programmed	ABERNATHY ROAD	SR 9 (ROSWELL ROAD)	SR 400
FN-103B	**Roadway**	Roadway Operations	Fulton County (North)	Programmed	GLENRIDGE DRIVE	SR 9 (ROSWELL ROAD)	JOHNSON FERRY ROAD
FN-129A	**Roadway**	Roadway Operations	Fulton County (North)	Programmed	SR 9 (SOUTH ATLANTA STREET) SAFETY IMPROVEMENTS, PHASE 1	CHATTAHOOCHEE CIRCLE	ROBERTS DRIVE
FN-199	**Roadway**	Roadway Operations	Fulton County (North)	Programmed	SR 9 ATMS	ABERNATHY ROAD	FORSYTH COUNTY LINE
FN-200	**Roadway**	Roadway Operations	Fulton County (North)	Programmed	PERIMETER CENTER AREA (FULTON COUNTY) FIBER OPTIC SIGNAL INTERCONNECTION ALONG SEVERAL CORRIDORS		
FN-221	**Bicycle/Pedestrian**	Pedestrian Facility	Fulton County (North)	Long Range	JOHNSON FERRY ROAD / GLENRIDGE DRIVE	ABERNATHY ROAD	HAMMOND DRIVE
FN-AR-100A	**Roadway**	Roadway Capacity	Fulton County (North)	Programmed	SR 400	VICINITY OF HAMMOND DRIVE AND ABERNATHY ROAD	NORTH OF SPALDING DRIVE - ADDITION OF 4-LANE COLLECTOR/DISTRIBUTOR SYSTEM
DK-317	**Bicycle/Pedestrian**	Pedestrian Facility	DeKalb County	Programmed	PERIMETER CENTER AREA SIDEWALKS SOUTH OF I-285 NORTH		
FN-AR-BP052	**Bicycle/Pedestrian**	Pedestrian Facility	Fulton County (North)	Programmed	RIVERSIDE DRIVE	HEARDS FERRY ROAD	OLD RIVERSIDE DRIVE / EDGEWATER DRIVE
FN-AR-BP067	**Bicycle/Pedestrian**	Multi-Use Bike/Ped Facility	Fulton County (North)	Programmed	RIVER VALLEY ROAD	RIVERSIDE DRIVE	JOHNSON FERRY ROAD
FN-AR-BP082A	**Bicycle/Pedestrian**	Pedestrian Facility	Fulton County (North)	Programmed	SR 9 (ROSWELL ROAD)	ATLANTA CITY LIMITS	MOUNT PARAN ROAD
FN-AR-BP082B	**Bicycle/Pedestrian**	Pedestrian Facility	Fulton County (North)	Programmed	SR 9 (ROSWELL ROAD)	I-285 NORTH	MOUNT PARAN ROAD
FN-AR-BP083	**Bicycle/Pedestrian**	Pedestrian Facility	Fulton County (North)	Programmed	HAMMOND DRIVE	GLENRIDGE DRIVE	DEKALB COUNTY LINE
FN-AR-BP091	**Bicycle/Pedestrian**	Pedestrian Facility	Fulton County (North)	Programmed	WINDSOR PARKWAY	SR 9 (ROSWELL ROAD)	HIGH POINT ROAD
FN-AR-BP104	**Bicycle/Pedestrian**	Pedestrian Facility	Fulton County (North)	Programmed	SR 9 (ROSWELL ROAD) PEDESTRIAN IMPROVEMENTS	ABERNATHY ROAD	JOHNSON FERRY ROAD
DK-323	**Bicycle/Pedestrian**	Pedestrian Facility	DeKalb County	Programmed	PERIMETER CENTER WEST PEDESTRIAN IMPROVEMENTS	MOUNT VERNON HIGHWAY	ASHFORD DUNWOODY ROAD
FN-AR-144	**Bicycle/Pedestrian**	Pedestrian Facility	Fulton County (North)	Programmed	PEACHTREE-DUNWOODY ROAD PEDESTRIAN IMPROVEMENTS (NORTH)	I-285	ABERNATHY ROAD
FN-AR-204	**Bicycle/Pedestrian**	Pedestrian Facility	Fulton County (North)	Programmed	HAMMOND DRIVE/SANDY SPRINGS CIRCLE PEDESTRIAN IMPROVEMENTS		
FN-AR-206	**Bicycle/Pedestrian**	Pedestrian Facility	Fulton County (North)	Programmed	PEACHTREE-DUNWOODY PEDESTRIAN IMPROVEMENTS (SOUTH)	I-285	GLENRIDGE CONNECTOR
FN-AR-BP016A	**Bicycle/Pedestrian**	Pedestrian Facility	Fulton County (North)	Programmed	MOUNT VERNON HIGHWAY	POWERS FERRY ROAD	LAKE FORREST ROAD

Table T2
ARC 2030 RTP - LONG RANGE PROJECTS

ARC ID	GROUP	TYPE	LOCATION	STATUS	PROJECT DESCRIPTION	FROM	TO
CO-334	**Roadway**	Roadway Operations	Cobb County	Long Range	ADVANCED TRANSPORTATION MANAGEMENT SYSTEM PROGRAM: PHASE V		
FN-103B	**Roadway**	Roadway Capacity	Fulton County (North)	Long Range	GLENRIDGE DRIVE	SR 9 (ROSWELL ROAD)	JOHNSON FERRY ROAD
FN-227	**Roadway**	Roadway Operations	Fulton County (North)	Long Range	HAMMOND DRIVE ATMS	MOUNT VERNON HIGHWAY	PEACHTREE DUNWOODY ROAD
FN-228	**Roadway**	Roadway Operations	Fulton County (North)	Long Range	PEACHTREE DUNWOODY ROAD ATMS	WINDSOR PARKWAY	GLENRIDGE CONNECTOR
FN-229	**Roadway**	Roadway Operations	Fulton County (North)	Long Range	ABERNATHY ROAD ATMS	SR 9 (ROSWELL ROAD)	SR 400

CHAPTER 6: IMPLEMENTATION PROGRAM

CHARACTER AREA POLICY

The citywide vision statement and the character area map assist in guiding the City's implementation program. However, the future land use plan map reflects City policy, provides land use recommendations on a parcel basis and is intended to guide decisions regarding rezoning, zoning modifications, use permits, variances, and preliminary subdivision platting.

Table 6.1 provides a summary of the visionary character areas, shows how character areas compare with future land use plan map categories, and indicates which zoning district categories are most closely aligned and will implement them.

Table 6.2 provides a summary of current zoning districts in Sandy Springs, and how the zoning districts implement the character areas (See Chapter 1 and also Table 7.1). For compatibility of future land use plan map categories and zoning districts, see the descriptions of future land use plan map categories in Chapter 1.

The information that follows Tables 6.1 and 6.2 covers the individual work programs for each of these identified areas:

1. Natural Resources
2. Historic Preservation
3. Redevelopment
4. Land Use
5. Community Facilities and Services
6. Recreation and Parks
7. Transportation

The Short-term Work Program covers a five-year period of the Comprehensive Plan Community Agenda. Costs associated with the execution of each work program are provided in the table that follows (Table 6.3).

Table 6.1
Visionary Character Area Land Use Policy Implementation
City of Sandy Springs, 2007

Character Area	Description of Vision	Type, form, style of development	Specific Land Uses	Quality Community Objectives Achieved	Future Land Use Plan Categories	Regulations Appropriate	Other Implementation Measures
1. Conservation	Natural environment with some recreational amenities	Environmentally sensitive	Few if any land uses other than passive recreation and public and private park spaces.	Environmental Protection; Open Space Preservation; Regional Identity	Stream and Water Bodies; Public Recreational and Conservation; Private Recreational	AG-1; River corridor overlay; floodplain and tributary protection ordinances; Tree Ordinance	Recreation and Park Master Plan.
2. Protected Neighborhood	Conventional, suburban subdivisions of detached, single-family homes	Conventional suburban, usually with curvilinear streets and cul-de-sacs.	Some public, institutional and park and recreation uses in addition to detached dwellings	Housing Opportunities; Sense of Place	Residential categories with densities up to 3 units per acre	AG-1; Single-family zoning districts of varying densities	Policies for Protected Neighborhoods; "protected neighborhood" boundary on future land use plan map.
3. Master Planned Community	Residential community planned at a scale of several hundred acres at minimum	Incorporates green space and/or recreation	Some public, institutional and park and recreational uses in addition to detached dwellings	Housing Opportunities; Sense of Place	Residential, categories with densities of 3 to 5 units per acre	Community Unit Plan zoning district	Policies for Protected Neighborhoods; "protected neighborhood" boundary on future land use plan map; design review.
4. Urban Residential	Higher-density residential developments, mostly apartments	Urban; Private streets, some amenities	"Garden style" apartments; fee-simple townhouse; institutional and recreational facilities serving the developments may exist or be permitted	Housing Opportunities; Transportation Alternatives	Residential, categories with densities of 8 units or more per acre	Multi-family zoning districts of varying densities	Design review

Character Area	Description of Vision	Type, form, style of development	Specific Land Uses	Quality Community Objectives	Future Land Use Plan Categories	Regulations Appropriate	Other Implementation Measures
5. Mixed Use – Neighborhood Scale	Compact, pedestrian-friendly mixed use	Principles of New Urbanism	Mix of uses, including commercial, office, and residential	Appropriate Business; Employment Options; Sense of Place; Infill Development; Housing Options; Transportation Alternatives	Living Working Neighborhood	Mixed use zoning district or form-based codes; design review	Public and private expenditures for art, signage, streetscape improvements, and other unique identifying amenities. Design review.
6. Mixed Use – Community Scale	Compact, pedestrian-friendly mixed use centers	Redevelopment following principles of new urbanism – more intense than neighborhood scale	Mix of uses, including commercial, office, and residential	Regional Identity; Appropriate Business; Employment Options; Housing Opportunities; Transportation Alternatives; Sense of Place	Living Working Community	Mixed-use zoning district; multi-family redevelopment zoning; form-based code	Redevelopment agency functions and responsibilities. Design review.
7. Employment	Office and Business Parks	Mostly suburban campus style; Some office, multi-story	Predominantly office some neighborhood commercial	Appropriate Business; Employment Options	Business Park; Commercial; Office; Office, High Intensity	Office and business park zoning districts	
8. Downtown Redevelopment	Redevelopment into compact, pedestrian-friendly mixed use centers	Pedestrian retail at scale and intensity greater than neighbor-hood- and community-scale mixed use	Predominantly commercial uses in pedestrian retail districts, some offices and institutions including residential	Appropriate Business; Employment Options; Sense of Place; Infill Development; Housing Options; Transportation Alternatives	Living Working Community; Living Working Regional	Mixed use zoning districts; design review	Public and private expenditures for art, signage, streetscape improvements, and other unique identifying amenities. Design review.
9. Regional Transit-Oriented Activity Center	Regional employment center focused on proximity to transit stations	Principles of transit-oriented development	Predominantly mid- and high-rise office buildings with supportive retail commercial uses, along with some offices and institutions, including residential	Appropriate Business; Employment Options; Sense of Place; Infill Development; Housing Options; Transportation Alternatives; Regional Cooperation and Regional Solutions	Living Working Regional	Mixed use zoning districts; design review; public and private expenditures for art, signage, streetscape improvements	Perimeter Center Community Improvement District (CID). Design review.

Table 6.2
Sandy Springs Zoning Districts Summary

Zoning District Abbreviation and Name	Uses Permitted Generally	Height Permission	Density/Intensity Permission	Visionary Character Area Compatibility
1. Special flood hazard areas zones	None within floodway; Agriculture; recreation; parking, uses by permit	--	--	Conservation
2. AG-1 Agricultural	Agriculture; single-family dwelling	40 feet	1 acre per dwelling on paved road	Protected Neighborhood
3. R-1 Single Family Dwelling	Single-family dwelling	40 feet	2 acres per dwelling	Protected Neighborhood
4. R-2 Single Family Dwelling	Single-family dwelling	40 feet	1 acre per dwelling	Protected Neighborhood
5. R-2A Single Family Dwelling	Single-family dwelling	40 feet	27,000 square feet	Protected Neighborhood
6. R-3 Single Family Dwelling	Single-family dwelling	40 feet	18,000 square feet	Protected Neighborhood
7. R-3A Single Family Dwelling	Single-family dwelling	40 feet	18,000 square feet	Protected Neighborhood
8. R-4 Single Family Dwelling	Single and two family dwellings	40 feet	9,000 square feet	Urban Residential
9. R-4A Single Family Dwelling	Single-family dwelling	40 feet	12,000 square feet	Urban Residential
10. R-5 Single Family Dwelling	Single and two family dwellings	40 feet	7,500 square feet	Urban Residential
11. R-5A Single Family Dwelling	Single-family dwelling	40 feet	4,000 square feet	Urban Residential
12. R-6 Two Family Dwelling	Single and two family dwellings	40 feet	9,000 square feet	Urban Residential
13. TR Townhouse Residential	Townhouses	40 feet	9 units per gross acre	Urban Residential
14. A Medium Density Apartment	Apartments; multi-family	45 feet or 3 stories	2,000 square feet per unit	Urban Residential
15. A-L Apartment Limited	Apartments; multi-family	60 feet or 4 stories	None	Urban Residential
16. O-I Office Institutional	Offices; institutions	60 feet or 4 stories	Maximum lot coverage of 70%	Employment
17. MIX Mixed Use	Dwellings and commerce	60 feet	None except for residential	Mixed Use – Neighborhood, Community, Regional
18. C-1 Community Business	Commercial	60 feet or 4 stories	None except for residential	May be applicable in mixed use areas

Zoning District Abbreviation and Name	Uses Permitted Generally	Height Permission	Density/Intensity Permission	Visionary Character Area Compatibility
19. C-2 Community Business	Commercial	60 feet or 4 stories	None except for residential	May be applicable in mixed use areas
20. M-1A Industrial Park	Industrial	60 feet or 4 stories	Maximum lot coverage of 70%	Inconsistent with Recommended Character
21. M-1 Light Industrial	Industrial	100 feet or 8 stories with exceptions	None	Inconsistent with Recommended Character
22. M-2 Heavy Industrial	Manufacturing with limitations	100 feet or 8 stories with exceptions	None	Inconsistent with Recommended Character
23. CUP Community Unit Plan	Residential (various types), churches, recreation	40 feet	9 units per acre multi-family; 5 units per acre for single-family dwellings	Master Planned Community
24. NUP Neighborhood Unit Plan	Single-family dwelling; recreation	40 feet	5 units per acre	Master Planned Community
25. MHP Mobile Home Park	Mobile and modular homes	35 feet or 2.5 stories	4,000 square feet per dwelling	Inconsistent with Recommended Character
26. SS Sandy Springs Overlay	(see underlying zoning)	--	--	Town Center Redevelopment
27. Perimeter Community Improvement District Overlay	(see underlying zoning)	--	--	Regional Transit-Oriented Activity Center

NATURAL RESOURCES WORK PROGRAM

1. **Conduct Study of Scenic Views and Sensitive Habitats.** Conduct a study, by a landscape architect and environmental professionals as appropriate, which identifies scenic views, and/or sites, specifically including maps of: (1) steep slope corridors; and (2) ecologically sensitive plant and animal habitats.

2. **Prepare and Adopt a Conservation Subdivisions Ordinance.** Adopt an ordinance for conservation subdivisions, or incorporate into zoning and subdivision regulations, in order to protect and preserve (1) wooded parcels; (2) riparian corridors; (3) identified scenic views and sites; (4) sensitive plant and animal habitats; and (5) greenspace and other ecologically sensitive areas, as appropriate.

HISTORIC PRESERVATION WORK PROGRAM

1. **Update Historic Resources Survey.** Prepare an update to the historic resources survey conducted in 1996, to give a more accurate account of the status of historic resources in the City.

REDEVELOPMENT WORK PROGRAM

1. **Conduct a Market Study.** Conduct a market study of the types of niche retail businesses and other commercial activities that can be supported in future redevelopment efforts.

2. **Complete a Parking Study.** Conduct a study of the potential for public provision of parking decks in the downtown area. Include an evaluation of prospects for private-public partnerships in the provision of improved parking facilities within designated redevelopment areas.

3. **Prepare a Town Center Study.** Prepare a study of the newly established Town Center area and prepare a redevelopment plan to implement the Town Center policies by appropriate ordinance as guided by the Mayor and City Council. The plan should include an evaluation of the size of redevelopment parcels and make recommendations for combining sites that are too small for redevelopment. Earlier downtown studies and redevelopment plans can help to inform this new plan for the Town Center.

LAND USE WORK PROGRAM

1. **Rewrite Overlay Districts.** Rewrite Overlay Districts to bring each into compliance with this Comprehensive Plan.

2. **Prepare and Adopt Roswell Road Corridor Studies and Plans.** The following areas have been identified as needing specific, more focused study and refined land use planning. Such studies should consider, as appropriate: redevelopment issues and opportunities; appropriate development standards and types; the impact of planned transportation improvements; security and public safety; the provision of workforce housing; refinement or revision of live-work designations and recommended policies; and recommend changes to the land use plan.

- Roswell Road area from Cliftwood Drive south to the City of Atlanta.
- Roswell Road area from Abernathy Road to the Chattahoochee River.

3. **Apply for Livable Centers Initiative (LCI) Grant Funds**. Sandy Springs should monitor funding activities and apply for additional funding from the Atlanta Regional Commission in support of future and ongoing planning projects.

4. **Update the Comprehensive Plan at Five Year Intervals**. The City is required to consider amendments to its comprehensive plan every five years.

5. **Revise City's Zoning Ordinance**. Continue the practice of providing regular, quarterly updates and amendments to the City's Zoning Ordinance.

6. **Revise Subdivision and Land Development Regulations to allow for streets more appropriate to their context**. The standards and regulations should be amended to provide for variable street design standards including width, construction materials, geometry, etc., in compliance with current engineering standards and practices.

COMMUNITY FACILITIES AND SERVICES WORK PROGRAM

1. **Future municipal facilities.** Precede decisions about the siting and construction of future municipal facilities with open processes that allow for ample public input concerning the locations, designs, and costs of such facilities.

2. **Impact Fees.** Institute a development impact fee program for recreation and parks, public safety facilities, and roads.

3. **Service Delivery Strategy.** Participate in the Fulton County Service Delivery Strategy.

4. **Fire Stations.** Renovate existing fire stations, where needed.

5. **Drainage and flooding facility review.** Identify areas and neighborhoods in the City that have inadequate drainage and are prone to flooding. In conjunction with the Georgia Department of Transportation (GDOT), assess drainage facilities along Roswell Road and the extent of existing drainage problems.

6. **Storm water plans.** Develop improvement plans to prevent flooding and other problems, including a program to specifically address how to help property owners with storm water issues.

7. **Storm water utility.** Establish a storm water utility and user fee to provide funding to correct existing storm drainage problems, maintain stormwater detention ponds, and enhance stormwater management.

8. **Americans with Disabilities Act assessment.** Fully assess how the City's facilities meet applicable requirements of the Americans with Disabilities Act (ADA), and address deficiencies through the City's capital improvement program and short-term work program, where applicable.

9. **CIE annual update.** Annually update the Capital Improvements Element portion of the Comprehensive Plan.

10. **Impact Fee reporting.** Report annually expenditures received from development impact fees to the Georgia Department of Community Affairs (DCA).

11. **Solid Waster Plan implementation.** Implement the Short-term Work Program of the Comprehensive Solid Waste Management Plan.

12. **Solid Waste Plan updates.** Update the Comprehensive Solid Waste Management Plan at five-year intervals.

RECREATION AND PARKS WORK PROGRAM

At the time of the development of the Comprehensive Plan, the City of Sandy Springs began the creation of its first Recreation and Parks Master Plan. That information has been used to prepare the Recreation and Parks work program; however, many of these improvements extend beyond the five-year time frame for this work program.

1. Land Acquisition Recommendations

The following land acquisition recommendations are made, and can be accomplished using either fee simple purchase or long-term lease agreements:

a. 22+/- acre Fulton County treatment plant site adjacent to Riverside Drive.

b. 10+/- acres in south central Sandy Springs to the south of I-285.

c. 27+/- acres located south of Dalrymple Road in western Sandy Springs.

d. Marsh Creek Greenway corridor.

e. Expansion of Abernathy Greenway corridor east to connect with Marsh Creek Greenway.

f. Morgan Falls Greenway corridor from Great Park (Bull Sluice) east to DeKalb County (Dunwoody Trail).

g. Easement to connect East Palisades unit of the CRNRA to Powers Island unit of the CRNRA.

h. Consider donating Island Ferry property to the NPS to facilitate connection of Island Ford NPS properties.

i. Easement that will facilitate pedestrian access to the Roswell River Walk.

j. Easement that will facilitate pedestrian access to Chastain Park.

k. Easements east of S.R. 400 to develop a north-south pedestrian corridor linking the Morgan Falls Greenway to the North Atlanta Trail.

2. Improvements to Existing Parks

a. Hammond Park: Various renovations per System-Wide Recreation and Parks Master Plan.

b. Morgan Falls Ball Fields: Various retrofits and improvements per System-Wide Recreation and Parks Master Plan.

c. Ridgeview Park: Purchase adjacent parcel and construct various facilities per System-Wide Recreation and Parks Master Plan.

d. Tennis Center: Various upgrades and improvements per System-Wide Recreation and Parks Master Plan.

e. Johnson Ferry River Access: Various upgrades and improvements per System-Wide Recreation and Parks Master Plan.

f. Allen Road Park: Various retrofits and improvements per System-Wide Recreation and Parks Master Plan.

3. Development of New Parks and Facilities

a. Morgan Falls River Park: Phase I and II improvements per System-Wide Recreation and Parks Master Plan.

b. Fulton County Treatment Plant Site: Acquisition of 18 acres of this 22 acre site for mostly passive park development.

c. South Central Park: Acquire land for small passive use park.

d. Dalrymple Park: Acquire 27+/- acre site for development as a passive-use park.

4. Additional Indoor Facilities

a. Recreation Centers: Construct two new recreation centers (35,000 – 40,000 square feet each), one in the northern portion of the city, and the second south of I-285.

b. Aquatic Center: Develop aquatic center with Olympic size pool, diving pool and zero-depth leisure pool.

5. Greenways and Trails

a. Abernathy Greenway: Extend east, crossing Roswell Road to link with the Tennis Center.

b. Marsh Creek Greenway: Phase 1 development per System-Wide Recreation and Parks Master Plan.

TRANSPORTATION WORK PROGRAM

The work program for the transportation element of the Community Agenda has been developed through the creation of a series of guiding principles designed to address ongoing traffic system improvements, as well as through adding new project. Those principles and their corresponding work program activities are described below.

A. Provide for the Efficient use of Existing Infrastructure

1. Construct traffic control center (TCC) for monitoring/adjusting traffic signals and incident management along Roswell Road and other congested corridors.

2. Install camera monitoring system along Roswell Road and key east-west corridors.

3. Install traffic responsive signal system along Roswell Road to accommodate fluctuations in traffic and assist in managing queues.

4. Designate through routes with identifying signage and install traffic signal timings to facilitate travel along key routes: Roswell Road, Johnson Ferry Road/Abernathy Road, Mount Vernon Highway, Glenridge Road, and Peachtree Dunwoody Road.

5. Develop access management standards linked to roadway functional classification for use with redevelopment (signal and driveway spacing, interparcel access, full access vs. right-in/right-out).

6. Develop improvement concepts to implement access management techniques along Roswell Road throughout city to include signal spacing, interparcel access, backside connections, and medians where appropriate.

7. Revise functional classification system to match current City policy.

8. Prepare design for Jett Road bridge upgrade.

9. Work with property owners to establish interparcel connectivity in Downtown Sandy Springs and along Roswell Road and other commercial corridors.

10. Repave streets and refresh pavement markings.

11. Provide intersection and operational improvements per ongoing Intersection Operations and Improvement Plan, including: signal timing, signal system coordination, and installation of traffic signals.

12. Perform additional maintenance/upgrade of signal system and vehicle detectors.

B. Improve Congestion Bottlenecks and “Hot Spots”

1. Reconstruct Roswell Road at I-285 interchange (coordinate with GDOT's Revive I-285 Initiative).

2. Reconstruct Northridge Road at SR 400 interchange (coordinate with GDOT's SR 400 improvements).

3. Reconstruct Riverside Drive at I-285 interchange (coordinate with GDOT's Revive I-285 Initiative).

4. Construct collector/distributor road system including Hammond Drive ramps at SR 400 (coordinate with GDOT's SR 400 improvements).

5. Provide intersection capacity/operational improvements to include turn lane modifications, median segments near intersections, pedestrian crosswalks and sidewalk enhancements at congested intersections along Roswell Road to include (but not limited to): Roberts Drive, North River Parkway, Hightower Trail, Pitts Road, Morgan Falls Road, Trowbridge Road, Dalrymple Road, Glenridge Drive, Mount Paran Road, and Windsor Parkway.

6. Provide intersection capacity/operational improvements to include minor intersection geometrics, installation of turn lanes, and/or implementation of signal or roundabout at congested intersections to include (but not limited to): Glenridge Drive at Hammond Drive, Glenridge Drive at Johnson Ferry Road, Hammond Drive at Lake Forrest Drive, Mount Paran Road at Powers Ferry Road, Peachtree Dunwoody Road at Lake Hearn Drive, Spalding Drive at Dunwoody Club Drive, Spalding Drive at Pitts Road, and Spalding Drive at Jett Ferry Road (see project A11).

C. Park Once and Circulate in the Sandy Springs Town Center via Transit and Pedestrian Modes

1. Align Carpenter Drive and Cliftwood Drive and modify traffic signal.

2. Provide wide sidewalk connections for east-west movement across downtown Sandy Springs between Sandy Springs Circle and Boylston Drive to include Sandy Springs Place/new connector road, Hilderbrand Drive, Hammond Drive, and Cliftwood Drive/Carpenter Drive).

3. Provide wide sidewalk connections for north-south movement in downtown Sandy Springs along Sandy Springs Circle, Boylston Drive, Blue Stone Road, and Sandy Springs Place.

4. Prepare design and implementation plan for transit circulator in downtown Sandy Springs, express bus service to perimeter center, and express bus service to Sandy Springs MARTA Rail Station.

5. Provide streetscape improvements along Roswell Road from Abernathy Road to Hilderbrand Drive, from Hammond Drive to Cliftwood Drive, and from I-285 to the City of Atlanta.

6. Provide streetscape improvements along Sandy Springs Circle from Roswell Road to Hammond Drive.

7. Complete concept design, planning/engineering, and construction of Sandy Springs Circle under I-285 to Kingsport Drive.

8. Prepare design for improvement of Johnson Ferry Road between Abernathy and Sandy Springs Circle, Johnson Ferry Road between Mount Vernon and Highway and Glenridge Road, and Glenridge Road between Mount Vernon Highway and Hammond Drive to improve traffic capacity/operations and add sidewalk/bicycle facilities.

9. Prepare concept design for completion of grid system in the Sandy Springs Town Center to include: Improvement of Boylston Road from Mt. Vernon Highway to Hammond Drive, extension of Boylston Road from Hammond Drive to Carpenter Road, construction of a new roadway and pedestrian connection from Sandy Springs Place to Boylston Road.

10. Widen Hammond Drive from Glenridge Drive to Peachtree Dunwoody Road to increase roadway capacity and provide sidewalks on both sides.

11. Extend Boylston Drive south from Hammond Drive to Carpenter Drive to provide two through lanes with sidewalk and bike lanes.

D. Provide for Future Travel Demand

1. Improve Johnson Ferry Road from the Chattahoochee River to Abernathy Road and widen Abernathy Road from Johnson Ferry Road to Roswell Road to provide 4 through lanes with bike lanes and 8-foot sidewalk.

2. Complete concept design and continue planning/engineering for improvement of Peachtree Dunwoody Road from Abernathy Road to Spalding Drive as a "complete street" to include automobile, pedestrian, transit, bicycle, and landscaping/aesthetic components.

3. Complete concept design and continue planning/engineering for improvement of Dunwoody Place from Northridge Road to Roswell Road as a "complete street" to include automobile, pedestrian, transit, bicycle, and landscaping/aesthetic components.

4. Complete concept design and continue planning/engineering for Hammond Drive corridor between Glenridge Drive and Roswell Road to improve as a "complete street" to include automobile, pedestrian, transit, bicycle, and landscaping/aesthetic components.

E. Promote Pedestrian and Bicycle Travel Modes for Access to Parks and Community Facilities

1. Construct greenway along Abernathy Road to include multiuse trail.

2. Construct sidewalks with bike lanes along River Valley Road from Johnson Ferry Road to Riverside Drive.

3. Construct sidewalks with bike lanes along Riverside Drive from River Valley Road to Heards Ferry Road and extend sidewalks north on Riverside Drive to swim and tennis club.

4. Install pedestrian enhancements at Sandy Springs Circle and Hammond Drive intersection.

5. Install sidewalks along Mt. Vernon Parkway from Mt. Vernon Highway to Powers Ferry Road.

6. Install sidewalks along Mt. Vernon Highway from Lake Forest Drive to Powers Ferry Road.

7. Install sidewalks along Windsor Parkway from Highpoint Road to Roswell Road.

F. Serve Mobility Needs in Residential Area while Preserving Neighborhoods

1. Implement "Safe Routes to School" program.

2. Provide residential traffic calming through traffic calming program.

3. Provide sidewalk connectivity by filing in the gaps in the existing sidewalk network to provide sidewalk on one side of the road for all roads functionally classified as collector and above.

4. Provide refurbishment / reconstruction of sidewalks to maintain current standards and encourage pedestrian travel.

5. Coordinate bus stop locations and facilities with MARTA to maximize service and usability of transit.

6. Provide pedestrian crossing improvements and street lighting to improve access to MARTA bus stops

WORK PROGRAM FIVE-YEAR SUMMARY TABLES

The information that follows provides the five-year implementation costs for the work program activities described above by category of activity:

1. Natural Resources
2. Historic Preservation
3. Redevelopment
4. Land Use
5. Community Facilities and Services
6. Recreation and Parks
7. Transportation

Table 6.3
2010 - 2014 Short-term Work Program

Project Description	Service Area	Project Start Date	Project End Date	Estimate Project Cost	Portion Chargeable to Impact Fees	Sources of Funds (& Share)	Responsible party
FACILITY PROJECTS							
F001 City Hall	City Wide	2010	2014	$11,650,000.00	0%	Capital Improvement 100%	City Manager
F002 Heritage Bluestone Building	City Wide	2010	2012	$1,650,000.00	0%	Capital Improvement 100%	Park & Recreation
F003 Target Property	City Wide	2010	2014	$3,956,842.00	0%	Capital Improvement 100%	City Manager
PARKS AND RECREATION							
P002 Greenway- Abernathy Rd	City Wide	2008	2020	$9,644,209.00	0%	Capital Improvement 100%	Park & Recreation
P004 Park Equipment	City Wide	2009	2011	$9,032.00	0%	Capital Improvement 100%	Park & Recreation
P0010 Morgan Falls Athletic Fields	City Wide	2009	2011	$4,850,000.00	0%	Capital Improvement 100%	Park & Recreation
P0011 Morgan Falls River Park	City Wide	2009	2010	$364,423.00	0%	Capital Improvement 100%	Park & Recreation
P0012 Abernathy Oaks	City Wide	2009	2011	$21,000.00	0%	Capital Improvement 100%	Park & Recreation
P0014 Big Trees	City Wide	2009	2011	$250,000.00	0%	Capital Improvement 100%	Park & Recreation

Project Description	Service Area	Project Start Date	Project End Date	Estimate Project Cost	Portion Chargeable to Impact Fees	Sources of Funds (& Share)	Responsible party
P0015 Lost Corners	City Wide	2010	2012	$300,000.00	0%	Capital Improvement 100%	Park & Recreation
P0016 Gymnastics Facility	City Wide	2011	2011	$500,000.00	0%	Capital Improvement 100%	Park & Recreation
Linear park phase I (under GA Power easement)	City Wide	2010	2012	$2,050,000.00	0%	Capital Improvement 100%	Park & Recreation
Benches, picnic, trash cans and other amenities	City Wide	2009	2011	$15,000.00	0%	Capital Improvement 100%	Park & Recreation
FIRE DEPARTMENT							
C0009 Fire Renovation	City Wide	2008	2011	$125,001.00	0%	Capital Improvement 100%	Fire Department
PUBLIC WORKS STORM WATER							
Storm water infrastructure repair	City Wide	2009	2010	$1,500,000.00	0%	Storm Budget 100%	Public Works
COMMUNITY FACILITIES AND SERVICES							
Capital Improvements (CIE) annual update	City Wide	2009	2012	None	0%	Operating Budget 100%	Community Development
Report Impact Fee expenditures to DCA annually	City Wide	2012	2012	None	0%	Operating Budget 100%	Finance
NATURAL RESOURCES							
Study of Scenic Views and Sensitive Habitat	City Wide	2010	2010	$80,000.00	0%	Operating Budget 100%	Community Development / Public Works
REDEVELOPMENT							
Conduct Market Study	City Wide	2010	2010	$150,000.00	0%	Operating Budget 100%	Community Development

Project Description	Service Area	Project Start Date	Project End Date	Estimate Project Cost	Portion Chargeable to Impact Fees	Sources of Funds (& Share)	Responsible party
Prepare Town Center Study	City Wide	2011	2011	$250,000.00	0%	Operating Budget 100%	Community Development
LAND USE							
Apply for Livable Center Initiative Grant Fund	City Wide	2010	2011	None	0%	Operating Budget 100%	Public Works
Update Comprehensive Plan	City Wide	-	-	None	0%	Operating Budget 100%	Community Development
Revising Zoning Ordinance	City Wide	-	-	None	0%	Operating Budget 100%	Community Development
TRANSPORTATION - Existing Infrastructure							
T005 River Valley Sidewalk	City Wide	2008	2012	$1,194,532.00	0%	Capital Improvement 100%	Public Works
T009 Johnson Ferry Streetscape	City Wide	2010	2011	$820,472.00	0%	Capital Improvement 100%	Public Works / GDOT
T0010 Johnson Ferry @ Sandy Springs Circle	City Wide	2008	2014	$840,000.00	0%	Capital Improvement 100%	Public Works
T0013 Roswell Road ATMS	City Wide	2008	2013	$3,981,000.00	0%	Capital Improvement 100%	Public Works
T0021 Peachtree Dunwoody @ Lake Hearn	City Wide	2012	2014	$629,000.00	0%	Capital Improvement 100%	Public Works
T0032 Peachtree Dunwoody Streetscape	City Wide	2010	2014	$1,674,059.00	0%	Capital Improvement 100%	Public Works
T0034 Morgan Falls Road	City Wide	2010	2013	$2,400,000.00	0%	Capital Improvement 100%	Public Works
T0035 Chattahoochee Bridge	City Wide	2010	2012	$360,000.00	0%	Capital Improvement	Public Works

Project Description	Service Area	Project Start Date	Project End Date	Estimate Project Cost	Portion Chargeable to Impact Fees	Sources of Funds (& Share)	Responsible party
						100%	
T0036 Trans Imp Program (TIP)	City Wide	2008	2014	$1,750,469.00	0%	Capital Improvement 100%	Public Works
T3000 Pavement Management Program	City Wide	2008	2014	$21,894,570.00	0%	Capital Improvement 100%	Public Works
T6000 Sidewalk Program	City Wide	2008	2014	$8,137,500.00	0%	Capital Improvement 100%	Public Works
T7000 Intersection & Operational	City Wide	2008	2014	$3,000,000.00	0%	Capital Improvement 100%	Public Works
T9500 Traffic Management Program	City Wide	2008	2014	$1,750,000.00	0%	Capital Improvement 100%	Public Works
Work with property owners to establish interparcel connectivity in downtown Sandy Springs	City Wide	2010	2014	None	-	No funding source	Transportation
IMPROVING CONGESTION BOTTLENECK / "HOT SPOTS"							
T0031 Roswell Road Bridge Widening I-285	City Wide	2010	2014	$1,655,301.00	0%	Capital Improvement 80%/ GDOT 20%	Transportation
Reconstruction Northridge Road at SR 400 Interchange	City Wide	2012	2014	$5,000,000.00	0%	GDOT 100%	Transportation
Reconstruct Riverside Drive at I-285	City Wide	2011	2012	$2,000,000.00	0%	GDOT 100%	Transportation
PARK ONCE AND CIRCULATE IN DOWNTOWN SANDY SPRINGS							
Align Carpenter Drive and Cliftwood Drive and modify traffic signal design	City Wide	2011	2012	$200,000.00	0%	Capital Improvement 100%	Transportation
PARK ONCE AND CIRCULATE IN DOWNTOWN SANDY SPRINGS VIA TRANSIT AND PEDESTRIAN MODES							

Project Description	Service Area	Project Start Date	Project End Date	Estimate Project Cost	Portion Chargeable to Impact Fees	Sources of Funds (& Share)	Responsible party
T006 Sandy Spring Circle @ Hammond Drive Ped E	City Wide	2010	2014	$2,003,532.00	0%	Capital Improvement 100%	Public Works
T008 Roswell Road Streetscape	City Wide	2011	2012	$1,393,867.00	0%	Capital Improvement 100%	Public Works
T0012 RRSS-Johnson Ferry-Abernathy	City Wide	2012	2014	$1,337,600.00	0%	Capital Improvement 100%	Public Works
T0019 Roswell Road Ph I	City Wide	2012	2014	$2,570,000.00	0%	Capital Improvement 100%	Public Works
T0014 Sandy Springs Circle Ped Enh Phase II CD	City Wide	2012	2014	$2,400,369.00	0%	Capital Improvement 100%	Public Works
T0015 Sandy Springs Circle	City Wide	2012	2014	$220,000.00	0%	Capital Improvement 100%	Public Works
Prepare design and implement plan for transit circulator in downtown Sandy Springs, express bus service to perimeter center	City Wide	2011	2012	$200,000.00	0%	Capital Improvement 100%	Transportation
PROVIDE FOR FUTURE TRAVEL DEMAND							
T001 Improve Johnson Ferry Road from Chattahoochee River to Abernathy Road from Johnson Ferry Road to provide 4 through lanes and 8 foot sidewalk.	City Wide	2008	2012	$20,000,000.00	0%	GDOT 100%	Transportation
T0025 Dunwoody Place Improvement - CD	City Wide	2008	2013	$1,200,000.00	0%	Capital Improvement 100%	Public Works
T0026 Peachtree Dunwoody Road Improvement -CD	City Wide	2008	2014	$1,500,000.00	0%	Capital Improvement 100%	Public Works

Project Description	Service Area	Project Start Date	Project End Date	Estimate Project Cost	Portion Chargeable to Impact Fees	Sources of Funds (& Share)	Responsible party
PROMOTE PEDESTRIAN AND BICYCLE TRAVEL MODES FOR ACCESS TO PARKS AND COMMUNITY FACILITIES							
T0020 Windsor Parkway Sidewalks	City Wide	2008	2011	$1,750,000.00	0%	Capital Improvement 100%	Public Works
SERVE MOBILITY NEEDS IN RESIDENTIAL AREAS WHILE PRESERVING NEIGHBORHOODS							
Coordinate bus stop locations and facilities with MARTA to maximize service and usability of transit	City Wide	2010	2014	Unknown	0%	MARTA 100%	Transportation

CHAPTER 7: CAPITAL IMPROVEMENTS ELEMENT FOR IMPACT FEES

OVERVIEW

The purpose of this chapter is to provide the planning to support an impact fee program for the following facilities: Public Safety (police and fire protection), Recreation and Parks, and Roads. In order to support an impact fee program, the plan must meet Georgia's administrative rules for Capital Improvements Elements (CIEs). The rules, among other things, require that, for each facility included in the development impact fee program, the following must be included:

1. A service area must be established;
2. A quantifiable level of service (LOS) standard must be specified;
3. Long-term needs must be assessed; and
4. A schedule of improvements identifying projects to be funded with impact fees during the next five years must be submitted and then annually updated after its adoption.

LAND USE ASSUMPTIONS

It is necessary to quantify the amount of development that will pay impact fees. This is achieved based on the population and employment projections provided in this Community Agenda. The information in this section sets out the land use assumptions for the City of Sandy Springs. These are developmental parameters that are employed in preparing the CIE for impact fees.

Table 7.1 provides population, housing, and employment data needed to estimate levels of service and establish level of service standards, reiterated from Chapter 3 of this Community Agenda.

Table 7.1
Residential Land Use Assumptions, 2007-2027
City of Sandy Springs

City of Sandy Springs	2007	2012	2007-2012 Increase	2027	2007-2027 Increase
Total Housing Units	44,679	45,346	667	47,345	2,666
Households (@ 100% housing units)	44,679	45,346	667	47,345	2,666
Household Size	2.17	2.17	--	2.17	--
Household Population (@ 100%)	96,953	98,401	1,448	102,739	5,786
Group Quarters Population	874	1,152	278	1,986	1,112
Total Population (@ 100%)	97,827	99,553	1,726	104,725	6,898
Employment	86,912	92,213	5,301	108,599	21,687

Source: Jerry Weitz & Associates, Inc. February 2007.

According to the Focus Fulton 2025 Comprehensive Plan, Land Use Element, there was 2,876,071 square feet of vacant office space in Sandy Springs, as of the fourth quarter 2004.

That constituted 16 percent of the total office space built (18,376,826 square feet). The original source of these figures is Dorey's Office Guide. The employment increase due to filling vacant, already constructed spaces cannot be attributed to new development since no building permit will be issued or required for such occupancy. Fulton County's plan assumes an employment generation rate of one job per 250 square feet of office space and one job per 500 square feet of retail space. Nelson (2004)[8] projects 280 square feet per office employee but notes that employees in central business districts average 229 square feet per employee. He also uses a figure of 510 square feet per retail trade employee. Hence the employment generation assumptions of Fulton County relative to office space and retail space are confirmed and used.

The distribution of jobs by type must be known in order to make further assumptions about how the employees are distributed vis-à-vis the building space. As a part of the Community Assessment, data were collected for employment by zip codes based on the U.S. Census Bureau's County Zip Code Patterns for the year 2004. Two zip codes, 30328 and 30350, lie mostly if not exclusively within the City of Sandy Springs. Those data, which are shown in Table 7.2, are considered the best available for representing the distribution of employment by type of employment sector and by building space. From Table 7.2, it is observed that approximately 76.6 percent of all jobs were in office-institutional buildings and 23.4 percent of employment worked in retail and commercial spaces. These data provide the best available information for use in the Sandy Springs impact fee program and are assumed to represent future building in Sandy Springs.

Table 7.2
Employment by Industry
and Assignment of Building Type
Sandy Springs Zip Codes 30328 and 30350

Industry	2004 Employment, Zip Codes 30328 and 30350	% of Total Employment	Share in Offices	Share in Retail/ Comm. Spaces	Employ-ment in Offices	Employ-ment in Retail/ Comm. Spaces
Construction	2,345	3.5%	25%	75%	586	1,759
Manufacturing	261	0.4%	25%	75%	65	196
TCU	6,437	9.6%	75%	25%	4,828	1,609
Wholesale Trade	2,761	4.1%	25%	75%	690	2,071
Retail Trade	9,468	14.2%	0%	100%	0	9,468
FIRE	10,020	15.0%	95%	5%	9,519	501
Services	35,507	53.2%	100%	0%	35,507	0
Total	66,799	100%	76.6%	23.4%	51,195	15,604

Source: Jerry Weitz & Associates, Inc. 2004 data from U.S. Census Bureau, County Zip Code Patterns, 2004.

Of the total 21,687 jobs to be created in Sandy Springs over the next 20 years, it is assumed that approximately 76.6 percent will be in office space and 23.4 percent will be in retail and commercial spaces. The total capacity for new employment within existing, vacant office space

[8] Nelson, Arthur C. 2004. *Planner's Estimating Guide: Projecting Land-Use and Facility Needs*. Chicago: American Planning Association, pp. 40-43.

is calculated at 11,504 jobs (i.e., the 2004 vacant office space divided by 250 square feet per worker).

Accounting for the vacancy rates of office properties in Sandy Springs, the amount of new employment that will be accommodated through new building is calculated in Table 7.3. Table 7.4 provides estimates of new building space devoted to employment during the 2007-2012 and 2007 to 2027 time frames.

Table 7.3
Employment Land Use Assumptions, 2007-2027
City of Sandy Springs

City of Sandy Springs	2007	2012	2007-2012 Increase	2027	2007-2027 Increase
Office and Institutional Employment	66,575	70,635	4,060	83,187	16,612
Retail and Commercial Employment	20,337	21,578	1,241	25,412	5,075
Total Employment	86,912	92,213	5,301	108,599	21,687
Employment in now Vacant Office	--	4,004	2,500	10,000	10,000
Employment within New Development	--	88,209	2,801	98,599	11,687

Source: Jerry Weitz & Associates, Inc. February 2007. It is assumed that 1,504 of the 11,504 potential jobs in vacant office spaces as of 2004 have been filled through office occupancies between 2004 and 2007.

Table 7.4
New Building Space Constructed
Based on Projected Employment Increase, 2007-2027
City of Sandy Springs

City of Sandy Springs	Square Feet per Worker	2007-2012 Employment Increase in New Building Space	Square Feet of New Building Space, 2007-2012	2007-2027 Employment Increase in New Building Space	Square Feet of New Building Space, 2007-2027
Office - Institutional	250	2,145	536,250	8,952	2,238,000
Retail - Commercial	500	655	327,500	2,735	1,367,500
Employment within all New Development	--	2,801	863,750	11,687	3,605,500

Source: Jerry Weitz & Associates, Inc.

The functional population (Table 7.5) is total population plus total employment. For purposes of measuring level of service and setting level of service standards for public safety facilities, the total functional population is used.

Table 7.5
Functional Population, 2007-2027
City of Sandy Springs

City of Sandy Springs	2007	2012	2007-2012 Increase	2027	2007-2027 Increase
Total Population (@ 100%)	97,827	99,553	1,726	104,725	6,898
Total Employment	86,912	92,213	5,301	108,599	21,687
Total Functional Population	184,739	191,766	7,027	213,324	28,585

Source: Jerry Weitz & Associates, Inc.

PUBLIC SAFETY – FIRE

Service Area

The service area for fire department facilities is the city limits of Sandy Springs.

Inventory of Facilities

The inventory of fire stations serving Sandy Springs is provided in Table 7.6. Three of the four fire stations listed in Table 7.6 are owned by the City of Sandy Springs, while the fourth is operated by Sandy Springs via intergovernmental agreement with the City of Atlanta.

Table 7.6
Fire Stations and Capital Stock
City of Sandy Springs

Number and Name	Location	Square Footage	Heavy Vehicles
1. Johnson Ferry #2	Johnson Ferry Rd/ Sandy Springs Circle	7,000	2
2. Spalding #6 (also is #16)	Roberts Drive, Spalding Drive and Dunwoody Club Drive	7,000	2
3. Heards Ferry #22	Heards Ferry Road near Heards Road	7,000	1
4. Atlanta-Sandy Springs Fire Station #4 (Atlanta Fire Station #39)	4697 Wieuca Road, NE (leased per intergovernmental agreement)	6,000	1
5. Administration	City Hall (Fire Department Headquarters)	1,606	0
Total Space, Fire Department		28,606	6

Sources: Lord, Aeck & Sargent. 20 Year Space Needs Analysis, City of Sandy Springs, March 2007. Real Estate Advisory, LLC, Property Condition Assessment Draft Reports for the four fire stations, 2007 (draft).

Level of Service Measure

Various levels of service measures for fire facilities can be used. These include: the amount of square feet of fire facility space per functional population, and the number of heavy vehicles (fire engines and ladder trucks) per functional population. The square footage per functional population is considered a good measure of the level of service for the impact fee program, because fire station space can consist of administrative space, storage space, living space for firefighters, and enclosed vehicle parking spaces. Fire equipment that has a useful life of 10 years or more is eligible for funding with impact fees. The measure of fire engines per functional population is also needed in order to determine how much future needs for those capital facilities can be attributed to new growth and development.

Existing Levels of Service

The existing level of service for fire facilities (building space) in Sandy Springs is 0.15 square feet per functional population and 1 vehicle per 30,789 functional population. This is shown in Tables 7.7 and 7.8.

Table 7.7
Fire/EMS Facilities
Existing Level of Service, Building Space, 2007
City of Sandy Springs

Service Area	Fire/EMS Square Feet	2007 Functional Population	2007 Existing Level of Service
City of Sandy Springs	28,606	184,739	0.15 sq. ft. per functional population

Source: City of Sandy Springs, April 2007. Functional population from Table 7.5.

Another measurement, "engines per functional population," is needed in that fire engines must be placed at fire stations as they expand, and the storage of fire trucks is a key determinant in sizing fire stations.

Table 7.8
Fire/EMS Facilities
Existing Level of Service, Fire Engines, 2007
City of Sandy Springs

Service Area	2007 Rolling Stock	2007 Functional Population	2007 Existing Level of Service
City Limits	6 vehicles	184,739	1 vehicle per 30,789 functional population

Source: City of Sandy Springs, April 2007. Functional population from Table 7.5.

Projection of Needs

A 20 year space needs analysis for Sandy Springs has been completed for all municipal building spaces. The analysis suggests that all four of the fire stations will need to be renovated, relocated or rebuilt over the 20 year period of the Comprehensive Plan, or at least three will need to be refurbished within ten years. The space needs study suggests that the city will consider the strategic relocation of fire stations in the city and has a Station Relocation Study pending (not available at this time). The space needs study suggests that a total of five stations ultimately will be needed in Sandy Springs. With regard to fire department headquarters, the space needs study projects a need of 645 square feet, for a total of 2,251 square feet. The space needs study also indicates that existing three-vehicle fire stations need to be reconfigured and expanded by approximately 2,000 square feet to account for additional storage, file and computer areas. Total projected needs from these studies are shown in Table 7.9 below.

Table 7.9
20 Year Projection of Needs
Fire Stations and Fire Administration Space
City of Sandy Springs

Number and Name	Location	Square Footage
#2 Johnson Ferry	Johnson Ferry Rd/ Sandy Springs Circle	9,000
#6 Spalding (also is #16)	Roberts Drive, Spalding Drive, and Dunwoody Club Drive	9,000
#22 Heards Ferry	Heards Ferry Road near Heards Road	9,000
Atlanta-Sandy Springs Fire Station #4 (Atlanta Fire Station #39)	4697 Wieuca Road, NE (leased per intergovernmental agreement)	8,000
New Fire Station	(TBD)	9,000
Administration	City Hall (Fire Department Headquarters)	2,251
Total Space, Fire Department		46,251

Sources: Derived from Lord, Aeck & Sargent. 20 Year Space Needs Analysis, City of Sandy Springs, March 2007.

Level of Service Standards

LOS Standards are established based on the 20-year needs described here in relation to the total functional population served in 2027.

Table 7.10
Fire/EMS Facilities
Level of Service Standard for Building Space
City of Sandy Springs

Service Area	Fire/EMS Square Feet Needed in 2027	2027 Functional Population	Level of Service
City of Sandy Springs	46,251	213,324	0.21 sq. ft. per functional population

Source: Calculated from Previous Tables.

Sandy Springs will need to equip the new fire station with two fire department vehicles. Considering that need, the level of service standard for fire heavy vehicles is shown below.

Table 7.11
Fire Heavy Vehicle
Level of Service Standard
City of Sandy Springs

Service Area	2027 Rolling Stock	2027 Functional Population	Level of Service Standard
City Limits	8 vehicles	213,324	1 vehicle per 25,415 functional population

Source: City of Sandy Springs, April 2007. Functional population from Table 7.5.

Comparison of Levels of Service

Table 7.12 compares the existing level of service with the level of service standard. The comparison is important because, if the level of service standard is set higher than the existing level of service, a "deficiency" is created which needs to be remedied and which must be funded with revenues other than development impact fees.

Table 7.12
Fire Department
Comparison of Levels of Service

Level of Service Measure	Existing Level of Service	Level of Service Standard
Square Feet per Functional Population	0.15 sq. ft. per functional population	0.21 sq. ft. per functional population
Vehicles per Functional Population	1 vehicle per 30,789 functional population	1 vehicle per 25,415 functional population

Source: Calculated from Previous Tables.

Five-Year Growth Needs

The CIE must plan for an increase in functional population of 7,027 during the next five years. At the LOS standard of 0.21 square feet of functional population, the five year functional population increase generates a demand for 1,476 square feet of new space. Sandy Springs can collect an impact fee for the fire department (part of public safety total) equal to the cost of providing 1,476 square feet of fire department space.

With regard to fire vehicles, at the LOS standard of one vehicle per 25,415 functional population, the increase in functional population of 7,027 during the next five years generates a demand for 0.276 or 27.6 percent of a new fire vehicle. Sandy Springs can collect an impact fee for the fire department (part of public safety total) equal to the cost of providing 27.6 percent of a fire vehicle (engine or quint).

Schedule of Improvements

The CIE needs to provide for projects to meet the five-year demands. The schedule of improvements (Table 7.13) only shows impact fee-eligible projects. There are a number of specific improvement projects to existing fire stations which will be needed but which have to be funded with revenues other than development impact fees. These are, simply, the addition of fire department space equal to 1,476 square feet and one fire vehicle, a portion of which can be funded with impact fees.

Table 7.13
Schedule of Improvements, 2007-2012
Sandy Springs Fire Department (Part of Public Safety) Impact Fee Program

Capital Improvement	2007-08	2008-09	2009-10	2010-11	2011-12	Total (07-12)	Funding Sources
Purchase New Fire Engine	--	--	--	--	$606,234	$606,234	Impact fees (27.6%) ($167,321) Other sources (72.4%)
Add 1,476 square feet of building space (@ $240 per square foot provisional)	--	--	--	--	$354,240	$354,240	100% impact fee eligible
Engineering and architectural design @ 15% of building construction cost	--	--	--	$53,136	--	$53,136	100% impact fee eligible
Total Costs	--	--	--	$53,136	$960,474	$1,013,610	--
Total Costs of Growth (Impact Fee Eligible Costs)	--	--	--	$53,136	$521,561	$574,697	56.6% of projects are impact fee funded

PUBLIC SAFETY – POLICE

Service Area

The service area for police department facilities is the city limits of Sandy Springs.

Inventory of Facilities

The inventory of existing police facility space serving Sandy Springs is provided in Table 7.14.

Table 7.14
Police Facility Space
City of Sandy Springs

Type Facility	Square Footage
Police Station	16,325
Total	16,325

Source: Lord, Aeck & Sargent, 2007.

Level of Service Measure

The level of service measure for police facilities is the amount of square feet of police facility space per functional population.

Existing Level of Service

The existing level of service for police facilities (building space) in Sandy Springs is 0.088 square feet per functional population as shown in Table 7.15.

Table 7.15
Sandy Springs Police Facilities
Existing Level of Service, 2007

Service Area	2007 Functional Population	Police Square Feet	2007 Existing Level of Service
City Limits	184,739	16,325	0.088 Square feet per functional population

Source: City of Sandy Springs, April 2007. Functional population from Table 7.5.

Projection of Needs

A 20 year space needs analysis for Sandy Springs has been completed for all municipal building spaces. The analysis suggests that existing police facility space is undersupplied. Accounting systematically for all current needs, the analysis indicates that Sandy Springs

currently needs 26,936 square feet of space. It also calculates growth needs at 29,391 square feet, for a total 20-year need of 45,716 square feet of police facility space. That number is used to establish a level of service standard for police facilities.

Level of Service Standard

The level of service standard is calculated by dividing the total square feet needed at the end of the planning horizon (2027) by the functional population in 2027, as shown in Table 7.16 below.

Table 7.16
Police Department Facilities
Level of Service Standard for Building Space
City of Sandy Springs

Service Area	Police Square Feet Needed in 2027	2027 Functional Population	Level of Service Standard
City of Sandy Springs	45,716	213,324	0.21 sq. ft. per functional population

Source: Calculated from Previous Tables.

Comparison of Levels of Service

Table 7.17 compares the existing level of service with the level of service standard. The comparison is important because, if the level of service standard is set higher than the existing level of service, a "deficiency" is created which needs to be remedied and which must be funded with revenues other than development impact fees.

Table 7.17
Police Department
Comparison of Levels of Service

Level of Service Measure	Existing Level of Service	Level of Service Standard
Square Feet per Functional Population	0.088 sq. ft. per functional population	0.21 sq. ft. per functional population

Source: Calculated from Previous Tables.

Five-Year Growth Needs

The CIE must plan for an increase in functional population of 7,027 during the next five years. At the LOS standard of 0.21 square feet of functional population, the five year functional population increase generates a demand for 1,476 square feet of new police facility space. Sandy Springs can collect an impact fee for the police department (part of public safety total) equal to the cost of providing 1,476 square feet of police department space.

Schedule of Improvements

The CIE needs to provide for projects to meet the five-year demands. The schedule of improvements (Table 7.18) only shows impact fee-eligible projects. The schedule is, simply, police department space equal to 1,476 square feet.

Table 7.18
Schedule of Improvements, 2007-2012
Sandy Springs Police Department (Part of Public Safety) Impact Fee Program

Capital Improvement	2007-08	2008-09	2009-10	2010-11	2011-12	Total (07-12)	Funding Sources
Add 1,476 square feet of building space (@ $275 per square foot provisional)	--	--	--	--	$405,900	$405,900	100% impact fee eligible
Engineering and architectural design @ 15% of building construction cost	--	--	--	$60,885	--	$60,885	100% impact fee eligible
Total Costs	--	--	--	$60,885	$405,900	$466,785	--
Total Costs of Growth (Impact Fee Eligible Costs)	--	--	--	$60,885	$405,900	$466,785	100% of projects are impact fee funded

RECREATION AND PARKS

Service Area

The service area for recreation and parks is the city limits of Sandy Springs.

Inventory of Municipal Facilities

The inventory of recreation and park facilities serving Sandy Springs is provided in Table 7.24. The inventory identified 22 recreation sites, which serve residents of the community. Of these sites, 12 are municipal parks, one is an undeveloped site dedicated for park use and three are indoor facilities. The inventory shown in Table 7.24 includes only those facilities currently owned or leased and operated by the City of Sandy Springs. Facilities for which the City "has no management authority," as indicated in the master plan, are excluded.

Table 7.19
Inventory of Municipal Park and Recreation Acreage, 2007
City of Sandy Springs

Name	Location	Total Acres	Developed Acres	Undeveloped Acres
1. E. Conway Dr.	East Conway Drive	0.44	0.44	0
2. Abernathy Park	Johnson Ferry at Abernathy	3.70	1.7	2.0
3. Allen Rd. Park	I-285 at Lake Forest Drive	3.20	1.0	2.2
4. Hammond Park	Hammond Drive near the Glenridge Connector	13.30	13.3	0
5. Island Ferry Park	Chattahoochee River	11.2	0	11.2
6. Morgan Falls Ball Fields	Morgan Falls Road (leased from Fulton County)	28.4	28.4	0
7. Bull Sluice	Morgan Falls Road	27.0	0	27.0
8. Morgan Falls Dam Riverpark	Morgan Falls Road (leased from Georgia Power)	3.3	0	3.3
9. Ridgeview Park	South Trimble Road east of SR 400	21.40	3.0	18.4
10. Riverside Park	Johnson Ferry River Access	4.10	0	4.10
11. Trust for Public Land (Myles property)	Dalrymple/Riverside	26	0	26
12. Sandy Springs Tennis Center	Abernathy Road	24.36	20	4.36
13. Abernathy Greenway	Abernathy Road	20	0	20
14. Big Trees Forest	Roswell Road	20*	1	19
Total	--	206.4	68.84	137.56

Source: City of Sandy Springs System-Wide Recreation and Parks Master Plan (March 2007 draft).
* An additional 10 acres is under a Fulton County Conservation Easement.

Existing Level of Service

Table 7.25 provides an analysis of existing level of service for parkland, including developed and undeveloped components.

Table 7.20
Existing Recreation and Park Level of Service
City of Sandy Springs, 2007

Level of Service Measure	Existing Park Lands	2007 Household Population[9] (Persons)	2007 Existing Level of Service
Total Recreation and Park Acreage	112.74	96,953	1.16 acres per 1,000 population
Developed Recreation and Park Acreage	47.4	96,953	0.49 acres per 1,000 population
Undeveloped and Greenspace Acreage	65.34	96,953	0.67 acres per 1,000 population

Source: Compiled from Recreation and Parks Master Plan and discussions with Sandy Springs Recreation and Parks Director, April 2007.

Recommended Level of Service Standard – Professional Association

The National Recreation and Parks Association (NRPA) promulgates guidelines for recreation system acreage, park size and service areas and for individual facilities. These guidelines were originally developed in the mid-1990s and have not been updated. As such, they form the baseline for developing more specific standards. The accepted NRPA range of park acreage standards is from 6.25 to 10.50 acres per 1,000 persons.

Level of Service Standard for the Impact Fee Program

The City of Sandy Springs aspires to provide a much greater level of service for recreation and parks facilities than is currently provided. However, to set a level of service standard for the impact fee program that is higher than the existing level of service creates what is termed a "deficiency" in the level of service. When a deficiency exists, the local government adopting an impact fee must present a plan to bring the level of service of facilities serving the current population up to the adopted standard. Doing so at any level of service standard higher than

[9] The Sandy Springs future population increase consists of household population and group quarters population. For purposes of this impact fee program, only the future household population is considered in this analysis. The reason for using household population as opposed to the total population is that the recreation and park impact fee will be charged on building permits for housing units, not for group quarters facilities. Additionally, the impacts of new group quarters population on the Sandy Springs Recreation and Parks System is considered to be de minimus if there is demand at all on the system by such residents.

the current level of service introduces huge funding obligations for the City, for which municipal funds may not be available. For that reason, in order to avoid funding liabilities that the City may be unprepared to accept, the best approach in establishing an impact fee program is to set the level of service standard at the existing level of service (or thereabouts). Then, new residential development will be charged impact fees that will pay for the provision of additional recreation and park lands at the level of service now supplied to Sandy Springs residents.

Table 7.21
Level of Service Standards
City of Sandy Springs Recreation and Parks

Level of Service Measure	Level of Service Standard
Total Park and Recreation Acreage	1.16 acres per 1,000 household population
Developed Park and Recreation Acreage (included within the total)	0.5 acres per 1,000 household population

Table 7.26 provides level of service standards for the recreation and parks impact fee program. Two different standards are proposed: one for total park land and the other for developed park land. The purpose of the two standards is that a capital improvements schedule can be developed that allows the City to use impact fee funds for both land acquisition (i.e., the total park land LOS standard) and for park development (i.e., the developed park acreage standard). That approach gives the City Recreation and Parks Department maximum flexibility in spending impact fee funds.

Note that the level of service standard for developed parkland is slightly higher (at 0.5 acre per 1,000 population) than the existing level of service (0.49 acre per 1,000 population). That difference equates to a deficiency of 1.1 acres of developed park land. Sandy Springs can easily remedy that deficiency and the short-term work program for recreation and parks provides for reconciling that deficiency with additional parkland development.

Table 7.22
Projection of Park Land Needs, 2007-2027
Based on Level of Service Standards
City of Sandy Springs

	2007	2012	2027
Household Population	96,953	98,401	102,739
Total Parkland Needed at 1.16 acres per 1,000 population	112.74	114.14	119.18
Developed Parkland (part of total) at 0.5 acre per 1,000	48.5	49.2	51.3

New household residential development (household population increase) projected for the upcoming five-year period will result in the need for Sandy Springs to add 1.4 acres of park land to the Sandy Springs Recreation and Park System during the next five years. An impact fee can be developed to ensure that new residential development pays the costs of providing that additional parkland. Also, of the 1.4 acres of park land required to satisfy new household residential development (household population increase), Sandy Springs will need to develop 0.7 acres of park land to satisfy the developed parkland level of service standard) over the next five years. Impact fees can be charged to pay for that park development.

Facility Costs Attributed to Growth – Acquisition of Land

For the purposes of an initial determination for calculating potential impact fees for recreation and parks, estimates of the cost of acquiring park land in southern Sandy Springs, at a cost of $2,000,000 for a ten-acre tract, or $200,000 per acre, will be used. Recalculation of the acreages to be provided may be adjusted as other parcels become available. Nonetheless, at the level of service standard, new household residential development (household population increase) during the next five years will create the need for 1.4 acres of parkland, 100 percent of the cost of which can be paid for with development impact fees. The growth cost to meet the overall parkland level of service standard is therefore $280,000.

Sandy Springs estimates that the cost of developing its first-priority park, in southern Sandy Springs, is $2,000,000 for a ten-acre tract, or $200,000 per acre. At the level of service standard, new household residential development (household population increase) during the next five years will create the need for 0.7 acres of parkland, 100 percent of the cost of which can be paid for with development impact fees. The growth cost to meet the developed parkland level of service standard is therefore $140,000. The recreation and park impact fee program can therefore charge an impact fee for a total of $420,000 in parkland acquisition and parkland improvements during the next five years.

Alternative Recreation and Parks Approach – Park Development

What if the current park proposal to acquire and develop 10 acres is considered in establishing the level of service standard for 2007? It is reasonable to consider this alternative, since Sandy Springs is planning to provide for the acquisition and development of a 10-acre park during the next five years.

Table 7.23
Alternative Level of Service Standards
City of Sandy Springs Recreation and Parks

Level of Service Measure	Level of Service Standard
Total Park and Recreation Acreage	1.26 acres per 1,000 household population
Developed Park and Recreation Acreage (included within the total)	0.59 acres per 1,000 household population

Table 7.24
Projection of Park Land Needs, 2007-2027
Based on Level of Service Standards
City of Sandy Springs

	2007	2012	2027
Household Population	96,953	98,401	102,739
Total park land needed at 1.26 acres per 1,000 population	122.16	124.0	129.45
Developed park land (part of total) at 0.59 acre per 1,000	57.2	58.0	60.6

New household residential development (household population increase) projected for the upcoming five-year period will result in the need for Sandy Springs to add 1.84 acres of park land to the Sandy Springs Recreation and Park System during the next five years. An impact fee can be developed to ensure that new residential development pays the costs of providing that additional parkland. Also, of the 1.84 acres of park land required to satisfy new household residential development (household population increase), Sandy Springs will need to develop 0.8 acres of park land to satisfy the developed parkland level of service standard) over the next five years. Impact fees can be charged to pay for that park development.

Table 7.25
Schedule of Improvements, 2007-2012
Sandy Springs Recreation and Parks Impact Fee Program

Capital Improvement	2007-08	2008-09	2009-10	2010-11	2011-12	Total (07-12)	Funding Sources
Parks projects – engineering and design fees	--	$200,000	--	--	--	$200,000	Impact fees 100%
Morgan Falls river park – Phase I, II and III construction projects	--	$300,000	$500,000	$200,000	--	$1,000,000	Impact fees 100%
Acquire R.O.W., easements and/or land for greenway connections and other activities for Greenprint plan	$1,200,000	$1,200,000	$1,200,000	$1,200,000	$1,200,000	$6,000,000	Impact fees 100%
Total Cost	$1,200,000	$1,700,000	$1,700,000	$1,400,000	$1,200,000	$7,200,000	Impact fees 100%

ROADS

Service Area

The service area for the transportation system is the city limits of Sandy Springs. The City will use impact fees to make improvements to the transportation system located throughout the City of Sandy Springs in order to serve future development.

Inventory of Road Network

The road network to be included in the analysis is comprised of the arterial and collector road network within Sandy Springs. Several streets within the Sandy Springs Town Center area are designated collector streets as part of the grid network. The Town Center area is defined by the boundary for the Sandy Springs Livable Centers Initiative (LCI) study in the vicinity of Roswell Road north and south of I-285. Figure 7.1 indicates the arterial and collector network, as well as the boundary area for the Town Center.

Level of Service Standard

The existing level of service for the arterial and collector road system in Sandy Springs based on an average volume to capacity (v/c) ratio. For the current roadway network this v/c ratio averages 0.73. This current condition will serve as the level of service standard and improvements will aim to maintain an overall v/c ratio of 0.73 with future development.

Projection of Needs

Growth related travel needs in Sandy Springs are based on accommodating the additional population of 5,786 people in households, 1,112 people in group quarters, and 21,687 additional employees between 2007 and 2027. This projected growth is within 5% of the overall growth projected by the ARC travel demand model for year 2030 conditions. Therefore, the year ARC year 2030 travel demand model data was used in calculation of future needs. This provides consistency with the regional model for purposes of compatibility to regional planning efforts.

The anticipated growth in Sandy Springs resulting from development will increase the daily travel by 1,145,486 vehicle miles of travel (VMT) from 2005 to 2030. This is equivalent to an increased of 916,400 VMT for the twenty year period from 2007 through 2027. The resulting v/c ratio for all arterials and collectors within Sandy Springs is 0.85 for future year 2030, which reflects a deteriorating service condition over the current v/c ratio of 0.73.

The Comprehensive Plan Needs Assessment provides a detailed listing of travel needs identified through analysis and input from the community. In order to develop projects that provide effective traffic operations, needs areas were compared to volume based level of service criteria. The v/c ratios used to examine improvement areas are those used in the Atlanta Regional travel demand model, as indicated below.

- LOS A through C is equivalent to a v/c of 0.7 or less.
- LOS D is equivalent to a v/c of 0.701 to 0.85.
- LOS E is equivalent to a v/c of 0.851 to 1.00.
- LOS F is equivalent to a v/c greater than 1.00.

The examination of roadway capacity for individual projects focuses on providing LOS D or better conditions. The following volume based capacity thresholds have been defined for the upper limit of LOS D conditions:

- 2-lane undivided road with turn lanes or 3-lane road – 16,600 vehicles per day for two lanes = 8,300 vehicles per day per lane
- 4-lane median divided or 5-lane road – 35,000 vehicles per day for four lanes = 8,750 vehicles per day per lane
- 6-lane median divided road – 52,500 vehicles per day for six lanes = 8,750 vehicles per day per lane

These capacity thresholds are based on "Generalized Annual Average Daily Volumes for Use in GRTA's DRI Review", Table 5 of the GRTA DRI review Technical Guidelines. These capacity thresholds were derived from solutions sets to the arterial analysis procedures of the Highway Capacity Manual (HCM) by the Transportation Research Board.

Schedule of Improvements

The roads and related transportation facilities to be included in the road impact fee were determined through an examination of existing transportation plans, including regional, state, and county plans, as well as additional analysis performed as a part of the comprehensive plan development. The transportation improvements were developed to respond to the identified needs and address the community based issues and opportunities. The transportation section of the Comprehensive Plan Community Assessment provides the background on plan development and indicates the projects included in the five year Community Improvement Plan (CIP).

These CIP projects were further examined to determine their implementation within the five year plan and to estimate their associated costs by year. Figure 6.3 indicates these costs and provide notes on implementation.

The identified projects were then examined to determine their eligibility for funding via impact fees. Table 7.32 indicates the percent of estimated cost that is allocated to impact fees. The paragraphs below describe how the percent of impact fee eligibility was determined for various types of improvements. As these tables show, $56,799,307 of the total $141,582,122 (40%) are impact fee eligible costs.

Roadway Widening to Provide Direct Capacity Increase

This includes improvements such as addition of through lanes or continuous center turning lanes to improve roadway capacity to address new development needs (refer to projects C8, D2, D3, and D4). Planning and engineering for these roadway improvement projects is included in the five year CIE. Where congestion is already present along roads, the additional capacity above that needed to accommodate current demand will be eligible for funding through impact fees. The percent of future capacity needed to satisfy current demand is equal to: current volume / future capacity. The current volume was based on GDOT count station data (where available) or ARC's regional travel demand model for 2005. Future capacities were based on the LOS D thresholds indicated in the LOS standard described above.

Based on this methodology, the following is a summary of the percent of the capacity improvement that addresses new growth and is, therefore, eligible for impact fee funding:

- C8 - Johnson Ferry Road/Glenridge Road between Abernathy Road and Hammond Drive – The section of Johnson Ferry from Abernathy to Sandy Springs Circle (45% of road) is currently congested. [Current volume / future capacity = 29,000/16,600 = 1.8 times capacity]. Therefore, all of the future capacity for this portion of the corridor will be used to address current needs. The remaining sections of the corridor (55% of its length) are not currently congested beyond LOS D. Therefore the portion of the road eligible for impact fees = 0 * 45% + 1 x 55% = 55%.
- D2 – Peachtree Dunwoody Road between Abernathy Road and Spalding Drive – Portions of the corridor are currently congested. [Current volume / future capacity = 13,460/35,000 = 38% used for current demand]. Therefore, the portion of road eligible for impact fees is 62%.
- D3 – Dunwoody Place from Northridge Road to Roswell Road - Portions of the corridor are currently congested. [Current volume / future capacity = 15,300/35,000 = 44% used for current demand]. Therefore, the portion of road eligible for impact fees is 56%.
- C10 and D4 – Hammond Drive between Roswell Road and Peachtree Dunwoody Road - Portions of the corridor are currently congested. [Current volume / future capacity = 15,220/35,000 = 43% used for current demand]. Therefore, the portion of road eligible for impact fees is 57%.

Construction of New roads to Address Growth Needs

This includes construction of new arterial and collector roads. In the case of the Sandy Springs Town Center area, the new roads will include segments of the grid network to be designated as collector streets (project C9). New construction of the Boylston Drive extension from Hammond Drive to Carpenter Drive will provide additional capacity to serve new development in this area (project C11). It will also include the planning, engineering, and construction for a tunnel under I-285 to extend Sandy Springs Circle to the south (project C7). These projects provide additional capacity for new growth and are, therefore, eligible for funding with impact fees.

Improvement to Intersection Capacity

This includes intersection capacity enhancements at intersections of arterial and collector roads which are anticipated to be deficient in year 2030. The intersection improvements indicated in projects A11, B5, and B6 address some locations that experience current congestion. Therefore, the portion of these projects that includes non-congested intersections are considered eligible for impact fee funding.

- B5 – Intersection improvements along Roswell Road – 4 of 10 locations require improvements to address current congestion. Therefore, the portion addressing new development, which is eligible for impact fee funding is 60%.
- A11 and B6 – Intersection improvements on arterials and collectors – 4 of 8 locations indicated for project B6 require improvements to address current congestion. Therefore, the portion addressing new development, which is eligible for impact fee funding is 50%. A11 is intended for use for similar locations to the more specific B6. Therefore, the portion of A11 addressing new development, which is eligible for impact fee funding is assumed to also be 50%.

- C1 – Align Carpenter Road and Cliftwood Road at Roswell Road – The section of Roswell Road is currently congested and future capacity will not remove the congested condition. [Current volume / future capacity = 44,000/35,000 = 1.3 times capacity]. Therefore, all of the future capacity for this portion of the corridor will be used to address current needs.

Construction of Sidewalks and Transit Circulator in Sandy Springs Town Center

The construction of a sidewalk system in areas anticipated for significant growth at high density will provide trip reductions as drivers shift to the pedestrian travel mode for short trips. Trip Generation, 7th edition, by the Institute of transportation engineers provides guidance on the number of trips that can shift to pedestrian travel modes in densely developed areas having a mixture of land uses. These pedestrian trips will be removed from the arterial network to indicate the reduction in travel demand as an effective increase in capacity available for other automobile trips. Information documented in Trip Generation, 7th Edition, by ITE indicates a potential trip capture rate of 30 percent of retail trips and 10 percent of residential trips within the area. Therefore, the sidewalk improvement projects within the Town Center area provide capacity for new development and are eligible for funding using impact fees.

The transit circulator is expected to serve as an extension to the pedestrian travel model within the Sandy Springs Town Center. Therefore, funding of the transit circulator design and implementation plan (project C4) with impact fees provides the same benefit of reducing automobile traffic on arterials and collector streets.

Construction of Sidewalks along Through Streets in Sandy Springs

In order to enhance mobility in the City of Sandy Springs, improved capacity along through streets is needed to accommodate future development. Travel by pedestrians walking along the sidewalk network can reduce demand for roadway travel. Additional sidewalk capacity is recommended to provide sidewalk along all roads with a functional classification of collector and above (project F3).

Table 7.26

TRANSPORTATION CIP FOR IMPACT FEE PROGRAM: FISCAL YEAR 2008-2012

	Improvement	2008	2009	2010	2011	2012	Priority	Notes/Costs
A.	***GUIDING PRINCIPLE: PROVIDE FOR EFFICIENT USE OF EXISTING INFRASTRUCTURE***							
A11	Provide intersection and operational improvements per ongoing Intersection Operations and Improvement Plan, including: signal timing, signal system coordination, and installation of traffic signals.	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	Ongoing	Impact Fees 50% Other sources 50%
B.	***GUIDING PRINCIPLE: IMPROVE CONGESTION BOTTLENECKS / "HOT SPOTS"***							
B5	Provide intersection capacity/operational improvements to include turn lane modifications, median segments near intersections, pedestrian crosswalks and sidewalk enhancements at congested intersections along Roswell Road to include (but not limited to): Roberts Drive, North River Parkway, Hightower Trail, Pitts Road, Morgan Falls Road, Trowbridge Road, Dalrymple Road, Glenridge Drive, Mount Paran Road, and Windsor Parkway.	$1,600,000	$1,600,000	$1,600,000	$1,600,000	$1,600,000	Ongoing	Impact Fees 60% Other sources 40%
B6	Provide intersection capacity/operational improvements to include minor intersection geometrics, installation of turn lanes, and/or implementation of signal or roundabout at congested intersections to include (but not limited to): Glenridge Drive at Hammond Drive, Glenridge Drive at Johnson Ferry Road, Hammond Drive at Lake Forrest Drive, Mount Paran Road at Powers Ferry Road, Peachtree Dunwoody Road at Lake Hearn Drive, Spalding Drive at Dunwoody Club Drive, Spalding Drive at Pitts Road, and Spalding Drive at Jett Ferry Road (see project A11).	$1,200,000	$1,200,000	$1,200,000	$1,200,000	$1,200,000	Ongoing	Impact Fees 50% Other sources 50%
C.	***GUIDING PRINCIPLE: PARK ONCE AND CIRCULATE IN DOWNTOWN SANDY SPRINGS VIA TRANSIT AND PEDESTRIAN MODES***							
C2	Provide wide sidewalk connections for east-west movement across downtown Sandy Springs between Sandy Springs Circle and Boylston Drive to include Sandy Springs Place/new connector road, Hilderbrand Drive, Hammond Drive, and Cliftwood Drive/Carpenter Drive).	$510,000	$510,000	$510,000	$510,000	$510,000	Medium	Impact Fees 100% Other sources 0%
C3	Provide wide sidewalk connections for north-south movement in downtown Sandy Springs along Sandy Springs Circle, Boylston Drive, Blue Stone Road, and Sandy Springs Place.	$790,000	$790,000	$790,000	$790,000	$790,000	Medium	Impact Fees 100% Other sources 0%
C4	Prepare design and implementation plan for transit circulator in downtown Sandy Springs, express bus service to perimeter center, and express bus service to Sandy Springs MARTA Rail Station.	$0	$100,000	$100,000	$0	$0	High	Impact Fees 100% Other sources 0%
C5	Provide streetscape improvements along Roswell Road from Abernathy Road to Hilderbrand Drive, from Hammond Drive to Cliffwood Drive, and from I-285 to the City of Atlanta.	$306,000	$0	$804,000	$0	$0	Medium	Impact Fees 100% Other sources 0%
C6	Provide streetscape improvements along Sandy Springs Circle from Roswell Road to Hammond Drive.	$0	$375,000	$800,000	$800,000	$0	Medium	Impact Fees 100% Other sources 0%
C7	Complete concept design, planning/engineering, and construction of Sandy Springs Circle under I-285 to Kingsport Drive.	$0	$500,000	$500,000	$500,000	$2,500,000	Medium	Impact Fees 100% Other sources 0%
C8	Prepare design for improvement of Johnson Ferry Road between Abernathy and Sandy Springs Circle, Johnson Ferry Road between Mount Vernon and Highway and Glenridge Road, and Glenridge Road between Mount Vernon Highway and Hammond Drive to improve traffic capacity/operations and add sidewalk/bicycle facilities.	$0	$500,000	$635,000	$0	$0	High	Impact Fees 55% Other sources 45%
C9	Prepare concept design for completion of grid system in the Sandy Springs Town Center to include: Improvement of Boylston Road from Mt. Vernon Highway to Hammond Drive, extension of Boylston Road from Hammond Drive to Carpenter Road, construction of a new roadway and pedestrian connection from Sandy Springs Place to Boylston Road.	$250,000	$0	$0	$0	$0	High	Impact Fees 100% Other sources 0%
C10	Widen Hammond Drive from Glenridge Drive to Peachtree Dunwoody Road to increase roadway capacity and provide sidewalks on both sides.	$0	$0	$200,000	$200,000	$220,000	Medium	Impact Fees 57% Other sources 43%
C11	Extend Boylston Drive south from Hammond Drive to Carpenter Drive to provide two through lanes with sidewalk and bike lanes.	$0	$335,000	$1,000,000	$1,000,000	$1,000,000	High	Impact Fees 100% Other sources 0%

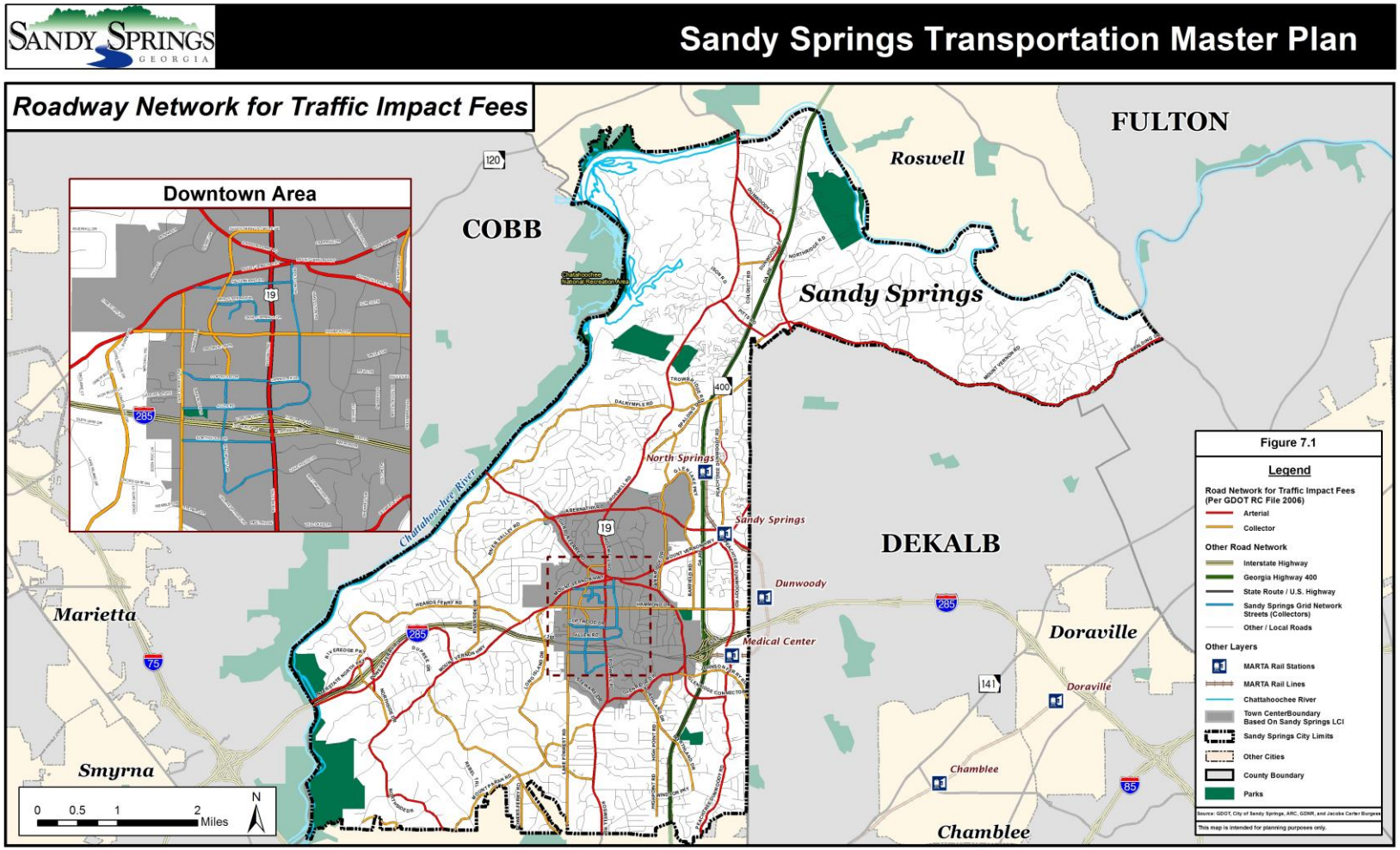
TRANSPORTATION CIP FOR IMPACT FEE PROGRAM: FISCAL YEAR 2008-2012

	Improvement	2008	2009	2010	2011	2012	Priority	Notes/Costs
D.	***GUIDING PRINCIPLE: PROVIDE FOR FUTURE TRAVEL DEMAND***							
D2	Complete concept design and continue planning/engineering for improvement of Peachtree Dunwoody Road from Abernathy Road to Spalding Drive as a "complete street" to include automobile, pedestrian, transit, bicycle, and landscaping/aesthetic components.	$0	$300,000	$0	$0	$0	High	Impact Fees 62% Other sources 38%
D3	Complete concept design and continue planning/engineering for improvement of Dunwoody Place from Northridge Road to Roswell Road as a "complete street" to include automobile, pedestrian, transit, bicycle, and landscaping/aesthetic components.	$0	$300,000	$0	$0	$0	High	Impact Fees 56% Other sources 44%
D4	Complete concept design and continue planning/engineering for Hammond Drive corridor between Glenridge Drive and Roswell Road to improve as a "complete street" to include automobile, pedestrian, transit, bicycle, and landscaping/aesthetic components.	$0	$300,000	$0	$0	$0	High	Impact Fees 57% Other sources 43%
E.	***GUIDING PRINCIPLE: PROMOTE PEDESTRIAN AND BICYCLE TRAVEL MODES FOR ACCESS TO PARKS AND COMMUNITY FACILITIES***							
E2	Construct sidewalks with bike lanes along River Valley Road from Johnson Ferry Road to Riverside Drive.	$256,000	$1,000,000	$0	$0	$0	Low	Impact Fees 100% Other sources 0%
E3	Construct sidewalks with bike lanes along Riverside Drive from River Valley Road to Heards Ferry Road and extend sidewalks north on Riverside Drive to swim and tennis club.	$200,000	$1,693,000	$0	$0	$0	Low	Impact Fees 100% Other sources 0%
E5	Install sidewalks along Mt. Vernon Parkway from Mt. Vernon Highway to Powers Ferry Road.	$600,000	$0	$0	$0	$0	Low	Impact Fees 100% Other sources 0%
E6	Install sidewalks along Mt. Vernon Highway from Lake Forest Drive to Powers Ferry Road.	$1,106,000	$0	$0	$0	$0	Low	Impact Fees 100% Other sources 0%
E7	Install sidewalks along Windsor Parkway from Highpoint Road to Roswell Road.	$230,000	$240,000	$953,000	$0	$0	Low	Impact Fees 100% Other sources 0%
F.	***GUIDING PRINCIPLE: SERVE MOBILITY NEEDS IN RESIDENTIAL AREAS WHILE PRESERVING NEIGHBORHOODS***							
F3	Provide sidewalk connectivity by filing in the gaps in the existing sidewalk network to provide sidewalk on one side of the road for all roads functionally classified as collector and above.	$900,000	$900,000	$900,000	$900,000	$900,000	Medium	Impact Fees 100% Other sources 0%

TOTAL COST FOR IMPACT FEE ELIGIBLE PROJECTS	$9,948,000	$12,643,000	$11,992,000	$9,500,000	$10,720,000	5 Year Total	$54,803,000
TOTAL COST FOR IMPACT FEE ELIGIBLE PROJECTS (WITH INFLATION)	$10,445,400	$15,930,180	$15,865,416	$13,196,925	$17,870,026	5 Year Total	$73,307,947
COSTS PROPOSED FOR IMPACT FEE (WITH INFLATION)	$8,093,400	$12,351,780	$12,410,071	$9,965,762	$13,978,294	5 Year Total	$56,799,307
BALANCE REQUIRED FROM OTHER SOURCES (WITH INFLATION)	$2,352,000	$3,578,400	$3,455,345	$3,231,163	$3,891,732	5 Year Total	$16,508,640

Notes:
- Costs are based on planning level Cost estimates and do not reflect more detailed estimates performed once design plans are prepared.
- Inflation of construction costs includes an assumed inflation rate plus labor and materials increase of 5% per year with an additional labor and materials increase of 15% in 2009 and 2012.
- Prioritization of projects includes high, medium, and low priority and also indicates funding of improvements for ongoing efforts, such as intersection operational improvements.

SANDY SPRINGS GEORGIA



GLOSSARY OF PLANNING TERMS

The following terms have been defined to increase reader understanding of this document. With regard to some terms, there is not a consensus in the planning profession on how they can be defined.

1. **Active Recreational Facilities:** Equipment and areas prepared for active use for recreational and leisure purposes, including but not limited to: playground equipment (swing sets and climbing structures); courts for basketball, volleyball, and tennis; leveled, striped fields for football, soccer, or multiple purposes; community picnic pavilions (including covered facilities with grills and/or fire rings); community buildings for recreational events, and golf courses. Trails and bikeways through open spaces are not typically considered active recreational facilities.

2. **Affordable Housing:** Housing that has a sale price or rental amount that is within the means of a household that may occupy middle-, moderate-, or low-income housing. In the case of for-sale units, housing in which mortgage, amortization, taxes, insurance and condominium or association fees, if any, constitute no more than 28 (or 30) percent of such gross annual household income for a household of the size which may occupy the unit in question. In the case of dwelling units for rent, housing for which the rent and utilities constitute no more than 30 percent of such gross annual income for a household of the size that may occupy the unit in question.

3. **Americans with Disabilities Act of 1990:** The Americans with Disabilities Act gives civil rights protections to individuals with disabilities similar to those provided to individuals on the basis of race, color, sex, national origin, age, and religion. It guarantees equal opportunity for individuals with disabilities in public accommodations, employment, transportation, State and local government services, and telecommunications.

4. **Athletic Field:** defined as areas within parks designed and used specifically for active play or a team game.

5. **Brownfield:** Abandoned, idled or under-used real property where expansion or redevelopment is complicated by the presence or potential presence of environmental contamination.

6. **Buildout:** A theoretical condition or imagined future that assumes development occurs on all available vacant lands at densities and intensities according to the future land use plan map, or allowed by current zoning, or both. Buildout is typically quantified by assigning a land use to each vacant parcel to be developed and multiplying the acreage of vacant land by the units per acre (residential) or floor-area ratio to determine additional housing units and square footage of non-residential development.

7. **Bus Rapid Transit (BRT):** A flexible, rubber-tired rapid transit mode that combines stations, vehicles, service, running ways, and intelligent transportation system (ITS) elements into an integrated system with a positive identity and unique image. In many respects, BRT is “rubber-tired” light rail transit, but it has greater operating flexibility and potentially lower capital and operating costs than light rail.

8. **Capital Improvement:** An improvement with a useful life of ten years or more, by new construction or other action, which increases the service capacity of a public facility.

9. **Capital Improvements Element:** A component of a comprehensive plan adopted pursuant to O.C.G.A. 50-8-1 et seq. which sets out projected needs for system improvements during a planning horizon established in the comprehensive plan, a schedule of capital improvements that will meet the anticipated need for system improvements, and a description of anticipated funding sources for each required improvement.

10. **Central Perimeter Job Center:** An area defined by a Georgia Tech study on affordable housing needs that identified a "job center area" which included Sandy Springs, the Perimeter Center and Dunwoody areas of DeKalb County, and a small part of Cobb County for its analysis.

11. **Character Area:** A specific geographic area within the community that: has unique or special characteristics to be preserved or enhanced (such as a downtown, a historic district, a neighborhood, or a transportation corridor; has potential to evolve into a unique area with more intentional guidance of future development through adequate planning and implementation (such as a strip commercial corridor that could be revitalized into a more attractive village development pattern); or requires special attention due to unique development issues (rapid change of development patterns, economic decline, etc.). Each character area is a planning sub-area within the community where more detailed, small-area planning and implementation of certain policies, investments, incentives, or regulations may be applied in order to preserve, improve, or otherwise influence its future development patterns in a manner consistent with the community vision.

12. **Character Area Map:** A map showing character areas. Local planning requirements require a "preliminary" character area map be provided in the community assessment report. In Sandy Springs, this is referred to as the Visionary Character Areas and is made a part of the community assessment report. The Community Agenda is required to contain a character area map, which is a version of the preliminary character area map that is refined during the community participation program implementation process.

13. **Community Agenda:** The portion of the comprehensive plan that provides guidance for future decision-making about the community, prepared with adequate input from stakeholders and the general public. It includes: (1) a community vision for the future physical development of the community, expressed in the form of a map indicating unique character areas, each with its own strategy for guiding future development patterns; (2) a list of issues and opportunities identified by the community for further action; and (3) an implementation program that will help the community realize its vision for the future and address the identified issues and opportunities.

14. **Community Assessment:** The portion of the comprehensive plan that is an objective and professional assessment of data and information about the community prepared without extensive direct public participation. It includes: (1) a list of potential issues and opportunities the community may which to take action to address, (2) evaluation of community policies, activities, and development patterns for consistency with Quality Community Objectives; (3) analysis of existing development patterns, including a map of recommended character areas for consideration in developing an overall vision for future development of the community; and (4) data and information to substantiate these

evaluations and the potential issues and opportunities. The product of the Community Assessment must be a concise and informative report (such as an executive summary), to be used to inform decision-making by stakeholders during development of the Community Agenda portion of the plan.

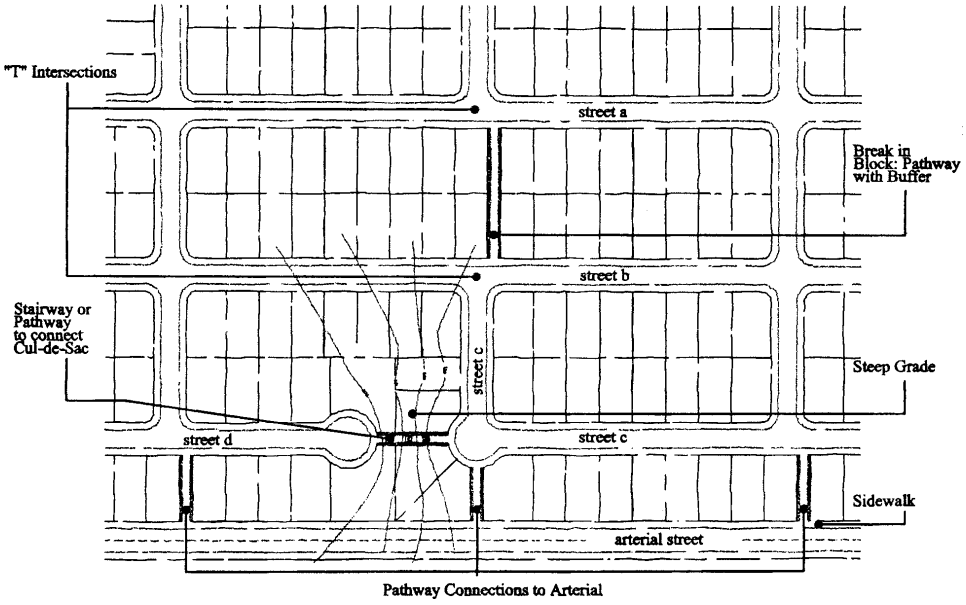
15. **Community Development Block Grant (CDBG):** A grant program administered by the U.S. Department of Housing and Urban Development on a formula basis for entitlement communities, by the state Department of Community Affairs for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

16. **Community Participation Program:** The portion of the comprehensive plan that describes the local government's program for ensuring adequate public and stakeholder involvement in the preparation of the Community Agenda portion of the plan.

17. **Comprehensive Plan:** A 20-year plan by a county or municipality covering such county or municipality and including three components: a Community Assessment, a Community Participation Program, and a Community Agenda. The comprehensive plan must be prepared pursuant to the local planning requirements for preparation of comprehensive plans and for implementation of comprehensive plans, established by the Georgia Department of Community Affairs in accordance with O.C.G.A 50-8-7.1(b) and 50-8-7.2.

18. **Connectivity:** A term that refers to the existing or future, desired state of connections that enable mobility between and among various uses and activities. Connectivity can refer to the street network, in terms of whether it provides connections (e.g., through streets), or is "disconnected" in terms of dead-end streets with cul-de-sacs.

Connected grid street network.



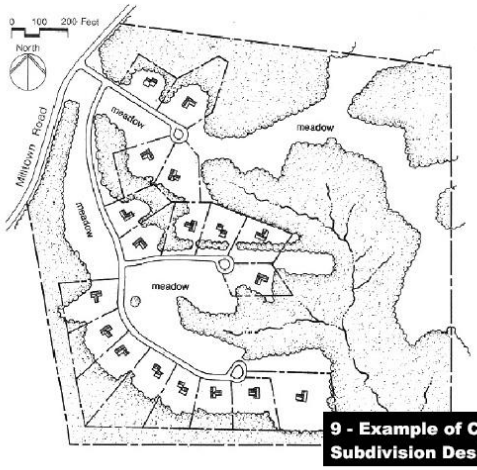
Existing neighborhoods that have cul-de-sacs and lack of sidewalks can be "retrofitted" for greater pedestrian "connectivity.

19. **Conservation Area:** Any land set aside for conservation of the land in its natural state.

20. **Conservation Easement:** A nonpossessory interest of a holder in real property imposing limitations or affirmative obligations, the purposes of which include retaining or protecting natural, scenic, or open-space values of real property; assuring its availability for agricultural, forest, recreational, or open-space use; protecting natural resources; maintaining or enhancing air or water quality; or preserving the historical, architectural, archeological, or cultural aspects of real property. (Georgia Code Section 44-10-2)

21. **Conservation Subdivision:** A subdivision where open space is the central organizing element of the subdivision design and that identifies and permanently protects all primary and all or some of the secondary conservation areas within the boundaries of the subdivision.

22. **Corridor:** An area of land, typically along a linear route, containing land uses and transportation systems influenced by the existence of that route.



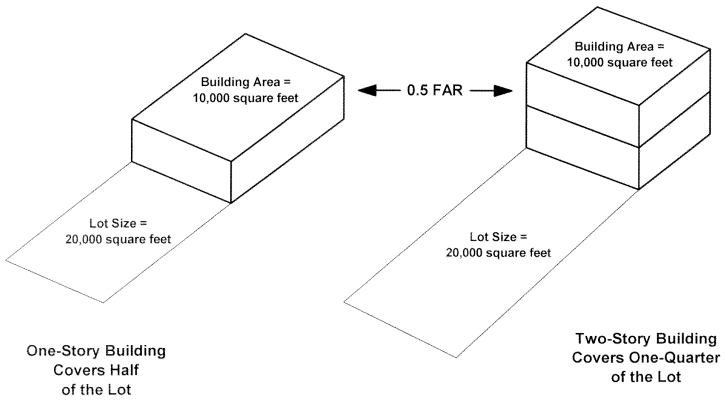
9 - Example of Conservation Subdivision Design

23. **Density:** The quantity of building per unit of lot area; for example, the number of dwellings per lot area (gross square foot or per acre).

24. **Design Guidelines:** Statements and illustrations that are intended to convey the preferred quality for a place.

25. **Development Impact Fee:** A payment of money imposed upon development as a condition of development approval to pay for a proportionate share of the cost of system improvements needed to serve new growth and development.

26. **Floor-Area Ratio:** The floor area of a building or buildings on a lot divided by the area of the lot.



Floor Area Ratio

27. **Forecast:** Judgment about the likelihood of assumptions behind a projection.

28. **Form-based Zoning:** An approach to regulating that seeks to regulate building form rather than, or in addition to, land use. It often establishes regulations based on building type and scale and character of surrounding development. Form-based codes also typically contain a "regulating plan" which identifies which building standards apply to which block frontages, building standards that set basic parameters for building height, setbacks, roof design, and fenestration, and architectural and streetscape standards.

29. **Future Land Use Plan Map:** A map showing long-term future land uses desired in the community. Such a map is "optional" in the local planning requirements. A future land use plan map will be prepared and made a part of the Community Agenda. Once prepared and adopted it will replace the future land use plan map adopted in the Sandy Springs Interim Comprehensive Plan. The future land use plan map is different from the character area map, in that it provides specific recommendations for future land uses and generally provides detail at the parcel level.

30. **Goal:** A statement that describes, usually in general terms, a desired future condition.

31. **Greenspace:** the term green space refers to the portions of a property remaining or resulting as vegetated areas' comprised largely of natural materials, free of

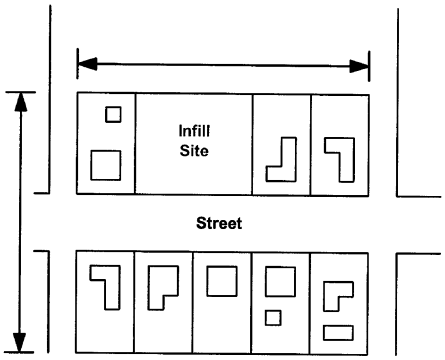
manufactured or man-made materials. Green space includes buffers, landscape strips, landscape islands, parks, wooded areas, trails, paths and other similar features. Both naturally passive and manicured areas may be considered green space. While trails, pathways, playgrounds and other areas "paved" with porous material may be counted as green space., the ideal medium would be mulch or some other naturally occurring material. Structures and other impervious features with continuous footprints or impervious shadows of thirty (30) square feet or less, may be counted towards the green space total for the site.

32. **Greenway:** defined as a linear park, usually including a trail or series of trails. It generally has relatively minor development. The Greenway is often used as an attempt to preserve green space in a very urban area, such as under a power line easement.

33. **Indoor Facility:** defined as any facility designed and utilized for indoor recreation activities. Includes community center, recreation center, aquatic facility, racquet courts, cultural arts center, performing arts center, arts and crafts center, museum, etc.

34. **Infill:** Development that occurs on vacant, skipped-over, bypassed, or underused lots in otherwise built-up sites or areas.

35. **Interim Comprehensive Plan:** The comprehensive plan adopted by the Sandy Springs Mayor and City Council on June 20, 2006, which contains a future land use plan map and which serves as a guide to policy. The adopted plan is "interim" because it was adopted in anticipation of serving an interim period, until a new comprehensive plan for the city can be prepared and adopted. See also definition of comprehensive plan.



Infill Site and Established Residential Area

36. **Jobs/Housing Balance:** An examination of the relationship between jobs and housing, and between where jobs are or will be located and where housing is or will be available. Jobs/housing balance is often expressed in terms of a ratio between jobs and the number of housing units. The higher the jobs/housing ratio, the more jobs the area has relative to housing. A high ratio may indicate to a community that it is not meeting the housing needs (in terms of either affordability or actual physical units) of people working in the community.

37. **Land Trust:** A private, nonprofit conservation organization formed to protect natural resources, such as productive farm or forest land, natural areas, historic structures, and recreational areas. Land trusts purchase and accept donations of conservation easements. They educate the public about the need to conserve land and some provide land-use and estate planning services to local governments and individual citizens.

38. **Level of Service:** A measure of the relationship between service capacity and service demand for public facilities in terms of demand to capacity ratios or the comfort and convenience of use or service of public facilities, or both.

39. **Local Historic Preservation Ordinance:** An ordinance that identifies procedures for creating local historic districts and administering the review of building renovations or alterations to properties located within the district. It typically establishes a historic preservation commission that is charged with the review of development proposals within historic districts.

40. **Local Planning Requirements:** The standards and procedures for local government planning that shall be followed in preparation of local comprehensive plans, for implementation of local comprehensive plans, and for participation in the comprehensive planning process.

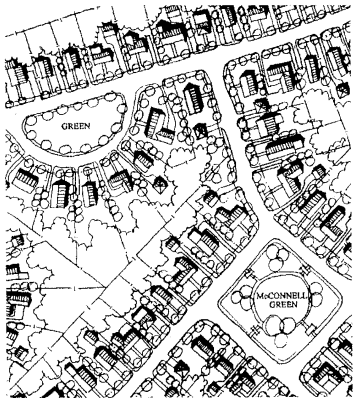
41. **Lot, Flag:** A tract or lot of land of uneven dimensions in which the portion fronting on a street is less than the required minimum width required for construction of a building or structure on that lot. Also called a panhandle lot.

42. **Mixed-Use Development:** A single building containing more than one type of land use; or a single development of more than one building and use, where the different types of land uses are in close proximity, planned as a unified, complementary whole.

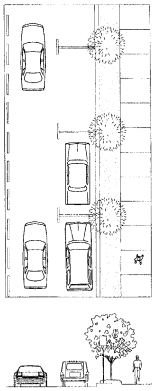
43. **Mixed-Income Housing:** Housing for people with a broad range of incomes on the same site, development, or immediate neighborhood.

44. **National Register of Historic Places:** The federal government's official list of cultural resources worthy of preservation, documented and evaluated according to uniform standards established by the National Park Service, which administers the program.

45. **New Urbanism:** A set of principles or school of thought that suggests neighborhoods should be built like those that existed before the advent of the automobile. Characteristics of new urbanism or new urban developments include a street network that forms a connected grid, houses built close to the street (i.e., little or no setback) with front porches, alleys (where appropriate) and garages located at the rear of the lot, and on-street parking, among others. For more information see the Charter for the New Urbanism.



Illustrative new urban or traditional neighborhood development.


On-street parking is one characteristic of "new urban" developments.

46. **Node:** A geographic area, often centered on the intersection of a highway and collector or arterial cross street, that is distinguishable from its surroundings in terms of one or more of the following, or combination thereof: (1) a mixture of land uses; (2) a higher concentration of pedestrian activity; (3) greater intensity of development; and/or (4) overall architecture of buildings or coordinated design of development.

47. **Objective:** A statement that describes a specific future condition to be attained within a stated period of time. Typically, objectives are more numerous than goals, and they are typically organized according to the topics in the goals statements.

48. **Open Space:** The term open space refers to the portions of a property not occupied by buildings, parking, drive aisles, and other similar elements dedicated to a use that does not allow for pedestrian access or congregation. While open space does include those areas incorporated as green space, open space is intended to account for areas that may be impervious and encourage pedestrian activity and congregation, such as plazas, fountains, courtyards and similar features.

49. **Overlay District:** A defined geographic area that encompasses one or more underlying zoning districts and that imposes additional requirements above those required by the underlying zoning district. An overlay district can be coterminous with existing zoning districts or contain only parts of one or more such districts.

50. **Park:** defined as publicly owned outdoor land set aside for the use of the public for recreation. Parks may be active, which include fields, athletic fields, golf courses and similar facilities designed for gathering or for contemplation. A park must be of size or complexity to be used or visited. Simple landscaping, or a single piece of sculpture would not be considered a park without being part of a larger coordinated landscape area, or series of sculpture. The park is the backbone of any recreation and park system.

51. **Passive Recreation:** Recreational activities and places that generally do not require a developed site. This generally includes such activities as hiking, horseback riding, and picnicking, provided that such activities occur in a manner that is consistent with existing natural conditions.

52. **Pedestrian-Friendly:** Physical attributes, characteristics, and designs that are intended to be more accommodating to pedestrian traffic than what is typically achieved by conventional designs.

53. **Place making:** The design of a building or area to make it more attractive to--and compatible with--the people who use it.

54. **Play ground:** defined as an active area within a park consisting of equipment designed for children to use in an interactive plan environment.

55. **Projection:** A prediction of future conditions that will occur if the assumptions inherent in the projection technique prove true.

56. **Quality Community Objective (QCO):** these features of local and regional plans that incorporate desired statewide goals for growth and development. They are intended to provide guidance, or targets for local governments to achieve, in developing and implementing their Comprehensive Plan. These objectives deal with economic development, growth preparedness, educational opportunities, employment, open space preservation, transportation, housing and other important elements of a successful community.

57. **Qualified Local Government:** A county or municipality that: adopts and maintains a comprehensive plan in conformity with the local planning requirements; establishes regulations consistent with its comprehensive plan and with the local planning requirements; and does not fail to participate in the Georgia Department of Community Affairs' mediation or other means of resolving conflicts in a manner in which, in the judgment of the Department, reflects a good faith effort to resolve any conflict.

58. **Redevelop:** To demolish existing buildings or to increase the overall floor area existing on a property, or both, irrespective of whether a change occurs in land use.

59. **Redevelopment Area:** An area identified as requiring specific action by the local government for revitalization, reinvestment, and/or reuse to occur.

60. **Rules for Environmental Planning Criteria:** Those standards and procedures with respect to natural resources, the environment, and vital areas of the state established and administered by the Georgia Department of Natural Resources pursuant to O.C.G.A. 12-2-8, including, but not limited to, criteria for the protection of water supply watersheds, groundwater recharge areas, wetlands, protected mountains and protected river corridors.

61. **Service Area:** A geographic area defined by a municipality, county or intergovernmental agreement in which a defined set of public facilities provides service to development within the area. Service areas shall be designated on the basis of sound planning or engineering principles, or both.

62. **Service Delivery Strategy:** The intergovernmental arrangement among city governments, the county government, and other affected entities within the same county for delivery of community services, developed in accordance with the Service Delivery Strategy Law. A local government's existing Strategy must be updated concurrent with the comprehensive plan update. To ensure consistency between the comprehensive plan and the agreed upon Strategy: (1) the services to be provided by the local government, as identified in the comprehensive plan, cannot exceed those identified in the agreed upon strategy and (2) the service areas identified for individual services that will be provided by the local government must be consistent between the plan and Strategy.

63. **Stakeholder:** Someone (or any agency or group) with a "stake," or interest, in the issues being addressed.

64. **Starter Housing:** Generally, housing that is affordable for first-time homebuyers to own. The term usually refers to detached, single-family dwellings, though it is not necessarily limited in that respect. This term may also include attached single-family and fee simple townhomes and condominiums as applicable.

65. **State Planning Recommendations:** The supplemental guidance provided by the Georgia Department of Community Affairs to assist communities in preparing plans and addressing the local planning requirements. The plan preparers and the community must review these recommendations where referenced in the planning requirements in order to determine their applicability or helpfulness to the community's plan.

66. **Short-term Work Program:** That portion of the Implementation Program that lists the specific actions to be undertaken annually by the local government over the upcoming five years to implement the comprehensive plan.

67. **Streetscape:** The design of a street, including the roadbed, sidewalks, landscape planting, furnishings along the street, and the character of the adjacent building façade.

68. **Tax Allocation District:** (see "Tax Increment Financing")

69. **Tax Increment Financing:** A financing technique that allows a local government or redevelopment agency to target a group of contiguous properties for improvement – a TIF district or, in Georgia, tax allocation district – and earmark any future growth in property tax revenues in the district to pay for initial and ongoing improvements there. This growth in tax revenue is the "tax increment."

70. **Traffic Calming:** The combination of primarily physical measures that reduce the negative effects of motor vehicle use. Measures may include speed humps, raised crosswalks, speed tables, textured surfaces, traffic circles, and others.

Textured surfaces are one type of "traffic calming".

71. **Trail:** defined as a path or narrow transportation-oriented corridor for the primary purpose of biking, running, walking or other non-motorized use. It may be of impervious surface, such as asphalt, or may be left in its natural state, or may be composed of wood ships, cinders or other types of natural material. Trails usually have a beginning and ending point and ideally have at least on such "trailhead."

72. **Transit:** Bus, light rail, and heavy rail facilities. See also "Bus Rapid Transit" in this glossary.

73. **Transit-Oriented Development:** Compact development built around transit stops, especially rail transit; Development that is located within a 10-minute walk, or approximately 0.5 mile, from a light rail, heavy rail, or commuter rail station. It also includes development along heavily used bus and bus rapid transit corridors. Transit-oriented development is characterized by a mix of uses, including housing, retail, office, research, civic and other uses.

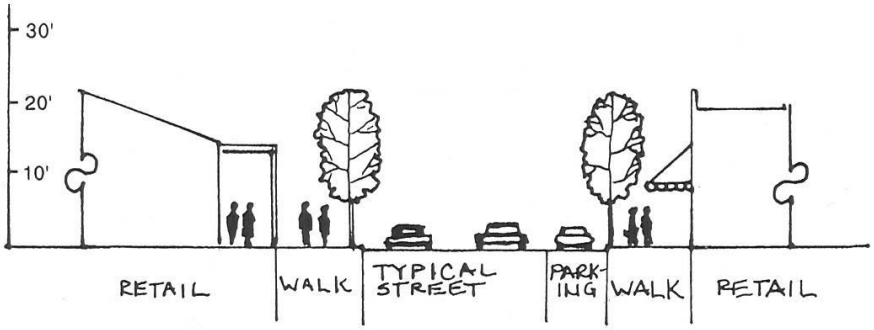
74. **Viewshed:** An area visible from a point, a line, or a specific locality. It is the visual equivalent of a watershed; the sum total of the area covered by views along a road, trail, or other point or place.

75. **Vision:** A written statement that is intended to paint a picture of what the community desires to become, providing a complete description of the development patterns to be encouraged within the jurisdiction."

76. **Visioning:** A planning process through which a community creates a shared vision for its future.

77. **Volume-to-capacity Ratio:** A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as "v/c." At a v/c ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity.

78. **Walkable or Walkability:** The broad range of community design features that support walking.



79. **Workforce household:** A family or household that earns no more than eighty percent (80%) of the area's median household income.

80. **Workforce housing:** Housing that is affordable to workforce households.

Source: Compiled by Jerry Weitz & Associates, Inc., from various sources, including regulations prepared by the same firm, Rules of the Georgia Department of Community Affairs, *A Planners Dictionary* (Michael Davidson and Fay Dolnick, Planning Advisory Service Report No. 521/522, 2004), and *Planning and Urban Design Standards*, 2006, by American Planning Association and John Wiley & Sons, Inc.

APPENDIX
RESULTS OF QUESTIONNAIRES

POPULATION	Choose One:			TOTAL
	Agree	Disagree	Unsure/ Undecided	
1. Sandy Springs should plan to accommodate a "desired" or "target" future population level.	**132**	**25**	**26**	**183**
2. There is a need for new and different group quarters accommodations, such as nursing homes, in the City.	**98**	**38**	**48**	**185**
3. Given an increasingly diverse population, including Hispanic and Latino populations, the City should assess the impact on how Sandy Springs provides and delivers services (e.g., bilingual police officers and clerks, publication of city newsletters in Spanish, etc.).	**87**	**68**	**27**	**182**

HOUSING	Choose One:			TOTAL
	Agree	Disagree	Unsure/ Undecided	
1. Sandy Springs should establish targets for mixes of housing units types (e.g., detached dwellings, apartments, etc.) and then design regulations (including the zoning of land) to pursue the target mix.	**138**	**20**	**14**	**172**
2. The comprehensive plan should address affordable housing needs, including the needs of police officers, teachers, and other young professionals who would like to own homes in Sandy Springs but can only rent their homes or cannot afford to live in the city at all.	**132**	**30**	**12**	**174**
3. The comprehensive plan should be specific in terms of what Community Development Block Grant (CDBG) funds should be used for (e.g., provide infrastructure or be directed at upgrading and expanding the affordable housing stock). *Definition of Community Development Block Grant (CDBG): A grant program administered by the U.S. Department of Housing and Urban Development on a formula basis for entitlement communities, by the state Department of Community Affairs for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.*	**122**	**17**	**30**	**169**
4. The city's plans should strive to provide for "starter" housing. *Definition of "starter" housing: Generally, housing that is affordable for first-time homebuyers to own. The term usually refers to detached, single-family dwellings, though it is not necessarily limited in that respect.*	**86**	**59**	**31**	**176**
5. Sandy Springs should consider a policy of promoting housing for people with mixed incomes in the same development or neighborhood, as one opportunity for promoting more affordable housing in the city.	**59**	**79**	**32**	**170**
6. Affordable housing should be exempted from paying development impact fees. *Definition of Affordable Housing: Housing that has a sale price or rental amount that is within the means of a household that may occupy middle-, moderate-, or low-income housing.*	**32**	**106**	**33**	**171**
7. The city has a role and should respond to the needs of homeless persons in Sandy Springs.	**116**	**38**	**16**	**170**

ECONOMIC DEVELOPMENT	Choose One:			TOTAL
	Agree	Disagree	Unsure/ Undecided	
1. The City should diversify its economy to include some manufacturing or industrial uses.	**30**	**108**	**18**	**156**
2. The City's plan should articulate specific revitalization and redevelopment (and redevelopment financing) strategies for the Roswell Road corridor and the downtown redevelopment area.	**153**	**3**	**0**	**156**
3. The City should establish a sense of place and use place making principles (i.e., designing for gathering and social interaction) in downtown redevelopment efforts.	**140**	**5**	**9**	**154**
4. Concentrating development in areas served by transit should be a key part of the City's economic development strategies.	**109**	**18**	**24**	**151**
5. The City should use its investment in civic buildings (e.g., new city hall) to strategically leverage and enhance private reinvestment in redevelopment areas.	**110**	**14**	**28**	**152**
6. The City should exempt extraordinary economic development from the payment of impact fees (i.e., one-time charges to help the City pay for the costs of capital improvements necessary to serve the development). *Definition of extraordinary economic development: Development activity that goes beyond what is usual or customary in terms of providing a positive catalyst to redevelopment.*	**63**	**56**	**33**	**152**
7. The City should emphasize or encourage home occupations (compatible businesses within dwellings) as a part of its economic development strategy.	**88**	**30**	**38**	**156**

NATURAL RESOURCES	Choose One:			TOTAL
	Agree	Disagree	Unsure/ Undecided	
1. The City should do more, at the municipal level, to protect water quality.	**110**	**7**	**18**	**135**
2. Current protection measures for forests and trees are adequate (this includes recent proposed revisions to the City's tree ordinance).	**41**	**62**	**29**	**132**
3. Specific measures are needed to maintain and enhance the City's tree canopy (versus a focus simply on trees).	**104**	**16**	**15**	**135**
4. Additional regulations are needed to regulate land development on steep (15 percent grade or higher) slopes.	**82**	**16**	**36**	**134**
5. The City should identify scenic views, and/or sites, and the City should propose specific measures in the comprehensive plan to protect or enhance such scenic views and sites.	**106**	**18**	**12**	**136**
6. The City should promote "conservation subdivisions", including an allowance of additional density in exchange for providing more open space. *Definition of Conservation Subdivision: A subdivision where open space is the central organizing element of the subdivision design and that identifies and permanently protects all primary and all or some of the secondary conservation areas within the boundaries of the subdivision.*	**100**	**13**	**22**	**135**

HISTORIC RESOURCES	Choose One:			TOTAL
	Agree	Disagree	Unsure/ Undecided	
1. The City should update its historic resources survey.	**84**	**8**	**34**	**126**
2. The City should adopt a local historic preservation ordinance, which would establish a Historic Preservation Commission and establish a process of reviewing building demolitions and additions or new structures for appropriateness with their historic context.	**81**	**28**	**16**	**125**
3. The city needs and should hire staff with expertise in historic preservation.	**49**	**41**	**35**	**125**
4. Heritage tourism should become a part of the City's overall economic development strategy.	**48**	**40**	**36**	**124**

COMMUNITY FACILITIES AND SERVICES	Choose One:			TOTAL
	Agree	Disagree	Unsure/ Undecided	
1. There is a need to determine whether sufficient water and sewer capacity will be available at the time development occurs.	**124**	**1**	**3**	**128**
2. The City should provide level-of-service and performance standards in the plan for all city community facilities.	**126**	**0**	**8**	**134**
3. Some segments of the City's population that are inadequately served by existing public facilities and services, and parts of the City that receive inadequate facilities and services. Such inequities need to be identified and addressed in the plan.	**83**	**13**	**31**	**127**
4. The City has a role to play in responding to social service needs and homelessness.	**89**	**25**	**15**	**129**
5. The plan should address opportunities for innovative public-private ventures in the arrangement, provision, and delivery of various City facilities and services.	**112**	**4**	**12**	**128**
6. The City needs to establish a "stormwater utility" to correct existing storm drainage problems, maintain stormwater detention ponds, and enhance stormwater management (and, therefore, water quality).	**106**	**2**	**19**	**127**
7. The City has a problem of stormwater flowing into sanitary sewer manholes (and into lakes and streams), and that problem needs to be addressed in the plan.	**94**	**3**	**29**	**126**
8. The City should fully assess how its facilities meet all applicable Americans with Disabilities Act (ADA) requirements, and deficiencies should be remedied through the City's capital improvement program and short-	**90**	**11**	**24**	**125**

term work program.				
9. There are important public issues associated with the City building its own municipal complex for administrative and public safety personnel.	**81**	**10**	**34**	**125**
RECREATION AND PARKS	**Choose One:**			**TOTAL**
	Agree	**Disagree**	**Unsure/ Undecided**	
1. In light of land scarcity, Sandy Springs should think more innovatively about adding to its parks and recreation land inventory.	**138**	**5**	**6**	**149**
2. The city should pursue the following innovative strategies: using power line and sewer easements for trails, designating "community greens" within developed areas, reclaiming space behind shopping centers or within shopping center parking lots, and installing gardens on top of buildings.	**133**	**10**	**19**	**162**
3. The recreation and park master plan should assess whether large, vacant retail establishments or shopping centers can be leased for community centers and related recreation functions.	**134**	**16**	**18**	**168**
4. Providing a more even distribution of parks in the City should be an objective of the recreation and park master plan.	**125**	**14**	**26**	**165**
5. The master plan should address how traffic congestion may limit accessibility to parks, and the plan needs to consider Americans with Disabilities Act accessibility requirements.	**134**	**12**	**21**	**167**
6. Linkages between existing parks, and connectivity to adjacent community recreation systems are inadequate. There is an opportunity to improve connectivity.	**121**	**12**	**34**	**167**
7. The supply of park trails and passive recreation opportunities is deficient, with the exception of the Chattahoochee River National Recreation Area sites. The park plan should provide more balance between active and passive recreational opportunities.	**138**	**7**	**22**	**167**
8. The City should diversify the types of recreation and parks facilities it provides (for example, dog parks, playfields, age-specific playgrounds, trail systems, community centers, recreation centers).	**140**	**9**	**8**	**167**
9. Sandy Springs should partner with schools and private industry in the provision of recreation and parks.	**151**	**7**	**8**	**166**

10. There are opportunities to promote greater utilization of the Chattahoochee River as a recreational resource, and the master plan should capitalize on such opportunities.	**149**	**7**	**12**	**168**
11. Parks in the city are going to need significant maintenance and the City's capital improvement program will need to identify maintenance projects and funding for them.	**153**	**2**	**11**	**166**
12. The City should consider whether developers can "set aside" land for parks as part of planned new projects and redevelopment efforts.	**149**	**5**	**11**	**165**
13. The master plan should describe how to coordinate future municipal efforts with the Sandy Springs Conservancy and its sponsored projects.	**143**	**4**	**19**	**166**
INTERGOVERNMENTAL COORDINATION	**Choose One:**			**TOTAL**
	Agree	**Disagree**	**Unsure/ Undecided**	
1. The City should be opportunistic when it participates in the Fulton County Service Delivery Strategy, and consider new or innovative alternatives to service delivery. *Definition of Service Delivery Strategy: The intergovernmental arrangement among city governments, the county government, and other affected entities within the same county for delivery of community services, developed in accordance with the Service Delivery Strategy Law.*	**113**	**2**	**28**	**143**
2. The City should institute an effort with Georgia Department of Transportation to redesign Roswell Road according to "context-sensitive" street designs even if they deviate from its accepted engineering design manuals.	**101**	**2**	**41**	**144**
3. Sandy Springs should be a leader in the Atlanta region in terms of identifying, pursuing, and implementing best practices for intergovernmental coordination.	**131**	**4**	**8**	**143**
4. There is a need to further assess existing intergovernmental agreements and to develop new agreements.	**116**	**6**	**21**	**143**
5. Quality public and private schools are an important component of the fabric and attributes of a successful community. In addition to their role in the education of young people, their siting and integration into the community can position them as important resources for not only their individual neighborhoods, but for the community at	**130**	**6**	**6**	**142**

large. The City should explore intergovernmental strategies with the Fulton County Board of Education and others to ensure that all schools meet the City's goals of high quality education for its residents and the positive community integration of school facilities.				

TRANSPORTATION	**Choose One:**			**TOTAL**
	Agree	**Disagree**	**Unsure/ Undecided**	
1. Traffic signal operations (e.g., an optimally timed and coordinated signal system) and intersection safety improvements should receive priority attention in the transportation master plan.	**143**	**2**	**8**	**153**
2. Reducing traffic congestion at "hot spots" (i.e., along arterials typically occurs where two major roads cross), could reduce overall travel time.	**142**	**4**	**6**	**152**
3. The transportation master plan should consider all trip types, including trips through, to/from, and within the City.	**142**	**2**	**8**	**152**
4. In the downtown area and other places if appropriate, the City's transportation plan should call for adding roads that provide for a grid street system, which would disperse traffic over several roads and provide an alternative to travel on existing congested roads.	**117**	**10**	**25**	**152**
5. Use of transit (i.e., ridership) will increase if MARTA provides service to wider or more geographic areas and/or more frequently in existing locations.	**90**	**41**	**21**	**152**
6. Bus Rapid Transit (BRT) or other premium transit options should be considered along key routes. *Definition of Bus Rapid Transit (BRT): A flexible, rubber-tired rapid transit mode that combines stations, vehicles, service, running ways, and intelligent transportation system (ITS) elements into an integrated system with a positive identity and unique image. In many respects, BRT is "rubber-tired" light rail transit, but it has greater operating flexibility and potentially lower capital and operating costs than light rail.*	**88**	**30**	**29**	**147**
7. The Sandy Springs transportation master plan should consider whether parking in downtown commercial areas is excessive, or limited.	**107**	**13**	**14**	**149**
8. The transportation plan should identify needs and propose traffic "calming" projects,	**122**	**13**	**14**	**149**

and "no-truck" routes need to be reconsidered.				
9. The transportation plan should emphasize improvements to sidewalks and bicycle routes to provide alternative travel options, versus projects emphasizing automobile traffic.	**121**	**21**	**8**	**150**
10. Along congested urban arterials such as Roswell Road, there are too many conflict points that increase crash potential; these require remedy in the master plan.	**126**	**7**	**15**	**148**
11. The City's transportation plan should assess the need for (and benefits of) an additional road crossing the Chattahoochee River into Cobb County.	**98**	**31**	**22**	**151**

LAND USE	**Choose One:**			**TOTAL**
	Agree	**Disagree**	**Unsure/ Undecided**	
1. A two-acre minimum category should be introduced in the future land use plan to correspond with R-1 (two acre minimum) zoning.	**57**	**40**	**58**	**155**
2. Land use plan policies should address how to establish firm boundaries or reduce incompatibilities between commercial developments and protected neighborhoods.	**126**	**24**	**7**	**157**
3. Churches and large institutions pose a threat when they expand in residential neighborhoods; more restrictions on them are needed.	**78**	**52**	**28**	**158**
4. Specific policies and regulatory measures are needed to address concerns about residential infill development in residential neighborhoods. *Definition of Infill: Development that occurs on vacant, skipped-over, bypassed, or underused lots in otherwise built-up sites or areas.*	**112**	**25**	**20**	**157**
5. The City's zoning ordinance should provide more flexibility for growth in home-based businesses (or home "occupations"), while maintaining the residential integrity of protected neighborhoods.	**102**	**35**	**20**	**157**
6. Form-based zoning holds potential for implementing objectives for mixed-use character areas. *Definition of form-based zoning: An approach to regulating that seeks to regulate building form rather than, or in addition to, land use. It often establishes regulations based on building type and scale and character of surrounding development. Form-based codes also typically contain a "regulating plan" which identifies which*	**102**	**17**	**36**	**155**

building standards apply to which block frontages, building standards that set basic parameters for building height, setbacks, roof design, and fenestration, and architectural and streetscape standards.				
7. Building height needs to be increased (beyond current zoning restrictions) in order to ensure redevelopment can occur (within assigned areas); a Buckhead-style skyline is acceptable for Sandy Springs in selected locations.	**88**	**53**	**18**	**159**
8. Greater heights and densities are needed in order to promote redevelopment.	**77**	**57**	**24**	**158**
9. The "live-work" descriptions in the interim comprehensive plan are appropriate, including the locations and the descriptions of particulars.	**55**	**24**	**73**	**152**
10. The City's plan should identify and recommend small area planning studies (i.e., detailed land use planning efforts for neighborhoods and/or corridors).	**117**	**8**	**31**	**156**
11. The plan should provide specific strategies for improving the function and appearance of the Roswell Road corridor.	**153**	**0**	**7**	**160**
12. The future land use plan map should reflect changes precipitated by transportation improvements.	**130**	**8**	**16**	**154**