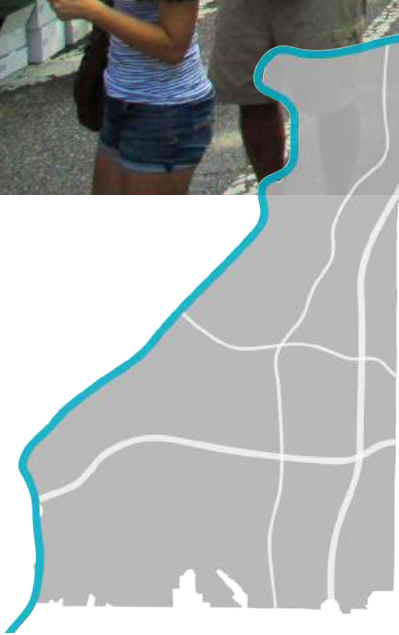




**THE
NEXT
TEN**
PLAN
TOGETHER
SANDY
SPRINGS
WWW.THENEXTTEN.ORG



THE NEXTTEN

COMPREHENSIVE PLAN

Sandy Springs, Georgia

DRAFT
July 13, 2016



ACKNOWLEDGMENTS

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TABLE OF CONTENTS

Introduction	6
Plan Background	8
How to Use this Document	10
The Next Ten Process	12
Relationship to Other Plans	18
Community Goals	20
Sandy Springs Today	28
Demographics	30
Land Use	38
Transportation	46
Housing	52
Economic Outlook	56
Green Space, Natural Systems and Sustainability	60
The Next Ten: Policies and Actions	70
Key Actions: 10 for the Next Ten	72
Land Use & Community Form	76
Policies and Actions	80
Character Areas	102
Transportation	126
Housing	156
Economic Outlook	170
Green Space, Natural Systems & Sustainability	180
Community Work Program	208
Glossary	210
Photo Credits	
Appendices	
Small Area Plans	
Roswell Road Small Area Plan	
Perimeter Center Small Area Plan	
MARTA Stations Small Area Plan	
Powers Ferry Small Area Plan	
Capital Improvements Element	
Public Engagement Summary	
Transportation Assessment	
Market Analysis	
Consistency with the Regional Water Plan and Environmental Criteria	

INTRODUCTION

As the City of Sandy Springs celebrates the 10-year anniversary of its incorporation, it is time to look ahead to the next decade and beyond. How should we grow, mature and get around? What will be the character of Sandy Springs in the future? How can we continue to thrive?



PLAN BACKGROUND

We are a pioneering city.

In its first ten years, the City adopted an accomplished and internationally-noted public-private partnership model of government that has led to an efficient and effective delivery system for municipal services. In *The Next Ten*, the focus turns to the physical and social fabric of our city, further defining who we are—and will be—as a physical place and a community while positioning our city so that we can continue to thrive in the future. It is time now to transition from older models of legacy growth and development to a more transformative approach that emphasizes managed, quality growth. This includes building a sense of place that is “distinctly Sandy Springs” while also preserving what we value and addressing our transportation challenges.

Our challenge is finding the right balance.

We are a city of contrasts. Anchored by the largest employment center in the southeast, corporate headquarters, world-class medical facilities, three MARTA stations and, very soon, a dynamic city center, Sandy Springs continues to evolve along with the region. At the same time, our neighborhoods offer the best of suburban living, while our river corridor, parks, rolling hills and lush tree canopy beckon us outdoors and provide a strong connection to nature. The challenge remains finding the right balance:

- How do we sustain economic progress and continue to grow, while staying green, preserving existing neighborhoods, and maintaining our quality of life?
- How do we use our land and our transportation infrastructure efficiently, while providing high-quality housing options that meet future needs and enhance our city?
- How do we address traffic congestion, while recognizing that any comprehensive solution requires providing options for alternative modes of transportation and making the physical form of our city more connected?
- How do we manage the impacts of growth and change over time, ensuring that future development is more predictable and orderly, that legacy zoning is appropriately downsized, and that any new growth occurs in the right places and according to the highest construction standards?
- How do we balance future growth with infrastructure capacity and ensure that any increases in density are accompanied by significant increases in green space, citywide beautification, and high-quality landscapes.

The Next Ten is a citywide dialogue to answer these important questions. In addition to updating the City’s 2007 Comprehensive Plan, the City’s guiding policy framework for growth and development, *The Next Ten* initiative also includes the preparation of more-detailed, geographically-specific small area plans for four areas of the city: the Roswell Road corridor, the Perimeter Center, Powers Ferry, and two MARTA station areas (North Springs MARTA station and a proposed new MARTA station).

Simultaneously, the City has embarked on an effort to update its zoning and subdivision regulations through the preparation of a Sandy Springs Development Code, which combines zoning with subdivision and other related development regulations into a single document to enable high-quality standards for managing change. The outcomes of the concurrent efforts inform, and are reflected in, the citywide policy recommendations set forth in this document, and the associated small area plans and preparation of a Sandy Springs Development Code provide the tools for implementing the citywide vision.

The Next Ten therefore constitutes a rare opportunity for Sandy Springs to define its vision for the future while simultaneously identifying and implementing the tools to make that vision a reality. It is a comprehensive and coordinated effort to update, advance, and establish consistency between the City’s policies and regulations, while ensuring that the future of Sandy Springs can fulfill the City founders’ dreams and visions.

WHAT IS A COMPREHENSIVE PLAN?

A comprehensive plan is an official statement of the City’s vision for its future. It expresses the Sandy Springs community’s aspirations and goals for the City’s future, while articulating a corresponding set of policies and recommendations to guide future decisions regarding land use, development and capital improvements. As required by Georgia state planning rules, local governments must update their comprehensive plans every ten years.

WHY UPDATE THE COMPREHENSIVE PLAN?

Sandy Springs is a dynamic and growing city that has experienced substantial changes since the City’s first Comprehensive Plan was adopted in 2007. Updating the Comprehensive Plan presents an opportunity to account for these changes and to respond to continued growth pressures. It is also an opportunity to celebrate and reflect on Sandy Springs’ first ten years, while confirming and refining our aspirations for the coming decade and beyond. While this plan looks 20 years into the future, it emphasizes **The Next Ten**.



HOW TO USE THIS DOCUMENT

This document is designed for a wide range of users, including the City’s elected and appointed officials, City staff, property owners and developers, business owners, nonprofit partners, and the citizens of Sandy Springs. It provides a framework to inform future development decisions by City officials and to direct public and private investments in land, real estate and infrastructure, while providing guidance for operating and capital improvement budgets.

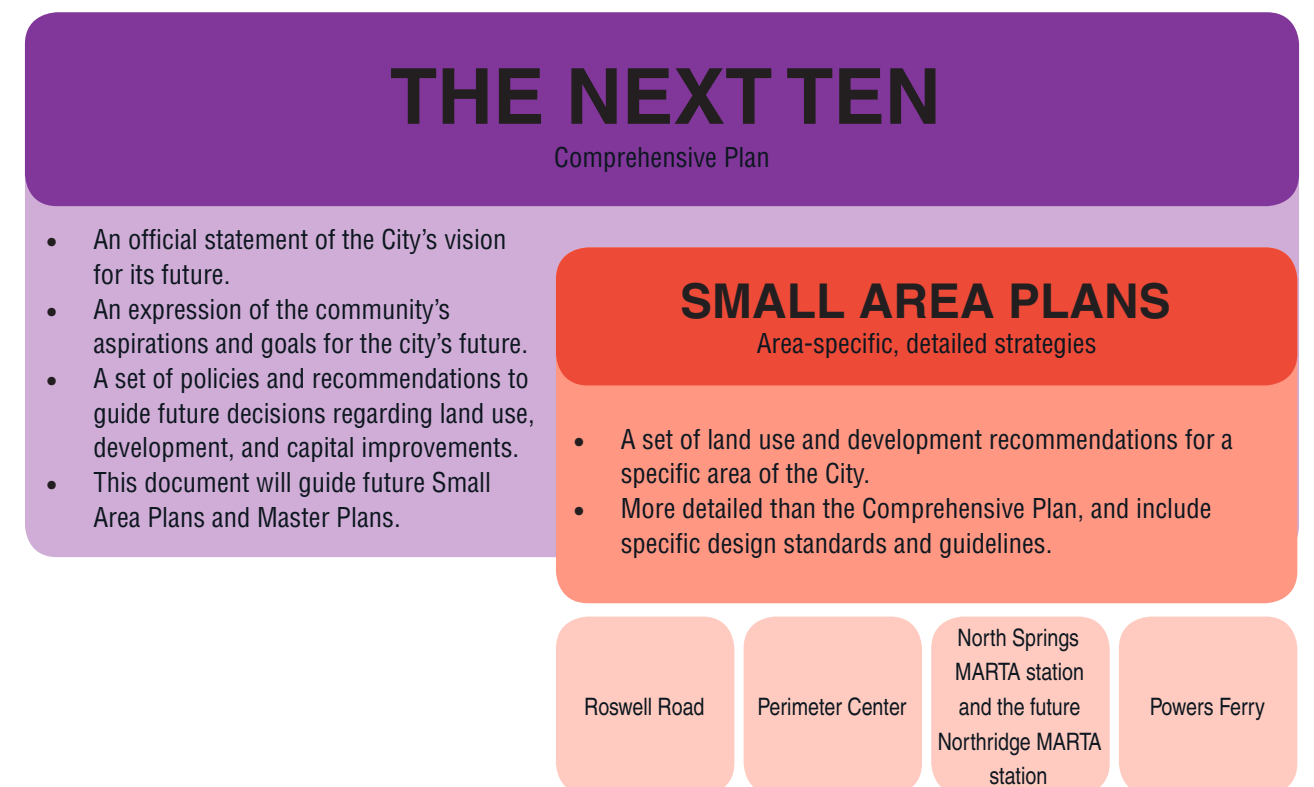
This plan is organized around four core components, as required by the Georgia Department of Community Affairs Minimum Standards for local comprehensive plans:

- The **Community Vision** (“Ten for the Next Ten”), comprised of ten goals, articulates an overarching vision for the future and reflects the major themes that emerged from the community engagement process and technical analysis.
- The **Needs and Opportunities** identify the major needs and opportunities that the City must address. These are organized according to the following plan elements:
 - » Land Use and Community Form
 - » Transportation
 - » Economic Development
 - » Housing
 - » Green Space, Natural Systems and Sustainability
- For each identified need/opportunity, the plan provides a series of related **policies** for addressing each, as well as a variety of associated **actions** for achieving each policy recommendation.
- The **Community Work Program** summarizes the short-term City actions required to implement the plan, the entities responsible for these actions, estimated costs for the actions, and potential funding sources. The Work Program is organized according to the needs and opportunities identified for each plan element and is supplemented by a list of additional capital improvements identified by the City for the same five-year period.
- The plan’s **Character Areas Map** (see Land Use Element) serves as the City’s future development map and summarizes the land use and community form patterns envisioned by the plan for specific areas of the city. The Land Use Element includes descriptions of each character area shown on the map, documenting the vision for each area as well as steps to implement the vision.

To provide context for the core components of the plan, the “**Sandy Springs Today**” chapter presents a succinct snapshot of current conditions, trends, and opportunities and challenges related to demographics and each of the five plan elements. More detailed analyses of transportation and market conditions are included as appendices to this document.

Moreover, several documents are included by reference as part of the Comprehensive Plan and are appended to this document. These include four associated **Small Area Plans** (Roswell Road, Perimeter Center, North Springs MARTA station and the future Northridge MARTA station, and Powers Ferry), which provide more-detailed and site-specific recommendations for key geographical areas of the city, and a **Capital Improvements Element**, which supports the City’s impact fee program (covering public safety, recreation and parks, and roads).

Finally, following the main body of this document, a glossary provides explanations of common planning terminology used throughout this document.



THE NEXT TEN PROCESS

The Next Ten initiative was an iterative planning process that included identification of citywide policies for the Comprehensive Plan while, at the same time, examining site-specific opportunities at a smaller scale as part of the development process for the four small area plans, and identifying ways to achieve the vision and goals through changes to existing development regulations.

The Comprehensive Plan

The visioning process began in June 2015 with a series of public meetings in which members of the public, neighborhood representatives and civic leaders shared hopes and concerns for the city's future. Over 150 residents also completed a preliminary online survey published on the City's website.

Subsequent public outreach kicked off with the creation of a name and brand for the planning process: "The Next Ten". This was followed by creation of a website and a social media presence for the project. Targeted public engagement began with a series of stakeholder meetings in August and September 2015, and a booth at the Sandy Springs Festival, where the planning team had interactions with hundreds of City residents and visitors.

These early interactions helped to structure the Community Vision, which served as a guide for the plan, and began to identify the needs and opportunities to be addressed as part of each plan element. A series of citywide mobile workshops in October 2015 aimed to further identify and prioritize the community's needs, and to engage a wider variety of City residents, including the Spanish-speaking community.

At the same time, the analyses for the five plan elements progressed as the team learned more about needs and opportunities associated with each element. Interim ideas were posted to the website to solicit feedback. A draft understanding of the Community Vision, Needs

and Opportunities, and an initial citywide plan and policy framework were presented to the City Council and the community in a series of meetings in January 2016. Based on stakeholder input, each planning element was refined, and the team further developed a set of recommended actions, plans, and policies. Draft Comprehensive Plan recommendations were presented for community input at a citywide community meeting in July 2016.

The Small Area Plans

The Comprehensive Plan was simultaneously informed by the creation of the four associated small area plans, which included extensive area-specific analyses and engagement efforts. The Perimeter Center and Roswell Road Small Area Plans began with both targeted and public interactive work sessions in October 2015. The MARTA Station Area and Powers Ferry planning and outreach officially began in March 2016.

The Sandy Springs Development Code (SSDC)

Recognizing the urgent need for new development regulations that support and align with the Comprehensive Plan and small area plans, the City concurrently began developing a Sandy Springs Development Code that combines zoning, subdivision and other related development regulations into a single document. A series of stakeholder and public meetings related to this effort began in March of 2016.

COMMUNITY ENGAGEMENT PROCESS

2015

JUN

KICK-OFF / VISIONING

Community Visioning Meetings
 Meeting 1: Neighborhood Representatives
 Meeting 2: Civic Discussion
 Meeting 3: Community Forum
 City Council, City Staff

AUG

INFORMATION GATHERING & IDEA GENERATION

Advisory Committee
 Council, Mayor, Planning Commission, City Manager, City Staff
 Stakeholder Interviews, Meetings, and Focus Groups
 Sandy Springs Festival
 Mobile Workshops
 Roswell Road Open Studio
 Roswell Road North Business Leaders
 Roswell Road South Business Leaders
 PCID Business Leaders
 MARTA Station Rider Survey
 Shopping Center Survey

2016

JAN

CONCEPTUALIZATION

City Council
 Advisory Committee
 Public Workshop

MAR

PLAN DEVELOPMENT

Roswell Road North Business Leaders
 Roswell Road South Stakeholders
 MARTA Station Area Public Meeting
 City Staff
 City Council (SSDC Update Only)

JUL

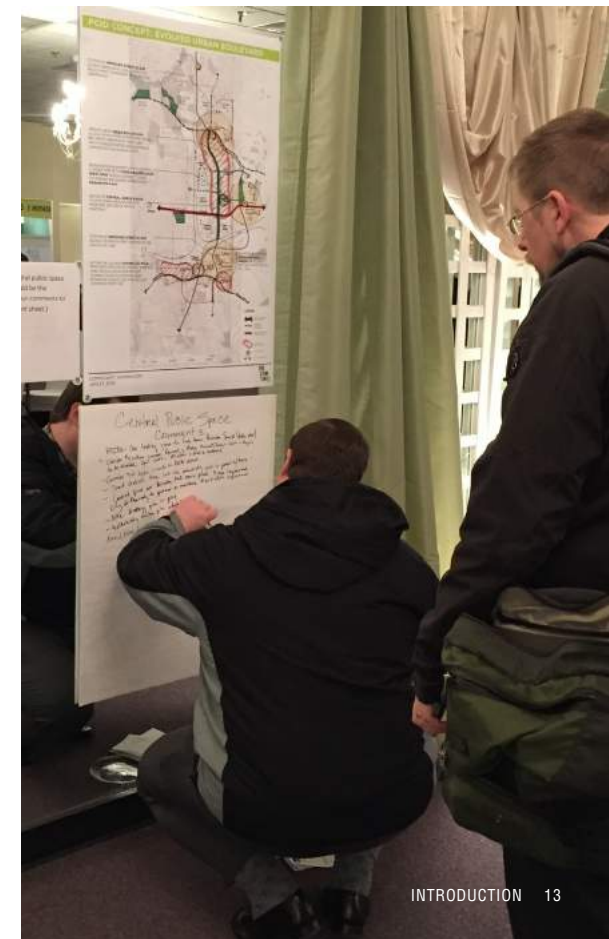
FINAL PLAN

City Council
 Advisory Committee
 Public Meeting

NOV

ADOPTION

City Council

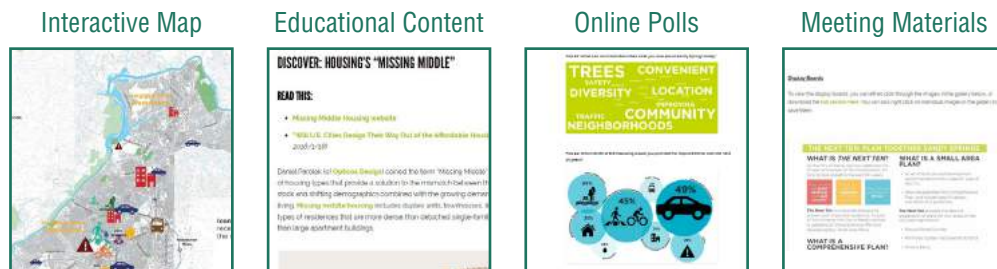


TOOLS

The Next Ten process was designed to be interactive and engaging in a variety of ways, including:

Website

The website for The Next Ten contained several options for sharing and gathering information, including interactive tools for community input and educational materials related to the planning process. The website was updated frequently to ensure that the community had the latest information, and was kept informed about the progress of the planning process.



Social Media

The Next Ten utilized Twitter (@PlanTheNext10) and the official City of Sandy Springs Facebook page (facebook.com/sandyspringsga) to share information about upcoming meetings and website updates.



Community Events

In addition to public workshops and meetings, the Next Ten team went out into the community to solicit feedback at events including the Sandy Springs Festival and a series of Mobile Workshops, which were held at nine locations throughout the City during a three-day period.



We heard from many people in many ways...

300+

INTERACTIONS AT THE FESTIVAL AND MOBILE WORKSHOPS

320+

ATTENDEES AT FOCUS GROUPS, INTERVIEWS, MEETINGS, AND OPEN STUDIOS

102

COMMENTS VIA EMAIL AND WEB

354

WEB AND TEXT POLL RESPONSES

952

COMMENTS ON THE INTERACTIVE MAP

4600

UNIQUE WEBSITE VISITORS

POLLS AND SURVEYS

What one word describes what you love about Sandy Springs today?



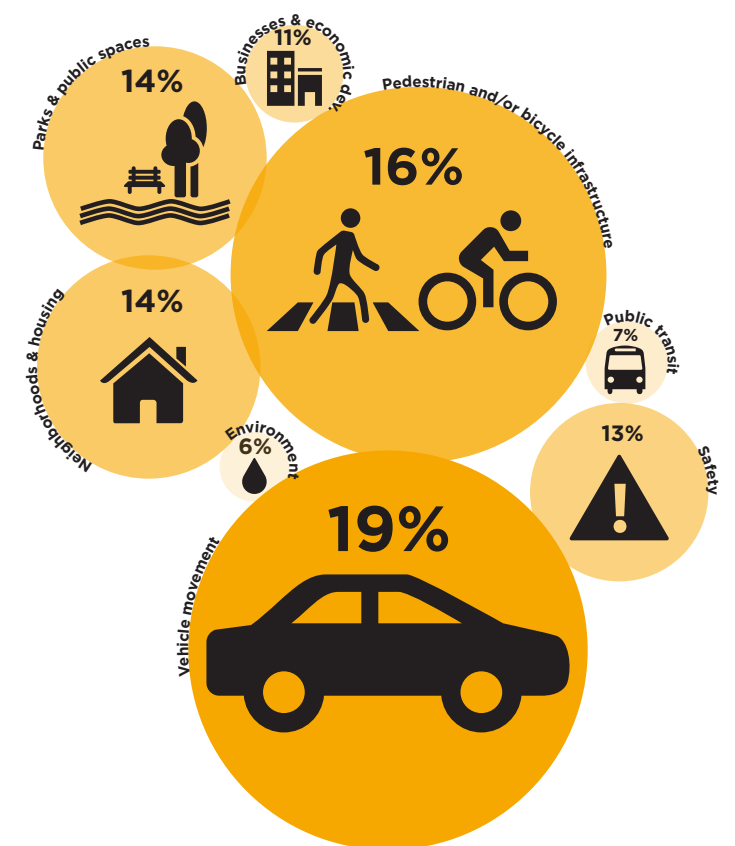
What worries you most about Sandy Springs?



What do you hope to see in Sandy Springs in the future?



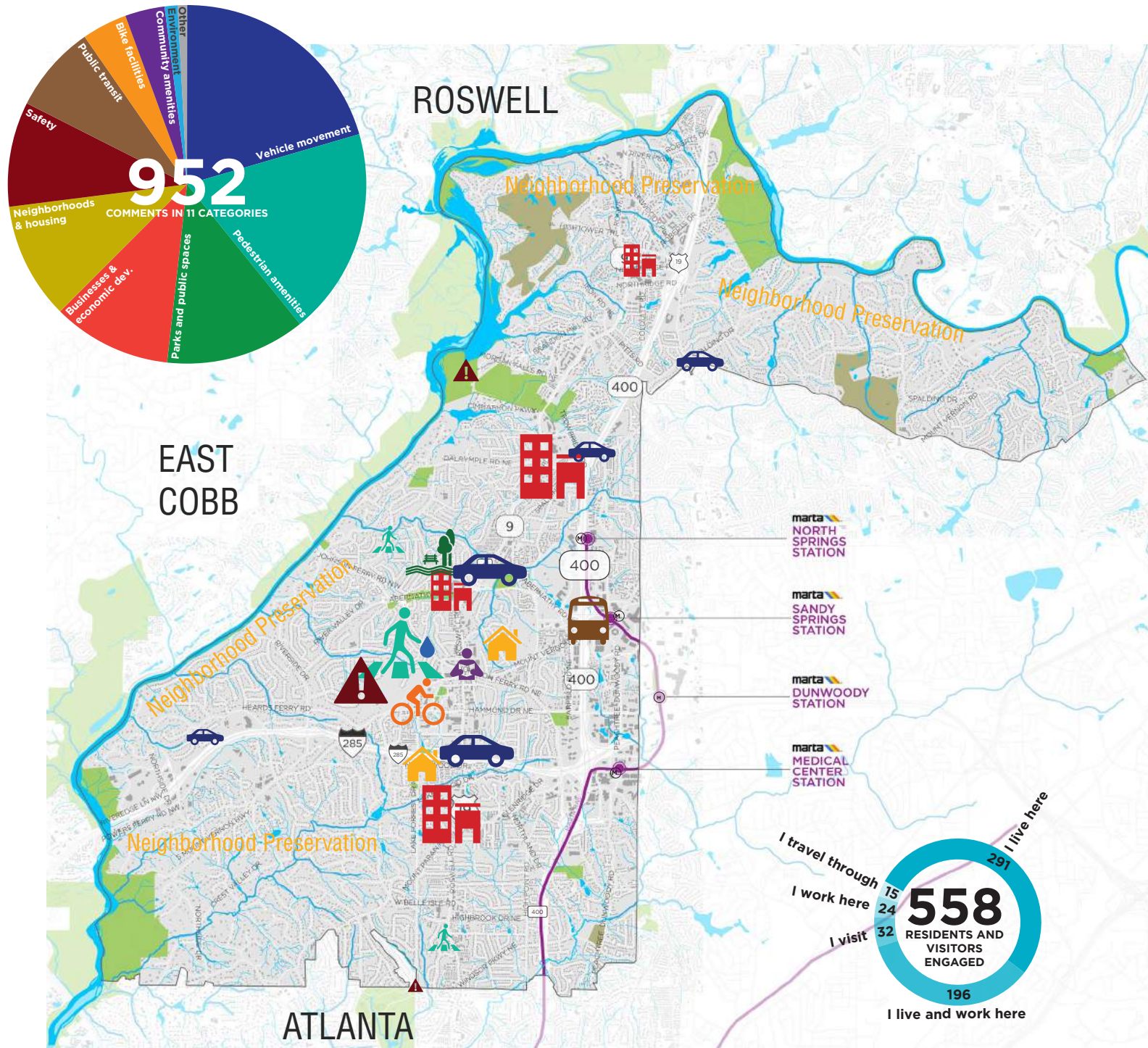
What would you prioritize for improvements over the next 10 years in Sandy Springs?



Word clouds combine input from web surveys and stakeholder meetings. The priorities above combine input from text and web polls.

INTERACTIVE MAP

There were more than 300 points placed on the interactive website map, with 952 comments received from 558 people.



Icons represent areas that received the most comments on the website (www.thenext10.org)

- Existing public parks, green spaces, golf courses, and recreation centers (in COSS)
- Regional (non-COSS) existing green space and parks
- Existing private golf courses and other recreation areas (in COSS)
- Water bodies (Chattahoochee River and lakes/ponds)
- Streams (perennial)
- Streams (intermittent)
- Existing MARTA rail line

SUMMARY OF ALL COMMENTS

The text below describe major themes gathered from the interactive map as well as other public and City input. Input summaries from individual engagement activities can be found in the Appendix.



PEDESTRIAN AMENITIES

- Improve safety and walkability
- Create walkable connections to community destinations (parks, schools, farmers market, new development areas)
- Fill gaps in the sidewalk network
- Provide new trails and connections to existing trails



VEHICLE MOVEMENT

- Address the many traffic concerns throughout the City
- Improve east-west connections
- Consider potential new solutions at key intersections



PARKS AND PUBLIC SPACES

- Acquire undeveloped / vacant properties for use as green space
- Add neighborhood-scale green spaces, including dog parks and pocket parks
- Maximize Chattahoochee River assets (e.g., thorough new riverfront green space and greater accessibility to river)
- Preserve and enhance existing green spaces.
- Expand social and recreational opportunities



PUBLIC TRANSPORTATION

- Resolve “last mile” connections to/from MARTA stations
- Improve connections between Perimeter Center and City Springs / Roswell Road



BICYCLE FACILITIES

- Provide connections to and between existing bike lanes
- Add new bicycle facilities on, or parallel to, important routes



SAFETY

- Improve roadway safety, including speed reduction measures, street lights, repaving, etc.
- Resolve site-specific crime issues



BUSINESS/ECONOMIC DEVELOPMENT

- Encourage more retail, dining, and nightlife options along Roswell Road
- Redevelop vacant and rundown properties to provide new businesses, community amenities
- Encourage retention of small, local businesses



NEIGHBORHOODS AND HOUSING

- Preserve existing single-family neighborhood character and quality of life
- Foster a “balanced” community (age, income, housing options, diversity)
- Maintain Sandy Springs’ “village character”
- Identify locations appropriate for new housing options and/or mixed-use development



COMMUNITY AMENITIES

- Invest in improving the quality of public schools and school facilities



ENVIRONMENT

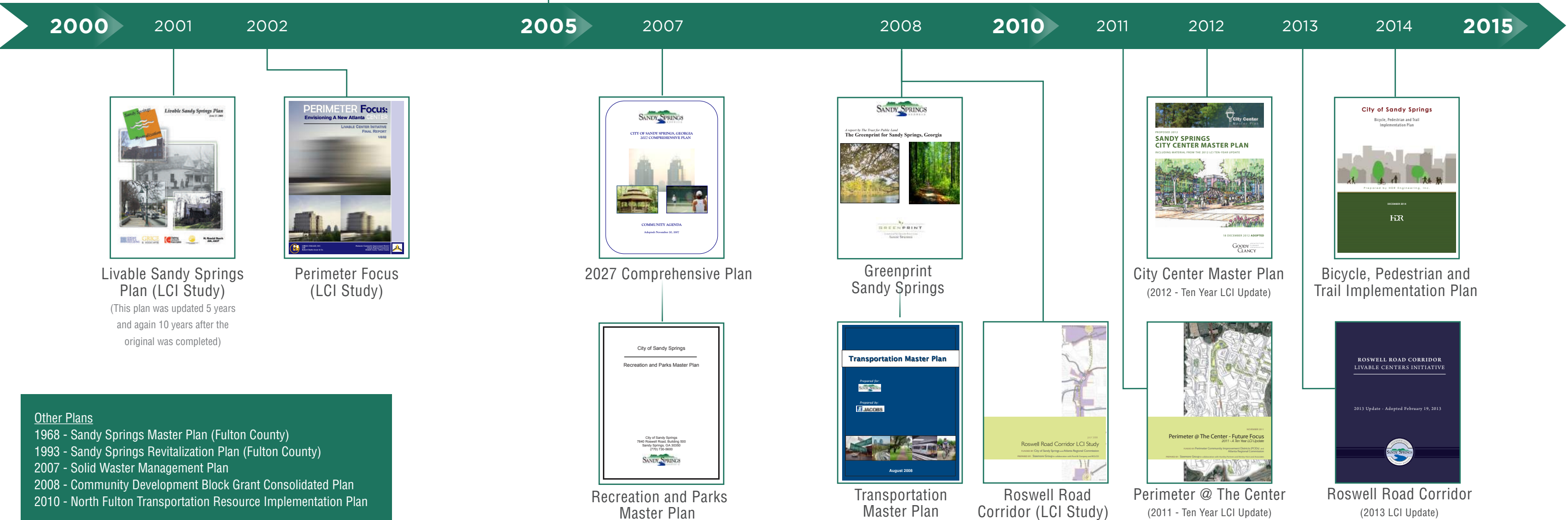
- Encourage preservation of the tree canopy
- Preserve the watershed / improve stormwater management

RELATIONSHIP TO OTHER PLANS



The Next Ten builds on previous work completed by and for the City. An early existing conditions analysis included a review of local and regional plans and studies relevant to Sandy Springs.

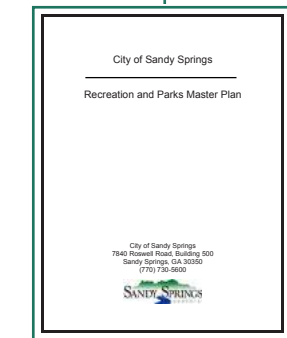
The Next Ten consolidates and includes many recommendations from these previous efforts, many of which are still being implemented. It replaces the 2007 Comprehensive Plan. Recommendations from LCI studies (including the City Center Master Plan) and the 2014 Bicycle, Pedestrian and Trail Implementation Plan are considered adopted by reference with this plan. The 2007 Recreation and Parks Master Plan is not superseded by this plan, but it is recommended that the City update the plan within the next five years. Future small area plans or neighborhood plans can be adopted and incorporated into this document by the City Council.



Livable Sandy Springs Plan (LCI Study)
(This plan was updated 5 years and again 10 years after the original was completed)

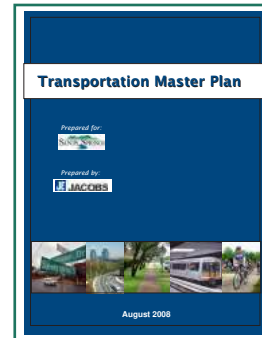
Perimeter Focus (LCI Study)

2027 Comprehensive Plan

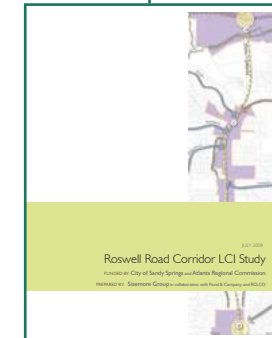


Recreation and Parks Master Plan

Greenprint Sandy Springs

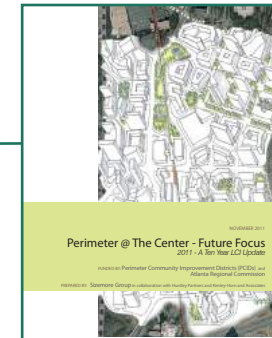


Transportation Master Plan



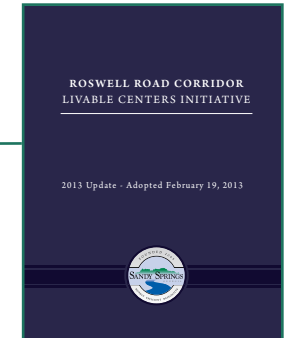
Roswell Road Corridor (LCI Study)

City Center Master Plan (2012 - Ten Year LCI Update)



Perimeter @ The Center (2011 - Ten Year LCI Update)

Bicycle, Pedestrian and Trail Implementation Plan



Roswell Road Corridor (2013 LCI Update)

- Other Plans**
- 1968 - Sandy Springs Master Plan (Fulton County)
 - 1993 - Sandy Springs Revitalization Plan (Fulton County)
 - 2007 - Solid Waster Management Plan
 - 2008 - Community Development Block Grant Consolidated Plan
 - 2010 - North Fulton Transportation Resource Implementation Plan

COMMUNITY GOALS: 10 FOR THE NEXT TEN

The Community Goals –“10 for the Next Ten” – express ten overarching themes that provide a guiding framework for the Comprehensive Plan’s policies and actions. These goals were identified early in the planning process, based on community and stakeholder input, and subsequently informed the development of more specific policies and actions for each element of the plan.





1. NEIGHBORHOOD PRESERVATION

Preserve and sustain Sandy Springs' standard of quality by protecting the character of existing neighborhoods. We will proactively manage new development to maintain this character and the city's stature as a community of excellence for living and working.



3. CONNECTIONS

Create a connected city in which the physical form of Sandy Springs enhances mobility and supports the creation of a connected series of neighborhoods, green spaces and destinations.



2. MOBILITY

Improve citywide mobility by managing and reducing vehicular traffic, while providing transportation alternatives that relieve pressures on existing corridors and reduce the City's dependence on the automobile.



4. OPEN SPACE

Celebrate the green and blue character of Sandy Springs by expanding—and making more accessible—the city's network of parks and open spaces, preserving the city's forested character and natural assets, and better connecting the city to its river and streams.



5. BALANCED COMMUNITY

Create a balanced and attainable Sandy Springs that serves as a home for all generations and income levels. Provide a full range of housing choices, as well as quality education options, to encourage a diverse mix of individuals and families to live in the city.



7. TRANSIT

Maximize the potential of the city's transit infrastructure by managing transit systems, concentrating development around existing and future MARTA stations, and providing better access to these transit assets.



6. COMPETITIVE

Continue to thrive economically by strengthening existing job-generating assets while offering an environment that will attract new businesses, services and amenities.



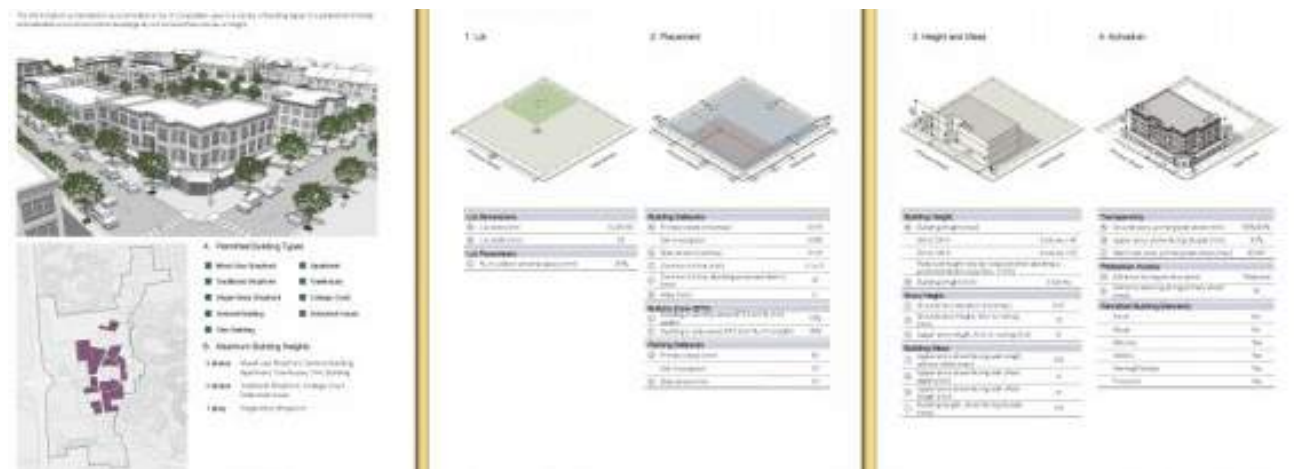
8. REDEVELOPMENT

Promote redevelopment in select locations of the city that achieves compact, walkable development patterns and a distinct sense of place.



9. QUALITY OF PLACE / QUALITY OF LIFE

Create a constellation of unique places throughout the city that distinguish Sandy Springs and enhance the city's quality of life.



10. DEVELOPMENT MANAGEMENT TOOLS

Develop tools to manage development and implement the vision for The Next Ten. Revise the City's zoning code and subdivision regulations to align with the Comprehensive Plan and regulate development in a manner that is responsible, predictable, user-friendly, and equitable.



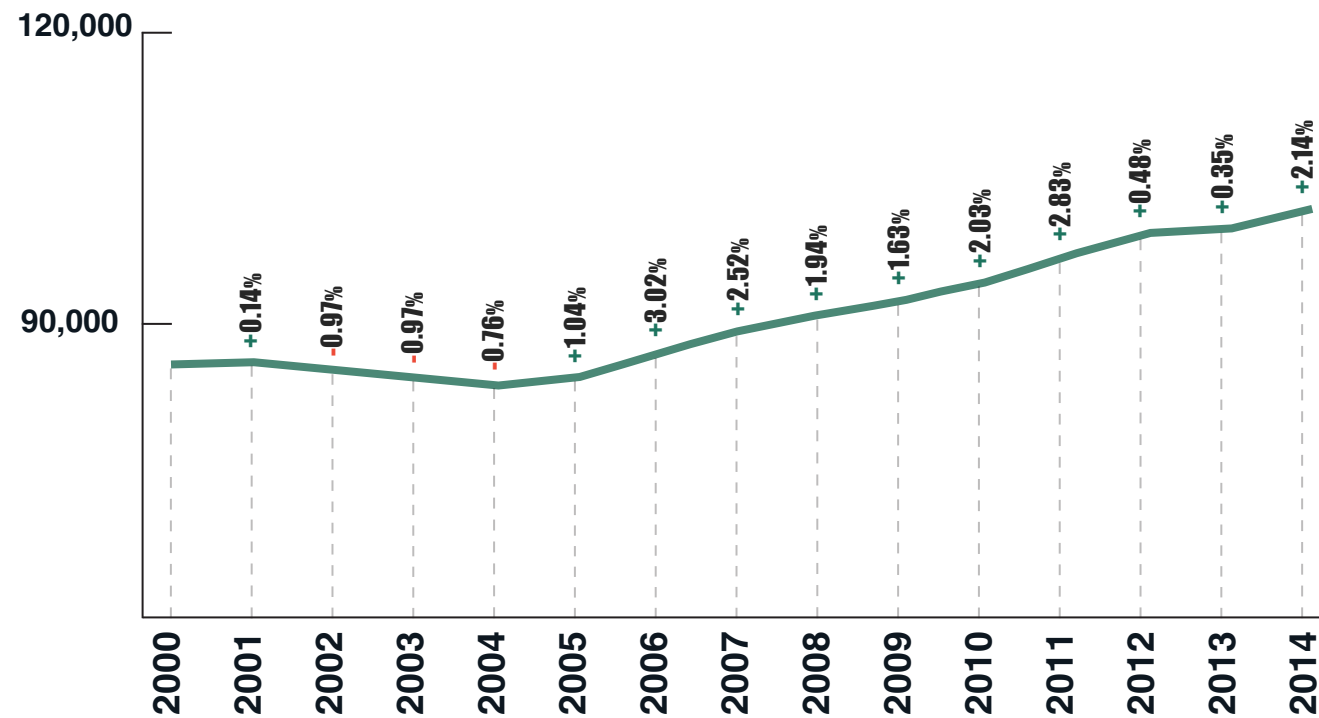
SANDY SPRINGS TODAY

© Chris Voith 2012

DEMOGRAPHICS

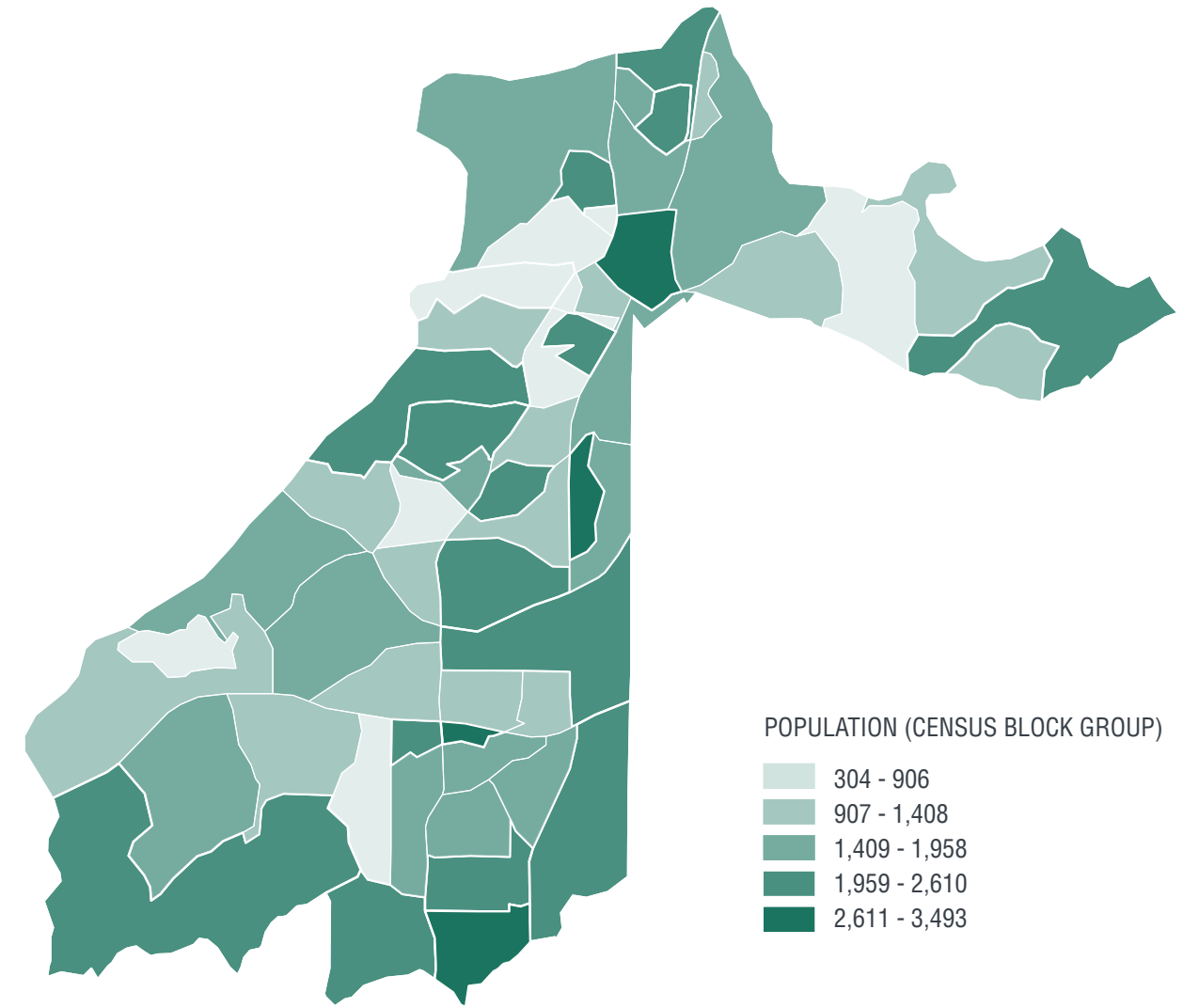
WE ARE A GROWING AND DYNAMIC PART OF THE GREATER ATLANTA REGION.

Now the sixth most populous city in Georgia, Sandy Springs' location in the center of the Atlanta metropolitan region has made the city an attractive place to live and work. Since incorporation in 2005, the Sandy Springs population has grown **18.8%** from 85,809 to an estimated 101,939 in 2014. The greater Atlanta metropolitan area grew **16.3%** during that same period.



SANDY SPRINGS HISTORICAL POPULATION CHANGE

(American Community Survey 2000-2014)



GEOGRAPHICAL DISTRIBUTION OF POPULATION BY BLOCK GROUP

(American Community Survey, 2014)



And we will continue to grow...

According to recent population projections by the Atlanta Regional Commission, conducted as part of the Atlanta Regional Plan process, Fulton County is expected to add 294,000 residents by 2040, the second-largest forecast growth of any county in the region (second only to Gwinnett County). During that same time, Sandy Springs itself is expected to grow by 43%, faster than any of its six neighboring cities in northern Fulton County. In total, Sandy Springs is expected to add over 45,000 residents between 2016 and 2040.

POPULATION PROJECTION



Note on Population Projections

Population projections are based on the following:

1. An analysis of past trends and market demand projections (based on the market analysis prepared by RCLCO as part of the Next Ten process).
2. Population projections, incorporating RCLCO market demand projections, interpolated by Ross & Associates as part of the process of updating the City's impact fee program. Projections were derived from a comparison of statistical projection approaches for comparison and consideration, including:
 - 2000–2014 Census population data projected to 2040 using three different trend line regression methods.
 - Nearer term 2006–2014 Census population data projected to 2040, also using three different trend line regression methods.
 - An analysis of the regional forecasts prepared by ARC compared to past trends and most recent population estimates by the Census Bureau.



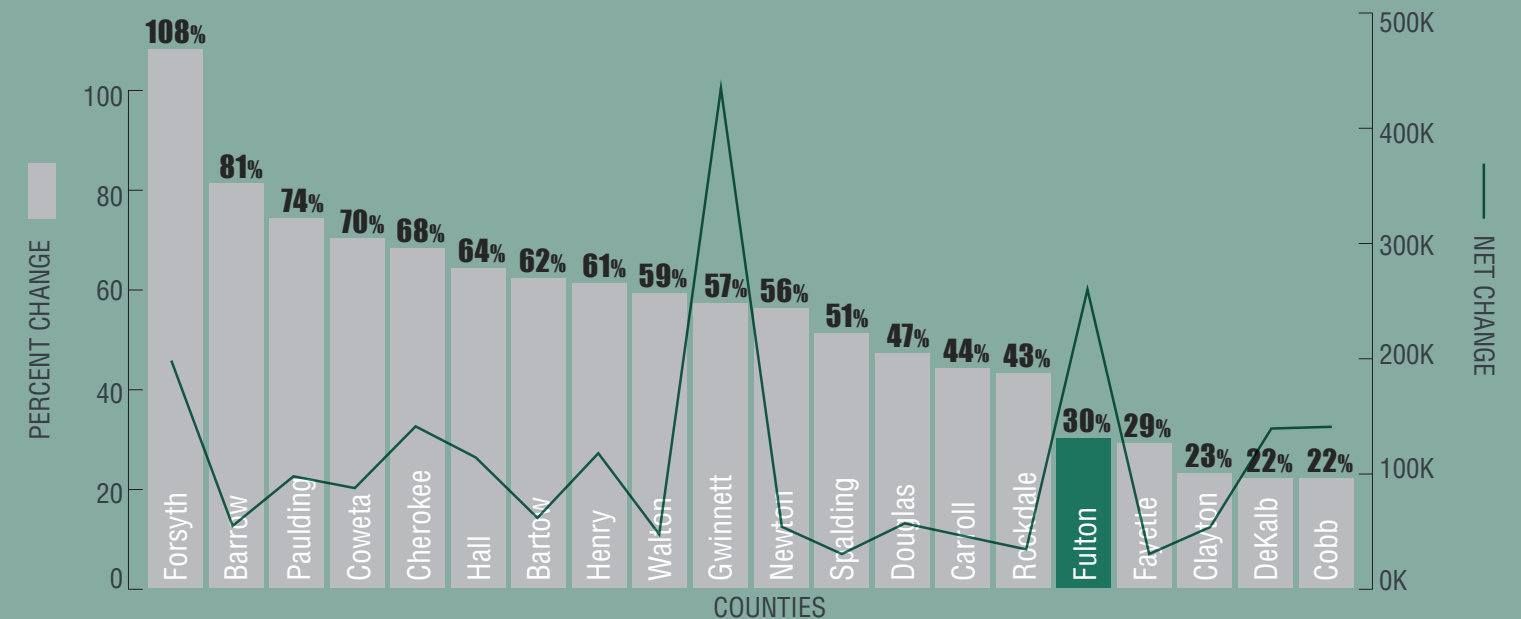
THE ATLANTA REGION

The Atlanta region has been **ONE OF THE FASTEST-GROWING metropolitan areas in the nation.**

The **20-county Atlanta region is forecast to add almost 2.5 MILLION people** and slightly more than one million jobs by 2040.

Gwinnett County is expected to add almost 500,000 new residents by 2040, by far the largest forecast growth of any county in the Atlanta region. **Fulton County is next (+294,000)**, followed by Forsyth (+224,000) and Cherokee (+159,000).

(Atlanta Regional Commission, 2015)

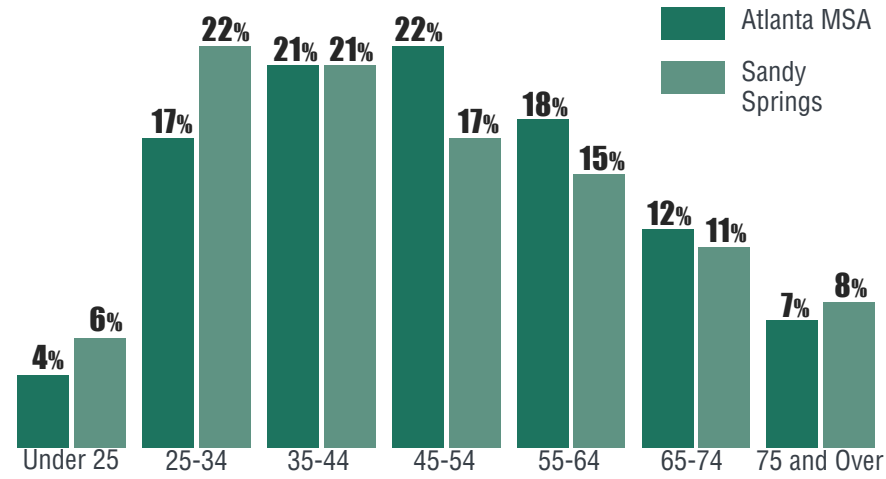


PROJECTED CHANGE IN POPULATION, 2015-2040

(Atlanta Regional Commission, 2015)

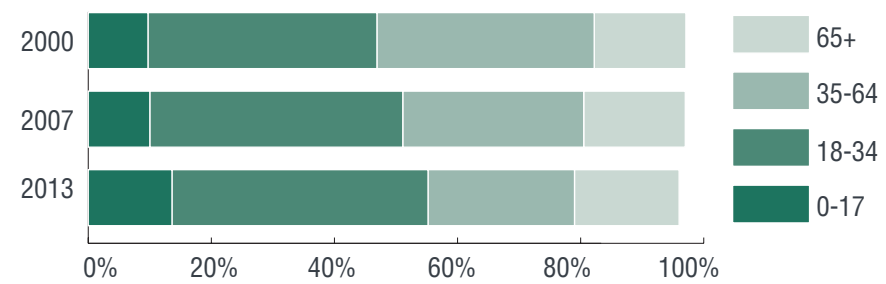
We are growing older—and younger.

Similar to the greater Atlanta region, Sandy Springs has seen its overall population age, with growing numbers of baby boomers reaching retirement. Regional population projections suggest that the overall aging of the population will continue. At the same time, Sandy Springs is home to a relatively high percentage of residents between the ages 25 and 34 ('millennials'), as compared to the greater Atlanta region. This is due, in part, to Sandy Springs' proximity to regional employment cores and the concentrations of multifamily housing in the area. While the city's population is comprised of a higher percentage of millennials and young professionals than the broader metropolitan region, the city's share of this age cohort has experienced a slight decline over the past decade. During that same time period, the City of Atlanta has seen increases in millennials and young professionals. Regional and national trends [see sidebar] suggest that the collective Sandy Springs population will continue to grow older.



AGE: SANDY SPRINGS

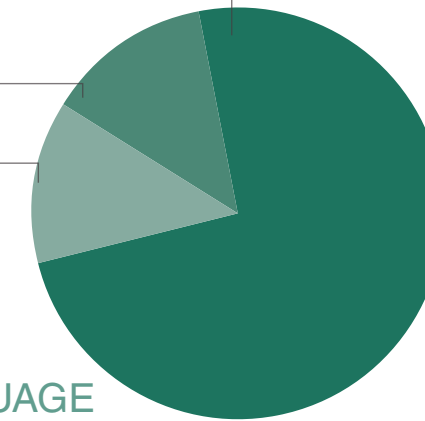
(Esri Business Analysis; RCLCO)



AGE DISTRIBUTION: SANDY SPRINGS

(American Community Survey, 2009-2013; RCLCO)

74% English
13% Spanish
13% Other

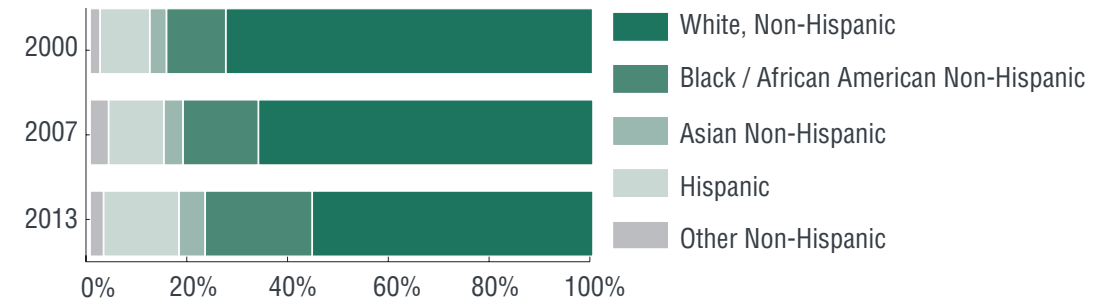


PRIMARY LANGUAGE

(American Community Survey, 2009-2013; RCLCO)

As the city has grown, so has its diversity.

Today, over a quarter of Sandy Springs residents now speak a language other than English as their primary language. Mirroring regional trends, the Sandy Springs population has become increasingly diverse since 2000, with steady increases in the racial and ethnic minority populations and a sharp reduction in the percentage of white residents.



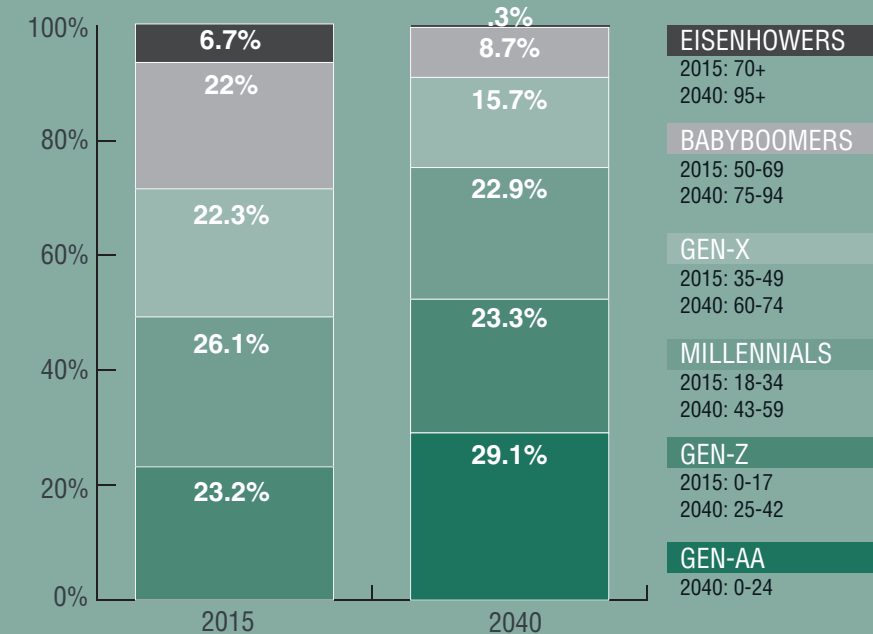
RACIAL AND ETHNIC COMPOSITION

(American Community Survey, 2009-2013; RCLCO)

THE ATLANTA REGION

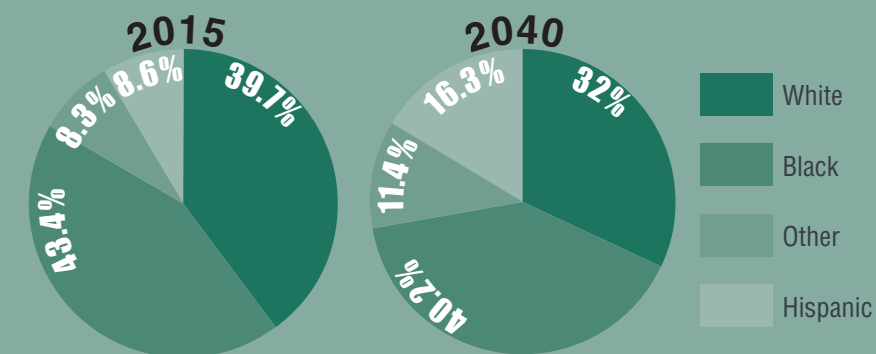
By 2040, the region will have experienced dramatic shifts in its demographic composition. The population will be:

Both older AND younger: As baby boomers age, ages 65+ will account for a much larger share of the population. The youngest generations (Generation Z and those not yet born) will become the majority by 2040.



GENERATIONAL CHANGE: REGION

(Atlanta Regional Commission 2015)



RACIAL AND ETHNIC COMPOSITION: REGION

(Atlanta Regional Commission, 2015)

More diverse, with no single racial or ethnic majority, with substantial decreases in the size of the white population and substantial increases in the size of the Hispanic population.

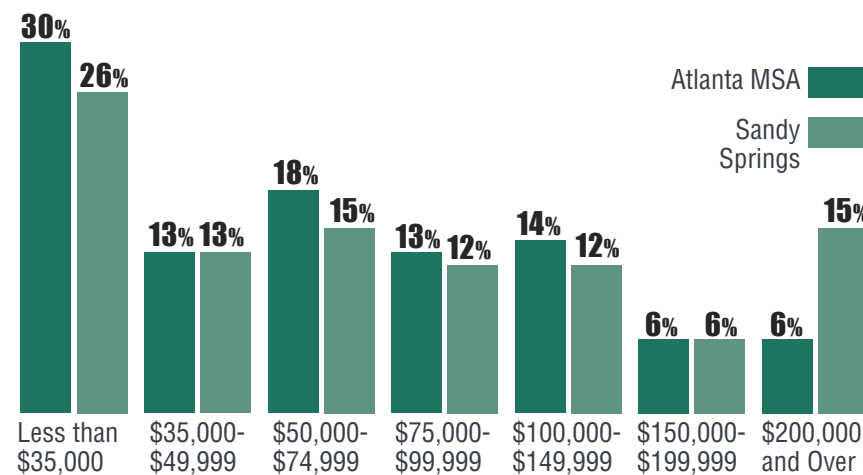
Income is high compared to the region, but income distribution is imbalanced...

Sandy Springs' median household income is considerably higher than that of the greater Atlanta region (\$65,913 in Sandy Springs, as compared with a regional median income of \$56,889). These figures reflect a range and distribution of household incomes in Sandy Springs that mirrors the rest of the region, with one notable exception: a significantly greater percentage of Sandy Springs residents earn \$200,000 a year or more. Combined with a high concentration of residents at the low end of the income bracket—including **12.5% living in poverty**—Sandy Springs' income distribution is skewed to the extremes, with large percentages of residents in the lowest and highest income brackets.

MEDIAN HOUSEHOLD INCOME

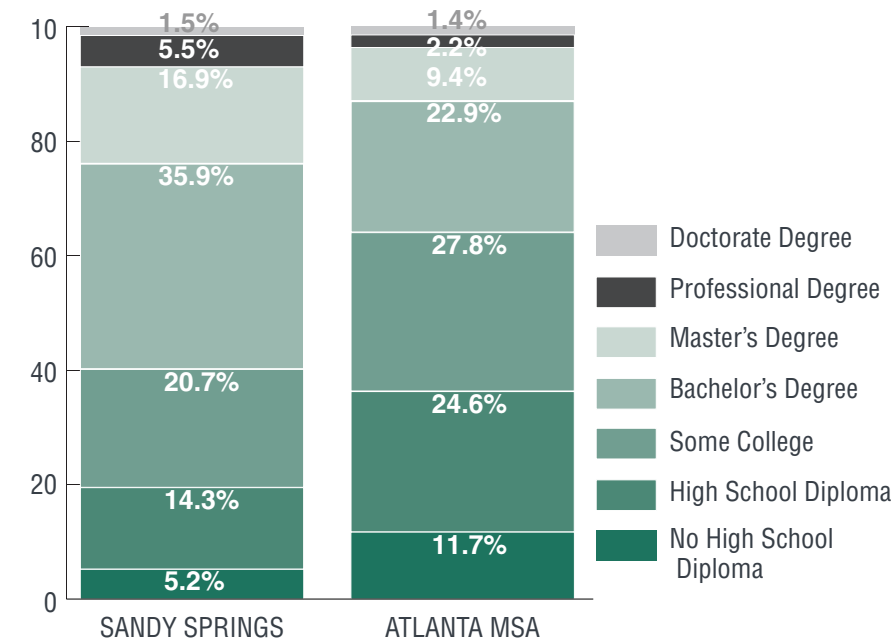
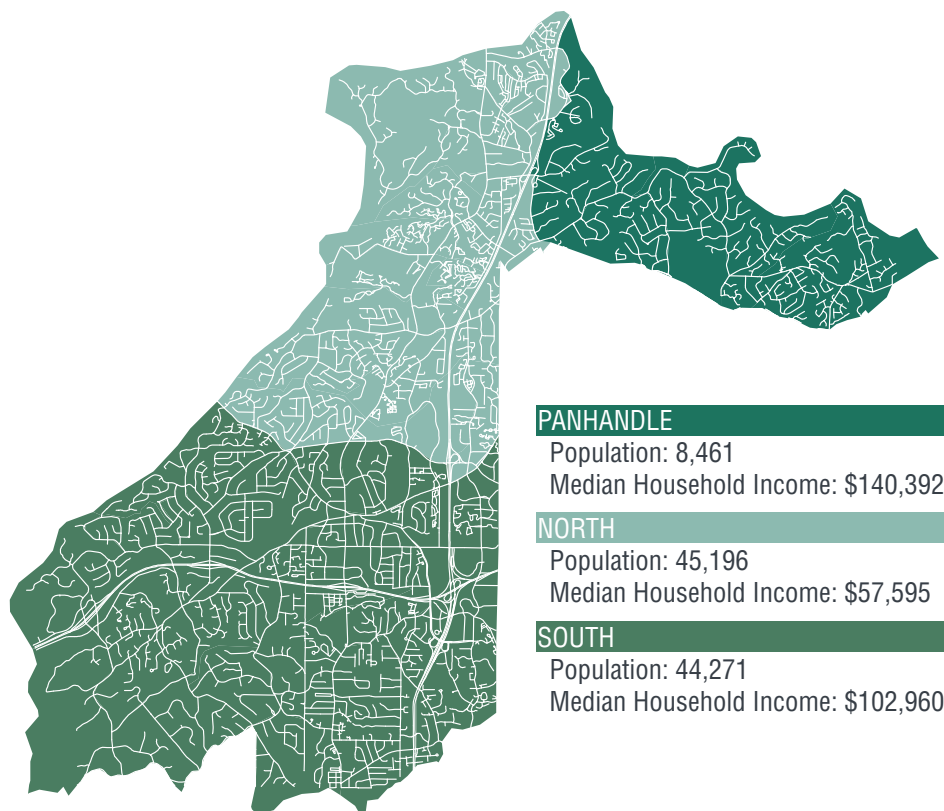
\$56,889 ATLANTA MSA

\$65,913 SANDY SPRINGS



HOUSEHOLD INCOME

(Esri Business Analyst; Moody's Analytics; RCLCO) (American Community Survey, 2009-2013; RCLCO)

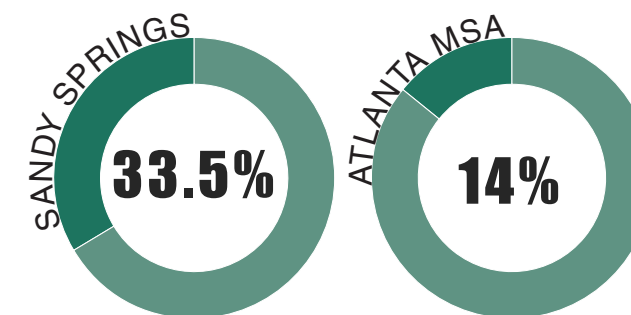


EDUCATIONAL ATTAINMENT FOR POPULATION 25 YEARS AND OVER

(Esri Business Analyst; Moody's Analytics; RCLCO) (American Community Survey, 2009-2013; RCLCO)

We have a comparatively high level of educational attainment.

A contributing factor to the city's high median income is the level of educational attainment for Sandy Springs' citizens. In the Atlanta MSA, almost 36% of people over the age of 25 have completed bachelor's degree or higher. The level of educational attainment in Sandy Springs is much greater, with 35.9% of people over the age of 25 in Sandy Springs having completed a bachelor's degree and an additional 23.9% of people having earned a subsequent graduate degree.



PRIVATE SCHOOL ENROLLMENT

(Esri Business Analyst; Moody's Analytics; RCLCO) (American Community Survey, 2009-2013; RCLCO)

We are a city of families, but only two-thirds of our children attend public schools.

Of the almost 45,000 households in Sandy Springs, over half (54.8%) are families with children. However, only 66.5% of these families choose to send their children to the public school system, while the remaining 33.5% of families opt to send their children to private schools—more than twice the regional percentage of children attending private schools (14%).

LAND USE & COMMUNITY FORM

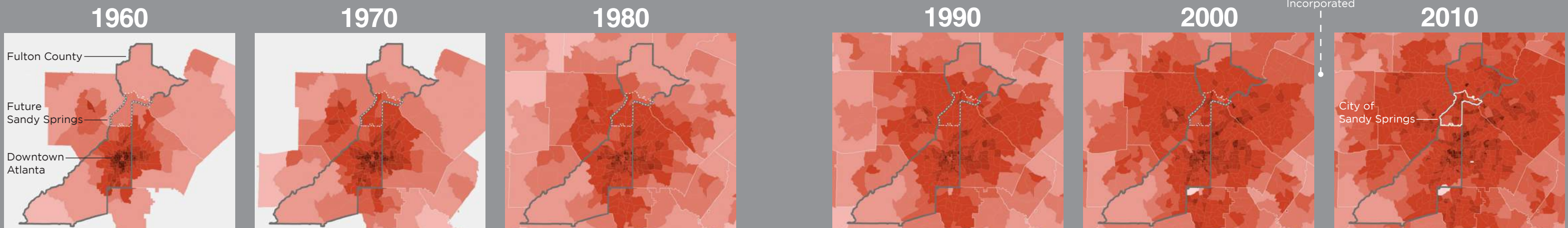
What is now the City of Sandy Springs began as a residential community of Fulton County in the 1950's.

Single-family subdivisions took root alongside the Roswell Road corridor, with the development of the first shopping centers soon to follow as the residential population grew. Residential and commercial development accelerated following the construction of I-285 and GA 400, and further expanded with the extension of the MARTA rail line into the city limits. As these transportation improvements attracted significant office and commercial development to Sandy Springs, population density—in the form of both single-family residential subdivisions and garden-style apartments—continued to increase as metropolitan Atlanta development patterns pushed northward. By the time of the city's incorporation in 2005, few tracts of vacant or undeveloped land remained within the city's boundaries, with the majority of undeveloped land constrained by natural resources and topography.



Roswell Road c. 1967

Growth and Suburbanization of the Atlanta Region: Population Density 1960-2010



Today, residential uses account for approximately half of the city's developed land. Commercial uses, including both retail and office uses, represent a much smaller percentage of the city's overall land area and are largely concentrated primarily in the Perimeter Center, along Roswell Road and, to a lesser extent, in the Powers Ferry area and the tip of the city's eastern panhandle. Much of the remaining land area consists of transportation, utilities and communications infrastructure, undeveloped forested land, and a range of institutional land uses (public and private schools, government facilities, cemeteries), and public and private green space and recreation. The Coca Cola Bottling Plant on Dunwoody Place constitutes the city's only industrial land use.



Aerial photograph of Sandy Springs in 2014



Our beautiful residential neighborhoods offer an exemplary quality of life, but require measures to protect them.

One message reverberated clearly and emphatically during the Next Ten process: Sandy Springs residents love their beautiful neighborhoods, and do not want future land use changes to compromise the quality of life they value. While there is widespread recognition that the city will, and should, continue to grow and evolve in certain locations, there is strong consensus that existing single-family residential neighborhoods, which constitute the largest single land use in the city, should be protected from future land use changes. Doing so requires managing new development responsibly and, ensuring that change occurs in appropriate locations of the city, while carefully managing transitions between land uses at the edges of residential neighborhoods. It also requires managing the incremental changes that continue to occur within neighborhoods: replacement of old homes with newer and larger ones, subdivision of residential lots into multiple lots, and related concerns about the loss of tree canopy and vegetation due to grading and tree removal.

Today, the city is largely built out, but development pressures and high land costs remain.

Throughout the city, undeveloped land is scarce, and developable land is further limited by natural resource areas and topography. At the same time, the city continues to experience significant pressures for residential and commercial development. Existing development models from past decades, such as strip commercial shopping centers and garden-style apartments —while still generating cashflow for property owners—are not positioned to succeed in the future. As a result, future growth will largely, and by necessity, occur in the form of redevelopment, with new land uses replacing aging and underutilized buildings, shopping centers, and parking lots. Meanwhile, land use decisions will require balancing growth with other priorities: the desire to maintain the city's green character and tree canopy, protect neighborhoods, and conserve land for parks, recreation and green space.



Where we do choose to grow, a new paradigm is needed.

While there is demand for much more growth, the scarcity of available land and high land costs—combined with the need to protect neighborhoods, green space and natural assets—imposes a ceiling on this potential and places a premium on each opportunity for change. This requires utilizing land more efficiently, thoughtfully and strategically through a more compact community form and a greater mixing of land uses. Meanwhile, new housing options will be required to meet the needs of growing demographics, such as millennials, empty-nesters and seniors, many of whom prefer to live in more urban, compact and walkable environments with a mix of uses. At the same time, there is a need to accommodate members of the Sandy Springs workforce and potential residents who cannot afford to live in the city with smaller-lot single-family housing options and townhouses. Moreover, while the population of Perimeter Center surges during the workday, the district lacks the mix of uses—especially housing and amenities—to maximize transit infrastructure and support a live-work environment where employees can opt to live closer to work.





Current development patterns are largely auto-centric, but there is an opportunity to rethink the connection between transportation and land use. Existing development patterns reflect an emphasis, and reliance, on automobile travel, as the city has been designed to accommodate our vehicles. Moreover, while the city's MARTA stations are a transportation and economic asset, patterns around these stations have failed to maximize MARTA's potential and ensure its viability as an alternate mode of transportation. However, redevelopment opportunities present a related opportunity to rethink mobility by restructuring the physical form of the city and its land use patterns to support a more connected network and greater range of transportation options, including walking, bicycling and transit.



The city's built form promotes neither a "sense of place" nor a strong physical identity for the community. While Sandy Springs is a singular and progressive community with a strong identity, our built environment fails to express this character. Along its commercial corridors, and especially Roswell Road, the city lacks true walking environments with human-scale and attractive streetscapes. Sidewalks are disconnected, street crossings unsafe for pedestrians, and the public realm—the streets and public spaces between buildings—emphasizes automobile access and parking over amenities that welcome pedestrians and make them feel safe. Even the Perimeter Center, despite being a vibrant employment center with a daily influx of 200,000, remains a disconnected, "drive in, drive out" environment with isolated MARTA stations that are more islands than activity centers. However, selective and thoughtful redevelopment—building on the changes already underway at City Springs and other recent projects—provides an opportunity to create a more distinctive sense of place for Sandy Springs over the coming decade and beyond.

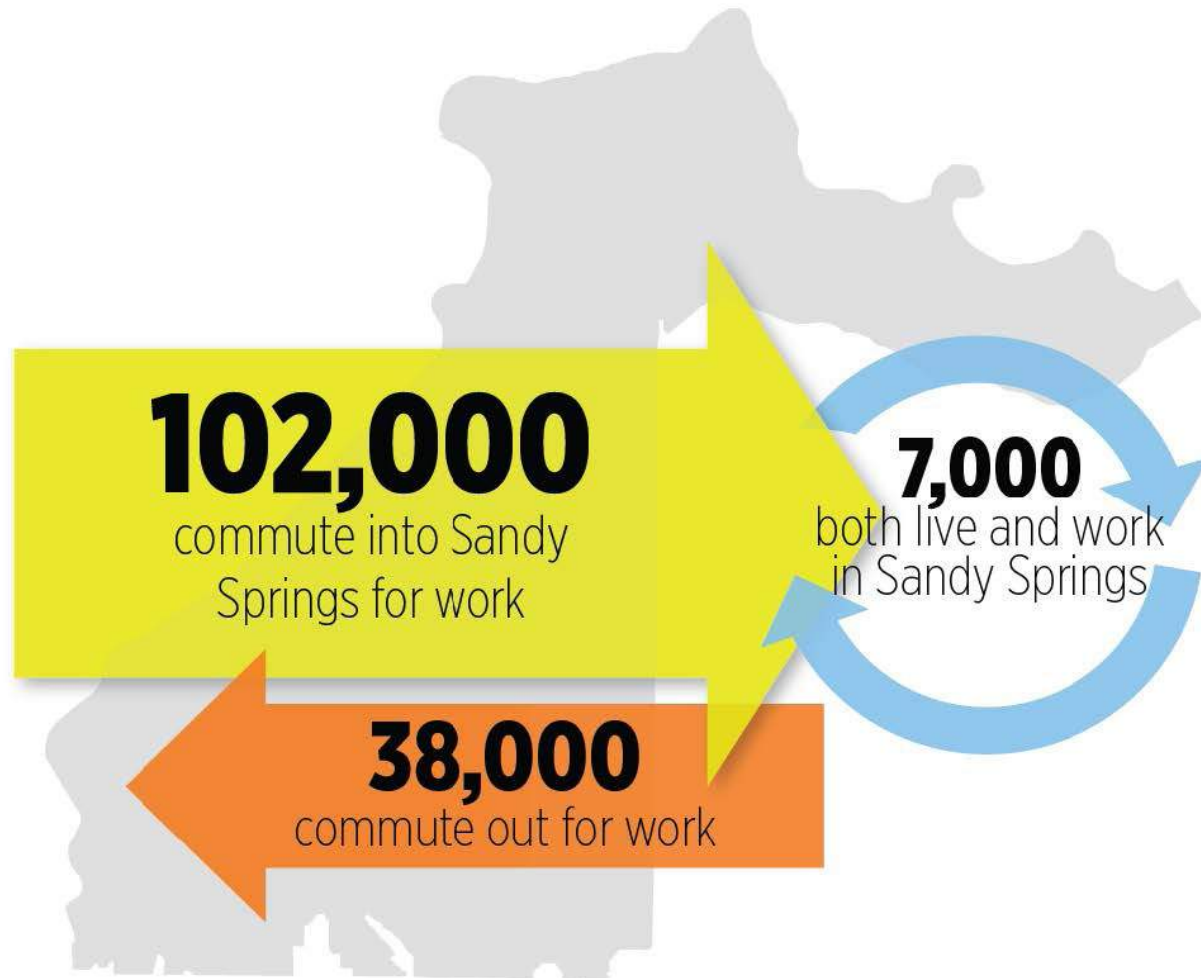


Existing zoning reflects neither who we are, nor who we want to be. Existing development regulations and the development review process, the legacy of Fulton County, have produced a patchwork of overlays, variances and conditions of approval that no longer reflect the Sandy Springs of today. In the absence of an updated code, land use planning has been achieved by means of incremental, and often reactive, changes as part of rezoning, variances and code amendments to "right-size" the code for Sandy Springs. As a result, the review process is inefficient, unclear and unpredictable for developers and the community alike, not to mention time-consuming for City staff and Council. A new Comprehensive Plan, combined with concurrent and more-detailed small area planning, presents a unique opportunity to achieve more proactive, responsible and aspirational development regulation by providing direction for a "next generation" code to manage growth and change. Fortunately, the Comprehensive Plan will be quickly followed by the tools to implement it. The concurrent preparation of a Sandy Springs Development Code as part of the Next Ten process—combining all City development regulations into a single, easy-to-use document—will bring the code in alignment with the City's policy priorities while adding certainty and order to the development review process.

TRANSPORTATION

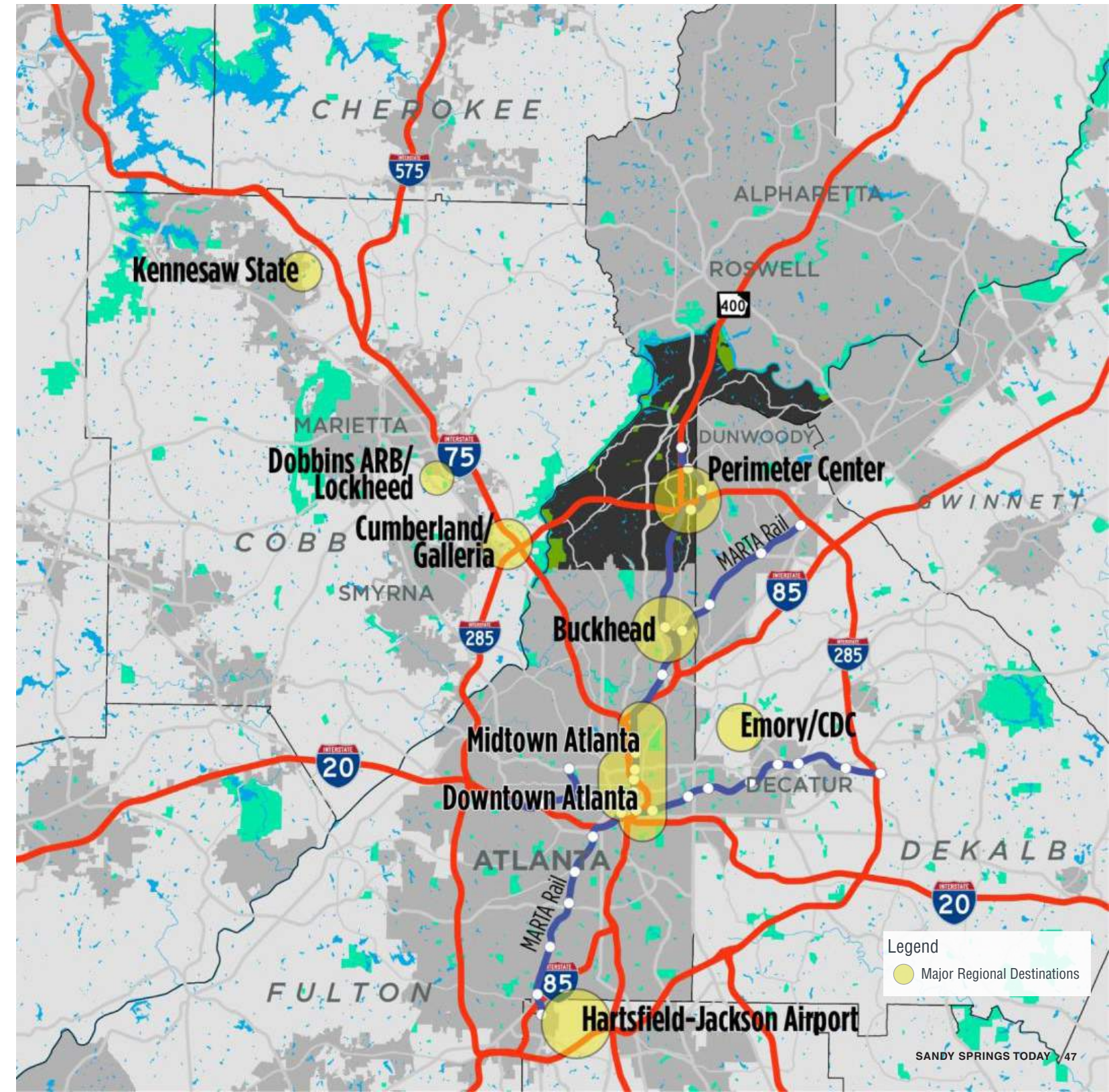
SANDY SPRINGS IS A CROSSROADS.

Bordered by multiple jurisdictions, the City of Sandy Springs is located between several of the region's major employment centers—and is home to a portion of one of these centers (the Perimeter Center). Yet much of Sandy Springs' workforce commutes from outside the city. Of the approximately 100,000 jobs in the city, fewer than 10 percent are held by Sandy Springs' residents.



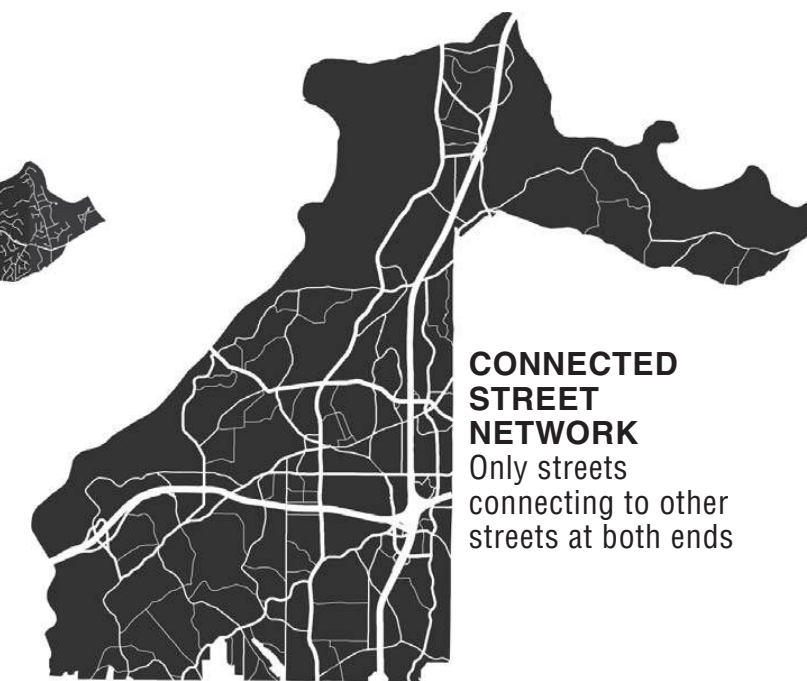
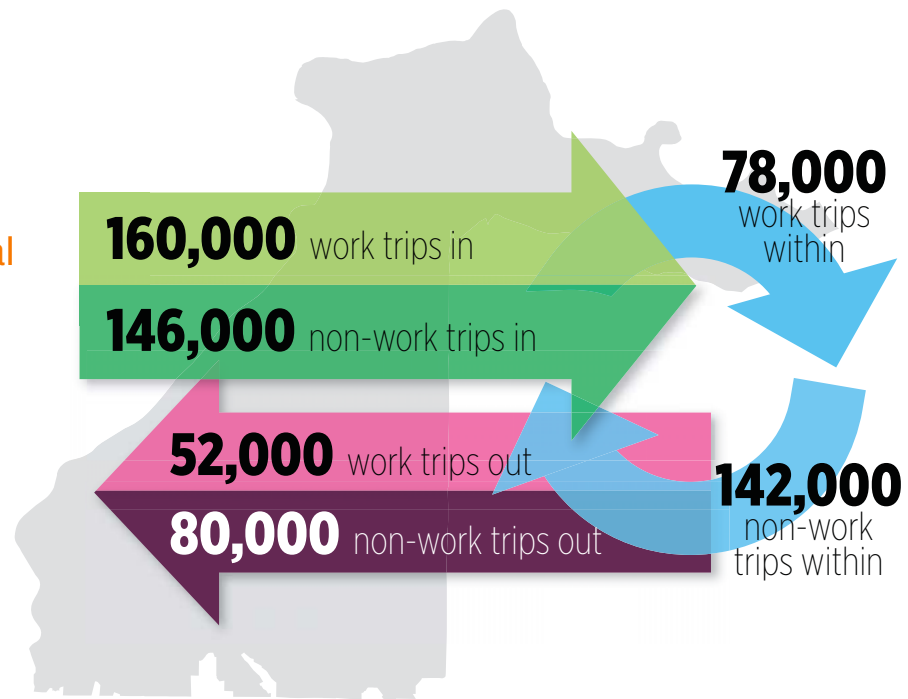
(NN Placeholder, 2016)

Traffic is both regional and local, and the two are interrelated. Sandy Springs' traffic challenges are not new to anyone, but the community's position as a regional crossroads and destination means that traffic and congestion are regional in nature as well as local. The commuting traffic from outside the city to jobs within it adds burden to local streets and worsens congestion at peak travel times. Congestion on the regional freeway system also causes ripple effects onto local streets, adding to travel complications for residents.



Congestion in Sandy Springs comes from regional traffic, not just local traffic.

However, the most critical congestion occurs in peak hours and not during the entire day. This allows the City to focus solutions on travel that happens in these congested times and on the kinds of vehicle trips that contribute to the congestion.

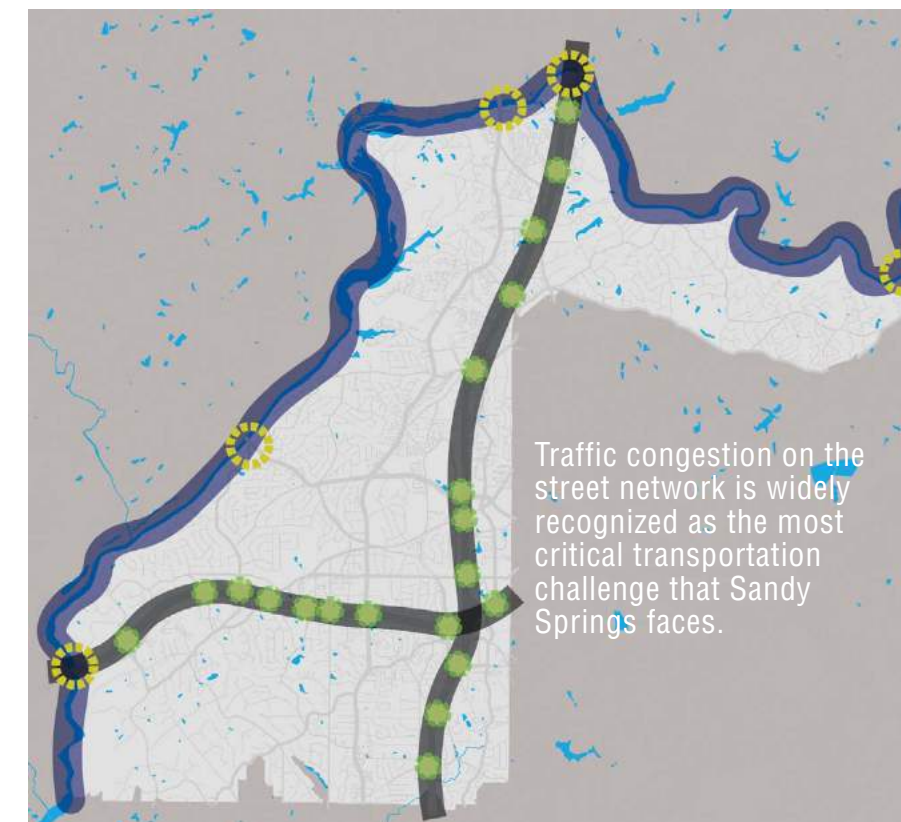


Some traffic congestion occurs for longer periods of the day than others. While Roswell Road handles high traffic volume levels throughout the day, and is an example of congestion familiar to most people in Sandy Springs, other corridors, such as Abernathy and Johnson Ferry Roads, experience congestion most often in peak travel periods only. While this condition has a clear and well-understood impact on Sandy Springs, and especially on the city's neighborhoods, it also points to opportunities to help manage travel demand on those corridors where congestion occurs only at select times of the day.

The street network for crosstown connections is constrained by limited street connections, physical barriers and a small number of east-west connections. Many of the City's streets are local neighborhood streets that are not part of a connected network. The limited street connections reflect development patterns that were prevalent when much of Sandy Springs was built; however, as a result, crosstown and regional traffic must rely on a limited number of connecting thoroughfares. As metropolitan Atlanta's regional travel patterns have evolved with more suburb-to-suburb commuting, traffic has intensified on these routes.

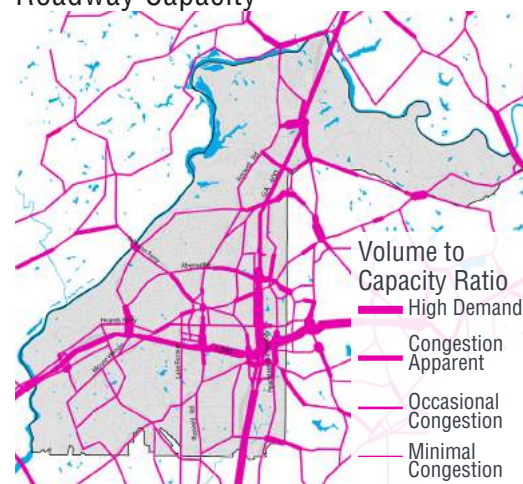
The connected street network is limited by physical barriers, with only five principal crossings of the Chattahoochee River and limited numbers of streets crossing I-285 and Georgia 400. East-west connections are especially limited, with the Abernathy-Johnson Ferry corridor being the only surface street link connecting the Chattahoochee River to the Perimeter Center area adjacent to Dunwoody.

There are additional barriers to pedestrian and bicycle travel. Roswell Road is one of the most prominent examples of such conditions. In the City Springs area and just south of I-285, a narrow right-of-way results in constrained, obstructed, and disconnected sidewalks as well as a lack of bicycle facilities. North of Abernathy Road, a limited number of signal-protected crossings limits pedestrian and bicycle connections across Roswell Road. Not surprisingly, over half of the city's vehicle crashes involving pedestrians have occurred on Roswell Road. In other areas of the city, gaps in the sidewalk and bicycle networks limit the ability to walk or bike between residences and schools, parks, transit, and other destinations.

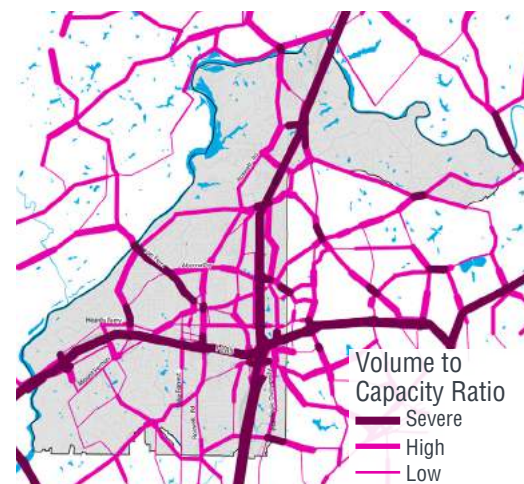


MAJOR BARRIERS AND CROSSING POINTS

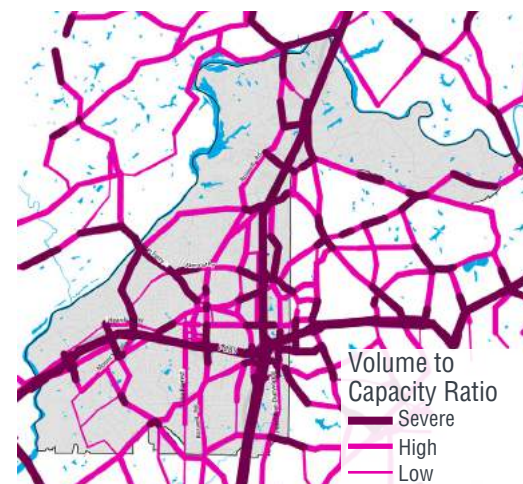
OVERALL DAILY TRAFFIC CONGESTION
 How Travel Demand Compares to Roadway Capacity



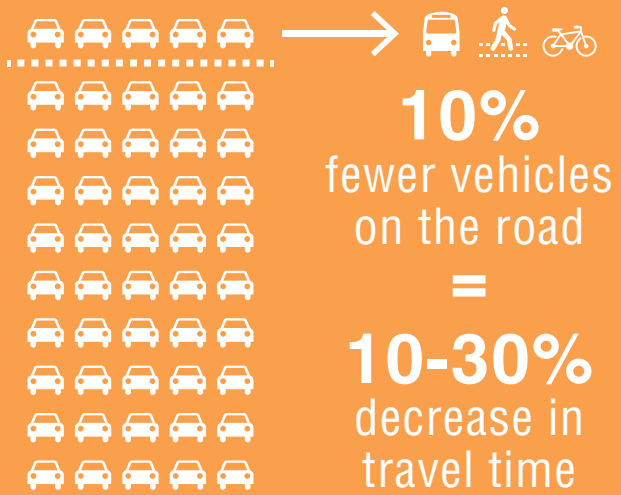
MORNING PEAK TRAVEL PERIOD
 Roadway Congestion



AFTERNOON PEAK TRAVEL PERIOD
 Roadway Congestion



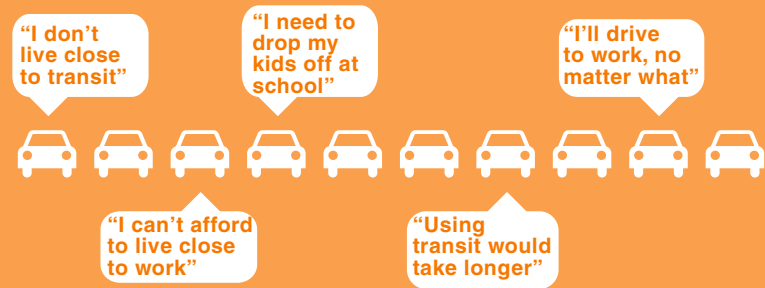
It doesn't take radical change to make a difference. Transportation industry research has shown that small reductions in vehicle traffic can yield proportionally greater relief in how the system works: giving travelers time back and a more reliable transportation system.



Impact of transportation mode split on travel time (Source: Victoria Transport Policy Institute)

70% of drivers would rather not drive

if other options effectively met their needs



There are travel alternatives...

Sandy Springs has three of the four Perimeter Center MARTA rail stations in its limits, and the fourth is just outside the city limits in Dunwoody. In addition, GRTA Xpress commuter bus services directly serve the Perimeter Center district, and other transit operators in the region operate service in close proximity to the city.

But not all of the community has the same degree of access to them.

Each of these stations is adjacent to a major thoroughfare, although the degree to which residents can access these stations without driving to them varies. The city's sidewalks, trails, and bicycle facilities on these thoroughfares are not currently complete, although the city's pedestrian and bicycle plan calls for such facilities to be added. Likewise, the degree to which Sandy Springs residents can currently walk or bicycle to parks, schools, and transit varies throughout the city, as some parts of the city have a more complete sidewalk network than others. In particular, insufficient "last mile connectivity" between transit, places of employment and residences, limits the viability of alternative modes of transportation, most notably in the Perimeter Center. In particular, insufficient "last mile connectivity" between transit, places of employment, shopping destinations, and residences limits the viability of alternative modes of transportation, most notably in the Perimeter Center and along the Roswell Road corridor.

In spite of these network challenges, most streets are under the City's jurisdiction. In communities across the country, it can be difficult for local governments to guide major street improvements in a direction they would like because state transportation departments control many of their streets. However, in Sandy Springs, only Roswell Road and the city's two freeways (I-285 and Georgia 400)

are under control of the Georgia Department of Transportation. This leaves the City with much of the transportation system under its control.

The City has made substantial transportation investments since its incorporation, and continues to do so.

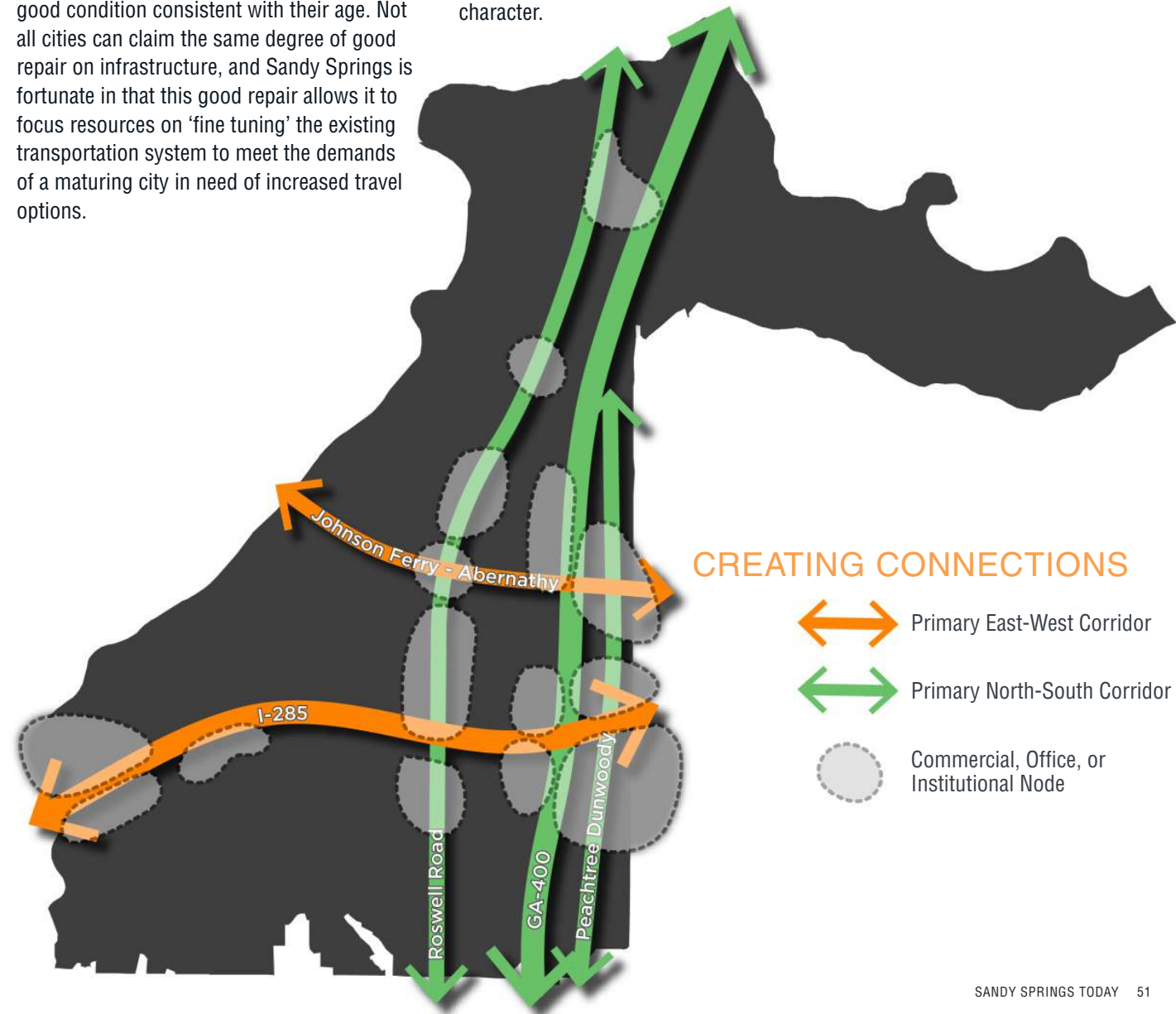
Major efforts include annual funding for sidewalk construction and implementation of a plan for advanced traffic signal coordination infrastructure, giving the City the ability to adjust signals to help traffic operations. Overall, infrastructure is in good condition. The city has several bridges and culverts, but few are in need of significant repairs – most are in good condition consistent with their age. Not all cities can claim the same degree of good repair on infrastructure, and Sandy Springs is fortunate in that this good repair allows it to focus resources on "fine tuning" the existing transportation system to meet the demands of a maturing city in need of increased travel options.

There are opportunities for improved connectivity and non-motorized travel, especially in the Perimeter and City Springs areas.

The areas with some of the city's heaviest levels of traffic and congestion also feature large parcels of land, a mix of land uses in close proximity, and access to other parts of the region through transit. These are places where continued enhancement of the transportation network—whether full streets or non-vehicular paths—can help to reduce reliance on the automobile and allow for future capacity as change and growth occurs.

Sandy Springs is well-positioned to adopt new approaches to managing its corridors and commuting demand.

Many of these approaches involve promoting a mix of land uses in select redevelopment areas to provide amenities for the city's single-family neighborhoods while still preserving neighborhood character.



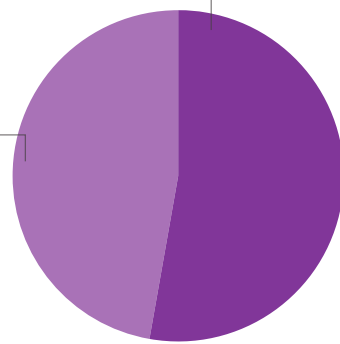
HOUSING

SANDY SPRINGS IS A CITY OF BOTH RENTERS AND OWNERS.

The city has more renters than owners, while single-family homes, townhomes and condominiums constitute the majority of housing units. There are approximately 42,000 housing units in the city. Of those, 22,000 are renter-occupied, and 20,000 are owner-occupied. The city is 53% renters, with the renter households tending to be lower income than the ownership households. The majority of renters have a monthly housing cost of \$800 to \$1,500 per month, while most owners pay \$2,000 or more per month. There are approximately 7,600 units of housing in the city with a cost of less than \$800 per month; proportionally, these make up 18% of all units in the city.

53% Renter Occupied Units

47% Owner Occupied Units



SANDY SPRINGS HOUSING UNITS BY TENURE

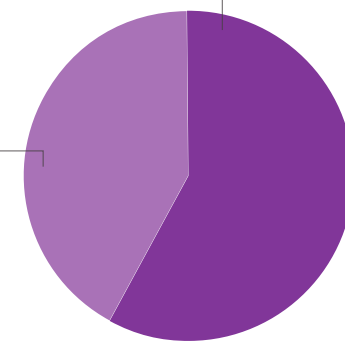
(American Community Survey, 2009-2013; RCLCO)

58%

Single-Family Homes, Condos, Townhomes

42%

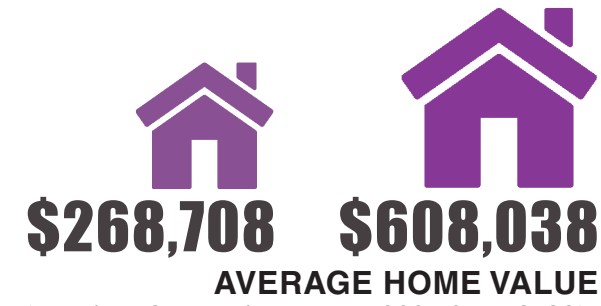
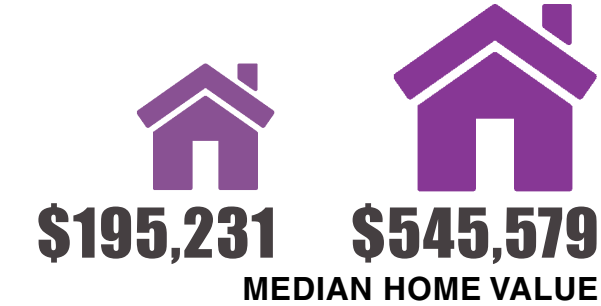
Apartment Units



SANDY SPRINGS HOUSING UNITS BY STRUCTURE

(American Community Survey, 2009-2013; RCLCO)

ATLANTA REGION SANDY SPRINGS

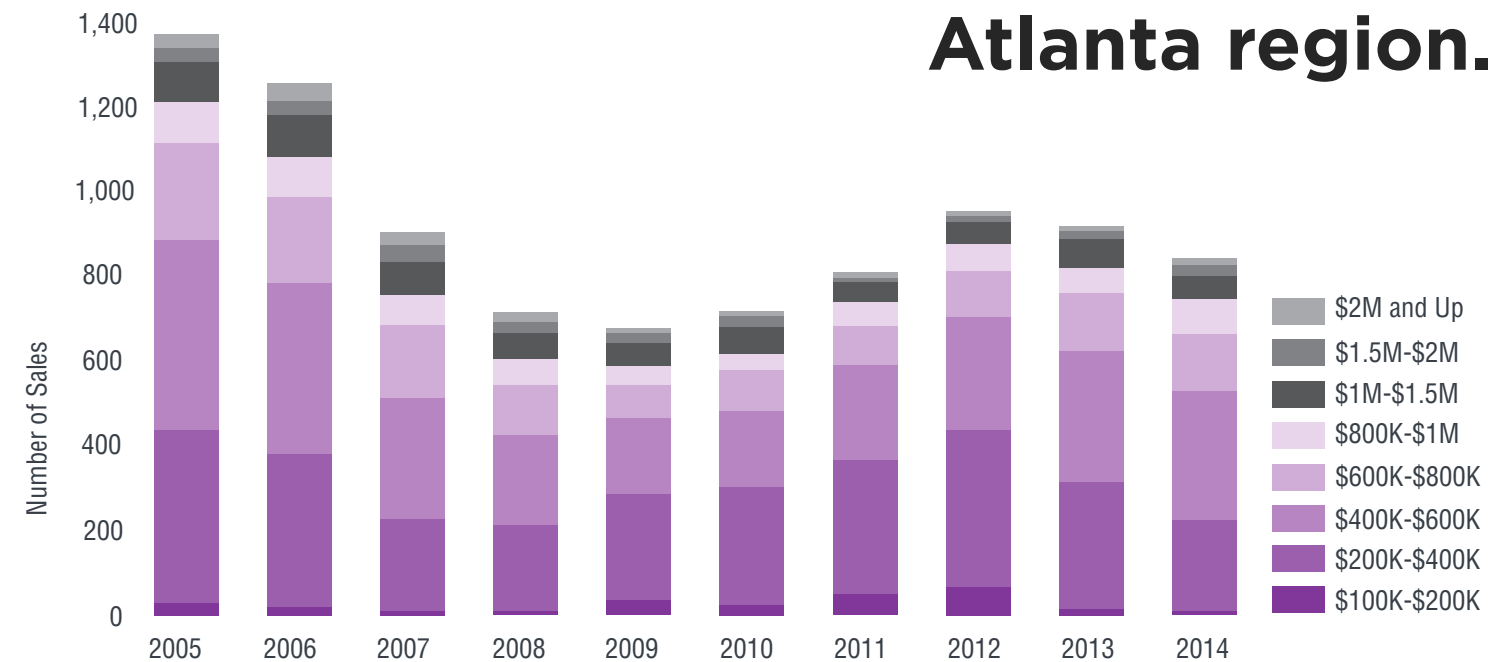


(American Community Survey, 2009-2013; RCLCO)

The housing stock mirrors the city's demographic divide.

Sandy Springs' population is largely comprised of very affluent owner households and low-income renter households. There are few middle-income households—or “workforce” households, as they are sometimes known—in between. As one would expect, there are low concentrations of high-income renters and low-income owners, but there is also a notable lack of households in the \$65,000 to \$100,000 income category, whether renters or owners, of any age. Overall, median home values in Sandy Springs are more than twice those of the larger metropolitan region.

Median home values in Sandy Springs are more than 2x those of the Atlanta region.



HOME SALE PRICES (SINGLE-FAMILY DETACHED)

(Fulton County Assessors Office; RCLCO)

The “missing middle” of the housing stock means that many who work in Sandy Springs cannot afford to live here.

The split community profile is both a cause and effect of the current housing supply, which tends toward either expensive, large-lot single-family homes or aging rental apartments. As a result, Sandy Springs’ current housing options are characterized by a “missing middle” – that is, there is little housing supply that is both affordable and desirable to middle-class earners, who might wish to live in Sandy Springs but currently find the city unattainable due to the cost and desirability of the available housing stock.

Particularly affected are the workforce households—such as teachers, firefighters and first responders, nurses—whose services are critical to the community, but who are often forced to live elsewhere due to the lack of suitable and affordable housing options. Sandy Springs has experienced an increase in new, market rate rental housing in recent years, and this new supply has somewhat increased the number of housing options that are more affordable and desirable to the workforce households listed above. However, affordable and available for-sale housing options remain extremely limited.

Household Income of Couple Employed As Firefighter and Nurse:
\$130,000

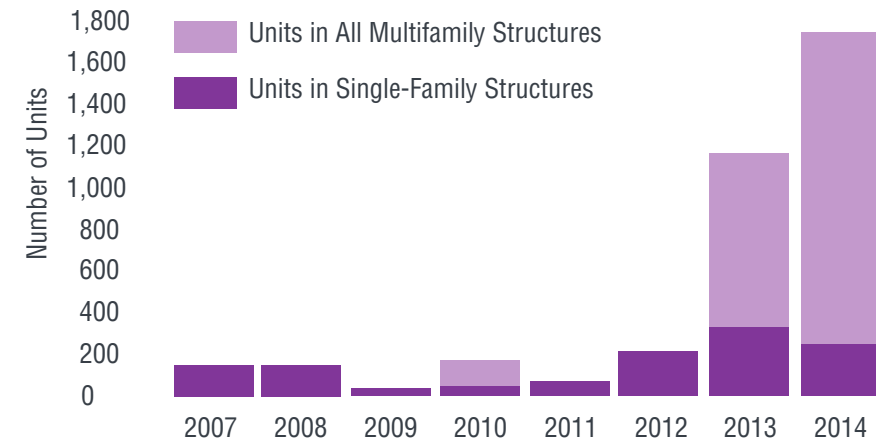
Affordable For-Sale Home Price:
\$341,600

VERSUS:

SANDY SPRINGS 2015 MEDIAN HOUSING VALUE:
\$545,600

POSITION	MEDIAN SALARY
Elementary, Middle, or High School Teachers	\$54,700
Firefighter	\$65,400
Registered Nurse	\$65,000

(U.S. Bureau of Labor Statistics for the Atlanta MSA, 2014)



SANDY SPRINGS RESIDENTIAL PERMITTING ACTIVITY 2007-2014
 (Fulton County Assessors Office; RCLCO)

The city experienced a recent spike in residential permitting. Permitting in Sandy Springs is much stronger than the region. 2014 single-family permits were almost twice 2007 levels. Moreover, while there were only 126 multifamily permits issued between 2007 and 2012, there were 2,304 issued between 2013 and 2014. This multifamily activity has generated significant concern among residents and City leadership, leading to a 2015 moratorium on commercial, multifamily and mixed-use rezoning applications.

As the city grows both older and younger, demographic trends will shape and redefine the housing market.

Driven by rapid employment growth and an increasing number of millennials entering the housing market, demand for rental apartments and for-sale housing is on the rise. Baby boomers will be looking to downsize from their large suburban homes and age in place, while millennials prefer to live in environments that are walkable and more urban in character. As a result, Sandy Springs will need to expand its housing options to accommodate the differing housing preferences of residents at all stages of life. These trends mean a growing demand for smaller housing options in more compact forms, such as small-lot single-family homes, condominiums, and townhomes.

HOUSEHOLD INCOME	RENTERS					OWNERS					TOTAL
	Young Professionals 18-34, No Kids	Mature Professionals 35-54, No Kids	Families 18-64, Kids	Empty Nesters 55-64, No Kids	Retirees 65+, No Kids	Young Professionals 18-34, No Kids	Mature Professionals 35-54, No Kids	Families 18-64, Kids	Empty Nesters 55-64, No Kids	Retirees 65+, No Kids	
<\$25K	964 2.2%	1,751 3.9%	932 2.1%	786 1.8%	775 1.7%	42 0.1%	146 0.3%	160 0.4%	128 0.3%	908 2.0%	6,582 14.8%
\$25K-\$50K	3,046 6.9%	1,223 2.8%	1,465 3.3%	485 1.1%	1,031 2.3%	136 0.3%	448 1.0%	269 0.6%	569 1.3%	1,318 3.0%	9,989 22.5%
\$50K-\$65K	1,049 2.4%	973 2.2%	1,019 2.3%	84 0.2%	667 1.5%	115 0.3%	327 0.7%	194 0.4%	302 0.7%	480 1.1%	5,211 11.7%
\$65K-\$80K	724 1.6%	321 0.7%	208 0.5%	126 0.3%	137 0.3%	235 0.5%	428 1.0%	213 0.5%	298 0.7%	499 1.1%	3,190 7.2%
\$80K-\$100K	403 0.9%	202 0.5%	443 1.0%	0 0.0%	76 0.2%	228 0.5%	404 0.9%	444 1.0%	207 0.5%	338 0.8%	2,746 6.2%
\$100K-\$200K	881 2.0%	597 1.3%	356 0.8%	304 0.7%	199 0.4%	872 2.0%	1,168 2.6%	2,062 4.6%	912 2.1%	1,397 3.1%	8,748 19.7%
\$200K-\$300K	37 0.1%	55 0.1%	168 0.4%	142 0.3%	176 0.4%	91 0.2%	413 0.9%	1,162 2.6%	610 1.4%	639 1.4%	3,494 7.9%
\$300K+	89 0.2%	192 0.4%	61 0.1%	34 0.1%	52 0.1%	17 0.0%	603 1.4%	2,024 4.6%	961 2.2%	462 1.0%	4,494 10.1%
TOTAL	7,193 16.2%	5,316 12.0%	4,643 10.4%	1,961 4.4%	3,113 7.0%	1,736 3.9%	3,937 8.9%	6,528 14.7%	3,986 9.0%	6,041 13.6%	44,454 100.0%

Sandy Springs’ “Missing Middle”

The highlighted cells indicate large concentrations of households in a particular age and income category.

The cluster of highlighted cells in the top left indicate lower-income renter households.

“Missing Middle” housing.

The cluster of highlighted cells in the bottom right are higher-income owner households.

SANDY SPRINGS RENTERS AND OWNERS BY AGE AND INCOME
 (American Community Survey, 2009-2013; RCLCO)

ECONOMIC OUTLOOK

A market analysis prepared at the outset of the Next Ten planning process concluded that Sandy Springs is a desirable market area for a variety of land uses. The city benefits from its central location within the Atlanta region and its excellent access to GA 400, I-285, and MARTA. With neighboring Dunwoody, it is already home to one of the region's largest employment concentrations (Perimeter Center).

The real estate market outlook for Sandy Springs is very positive.

Over the last decade, there has been a significant amount of new development within the city, including retail, office, for-rent residential uses, and infill single-family detached homes. Sandy Springs enjoys a reputation as a top Atlanta submarket for office space, and the city has seen a significant number of new rental apartments since the recession, helping to draw young professionals to the area.

SANDY SPRINGS CURRENTLY HAS:

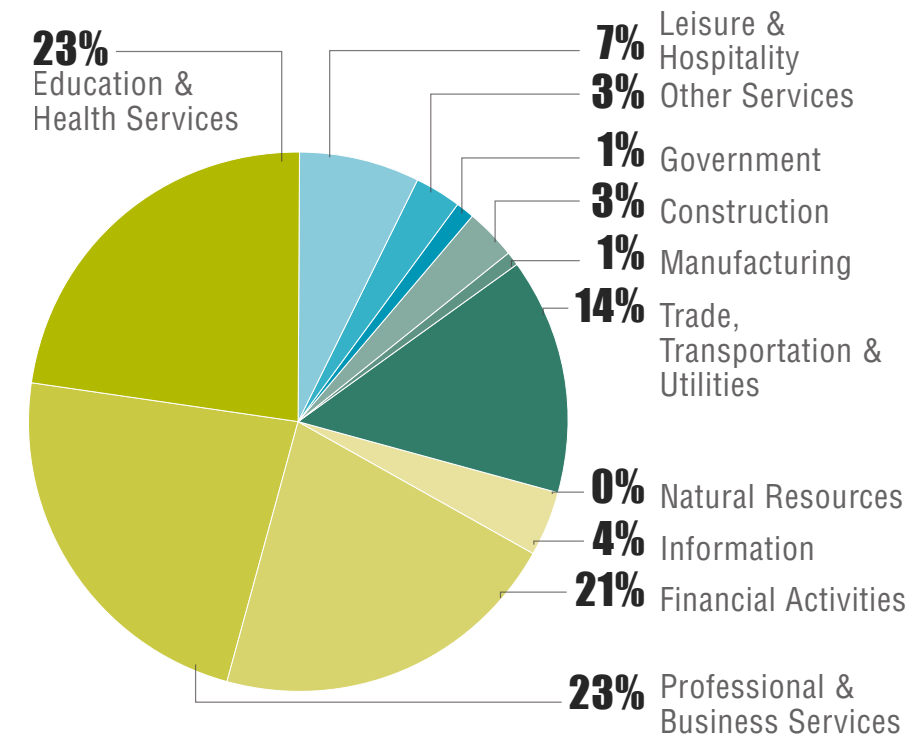
- 9%** of the region's office space
- 2%** of the region's retail space
- 5%** of the region's apartment units
- 3%** of the region's hotel rooms

OVER THE NEXT 20 YEARS, THERE IS POTENTIAL DEMAND FOR AT LEAST:

- 35%** more office space, based on employment growth
- 40%** more retail space, based on household growth
- 40%** more residential units, based on household growth

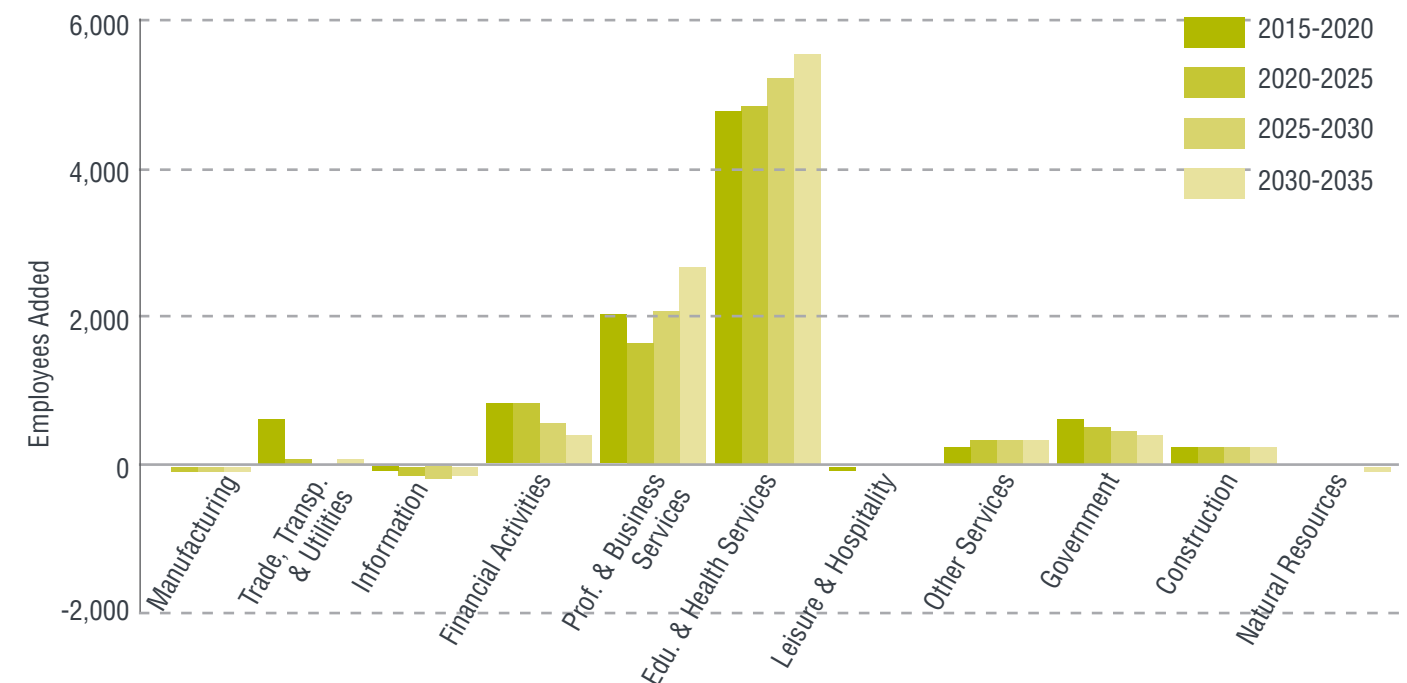
(RCLCO)

This does not indicate how much will be built, just how much could be built based on the desire of people and businesses to locate in Sandy Springs. Land availability will constrain ultimate buildout.



SANDY SPRINGS EMPLOYMENT PROFILE 2014
(Atlanta Regional Commission; RCLCO)

The outlook for employment is strong overall, and perhaps even more favorable when considering that much of the growth over the next five years will be in professional level, high-income jobs. Sandy Springs already has a large percentage of financial, professional and health employment, as compared to the region. Over the next five years, the professional services sector is expected to grow by over 75,000 new jobs. Education and health services and trade, transportation, and utilities will also experience strong growth, with each sector adding 50,000 new jobs.



EMPLOYMENT GROWTH IN SANDY SPRINGS, 2015-2035
(Atlanta Regional Commission; RCLCO)

2% of the region's population lives in Sandy Springs

4% of the region's jobs are in Sandy Springs

7% of the Sandy Springs workforce both live and work in Sandy Springs

COMMUNITY STRENGTHS

As the city prepares for The Next Ten, Sandy Springs offers a wealth of strengths to draw upon, including:

- **Reputation and central location:** Both residents and businesses want to be here. Sandy Springs has a strong regional location in the northern portion of Atlanta, and many assert that Atlanta’s “center of gravity” is where I-285 and GA400 intersect, putting Sandy Springs in the heart of the region, with good access to the surrounding counties as well as Midtown and Downtown Atlanta. Sandy Springs’ primacy in the region is underscored by the growing concentration of corporate headquarters in the city.
- **Access:** Due to its central location in the region, Sandy Springs has excellent access to GA 400, I-285, and MARTA. The city is accessible to points north and south—including downtown, Midtown, and Buckhead—via I-285, and offers east-west access to Gwinnett County and Cobb County, respectively, via GA 400. MARTA rail access to Atlanta, as well as to Hartsfield-Jackson Atlanta International airport, is also strong and will become increasingly important in employers’ and residents’ decision to locate in Sandy Springs, particularly with the business travel generated by Sandy Springs’ concentration of corporate headquarters.
- **Jobs:** Sandy Springs, along with the Perimeter Center, is a top office submarket for the region, especially for headquarters, finance and insurance industries, and other professional industries. It is also home to the “Pill Hill” regional medical hub.
- **Chattahoochee River:** The river provides an opportunity for recreation, open space, and green space. It could also provide opportunities for riverside dining, gathering places, and residential views.

COMMUNITY CHALLENGES

Although the majority of living qualities in Sandy Springs are highly desirable for real estate development, there are some challenges the city will have to face over the next ten years and beyond, including:

- **Traffic:** A limited street network puts significant pressure on existing through-corridors, such as Roswell Road and Abernathy Road, particularly where these and other roads connect to I-285 and GA400. As a result, traffic is one of the major concerns of residents and business owners in Sandy Springs and a potential obstacle to future growth and quality of life.
- **Maximizing transit:** While the city benefits from having three MARTA rail stations within city limits—more stations than in any of the region’s cities except Atlanta—and a fourth station, Dunwoody, just outside of Sandy Springs in the City of Dunwoody, there are significant remaining opportunities to better utilize these transit connections as both transportation and economic development assets. To grow sustainably, the City must maximize opportunities around, and in between, current and future MARTA rail stations, so that MARTA becomes a more viable transportation choice for the area.
- **Resident composition:** Sandy Springs’ resident profile is skewed to the extremes, with most residents falling at either the lower or higher ends of the income spectrum, with very little population in the middle. The available housing stock mirrors this imbalance, with large numbers of aging multifamily rental housing stock and large, single-family homes, but a “missing middle” of housing options that are attainable to a large segment of the workforce.
- **Urbanization:** As the Atlanta metropolitan region continues to grow outward, particularly to the north, Sandy Springs is transitioning from an outlying, suburban location to a close-in, more urban area. This has important implications for the demand for, and character of, new development in the city. Future redevelopment will produce smaller scale, infill redevelopment of older, outdated buildings and parking lots because the scarcity of undeveloped land. Our challenge, therefore, is to continue to grow and develop while still embracing many of the things that made the city great in the first place, such as its safe, beautiful neighborhoods and high quality of life.



GREEN SPACE, NATURAL SYSTEMS & SUSTAINABILITY

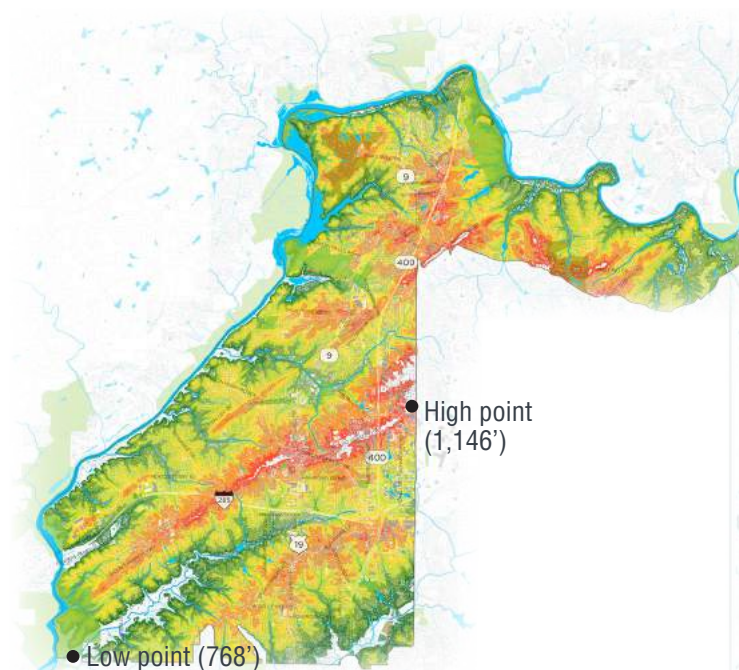
SANDY SPRINGS IS GREEN.

The city is known for its robust tree canopy, rolling hills, deep stream valleys, and proximity to the **Chattahoochee River**. These natural assets play a significant role in defining the city's character. Although Sandy Springs made strides in preserving natural areas, the City requires a larger-scale plan to preserve existing green spaces, views, the river and streams, and the tree canopy, especially as growth pressures increase.

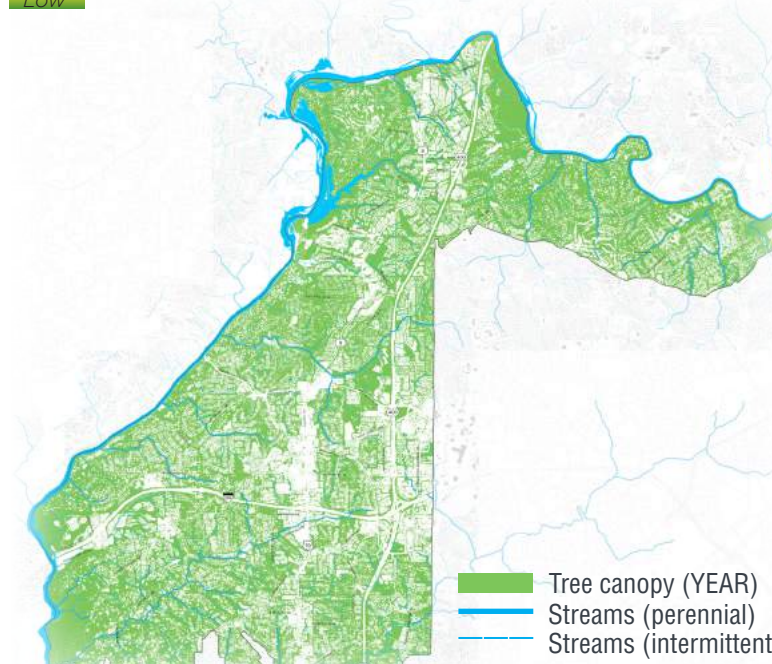


Topography:

The elevation changes within Sandy Springs provide beautiful vistas and lush stream corridors, but also make it more difficult to traverse the city.

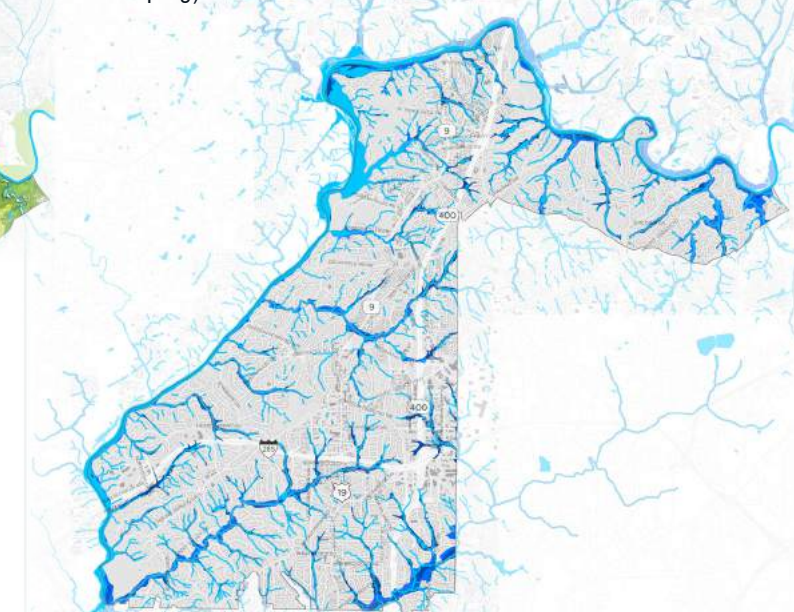


- Public parks, green spaces, golf courses, and recreation centers (in COSS)
- Regional public green space and parks
- Private golf courses and other recreation areas (in COSS)
- Water Bodies (Chattahoochee River and lakes/ponds)
- Streams (perennial)
- Streams (intermittent)
- High
Low Elevation



Water Resources:

The Chattahoochee River may be Sandy Springs' most valuable water resource, but the city is also traversed by perennial and intermittent streams. While they add to the richness of the city's green spaces, these streams also put some developed (or developing) areas at a flood risk.



- 500-year floodplain
- 100-year floodplain
- Floodway
- Water Bodies (Chattahoochee River and lakes/ponds)
- Streams (perennial)
- Streams (intermittent)

Tree Canopy:

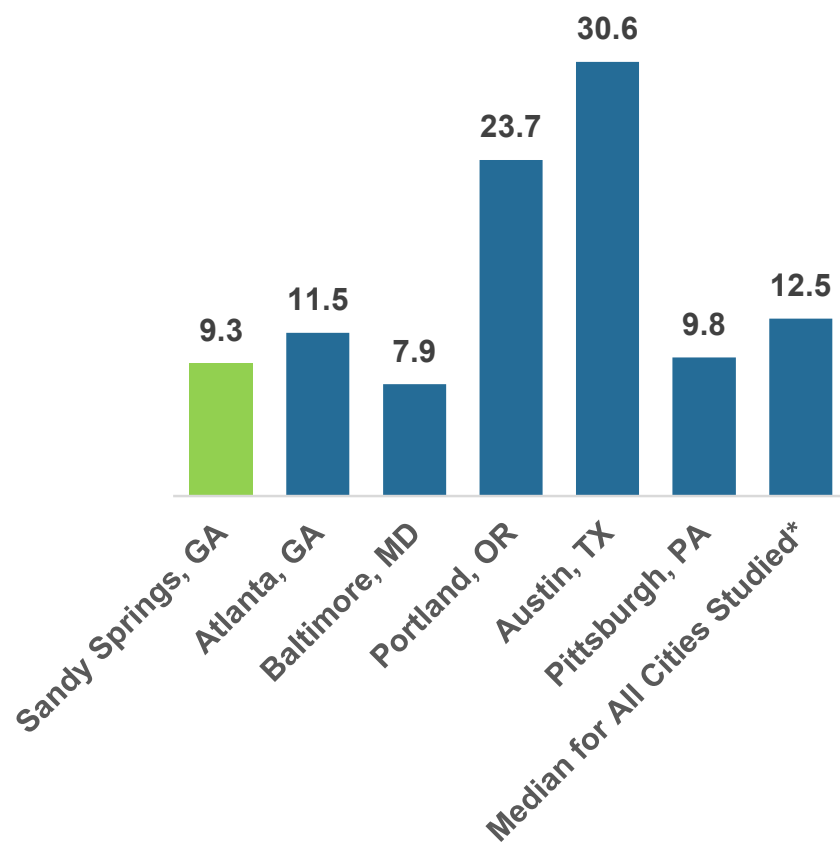
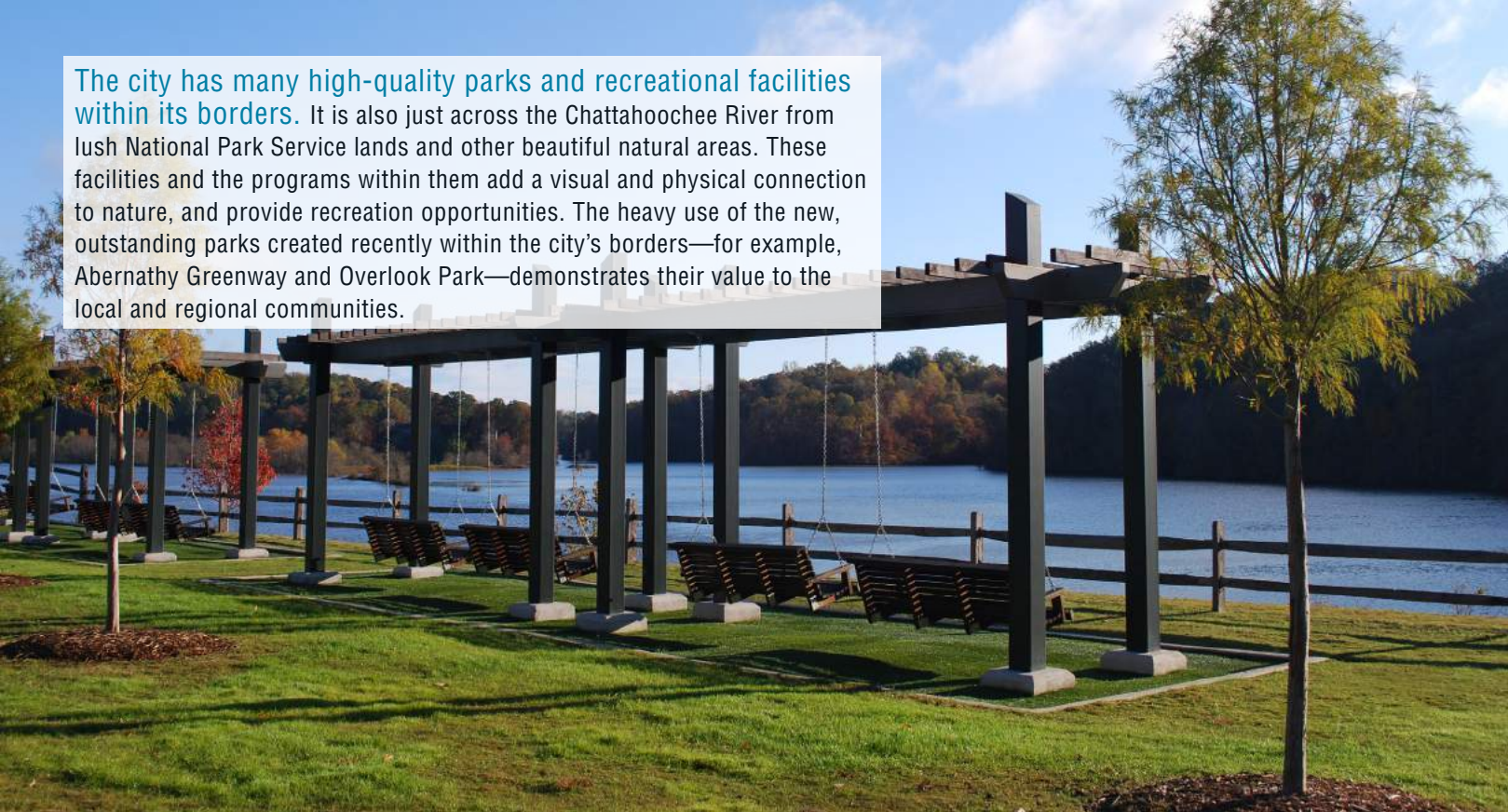
The extensive tree canopy in Sandy Springs is one of the city's hallmarks. In light of growth pressures, it will be vital to protect and enhance the tree canopy, especially in areas that have less coverage, such as Roswell Road and Perimeter Center, and to encourage best practices on to prevent or minimize tree removal on residential lots.

Percent Canopy Coverage by City

SALEM, OREGON	23%
DES MOINES, IOWA	24%
BALTIMORE, MARYLAND	27%
PORTLAND, OREGON	28%
AUSTIN, TEXAS	32%
ANN ARBOR, MICHIGAN	33%
PITTSBURGH, PENNSYLVANIA	42%
ATLANTA, GEORGIA	52%
SANDY SPRINGS, GEORGIA	62%

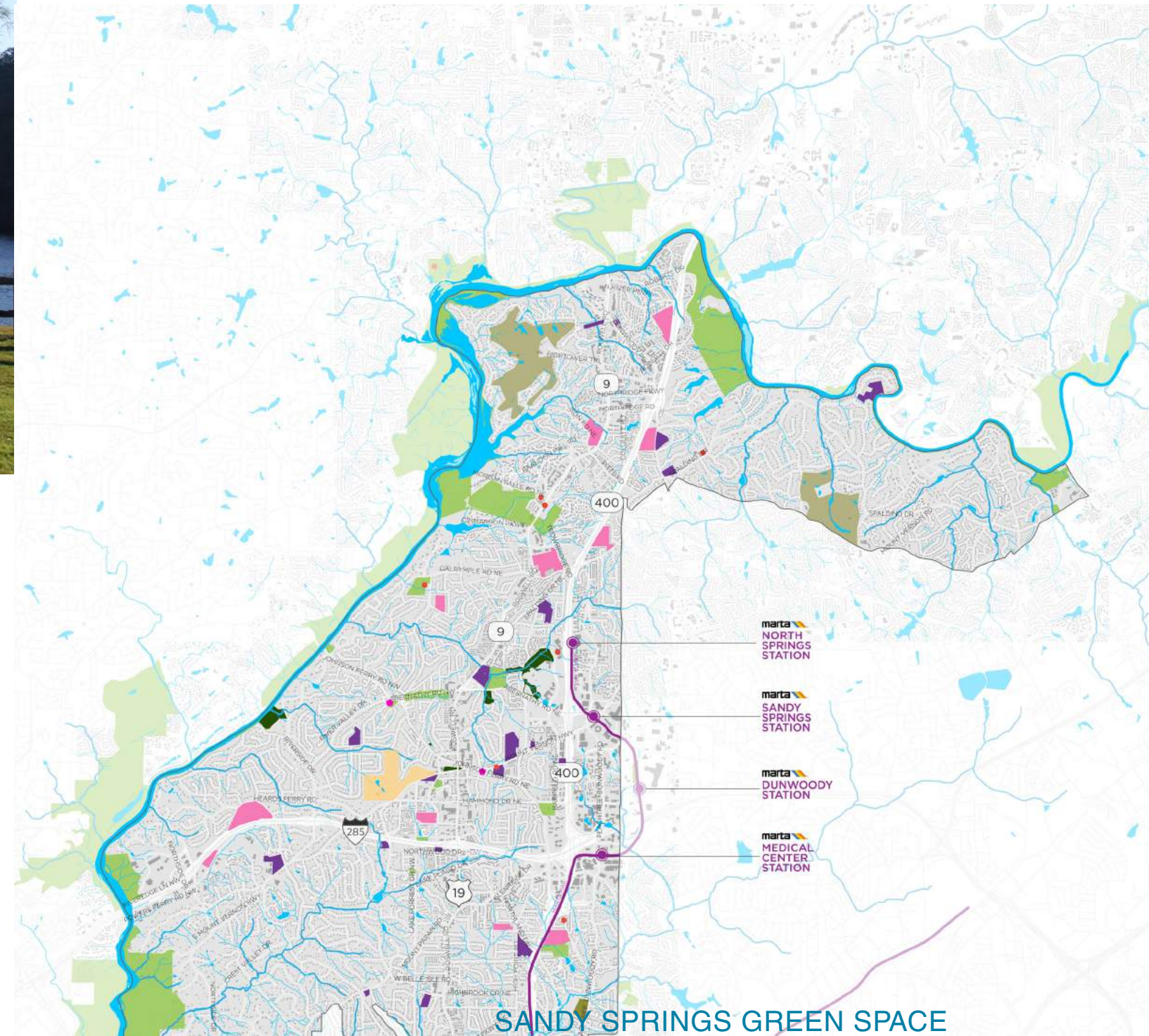
(Tree Canopy Coverage for the City of Atlanta: Methodology Definition, Geography Assessment and City Comparison, Gilliam Campbell, MRCP 2013)

The city has many high-quality parks and recreational facilities within its borders. It is also just across the Chattahoochee River from lush National Park Service lands and other beautiful natural areas. These facilities and the programs within them add a visual and physical connection to nature, and provide recreation opportunities. The heavy use of the new, outstanding parks created recently within the city's borders—for example, Abernathy Greenway and Overlook Park—demonstrates their value to the local and regional communities.



ACRES OF PARKLAND PER 1000 RESIDENTS

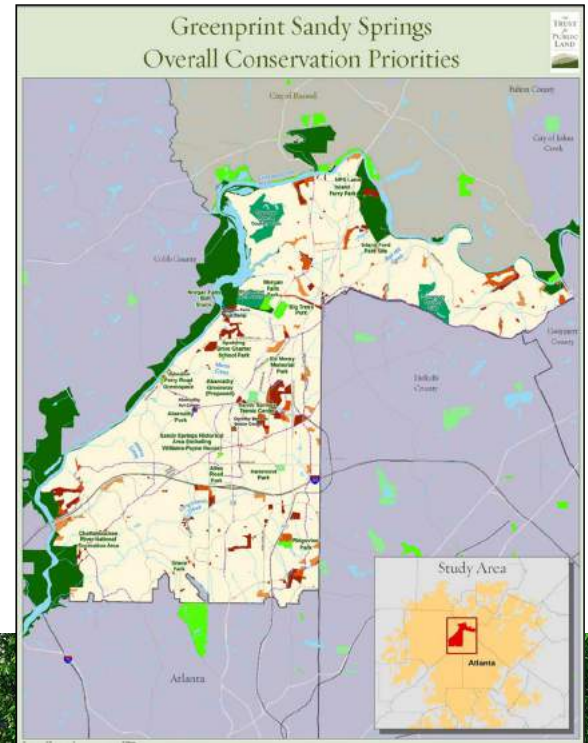
(Sandy Springs acreage derived from 2014 population estimates from ACS and acres of green space from data from <http://www.sandyspringsga.org>. All other data from "2015 City Park Facts", The Trust for Public Land, 2015.)



- Public parks, green spaces, golf courses, and recreation centers (in COSS)
- Regional public green space and parks
- Private golf courses and other recreation areas (in COSS)
- Water bodies (Chattahoochee River and lakes/ponds)
- Streams (perennial)
- Streams (intermittent)
- Public school lots
- Private school lots
- Future/planned parks and green spaces (COSS)
- Cemetery
- ◆ Cultural destinations
- School/community gardens



The role of non-profits in the city, particularly with regard to green space, has been substantial. The Sandy Springs Conservancy and Art Sandy Springs, for example, played a large role in the creation of the Abernathy Greenway Linear Park and the Playable Art Park (left, middle) with the City. Friends of Lost Corner and the Conservancy worked together to secure land for the Lost Corner Preserve (left). In addition, the Conservancy and Friends of Sandy Springs partnered with The Trust for Public Land and the City to produce the 2008 Greenprint, which contained a set of conservation priorities (see map at right) that provide the basis for **The Next Ten's** conservation recommendations. These and other partnerships should be expanded and utilized whenever possible.



Sandy Springs is growing and changing, and management of natural systems and green spaces must adjust accordingly. As growth pressures increase, it will become increasingly necessary to protect and enhance the green spaces and natural systems within the city, to connect these areas both within the city and outside of its borders, and to incorporate environmental sustainability into the City's actions. The City has already designated some land as future protected green spaces and conservation areas, but there must continue to be a concerted effort to fund and plan for the expansion, enhancement, and maintenance of the complete green space system.

Partnerships have strengthened efforts to preserve and create green space, and can continue to do so. Local nonprofits have been instrumental in the creation of new public green spaces in Sandy Springs. Continuing to partner with local nonprofits, businesses, developers, schools, utilities, etc, can help to close gaps in provision of green space. There are also many spaces throughout the city (e.g., easements and school properties) that could be used to help expand the network of green spaces and recreational areas.

The model for creating new parks is increasingly emphasizing placemaking. As parts of the city become more urban in character, there will continue to be a need to create a wider variety of green spaces, including urban public spaces.



The City Green (rendered here) at City Springs will provide new signature spaces for the community to gather and relax.

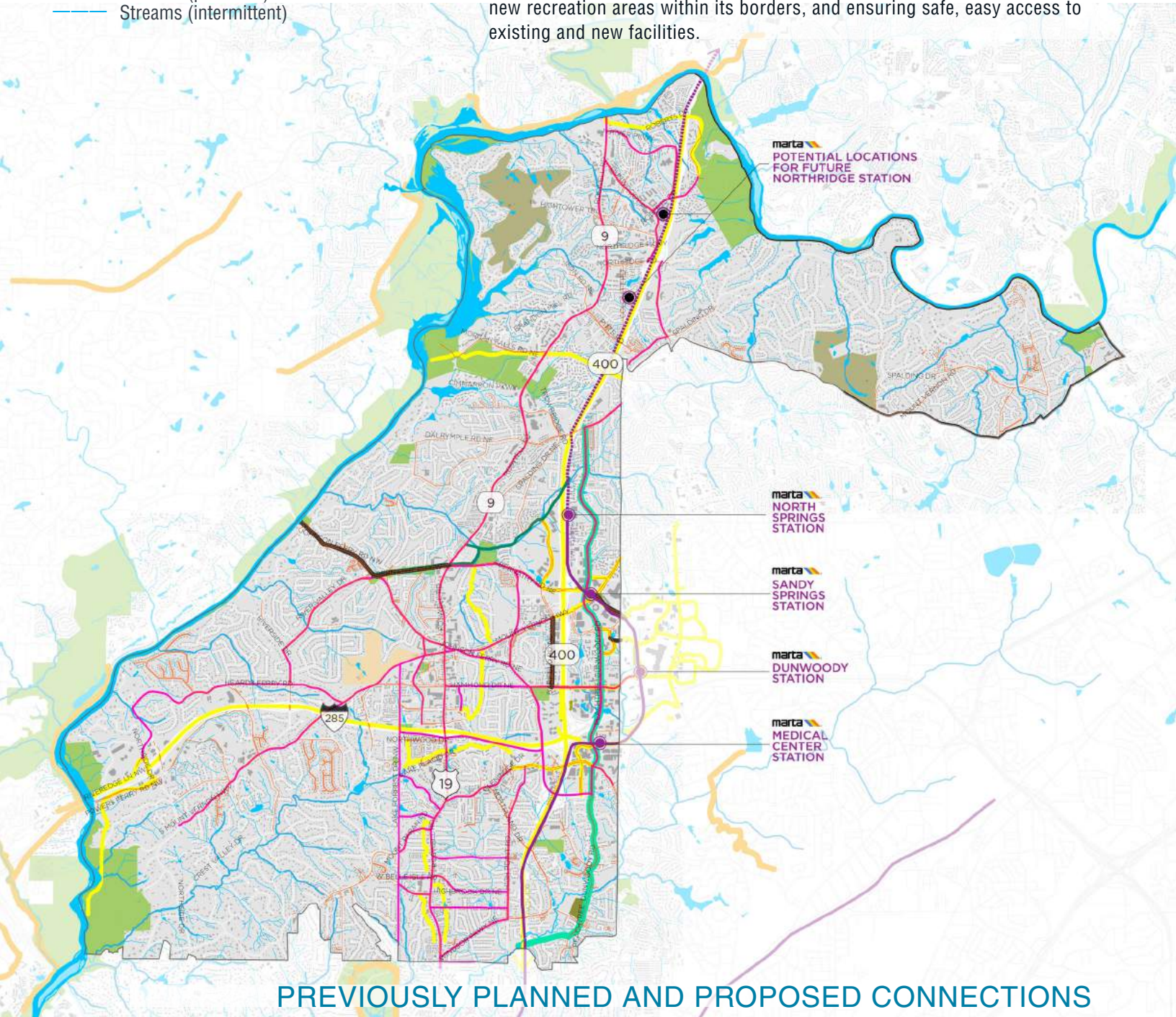


Greenprint Conservation Priority Areas. (*The Greenprint for Sandy Springs, Georgia. The Trust for Public Land, 2008.*)

- Existing sidewalks
- Existing bike lanes
- Existing trails
- Planned/proposed multi-use trails
- Existing/planned greenways
- Planned pedestrian connection (Pedway)
- Planned bike network (COSS)
- Existing MARTA rail line
- - - Planned MARTA extension
- Public parks, green spaces, golf courses, and recreation centers (in COSS)
- Regional public green space and parks
- Private golf courses and other recreation areas (in COSS)
- Water bodies (Chattahoochee River and lakes/ponds)
- Streams (perennial)
- Streams (intermittent)

Sandy Springs has worked to expand access to the city's many natural and recreational resources. However, there are still many parks and natural areas that are not easily accessible via non-motorized transportation, and which must be better connected to each other and to neighborhoods. For example, the river is an enviable asset, but both visual and physical access are limited.

In addition, all parks within the city's borders must be safely accessible via non-motorized travel, and efforts should be made to expand access to the National Park Service lands just across the river. Initiatives such as the installation of sidewalks to Overlook Park and plans to continue Path 400 are good examples of work that has been done to address these types of issues, but there is still more to do. While there are many excellent parks and recreation facilities within the region, the City must work on developing new recreation areas within its borders, and ensuring safe, easy access to existing and new facilities.



PREVIOUSLY PLANNED AND PROPOSED CONNECTIONS



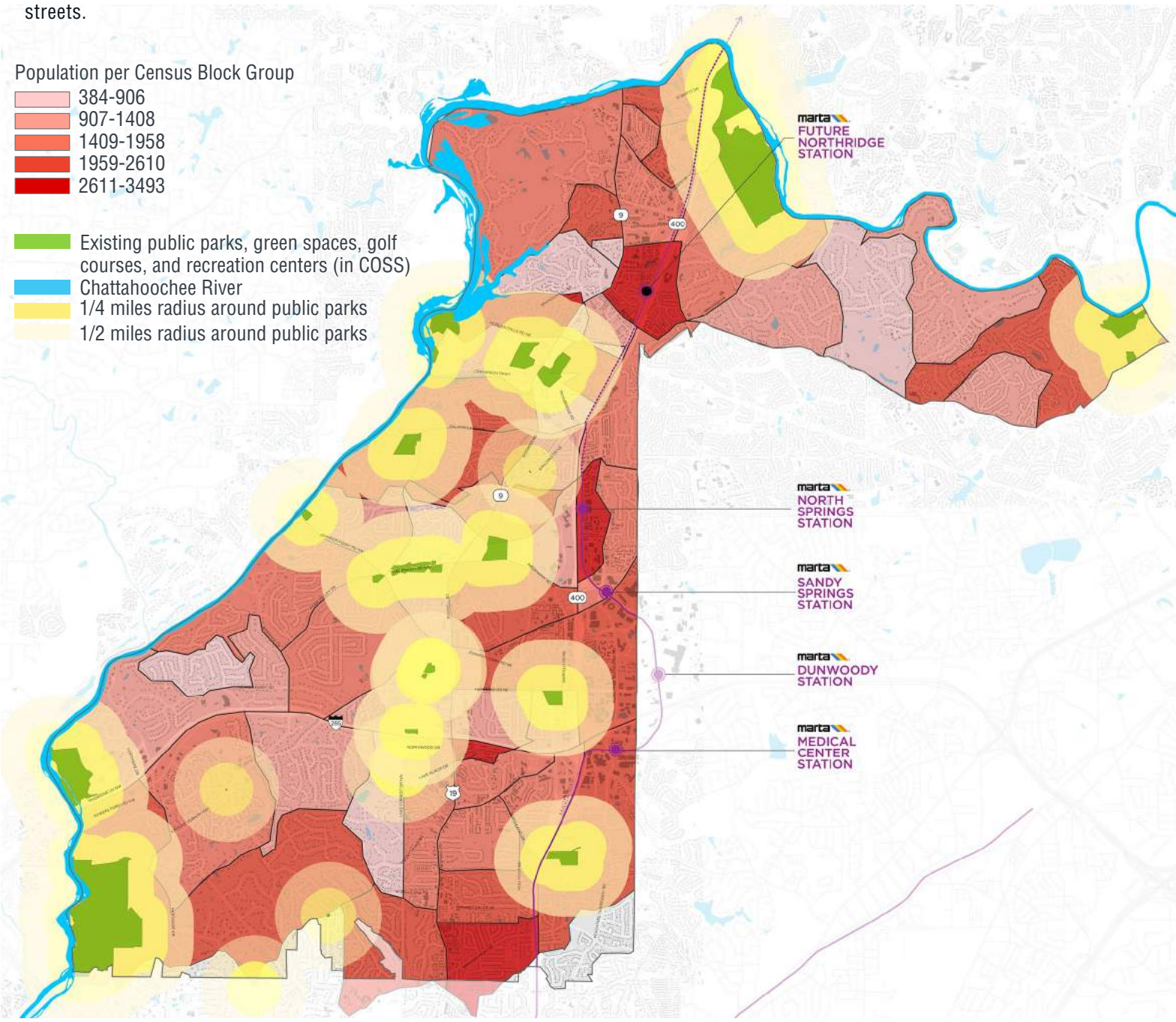
Sandy Springs is committed to sustainable growth. The City has achieved bronze certification under the Atlanta Regional Commission's Green Communities program. Moving forward, environmental sustainability must continue to be considered in all City actions, not only with regard to land use and impacts to natural resources but also as it pertains to transportation, energy use, and city operations and facilities.

Not everyone lives within close proximity to green spaces and natural areas. Some of the disparity is due to the natural location of resources, but more can be done to help ensure that residents throughout the city have access to parks and green space within close proximity to where they live. In addition to the lack of parks and green space close to home, access is further constrained by the city's disconnected street network and by the lack of pedestrian and bicycle facilities along some streets.

Population per Census Block Group

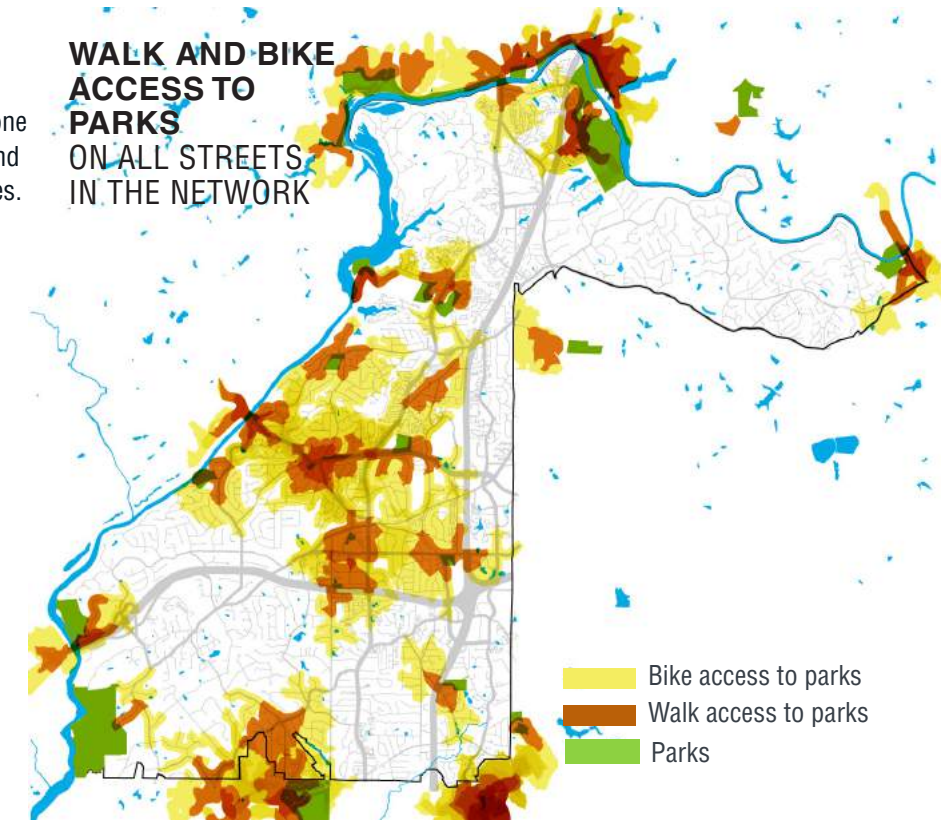
- 384-906
- 907-1408
- 1409-1958
- 1959-2610
- 2611-3493

- Existing public parks, green spaces, golf courses, and recreation centers (in COSS)
- Chattahoochee River
- 1/4 miles radius around public parks
- 1/2 miles radius around public parks



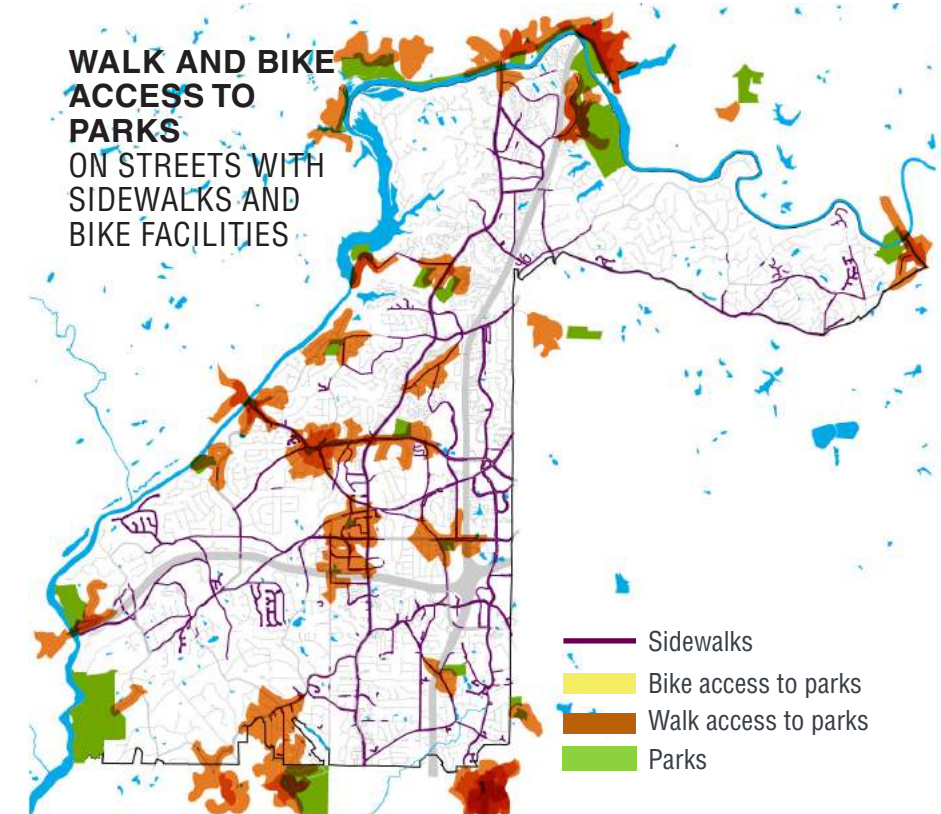
Figures show the walking (orange) and bicycling (yellow) sheds within a reasonable distance (one half-mile for pedestrians and one mile for cyclists) along the street network, and along streets with sidewalks and bike facilities.

WALK AND BIKE ACCESS TO PARKS ON ALL STREETS IN THE NETWORK



ACCESS TO PARKS VIA STREET NETWORK

WALK AND BIKE ACCESS TO PARKS ON STREETS WITH SIDEWALKS AND BIKE FACILITIES



ACCESS TO PARKS VIA SIDEWALK OR BIKE FACILITY

An aerial photograph of a city, likely Atlanta, Georgia, featuring a prominent domed building (the Georgia State Capitol) and several modern high-rise buildings. The city is surrounded by greenery and a network of roads. The text "THE NEXT TEN: POLICIES AND ACTIONS" is overlaid in white, bold, sans-serif font on the left side of the image.

THE NEXT TEN: POLICIES AND ACTIONS

KEY ACTIONS: 10 FOR THE NEXT TEN

- 1. Create a new Sandy Springs Development Code** that will define the expectations and standards for achieving high-quality development through a process that is orderly, predictable, clear and reliable, and that will focus on the protection of Sandy Springs' neighborhoods.
- 2. Revitalize Roswell Road** into a dynamic main street, through incentivizing mixed use redevelopment of both commercial centers and aging apartment complexes in the North River, City Springs and Northwood/Prado areas, and through creation of Sandy Springs Boulevard.
- 3. Transform Perimeter Center and the Medical Center area** into a vibrant, human-scaled and connected live-work district that is supported by a range of feasible mobility options. This should include integration of residential uses, reduction in currently entitled "legacy" zoning, establishment of a multimodal urban greenway along Peachtree-Dunwoody Road, and a major park over GA 400.
- 4. Focus high-quality, higher-density uses** around existing and future MARTA stations.
- 5. Achieve a better housing balance**, with a focus on providing a greater variety of housing types and price ranges to enable middle-income and workforce individuals to both live and work in Sandy Springs. This may include the redevelopment of select, older apartment complexes.
- 6. Redesign Hammond Drive** as a major east/west multimodal connection, that will include a transit link between Sandy Springs and Cobb/Cumberland Counties, possibly connecting through an overbuild area with dedicated transit on I-285.
- 7. Mitigate traffic congestion through provision of a viable and attractive range of transportation options, community linkages and "last mile" connections** that encourage people to walk, bike and use alternative transit modes.
- 8. Reduce parking requirements in new and redeveloped areas** where other effective transportation options are available, **and work with MARTA to create remote lots accessible to MARTA transit and intended to transport employees to and from work in the Perimeter Center area.**
- 9. Develop an expanded trail network** to connect neighborhoods to green spaces and natural areas, and **fund construction of at least one footbridge** across the Chattahoochee River.
- 10. Enhance and beautify the City's public places**, including its streets and open/green spaces, through the generous use of landscaping, flower displays, public art and attractive signage, to provide vibrancy to these places and as a demonstration of city pride and "sense of place".

INTRODUCTION

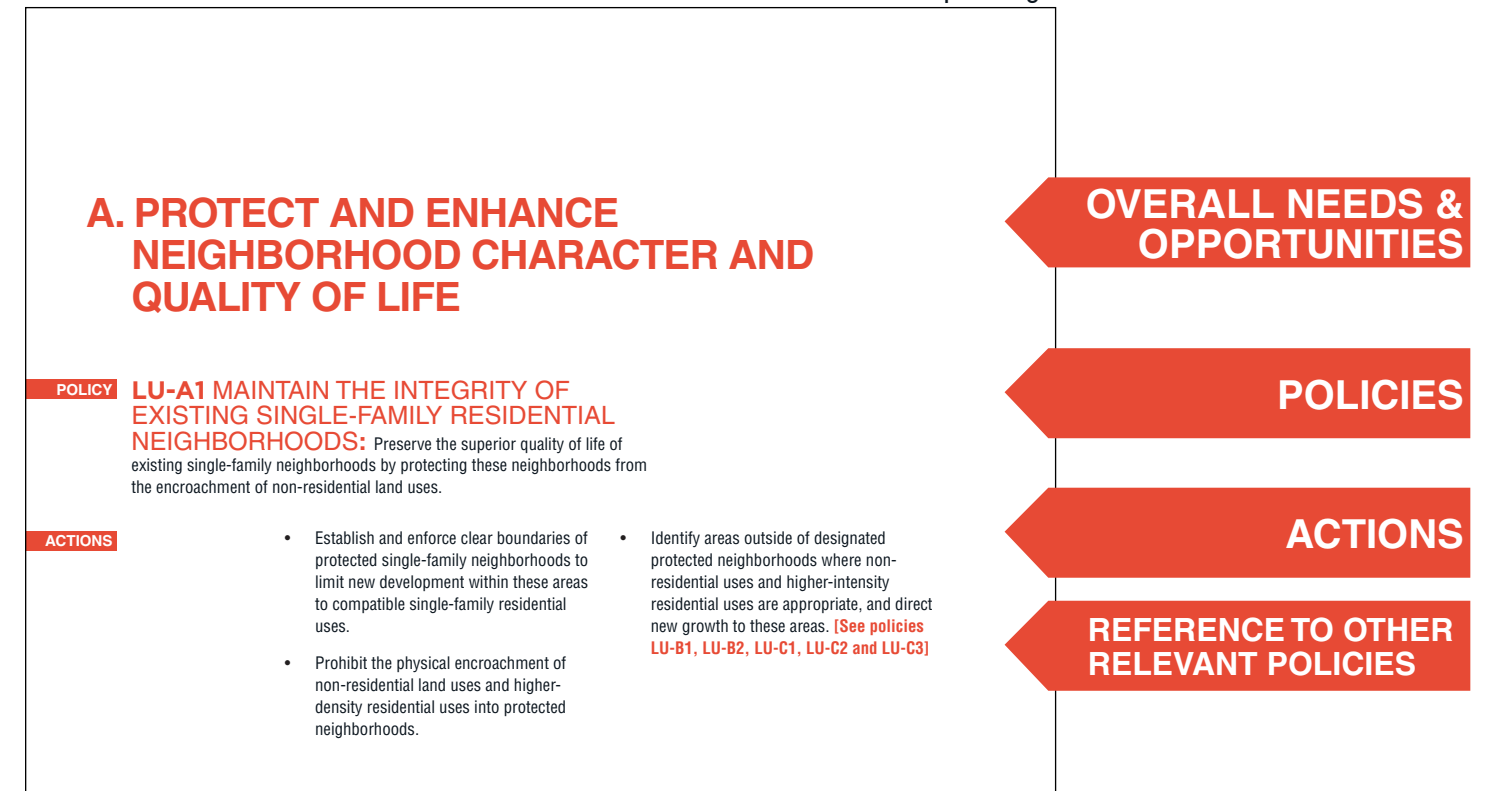
This section of the Comprehensive Plan articulates the citywide vision for the next 20 years, with an emphasis on actions that can be achieved within The Next Ten. This vision, and the policies and action steps needed to achieve the vision, are organized according to five plan elements:

- Land Use & Community Form
- Transportation
- Economic Development
- Housing
- Green Space, Natural Systems & Sustainability

At the outset of each plan element, a general **Vision** is articulated for each plan element. This is followed by a series of **Needs and Opportunities**, identified during the planning process, defining the priority issues to be addressed in order to achieve the vision. The remainder of each plan element provides a series of related **Policies** for addressing each previously-defined need/opportunity, along with the range of **Actions** that are necessary to implement each policy recommendation.

While all plan elements are structured in this manner, the Land Use Element also includes a second part defining and describing geographic character areas throughout the city, per state requirements for local government planning. The character area descriptions are accompanied by the City's Character Area Map, which serves as the City's future development map. Character areas are described in further detail in the Land Use Element.

Sample Page



LAND USE & COMMUNITY FORM

VISION

Protect and enhance neighborhood character and quality of life while concentrating compact, mixed-use redevelopment along major corridors and in commercial centers. Sandy Springs' development patterns and physical form will support transportation choices—including walking, bicycling and transit—while accommodating an expanded range of high-quality housing options. As a whole, the city's built environment will impart a distinctive sense of place and positive image for Sandy Springs.

PRIORITY ACTIONS

- Protect and preserve the character of existing single-family neighborhoods
- Encourage compact, mixed-use redevelopment in identified areas:
 - » Revitalize Roswell Road through the establishment of new mixed-use community nodes and the continued realization of the City Springs district
 - » Transform the Perimeter Center into a more human-scaled, walkable, connected, live-work place
- Promote higher-density, transit-oriented growth around MARTA stations
- Promote beautiful, pedestrian-friendly streetscapes and public spaces that enhance “sense of place”
 - » Convert Roswell Road into a pedestrian-friendly boulevard
 - » Transform Peachtree-Dunwoody Road into an urban boulevard and “Smart Street”
- Complete the Sandy Springs Development Code to implement the Comprehensive Plan and small area plan visions.

NEEDS & OPPORTUNITIES

A. PROTECT AND ENHANCE NEIGHBORHOOD CHARACTER AND QUALITY OF LIFE

Sandy Springs residents are proud of their beautiful single-family neighborhoods and their quality of life. Among the most frequently-stated priorities during the planning process was a desire to ensure that future changes in the city do not alter or diminish the character of existing single-family neighborhoods. As the city grows and evolves, protecting the character and integrity of existing neighborhoods should be a top City priority. This includes not only limiting changes within these neighborhoods, but also directing non-residential and higher-intensity land uses to more appropriate areas of the city and managing land use transitions at the periphery of single-family residential neighborhoods.

- **LU-A1** Maintain the integrity of existing single-family residential neighborhoods
- **LU-A2** Limit change within existing single-family neighborhoods
- **LU-A3** Manage land use transitions

B. CREATE COMPACT, WALKABLE AREAS WITH A MIX OF USES

Along the city's major corridors and in its commercial centers, opportunities exist for targeted redevelopment of aging or underutilized properties, including older shopping centers and apartment complexes. Transforming these areas can help continue the city's evolution from auto-oriented development patterns to a more urban and walkable character, while providing additional housing options and amenities.

- **LU-B1** Foster a greater mix of uses and additional housing options through redevelopment
- **LU-B2** Establish a compact, connected and walkable community form

C. CREATE A SERIES OF INTERCONNECTED CENTERS, DESTINATIONS AND UNIQUE PLACES

The City has the opportunity to transform major activity centers and destinations by updating policies and regulations to create a series of special places that are compact and mixed-use, support a range of transportation and housing choices, and contribute to the city's overall sense of place. Opportunities include the creation of mixed-use nodes and sites along Roswell Road; creating a more-connected Perimeter Center with a greater mix of uses, including new housing to support existing employment; and promoting higher-density and mixed-use transit-oriented opportunities near the city's existing and future MARTA stations, to maximize the potential of MARTA as a viable means of transportation.

- **LU-C1** Revitalize Roswell Road through mixed-use redevelopment and the continued transformation of the City Springs District
- **LU-C2** Transform the Perimeter Center into a walkable, live-work environment
- **LU-C3** Promote transit-oriented development around MARTA stations

D. ENHANCE THE CHARACTER AND IMAGE OF MAJOR CORRIDORS

Auto-oriented land use and development patterns have resulted in major corridors, such as Roswell Road and Peachtree-Dunwoody Road, that lack a human scale and are both unsafe and unwelcoming for pedestrians. In addition to basic improvements to the pedestrian environment, there are opportunities to transform the image of Sandy Springs by enhancing streetscapes and other public spaces to not only make them more pedestrian-focused, but also project a distinctive sense of place for Sandy Springs by incorporating a variety of physical and visual elements—such as art, landscaping, unique paving and street furniture.

- **LU-D1** Create great streets and streetscapes
- **LU-D2** Enhance sense of place in the public realm

E. CREATE A SANDY SPRINGS DEVELOPMENT CODE TO ALIGN WITH AND IMPLEMENT THE COMPREHENSIVE PLAN

Existing zoning in Sandy Springs is a legacy of the time before incorporation, when the city was under the jurisdiction of Fulton County. Following incorporation, the decision was made to carry over the existing zoning from Fulton County, as was appropriate at the time. Up to now, zoning has been patched and modified, incrementally and often on a case-by-case basis, to “right-size” existing regulations for Sandy Springs. The update of the City's Comprehensive Plan provides an opportunity to revisit city-wide policies regarding land use and zoning and ensure that the City's development-related regulations serve as powerful implementation tools for the Comprehensive Plan vision. Development of a state-of-the-art Sandy Springs Development Code—a “one stop shop” for development-related regulations that consolidates existing zoning and subdivision regulations—will bring the City's land use policies and regulations into alignment, address internal inconsistencies and redundancies, make the development review process clearer and more predictable, and help implement the vision for The Next Ten.

- **LU-E1** Create a new code
- **LU-E2** Bring more predictability and certainty to the development approval process
- **LU-E3** Reduce the extent of existing, but unbuilt, entitlements

POLICIES AND ACTIONS:

LAND USE & COMMUNITY FORM



A. PROTECT AND ENHANCE NEIGHBORHOOD CHARACTER AND QUALITY OF LIFE

POLICY LU-A1 MAINTAIN THE INTEGRITY OF EXISTING SINGLE-FAMILY RESIDENTIAL NEIGHBORHOODS: Preserve the exceptional quality of life of existing single-family neighborhoods by protecting them from the encroachment of non-residential land uses.

- ACTIONS**
- Establish and enforce clear boundaries of protected single-family neighborhoods to limit new development within these areas to compatible single-family residential uses.
 - Prohibit the physical encroachment of non-residential land uses and higher-density residential uses into protected neighborhoods.
 - Identify areas outside of designated protected neighborhoods where non-residential uses and higher-intensity residential uses are appropriate, and direct new growth to these areas. **[See policies LU-B1, LU-B2, LU-C1, LU-C2 and LU-C3]**



Well-Preserved Neighborhood Character

LU-A2 LIMIT CHANGE WITHIN EXISTING SINGLE-FAMILY NEIGHBORHOODS: Preserve existing neighborhood character by ensuring compatible residential infill development.

- POLICY**
- ACTIONS**
- As part of the preparation of a Sandy Springs Development Code, revise existing regulations and review processes to clearly define the character of residential uses that are compatible and appropriate within protected neighborhoods.
 - Revise existing regulations to minimize both the extent of grading and the removal of existing vegetation as part of residential infill redevelopment.
 - Once a Sandy Springs Development Code is adopted:
 - Discourage the rezoning of existing single-family residential lots to higher-intensity residential zoning within areas designated as protected neighborhoods.
 - Discourage the use of zoning variances for lot area and lot width on existing single-family residential lots.
 - Continue to allow one-for-one replacement of single-family homes, provided that replacement homes meet existing standards for lot coverage, lot width, lot size, setbacks, and preservation of existing trees.
 - Discourage, or prohibit, flag lots.
 - Continue to allow the subdivision of existing single-family residential lots into two or three lots only if current lot dimensions and zoning allows and the resulting lots meet minimum standards for lot coverage, lot width, lot size and setbacks from the street.
 - As part of the preparation of a Sandy Springs Development Code, conduct detailed study of approaches to regulating residential infill within existing single-family residential neighborhoods. This study should result in policies and regulations that provide clear standards regarding: (1) whether, and under which conditions, the subdivision of residential lots into multiple lots will be permitted and (2) standards for limiting the extent of grading and protecting trees on residential properties.



Protected Neighborhood

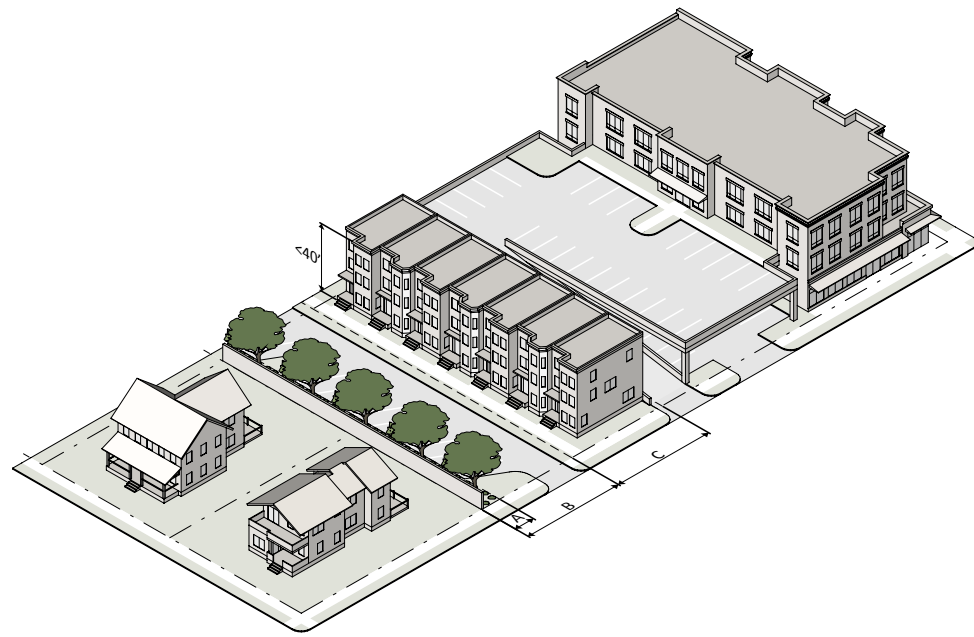
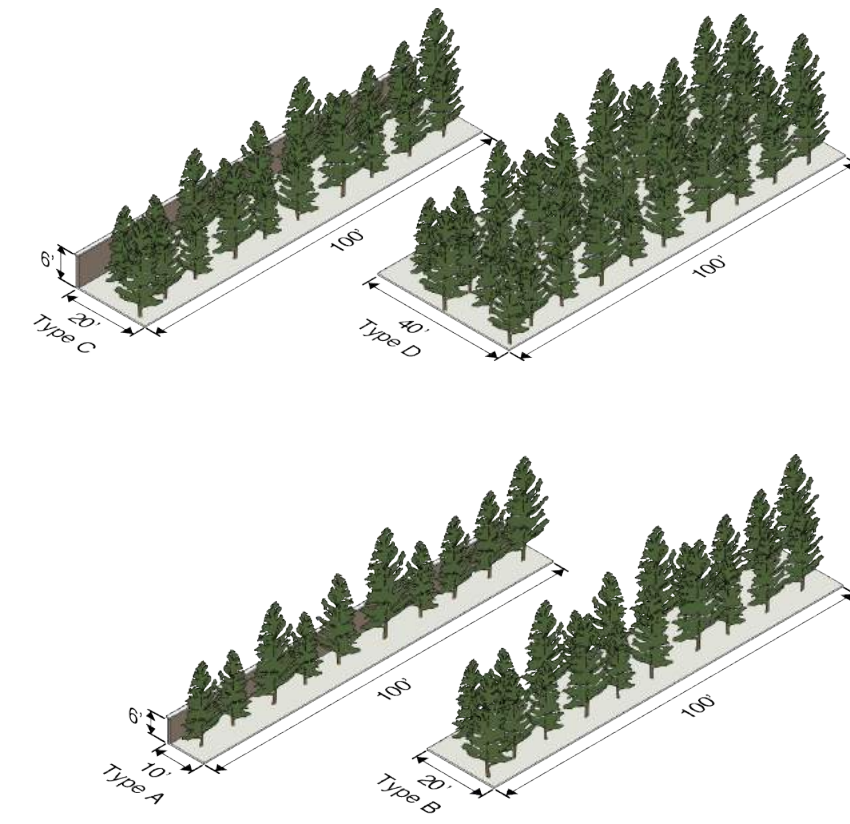
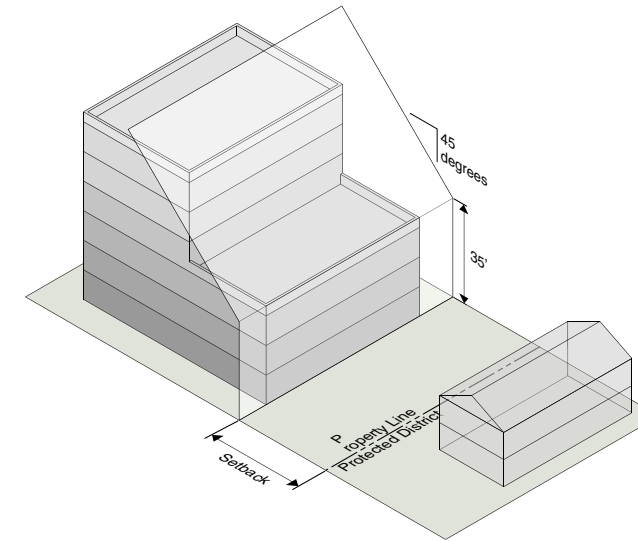


Diagram illustrating land use transitions, from multifamily to townhouses to single family homes.



Landscape buffers are the most common response to transitions. Best practice should relate buffer options to parcel depth.

POLICY LU-A3 MANAGE LAND USE TRANSITIONS:

Encourage sensitive and compatible transitions between single-family residential neighborhoods and adjacent non-residential properties.

ACTIONS

- Establish transitions between land uses that, where feasible, follow a general hierarchy of land uses, scale and intensity—with land uses transitioning from commercial uses to multifamily residential to townhouses or small-lot-single-family residences, before finally transitioning to traditional suburban single-family residences.
- Establish the application of height transitions between sites, when height differences between adjacent parcels are greater than two stories.
- Require the creation of landscape buffers between different land uses, and along zoning district boundaries. Landscape buffer treatment should relate to parcel depth, with the most intensely landscaped buffers applied to shallow commercial properties.
- Where limited land area is available to create a landscape buffer, encourage the construction of a wall between parcels (Note: fences are discouraged as a buffering element, due to their short lifespans and visual impacts, such as glare, deterioration over time, and incompatible materials). Walls should be visually attractive, utilizing quality and context-sensitive materials. Wall heights should be limited to the extent possible, while still addressing visual impacts, so that the walls do not create their own visual impacts.
- Promote the preservation of existing trees and wooded buffers to enhance screening and buffering.
- Manage the locations of exterior elements of buildings—such as loading, service, and trash pickup and receptacles—to prevent visual and noise impacts on nearby residences.
- Minimize the intrusion of light, sound, traffic and night-time activity associated with non-residential uses on single-family residential neighborhoods.



Example of transition from multifamily to townhouses

B. CREATE COMPACT, WALKABLE AREAS WITH A MIX OF USES

POLICY **LU-B1 FOSTER A GREATER MIX OF USES AND ADDITIONAL HOUSING OPTIONS THROUGH REDEVELOPMENT:** Encourage a mix of land uses at key nodes and activity centers, as well as along major commercial corridors, to support multimodal transportation options and a greater range of housing choices, while preserving the character of existing single-family residential neighborhoods.

- ACTIONS**
- Encourage a higher-density mix of uses at key nodes and activity centers, as well as along major commercial corridors. Integrate multiple land uses, including residential, ground-floor retail, and office as part of individual structures and compact nodes.
 - Explore opportunities to transition strip commercial shopping centers into mixed-use, pedestrian-oriented settings.
 - Create compact, walkable and mixed-use neighborhoods through the reuse of aging commercial and multifamily residential properties.
 - Encourage a variety of housing types, with emphasis on homeownership, including multifamily condominium, townhouses and small-lot single-family houses.
 - As part of a Sandy Springs Development Code, establish zoning tools to facilitate compact, mixed-use settings where appropriate.
 - Encourage and incentivize a higher-density mix of uses at and around existing and future MARTA stations to leverage transit assets while reducing reliance on single-occupancy vehicles.



Example of a compact, walkable community

LU-B2 ESTABLISH A COMPACT, CONNECTED AND WALKABLE COMMUNITY FORM:

In areas designated for mixed-use development, guide and shape redevelopment to create compact, human-scale neighborhoods that support walking, bicycling and transit as viable means of transportation.

- POLICY**
- ACTIONS**
- Revise the City's development regulations so that new growth results in compact development patterns that foster pedestrian activity:
 - » Regulate building massing, design, frontages and heights to encourage human-scale settings and a continuous street wall.
 - » Ensure that new buildings front the street by establishing clear build-to lines along the street.
 - » Establish maximum block sizes. **[see also T-E1]**
 - Revise development regulations to regulate the location and quantity of parking:
 - » Minimize the placement of surface parking lots adjacent to roadways.
 - » Encourage the placement of parking to the rear or sides of buildings, or in structures, particularly for mixed-use development. Where parking is permitted between the building and the street, it should be limited to one or two bays of parking, with the rest located elsewhere.
 - » Encourage on-street parking in



Commercial building fronting the street, with parking in the rear and a height equivalent to two stories



Existing: Numerous access points, no access across parcels



Consolidated access points cross-access to adjacent parcels



Existing: Numerous access points, no access into shopping center



Consolidated access into shopping center

SHARED ACCESS. Reducing the total number of access points along the corridor would improve pedestrian and bicycle mobility, while reducing the extent to which vehicular traffic must utilize major roadways. Methods include sharing entry drives to parking areas, providing cross-access between parcels (to allow more efficient shared use of parking), and providing rear access and connections, where possible.

ACTIONS

- locations with ground-floor retail or other active uses. Where on-street parking is not feasible on major thoroughfares, it should be encouraged on adjacent side streets.
 - » Reduce parking requirements to minimize the amount of land devoted to this function.
 - » Encourage shared parking arrangements between adjacent properties and businesses to the extent possible.
 - » Encourage the “greening” of parking lots, including the provision of landscaped buffers along streets, as well as the planting of trees and other vegetation within parking areas.
- Promote interconnectivity between adjacent commercial and mixed-use parcels to minimize the need to utilize adjacent roadways for short trips:
 - » Should redevelopment occur, require pedestrian, bicycle, and vehicular connections between parcels whenever feasible.
 - » Implement strategies such as establishing cross-access easements between adjacent properties, providing stubs for future roadway connections, and/or creating parallel access systems to connect parking areas.
 - » Consolidate multiple access points from major roadways into a single access point whenever feasible.
- Retrofit existing shopping centers by promoting outparcel redevelopment fronting the street, interconnectivity between adjoining parcels, and reduction of curb cuts to adjacent roadways.
- Facilitate pedestrian access between commercial areas and surrounding residential neighborhoods.
- In designated mixed-use areas, require minimum building heights equal to at least two stories to establish a human-scale, walkable environment.
- Prohibit auto-oriented uses—such as gas stations, automobile repair and dealerships, and self storage facilities—within areas designated for mixed use.

C. CREATE A SERIES OF INTERCONNECTED CENTERS, DESTINATIONS AND UNIQUE PLACES

POLICY LU-C1 REVITALIZE ROSWELL ROAD THROUGH MIXED-USE REDEVELOPMENT AND THE CONTINUED TRANSFORMATION OF THE CITY SPRINGS DISTRICT:

Transform Roswell Road into a great multimodal boulevard defined by a series of connected and walkable mixed-use neighborhoods along the entire corridor, including a dynamic city center.

ACTIONS

- Continue the transformation of the City Springs district as Sandy Springs' mixed-use city center, in order to fulfill the vision of the City Center Master Plan and Phase 1 Implementation Plan of a unique, vibrant and walkable city center.
- Encourage and incentivize the creation of a mixed-use village ("North River Gateway") at the northern end of Roswell Road. (See the Roswell Road Small Area Plan).
- Encourage and incentivize the formation of a mixed-use neighborhood on both sides of Roswell Road, immediately south of I-285, to provide a mix of uses and a range of housing choices close to Roswell Road and the Medical Center area.
- Encourage the mixed-use revitalization of individual sites along Roswell Road. Due to the large number of small lots, promote the assembly of multiple parcels to enable revitalization.



Example of a live-work district

POLICY LU-C2 TRANSFORM THE PERIMETER CENTER INTO A WALKABLE, LIVE-WORK ENVIRONMENT:

Position the Perimeter Center for the future as an urban mixed-use and live-work district that supports a range of transportation modes and a jobs-housing balance, while maintaining the area's role as a thriving regional employment center.

POLICY

ACTIONS

- Promote a greater mix of uses and housing options that support and enhance the existing anchors of both the Medical Center and the Perimeter Center areas while fostering more activity during non-work hours and weekends.
- Foster a connected, human-scale environment by repurposing current single-use parcels, such as big-box retail sites, into smaller, mixed-use blocks with a new grid of streets and public green spaces.
- Establish improved connections to, and integration of, area MARTA stations, including the Sandy Springs and Medical Center stations as well as the Dunwoody station. **[see also LU-C3]**
- Improve connectivity within and beyond the Perimeter Center through an expanded street network and integration of all modes of transportation (pedestrian, bicycle, transit and vehicular). Continue to implement relevant PCID connectivity plans and policies as articulated in the Commuter Trail System Master Plan, Perimeter Bicycle Strategy, Circulator Implementation Plan, Dunwoody MARTA Connectivity Improvements, and Perimeter Public Space Standards.
- Explore the potential to establish an overbuild zone atop GA 400, to create space for a new park to serve as an amenity to the Medical Center and nearby residential uses, while establishing vehicular and pedestrian connections to surrounding mixed-use areas, City Springs, and other employment centers.

For more detailed discussion of opportunities for the Perimeter Center see the Perimeter Small Area Plan.



Example of a mixed-use village



Example of transit-oriented development

for development occurring within ½-mile of MARTA stations.

- Incorporate community gathering places, such as pedestrian plazas, into the design of transit station areas to establish a more welcoming, active and people-oriented station environment.
- Provide and enhance access to stations via a range of transportation modes, with particular emphasis on walking and bicycle facilities, trails, transit and shuttles. **[See also T-B1]**

For more detailed discussion of opportunities for MARTA stations, see the MARTA Stations Small Area Plan.

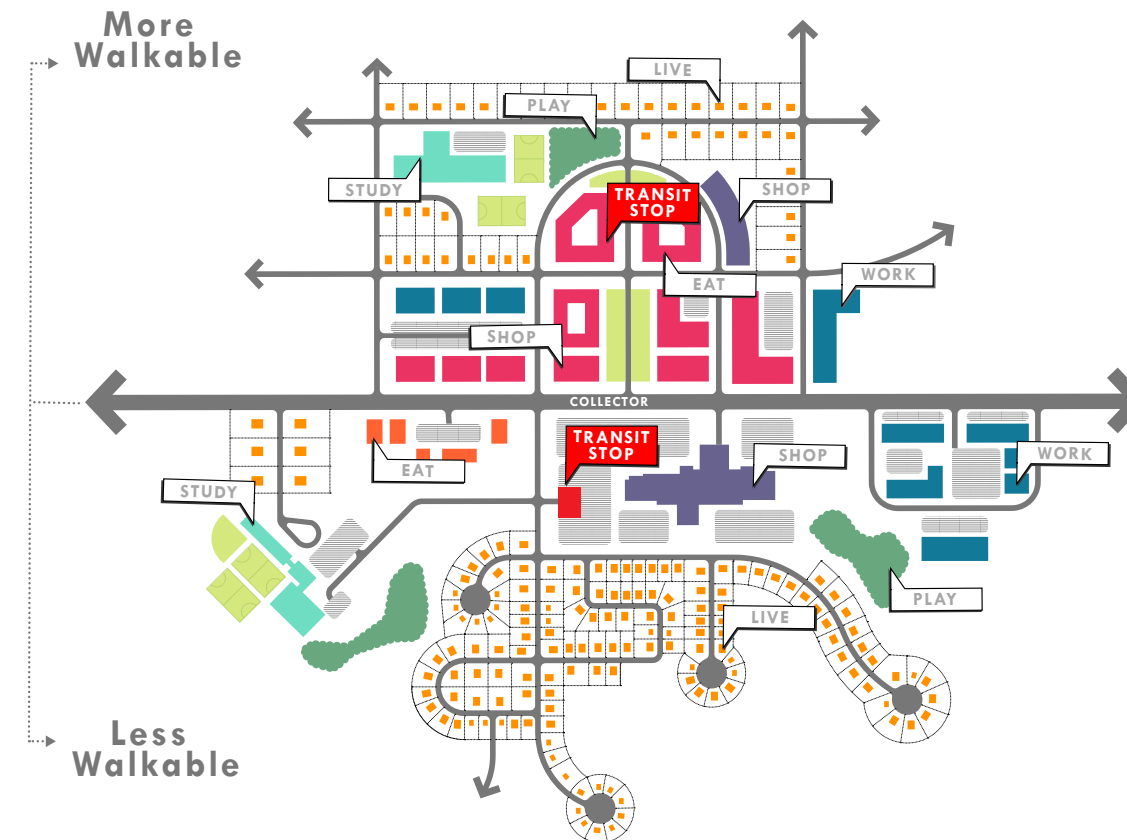
POLICY LU-C3 PROMOTE TRANSIT-ORIENTED DEVELOPMENT AROUND MARTA STATIONS:

Establish existing and future MARTA station areas as focal points for higher-density, mixed-use districts, in order to maximize the potential of MARTA stations and reduce reliance on automobiles for transportation.

ACTIONS

- Create development regulations and standards to encourage compact, higher density, mixed-use districts and a fine-grained and connected network of streets surrounding the existing and proposed MARTA stations. Encourage station area environments that integrate a mix of land uses, including residential and community-serving retail to serve MARTA riders and residents.
- Partner with MARTA to guide the planning, design and establishment of transit-oriented uses around the future Northridge MARTA station.
- Promote and incentivize mixed-use, transit-oriented uses around the North Springs station including strong pedestrian and bicycle access to the existing station, as well as connections to a potential PATH400 trail extension and business centers west of GA 400.
- Establish the Sandy Springs and Medical Center MARTA stations as the focal point for any larger-scale, mixed use opportunities. These opportunities should incorporate strong transit accessibility. Further, the Perimeter Center area should encompass higher densities and a greater mix of uses in combination with infrastructure capacities that accommodate additional commuting trips or improved transit connections that enhance ridership. **[see also LU-C2]**
- Improve the visibility and accessibility of existing MARTA stations through signage, wayfinding, site enhancements and architectural treatments. Consider ways to mitigate the visual impact of existing parking facilities at each station (e.g., architectural and/or landscape screenings).
- Establish reduced parking requirements

Transit-Oriented Development Pattern



Typical Suburban Development Pattern

Transit-oriented development (TOD) is more compact development containing a mix of land uses distributed throughout a street grid with easy access to multimodal transportation options. TOD is more walkable than conventional development, which typically consists of separated land uses and lacks a connected street network.

D. ENHANCE THE CHARACTER AND IMAGE OF MAJOR CORRIDORS

POLICY LU-D1 CREATE GREAT STREETS AND STREETSCAPES:

Implement the design and construction of safe, attractive and pedestrian-friendly streetscapes that project a positive image for Sandy Springs while encouraging walking.

ACTIONS

- Pursue the phased conversion of Roswell Road into a pedestrian-friendly boulevard with a beautifully planted median, enhanced sidewalks, and safe pedestrian crossings.
- Pursue the conversion of Peachtree-Dunwoody Road into a Perimeter Center main street and urban boulevard with enhanced pedestrian and bicycle connections as well as an urban greenway and a series of public spaces.
- Reduce the total number of access points along commercial corridors to improve the safety and comfort for pedestrians and bicyclists while minimizing conflicts between non-motorized and vehicular traffic. Encourage strategies such as shared entry drives to parking areas, cross-access between parcels, and rear access and connections where possible. **[see also LU-B2, T-B4]**
- Work with GDOT and the Sandy Springs Department of Public Works to add street trees and incorporate continuous landscape strips between the street and sidewalk.
- Through City-led initiatives or as part of private development, increase the number and quality of streetscape amenities such as benches and other seating, pedestrian-oriented street lighting, trash receptacles, and bicycle racks.
- Incorporate distinctive pavement textures and colors in streetscape designs, particularly in areas with high levels of pedestrian and commercial activity.
- Research and pursue opportunities to relocate overhead power lines underground, particularly on major commercial corridors.
- Prepare detailed streetscape plans and design standards for major corridors to guide future public and private investments in streetscape improvements. Prioritize Roswell Road and Peachtree-Dunwoody Road for streetscape improvements.



Sandy Springs Boulevard Concept: Transformation of Roswell Road into a pedestrian-friendly boulevard (see Roswell Road Small Area Plan for further detail).



Peachtree-Dunwoody "Smart Street" concept: an urban boulevard and greenway to serve as the Perimeter Center's main street (see Perimeter Center Small Area Plan for more details).



Public Art



Water Feature



Gateway with art and landscaping



Public Art



Green Street

POLICY **LU-D2 ENHANCE SENSE OF PLACE IN THE PUBLIC REALM:** Enhance the identity and vitality of major corridors by improving their visual character and providing beautiful public spaces.

ACTIONS

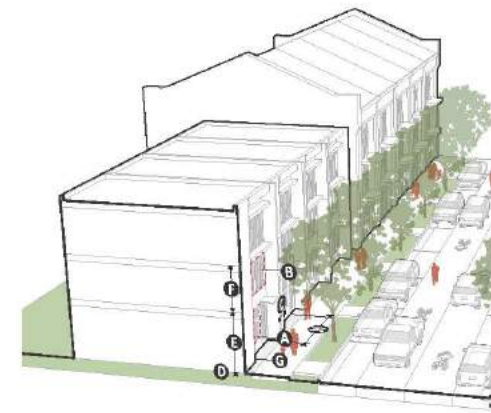
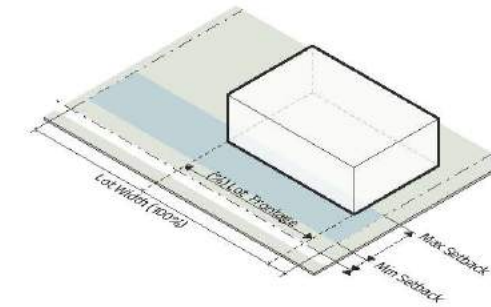
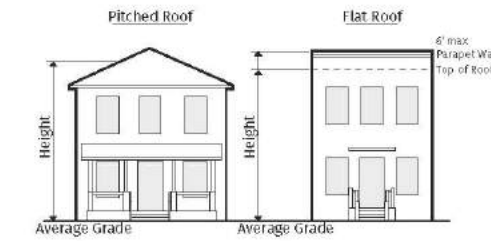
- Create a series of new and enhanced public spaces—including parks, plazas, green spaces, and pocket parks—throughout the city, and particularly in mixed-use areas, to enhance the appearance and experience of public space while serving as locations for residents to gather and interact. Incorporate elements such as public art, trees and other plantings, seating and water features to enhance the appeal, appearance and experience of these spaces.
- Establish attractive, green and welcoming gateways at major entry points to the city, including river crossings, through a combination of plantings, landscaping and built elements. These gateways should impart an attractive and memorable visual identity for Sandy Springs while contributing, where feasible, to the city's overall network of parks and public spaces.
- Revise and enforce design standards along major commercial corridors, such as Roswell Road and Peachtree-Dunwoody Road, to reduce the visual clutter associated with business signage and lighting.
- Establish a network of green streets by incorporating plantings, landscaping and stormwater management features along sidewalks, in roadway medians and along the street-facing edges of existing surface parking lots to enhance the visual character and cohesiveness of major corridors while capturing and filtering stormwater runoff.
- Partner with Art Sandy Springs and local artists to integrate public art into the design of streetscapes and other public spaces. Pursue opportunities for creative placemaking, including the use of vacant storefronts for temporary installations.

E. CREATE A SANDY SPRINGS DEVELOPMENT CODE TO ALIGN WITH AND IMPLEMENT THE COMPREHENSIVE

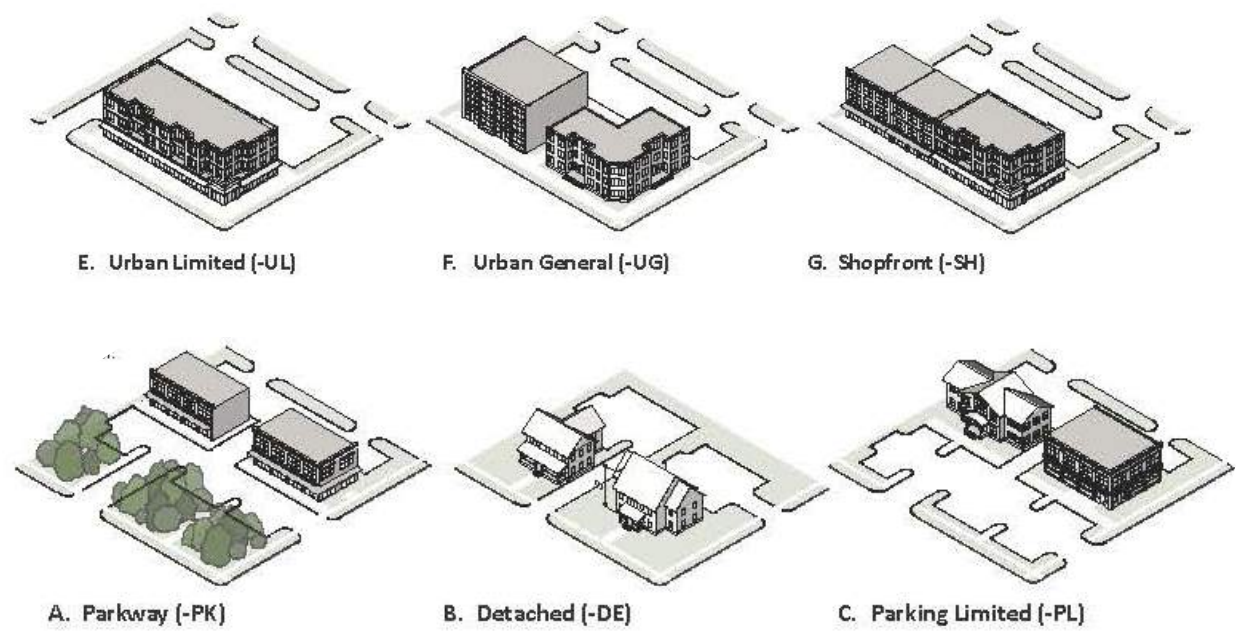
POLICY LU-E1 CREATE A NEW CODE: Create a Sandy Springs Development Code that enhances the design quality citywide and effectively implements the planning priorities articulated in the Comprehensive Plan and associated small area plans.

ACTIONS

- Unify existing development regulations—zoning, subdivision and environmental standards—in a single, graphically-rich document that is easy to use and understand.
- Enact development regulations that implement the Character Areas map by protecting existing single-family residential neighborhoods while encouraging, facilitating and maximizing redevelopment opportunities in target areas, including along Roswell Road, in the Perimeter Center, around existing and future MARTA stations and in the Powers Ferry area.
- Reduce the number of rezonings by updating development regulations to align with city policies and community goals.
- Graphically prescribe the type and form of development allowed and desired within each zoning district.



Below and Left: Examples from development regulations that graphically prescribe the type and form of buildings.



POLICY LU-E2 BRING MORE PREDICTABILITY AND CERTAINTY TO THE DEVELOPMENT APPROVAL PROCESS :

Revise and consolidate development review procedures to make the process more orderly, responsible and understandable.

ACTIONS

- Clarify and consolidate development review procedures and administrative provisions to eliminate redundancies and internal conflicts.
- Use plain language and illustrate requirements so that they are understandable and intuitive.
- Reduce the overall number of—and number of requests for—variances by establishing development and design standards that result in the desired type and form of development.
- Consider the use of expedited review as an incentive for redevelopment.
- Map the new zoning districts in the Sandy Springs Development Code consistent with this Plan to eliminate the need for continual rezonings.

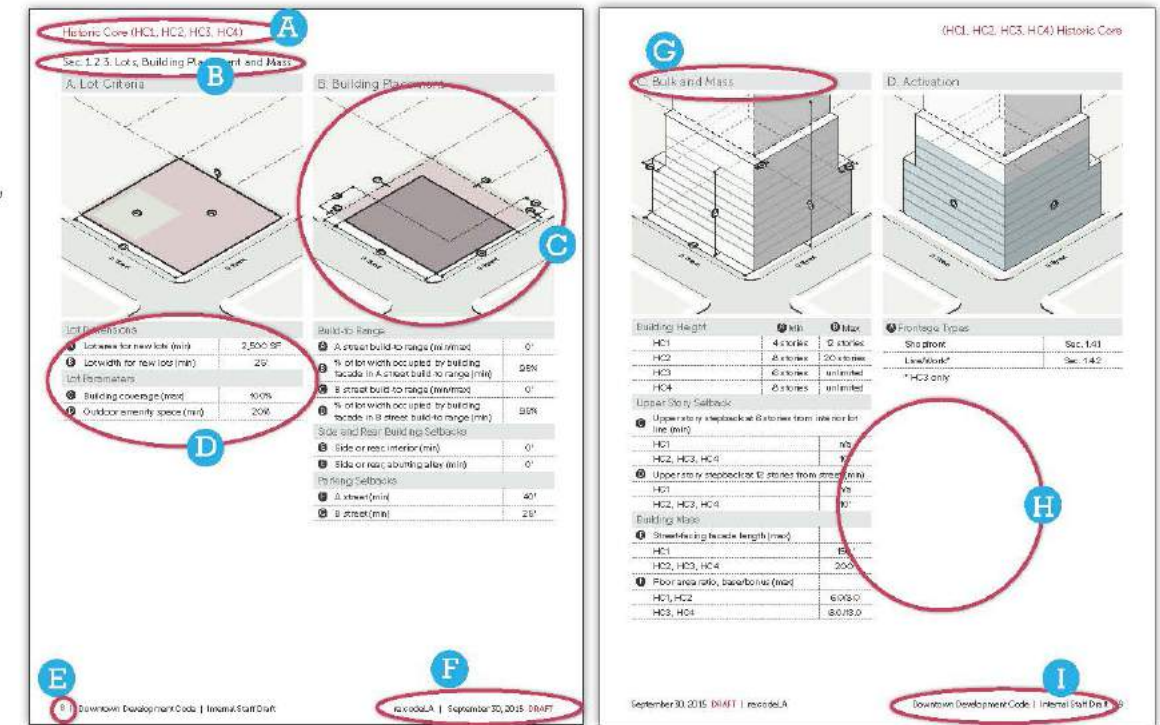
POLICY LU-E3 REDUCE THE EXTENT OF EXISTING, BUT UNBUILT, ENTITLEMENTS :

Review all existing unbuilt development approvals such as old Fulton County site plans and conditional rezonings. Consider replacing old, unbuilt entitlements with new zoning districts and improved development standards, where appropriate and legally defensible.

ACTIONS

- Map the new zoning districts in the Sandy Springs Development Code consistent with this Plan and eliminate old, unbuilt site plans and conditional rezonings, where appropriate.
- Use the adoption of the Sandy Springs Development Code to improve zoning throughout the City and upgrade existing conditions of rezoning and site plans with improved City-wide development standards.

Below: Example of a zoning code that is clear and easy to understand. This format is graphics-intensive.



- A** Running Header
- B** Prominent Titles
- C** Embedded Graphics & Illustrations
- D** Clean, Easy to Read Tables
- E** Page Numbers
- F** Date
- G** Consistent Paragraph Numbering
- H** Use of White Space
- I** Running Footer

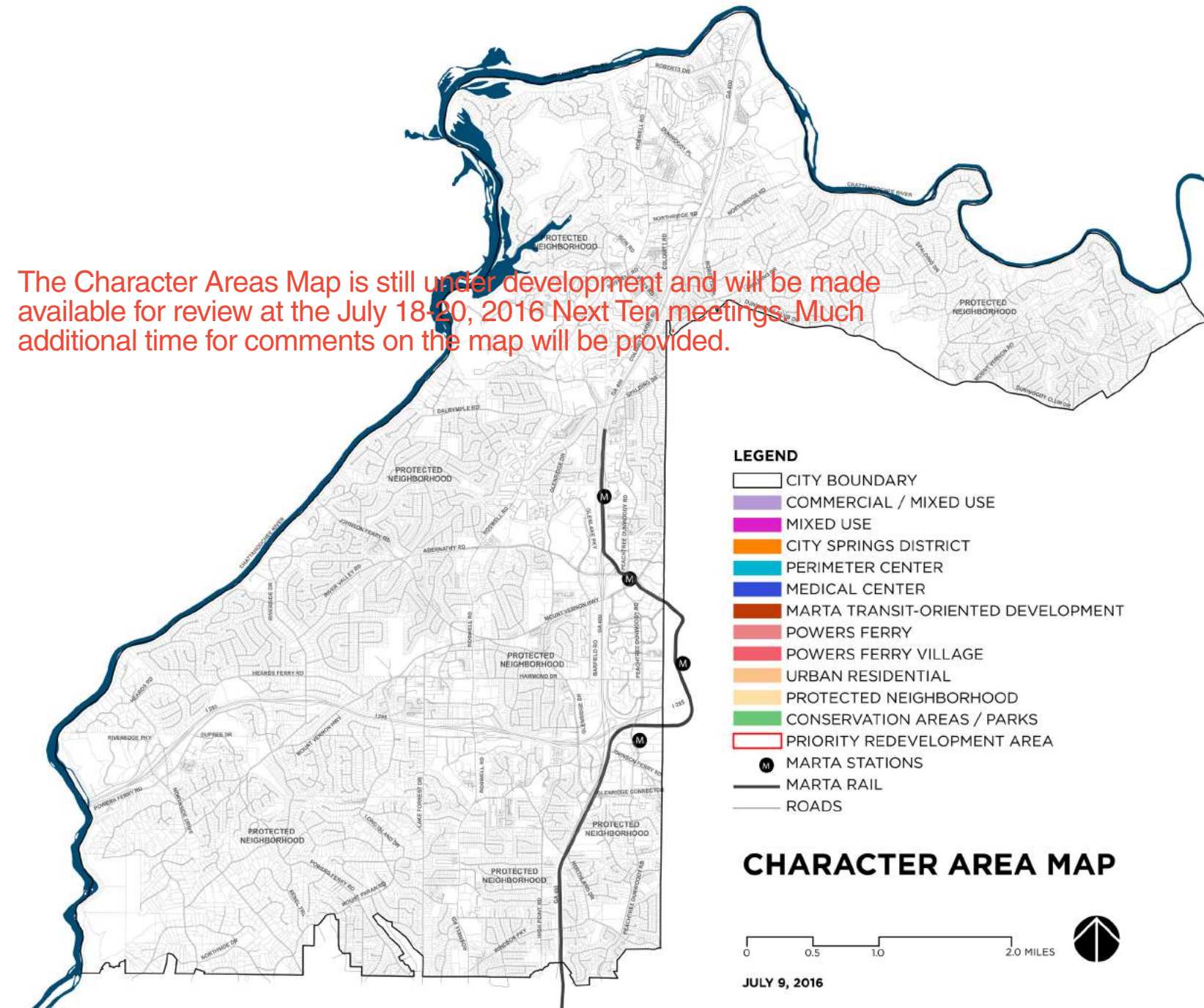
CHARACTER AREAS

As required by the state's Local Planning Requirements, the Character Area Map serves as the future land use and development map for the City of Sandy Springs. It identifies specific geographical areas all over the city that have special or unique characteristics, based on either existing conditions or the vision for the future, and which collectively give Sandy Springs its distinctive character. These areas may already have a unique character, or they may have the potential to evolve into an area with a unique character based on future decisions regarding preservation, enhancement, and/or transformation.

The accompanying Character Area Map (see opposite page) defines the location and boundaries of each identified character area. In addition, this section of the Land Use Element includes summary descriptions of each character area, including the general vision for each area, appropriate land uses, and the implementation measures needed to fulfill the vision. As the vision for a number of the character areas has been informed by more-detailed small area planning efforts, the relevant plans are noted and should be referenced for more-detailed land use and urban design concepts, design guidelines and implementation strategies (small area plans prepared as part of the Next Ten process are appended to, and incorporated as part of, the Comprehensive Plan). Moreover, many of the character areas will be implemented by new development regulations included in the City's new Sandy Springs Development Code, which is also under development as part of the Next Ten process.

As part of the small area planning component of the Next Ten planning process, a series of parcels, or conglomerations of parcels, with significant redevelopment potential were identified as Priority Redevelopment Areas, defined with red borders on the Character Areas Map. These areas have the highest potential and need for redevelopment, based on existing land use and ownership as well as their potential to fulfill the vision of the Comprehensive Plan and associated small area plans. For this reason, it is recommended that the City focus its short-term redevelopment efforts on the identified Priority Redevelopment Areas.

Detailed urban design concepts were prepared for these areas as part of the small area planning process and provide the guiding framework for development on these sites.

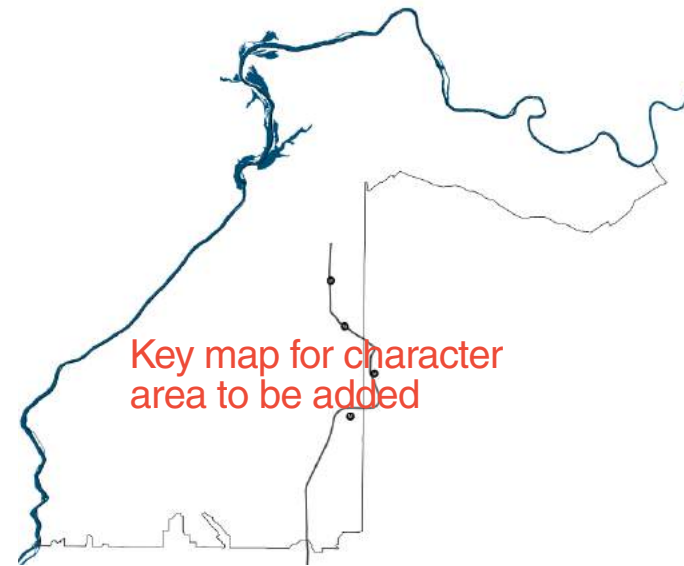


Character Area Type 1: PROTECTED NEIGHBORHOOD

CHARACTER AREA DESCRIPTION

The largest character area in Sandy Springs, Protected Neighborhoods are areas of existing low-density single-family residential uses with a suburban character. In the future, these stable neighborhoods will retain their existing land use patterns, in order to maintain existing neighborhood character, quality of life and tree canopy. Within Protected Neighborhoods, changes to existing zoning—including rezonings and zoning variances—are discouraged.

Protected Neighborhoods will receive only a minor share of the citywide population increases projected over the next two decades. While limited infill development may occur to renew the housing stock, new residential development will be compatible with prevailing densities, lot sizes, lot coverage and setbacks; rezoning to higher-intensity residential zones is discouraged. All infill residential development should minimize site grading and the removal of trees and vegetation, particularly at the perimeters of lots, in order to maintain the tree canopy that defines these areas of the city. Development outside the edges of protected neighborhoods will be carefully managed to prevent encroachment of non-residential or higher-intensity residential uses into this character area and to ensure compatible transitions between land uses and development intensities.



LAND USES

- Exclusively single-family, detached homes, with the exception of existing civic uses that support residential uses, such as schools and places of worship.

IMPLEMENTATION MEASURES

- Revise existing zoning and subdivision regulations as part of a new Sandy Springs Development Code. It is envisioned that the revised regulations will largely retain existing design standards for these areas while renaming, and clarifying the intent, and hierarchy of, existing single-family zoning districts. Until the time that revised zoning and subdivision regulations are adopted, applicable zoning districts include R-1, R-2, R-2A, R-3/R-3A, R-4A, R-4, R-5, and R-5A.
- Discourage rezoning within Protected Neighborhoods.
- Revise existing development standards for adjoining character areas to ensure compatible land use transitions and mitigation of impacts when residential and non-residential uses, or residential uses of varying intensities, abut Protected Neighborhoods.
- Complement existing and revised zoning with policies to direct new growth to areas other than Protected Neighborhoods, and more appropriate for higher-density development, as depicted in the Character Areas Map.



Single family home, Sandy Springs, GA



Single family home, Sandy Springs, GA



Single family home, Sandy Springs, GA



Single family home, Sandy Springs, GA

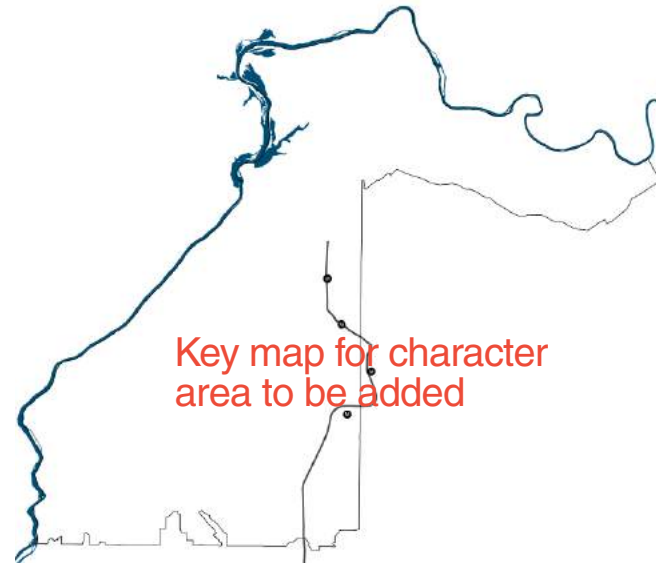


Single-family home, Sandy Springs, GA

Character Area Type 2: URBAN NEIGHBORHOOD

CHARACTER AREA DESCRIPTION

The Urban Neighborhood character area includes existing residential areas where it is envisioned that reinvestment in the community can and should occur, with a focus on providing high-quality housing that enables homeownership opportunities. This area is appropriate for higher-density residential uses, given the presence of existing multifamily residential uses and the proximity of much of this character area to either Roswell Road or the Perimeter Center. In particular, alternatives to existing apartments that provide similar densities and expanded opportunities for homeownership (e.g., small-lot single-family residential, higher-density townhomes, condominiums, and duplexes) are appropriate for and encouraged within this character area. As such, redevelopment within this character area will be critical to achieving the Comprehensive Plan goal of expanding the range of available housing options—particularly at the middle of the housing spectrum, with regard to home prices and sizes, as well as housing that meets the needs of a range of demographic groups (including seniors and millennials).



The Urban Neighborhood character area currently includes land zoned for multifamily residential uses, including some areas with strong redevelopment potential that abut areas designated for mixed-use and commercial development. Portions of this character area are identified as priority redevelopment areas, while the majority of this area is likely to evolve over time as redevelopment opportunities arise. Land within this character area may be appropriate for rezoning in the future, provided that new development occurs in a sensitive manner that manages the impacts of any increased development intensity on surrounding single-family residential uses. Moreover, rather than following the form and development patterns established by existing multifamily and townhouse development, redevelopment within this character area will result in more compact, connected and walkable neighborhoods that maximize proximity to mixed-use development along Roswell Road, in the Perimeter Center and MARTA station areas. New development will achieve a continuous building edge along the sidewalk, based on established build-to lines, will incorporate rear alley access for garages and service, and will include more compact building typologies and more efficient use of land than the existing “garden apartment” precedent achieves.

LAND USES

- Primarily or exclusively residential (small-lot single family, townhouse residential, two-family units, and multifamily), with an emphasis on providing homeownership opportunities.
- Civic uses that support residential uses, such as schools and places of worship, may be permitted.

IMPLEMENTATION MEASURES

- Prepare new development regulations for residential development as part of a new Sandy Springs Development Code to implement the Comprehensive Plan and small area plans.
- Follow design standards and regulations from the Sandy Springs Development Code, once adopted.
- Implement redevelopment recommendations for compact and connected residential neighborhoods along the Roswell Road corridor articulated in the Roswell Road Small Area Plan for northern Roswell Road and south of I-285.

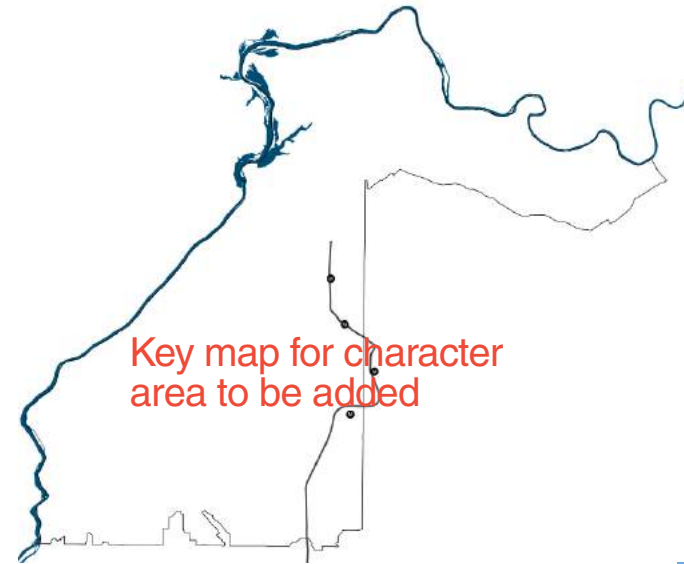


Character Area Type 3: MIXED USE

CHARACTER AREA DESCRIPTION

The Mixed Use redevelopment character area includes identified priority redevelopment areas and sites along Roswell Road where opportunities exist for redevelopment in the form of walkable, mixed-use activity centers. Building on the precedent established by ongoing development in the City Springs District, parcels within this character area are envisioned as special places with a distinct sense of place and a mix of land uses that support alternatives to travel by private automobile. New development and redevelopment in these areas should be compact in form, with vertical mixed-use structures. Development in these areas will achieve greater connectivity through additional street, sidewalk and trail connections. A network of pedestrian-friendly and well-designed streetscapes, enlivened by adjacent land uses, will establish a distinctive sense of place.

This character area is appropriate for the highest-intensity mixed-use development along Roswell Road, with the highest allowable minimum and maximum building heights. Buildings should be constructed facing the street, based on a pre-determined build-to line to encourage active and human-scale pedestrian environment along Roswell Road. Roswell Road itself will be transformed into a pedestrian-oriented urban boulevard through streetscape improvements and installation of a landscaped median along its length. In the Roswell Road Small Area Plan, this category is applicable to the nodes and smaller redevelopment sites.



LAND USES

- Mixed Use (including residential, office and ground-floor retail/commercial)

IMPLEMENTATION MEASURES

- Implement the recommendations for mixed-use re development included in the Roswell Road Small Area Plan (see appendix).
- Prepare new development regulations for mixed-use development as part of a new Sandy Springs Development Code to implement the Comprehensive Plan and associated small area plans.
- Prepare a Streetscape Design and Implementation Plan to guide the conversion of Roswell Road into an urban boulevard.
- Refer to the Roswell Road Small Area Plan (see appendix) for more-detailed development plans, design standards and implementation strategies.



Example of mixed use residential in Bainbridge, WA.



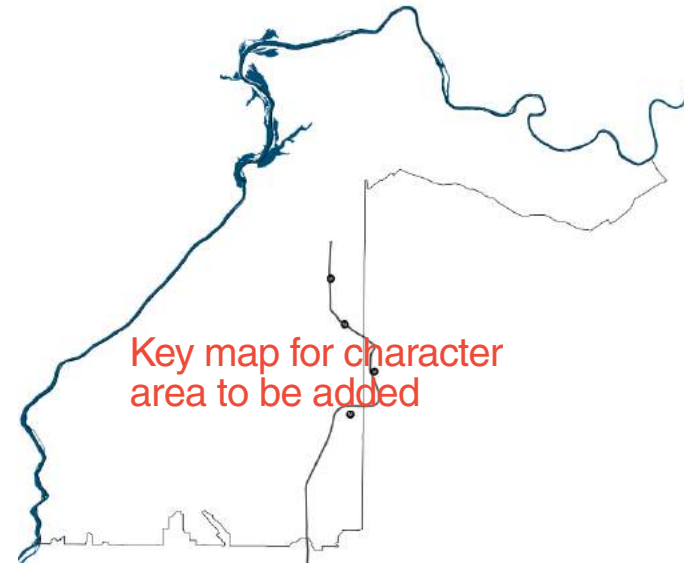
Example of mixed use residential in Seattle, WA.

Character Area Type 4: COMMERCIAL / MIXED-USE

CHARACTER AREA DESCRIPTION

The Commercial / Mixed-Use character area includes existing commercial sites along Roswell Road where opportunities exist for redevelopment in the form of walkable, mixed-use activity centers. New development and redevelopment in these areas should be compact in form, with vertical mixed-use structures and/or free-standing commercial structures. Development in these areas will achieve greater connectivity through additional street, sidewalk and trail connections. A network of pedestrian-friendly and well-designed streetscapes, enlivened by adjacent land uses, will establish a distinctive sense of place.

To achieve a pedestrian-oriented scale and street character, buildings should be constructed facing a redesigned Sandy Springs Boulevard, based on a pre-determined build-to line to encourage an active and human-scale pedestrian environment along Roswell Road. Free-standing commercial buildings should have heights equivalent to two stories (actual or implied through inclusion of a high parapet or faux second story), in order to reinforce the pedestrian-oriented scale of the corridor. Roswell Road itself will be transformed into a pedestrian-oriented urban boulevard through streetscape improvements and installation of a landscaped median along its length.



LAND USES

- Mixed Use (including residential, office and ground-floor retail/commercial)
- Commercial

IMPLEMENTATION MEASURES

- Implement the recommendations for mixed-use development included in the Roswell Road Small Area Plan (Appendix A).
- Prepare new development regulations for mixed-use development as part of a new Sandy Springs Development Code to implement the Comprehensive Plan and associated small area plans.
- Prepare a Streetscape Design and Implementation Plan to guide the conversion of Roswell Road into an urban boulevard.
- Refer to the Roswell Road Small Area Plan (Appendix A) for more-detailed development plans, design standards and implementation strategies.



Example of free-standing commercial building with faux second story



Commercial / mixed-use development Boulder, CO



Example of walkable street in Charlotte, NC



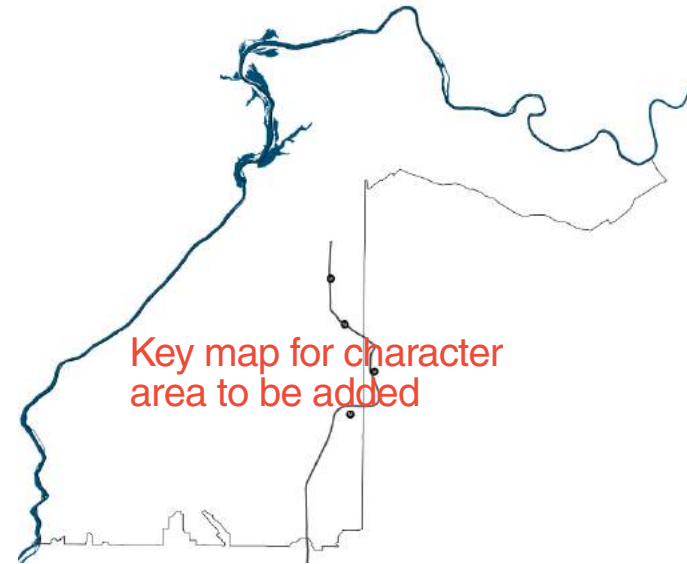
Example of commercial / mixed-use development in Boulder, Co

Character Area Type 5: PERIMETER CENTER

CHARACTER AREA DESCRIPTION

The Perimeter Center character area will remain a thriving and diversified employment center while transitioning over time to include a greater mix of land uses, more housing options, and a connected, multimodal transportation network that maximizes opportunities for travel by transit, walking, and bicycling. The Perimeter Center is well-suited for future growth and redevelopment, particularly in the form of mixed-use and residential opportunities, to create a “live-work” environment where employees can live close to their jobs while experiencing the amenities and community identity that make it a desirable place to live. The Perimeter Center is also envisioned as a more connected and multimodal district through an expanded street network, integration of walking and bicycling facilities, and improved connections to MARTA stations. Future redevelopment will result in new street connections, smaller blocks and human-scale buildings that enhance and define area streetscapes and the overall pedestrian experience, with a continuous building and zero setback from a designated build-to line. A core element of this vision for the Perimeter Center is re-imagining Peachtree-Dunwoody Road as a multimodal “Smart Street” with an enhanced streetscape, “wireless” communication opportunities, improved pedestrian and bicycle facilities, and additional green amenities, including a greenway running along its length.

Priority redevelopment areas identified as part of the concurrent small-area-planning process for the Perimeter Center include two potential opportunity nodes. To the north, the Abernathy/Mount Vernon node focuses on creation of blended residential, hotel, retail and office uses around the Sandy Springs MARTA station. This node also includes the creation of substantial, new public green spaces that will provide additional amenities to these area. The Hammond Node focuses primarily on creation of additional residential, hotel and some limited retail uses, complementing the multifamily residential construction already underway in this area.



Refer to the Perimeter Center Small Area Plan (Appendix A) for more-detailed concept plans, design guidelines and implementation strategies.

LAND USES

- Mixed use
- Residential (multifamily residential, townhouses)
- Retail
- Office
- Green space

IMPLEMENTATION MEASURES

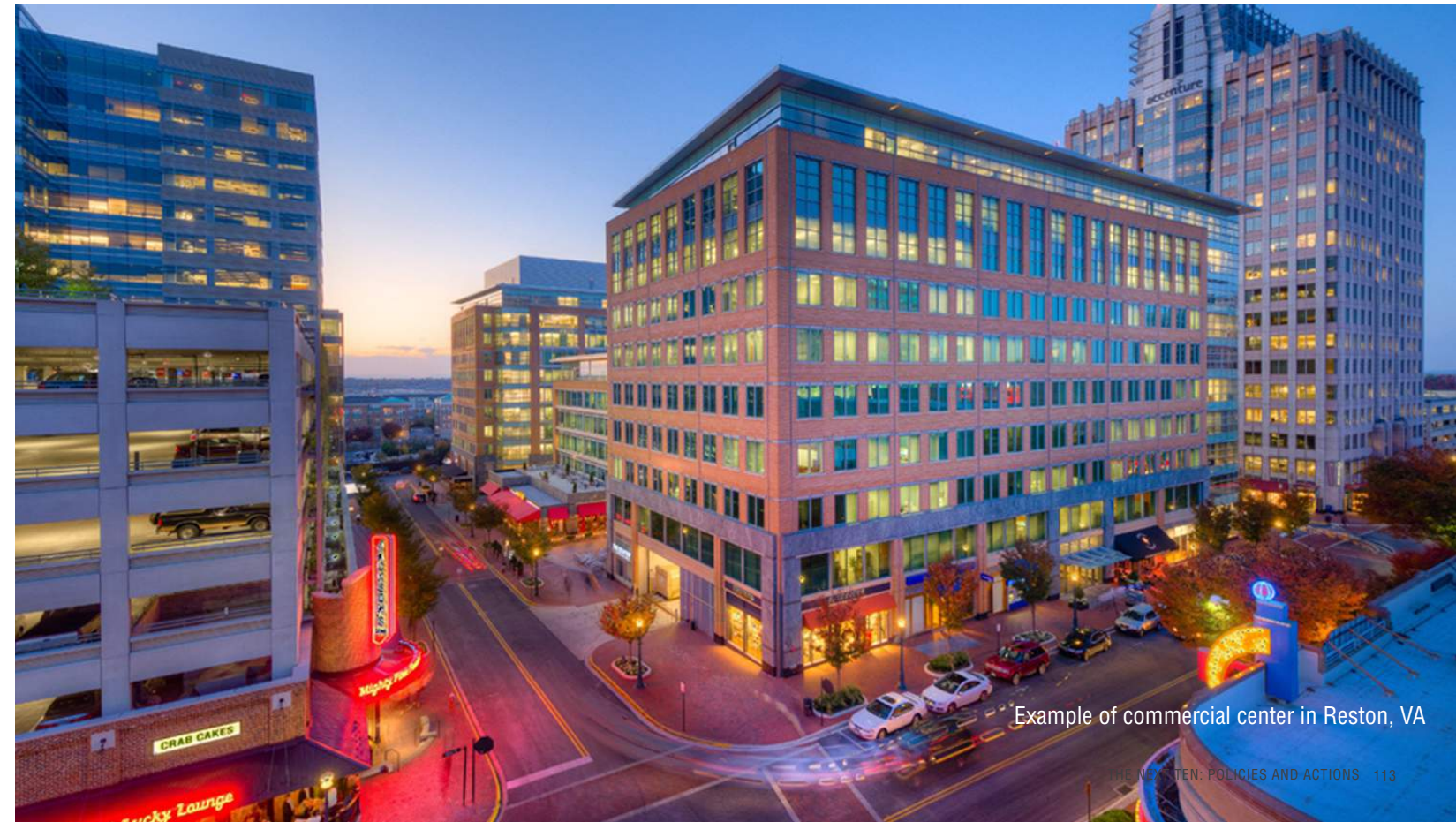
- Prepare new development regulations for the Perimeter Center area as part of a Sandy Springs Development Code to implement the Comprehensive Plan and Perimeter Center Small Area Plan.
- Create a connected street and block network of appropriately-sized development parcels, interconnected secondary streets, and public spaces from assemblage of underutilized commercial properties along Peachtree Dunwoody Road and the low-density “big box” parcel at Peachtree-Dunwoody and Mt. Vernon Highway.
- Conduct a detailed design study for Peachtree-Dunwoody focusing on traffic, multimodal demand, rights-of-way for new street network development, block dimensions, land assembly strategies.
- Work with MARTA to formalize a Transit-Oriented Development (TOD) strategy that includes non-MARTA owned, key parcels in the district, focusing on improvement to station plaza entries and pedestrian connectivity.
- Coordinate with the PCID to implement relevant PCID standards and guidelines, including Perimeter Public Space Standards and the Perimeter @ The Center – Future Focus 2011 LCI 10-Year Update.



Example of public green space in Rockville, WA



Walkable commercial building frontage in Ft. Collins, CO



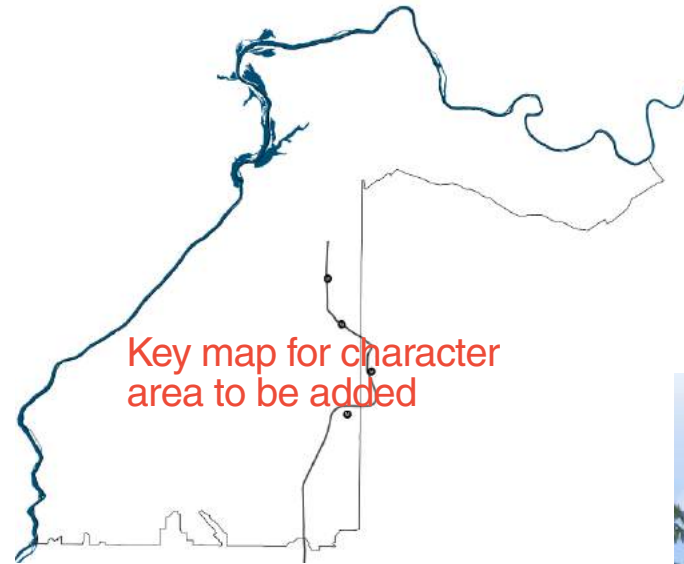
Example of commercial center in Reston, VA

Character Area Type 6: MEDICAL CENTER

CHARACTER AREA DESCRIPTION

As the southern portion of the larger Perimeter Center Improvement District, the Medical Center character area includes the existing conglomeration of hospitals and medical uses south of I-285 and west of Georgia 400. The vision for this area includes maintaining an emphasis on medical-related land uses while integrating more residential uses—through higher-density mixed-use and multifamily residential development—to support the medical uses in the area by providing opportunities to live closer to employment in this area. In order to improve connections across Georgia 400, an opportunity for an overbuild park is envisioned above Georgia 400 as a means of connecting residential development west of Georgia 400 to the medical employment center and MARTA station, while also providing an attractive green gateway to the city and an amenity for residents and workers.

Through future redevelopment, the area will become a more connected, multimodal district by integrating an expanded street network, walking and bicycle facilities, and improved connections to the Medical Center MARTA station. The area will be characterized by smaller blocks and human-scale buildings that enhance and define its streetscapes while improving the overall pedestrian experience. Buildings on all streets will be constructed close to the street with zero setback from a designated build-to line.



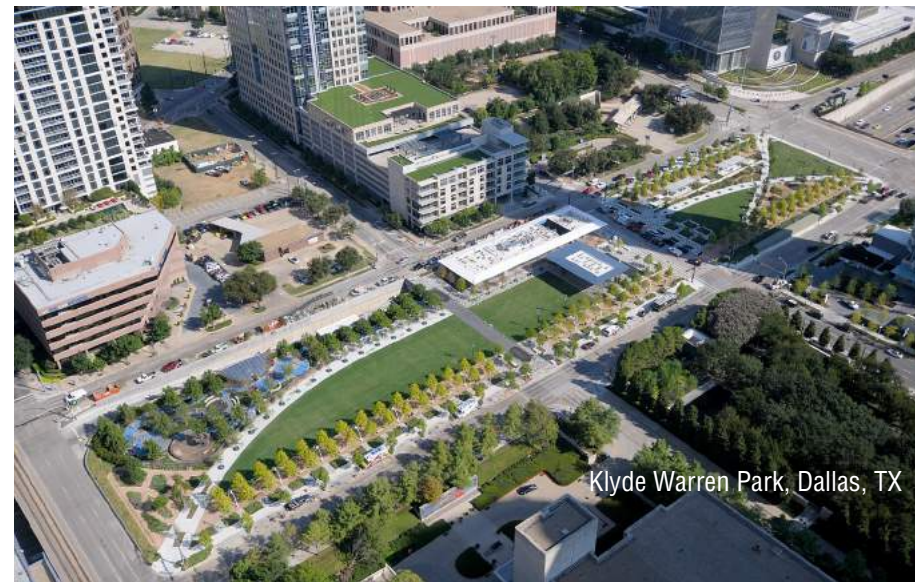
Refer to the Perimeter Center Small Area Plan (Appendix A) for more-detailed concept plans, design standards and implementation strategies.

LAND USES

- Mixed use
- Multifamily residential
- Retail (stand-alone or ground-floor as part of mixed-use development)
- Green space

IMPLEMENTATION MEASURES

- Prepare new development regulations for the medical center area as part of a new Sandy Springs Development Code to implement the Comprehensive Plan and Perimeter Center Small Area Plan.
- Study the feasibility of constructing an overbuild park over Georgia 400 at the Johnson Ferry Road overpass and, as appropriate, solicit developer-led overbuild construction.
- Improve pedestrian and bicycle facilities throughout the Medical Center on public and private streets.
- Improve walking and bicycling access to the Medical Center MARTA Station.
- Pursue the redevelopment of underutilized commercial properties north of Johnson Ferry Road between GA 400 and Glenridge Connector with Multifamily residential.
- As part of revised zoning, reference the latest standards and guidelines for the Perimeter Center Improvement Districts.
- Coordinate with the PCID to implement relevant PCID standards and guidelines, including Perimeter Public Space Standards and the Perimeter @ The Center – Future Focus 2011 LCI 10-Year Update.

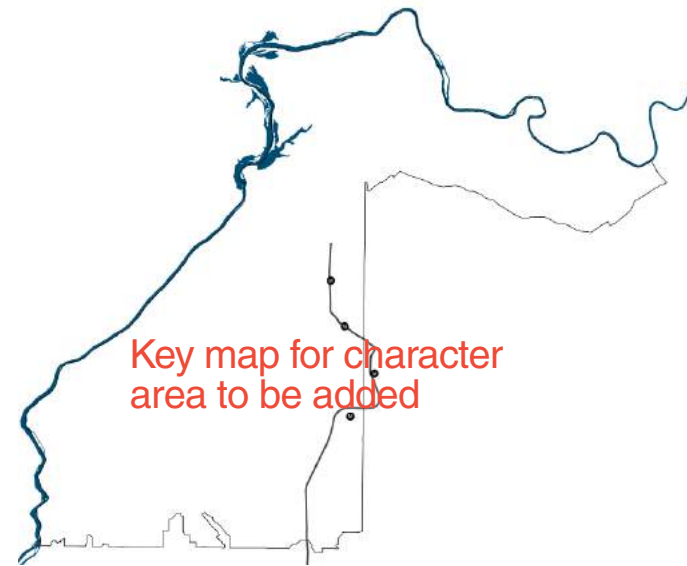


Character Area Type 7: CITY SPRINGS DISTRICT

CHARACTER AREA DESCRIPTION

The City Springs District is envisioned as a unique, vibrant, and walkable district that serves as a civic/cultural center for Sandy Springs and a focal point for community activity and identity. Organized as six component mixed-use neighborhoods, the district will include new City offices, a performing arts center, a studio theater, meeting space, retail and residential uses. The district is tied together and linked to surrounding areas by a green space network, which includes a central plaza and green space (City Green), and is supported by comprehensive infrastructure, including walkable streets, stormwater, traffic flow, transit services, bicycling facilities, parking, utilities and signage.

The vision for the City Springs District was first articulated by the recommendations included in the 2012 City Center Master Plan. In 2013, the City Council approved a City Center Phase I Implementation Plan to guide the first phase of construction, which is currently underway. Additional mixed-use redevelopment is expected to occur as redevelopment opportunities emerge, following the vision established by the City Center Master Plan.



LAND USES

- Mixed Use
- Residential (multifamily, townhouses, small-lot single family)
- Retail (free-standing retail and ground floor retail below other uses)
- Office
- Hotel
- Civic, cultural and community uses
- Green space

IMPLEMENTATION MEASURES

- Prepare new development regulations for the City Springs District as part of a new Sandy Springs Development Code to implement the Comprehensive Plan, Roswell Road Small Area Plan and City Center Master Plan. Until new development regulations are adopted, the existing Main Street District overlay and City Center Master Plan will serve as the implementing mechanisms for this character area.
- Implement improvements to transform Roswell Road into an urban boulevard, per the Roswell Road Small Area Plan.
- Complete Phase 1 construction per the City Center Phase I Implementation Plan.
- Continue future buildout per the recommendations of the City Center Master Plan and companion Livable Communities Initiative (LCI) update.
- Refer to the City Center Master Plan and 10-year LCI Update for more-detailed development plans, design guidelines and implementation strategies.



City Springs Implementation Plan Phase One



City Center Master Plan



City Center Master Plan



City Center Master Plan



City Center Master Plan



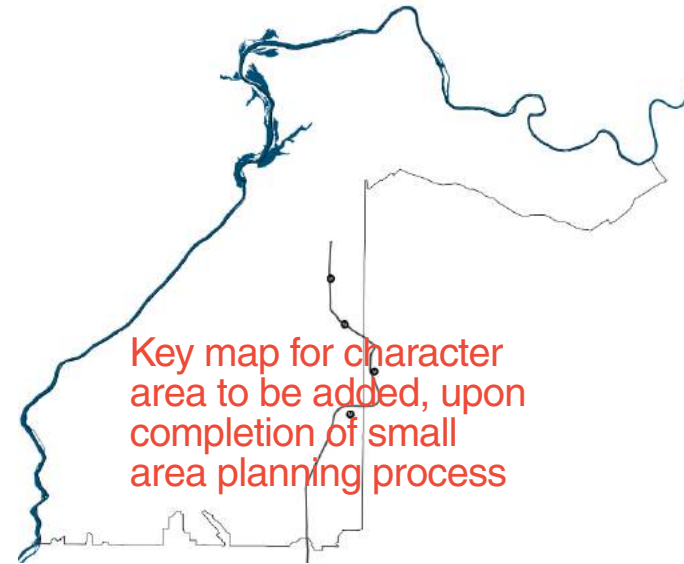
City Center Master Plan



Character Area Type 8: **MARTA TRANSIT-ORIENTED DEVELOPMENT**

CHARACTER AREA DESCRIPTION

- To be added upon completion of small area plan



LAND USES

- To be added upon completion of small area plan

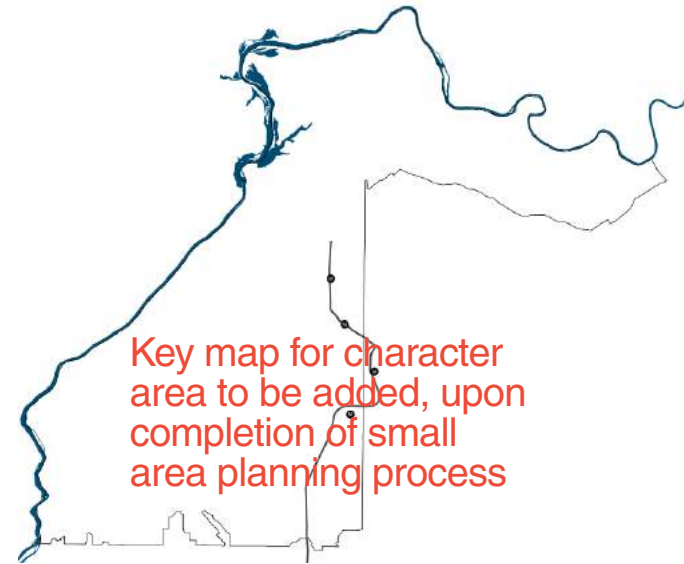
IMPLEMENTATION MEASURES

- To be added upon completion of small area plan

Character Area Type 9: **POWERS FERRY VILLAGE**

CHARACTER AREA DESCRIPTION

- To be added upon completion of small area plan



LAND USES

- To be added upon completion of small area plan

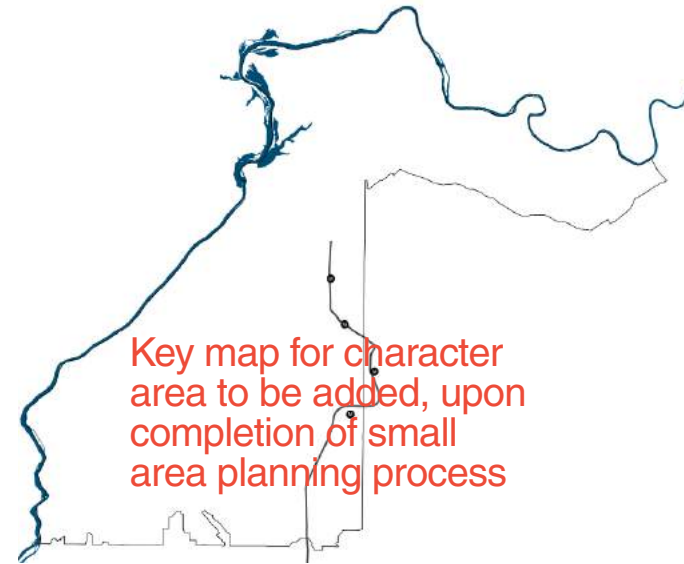
IMPLEMENTATION MEASURES

- To be added upon completion of small area plan

Character Area Type 10: **POWERS FERRY**

CHARACTER AREA DESCRIPTION

- To be added upon completion of small area plan



LAND USES

- To be added upon completion of small area plan

IMPLEMENTATION MEASURES

- To be added upon completion of small area plan

Character Area Type 11: PARKS/CONSERVATION AREAS

CHARACTER AREA DESCRIPTION

These areas correspond with existing parkland and conservation land designated for future parks—including both City-owned land and federally-owned green space along the Chattahoochee River—as well as other privately- or publicly-owned green space, such as golf courses and cemeteries. These areas are considered important natural resources and recreational amenities, as well as critical links in Sandy Springs’ green space network. As such, land within this character area should be protected and maintained as parks and green space.

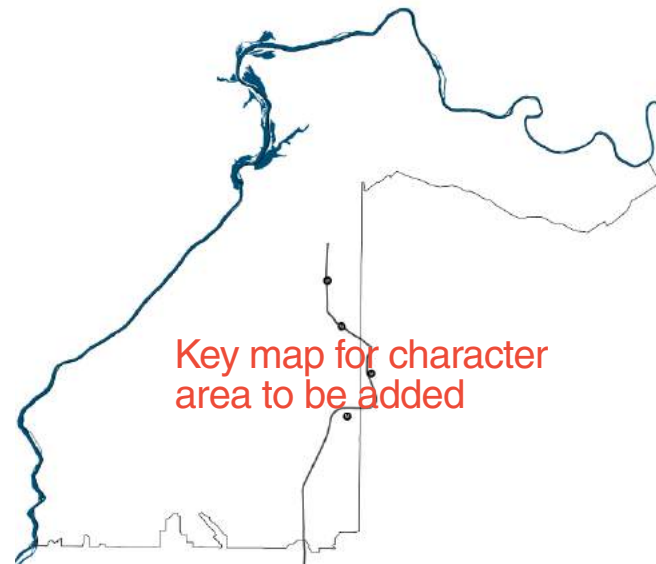
Buildings or structures that support parks and recreation uses (e.g., gazebos, pavilions, visitor centers, picnic facilities, etc.) are appropriate in these areas. In some limited instances, commercial uses that support and activate parks and recreation facilities (e.g., restaurants, snack bars, restrooms, etc.) may be appropriate in some locations, provided that the primary land use remains green space and recreation.

LAND USES

- Public and private green space
- Recreation (passive or active)
- Forested land
- Buildings, structures and/or commercial uses that support or activate parks and recreation facilities

IMPLEMENTATION MEASURES

- Implement existing Parks and Recreation Master Plan and prepare an updated Parks and Recreation Master Plan.
- Follow policies and actions in the Green Space, Natural Systems and Sustainability element of the Comprehensive Plan.
- Enforce Metropolitan River Protection Act and Regional River Plan.
- Enforce floodplain management overlay.
- Enforce Tree Conservation Ordinance.
- Acquire additional land for parks, recreation and green space.
- Conduct further study to identify important scenic views and vistas to be preserved.
- Conduct further study to identify cultural landscapes for preservation.



ECOLOGICAL CORRIDORS

CHARACTER AREA DESCRIPTION

This character area consists of undeveloped buffers along both the Chattahoochee River and perennial/intermittent streams. These areas are envisioned as a network of protected ecological corridors, as part of a larger natural asset protection strategy. Land within this character area is intended to remain in a natural state and constitutes a priority area for protection and tree canopy enhancement, due to the important ecological functions these corridors provide.

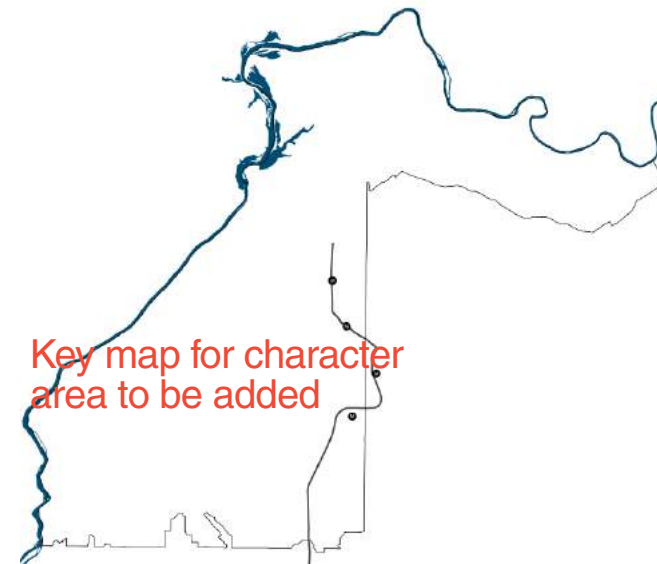
Natural resource protection is the primary land use. Recreational uses such as trails or publicly-accessible green space along stream and river corridors may be permitted. In instances where stream and river corridors abut private property, the City will not encourage public access to ecological corridors, unless desired by adjacent property owners. Those ecological corridors most appropriate for pedestrian or bicycle trail connections are identified in the Green Space, Natural Systems and Sustainability Element. Per existing stream and river buffer laws and regulations, no buildings are permitted within this character area.

LAND USES

- Natural resource protection.
- Trails or green space (where feasible and appropriate)

IMPLEMENTATION MEASURES

- Enforce Metropolitan River Protection Act and Regional River Plan.
- Enforce Stream Buffer Protection Ordinance.
- Enforce floodplain management overlay.
- Designate ecological corridors for protection and tree canopy enhancement.
- Establish conservation easements through land acquisition.
- Conduct educational outreach to property owners on the benefits of ecological corridors.



TRANSPORTATION

VISION

Make Sandy Springs a connected and mobile city with expanded travel choices by enhancing the connectivity of the street and non-motorized network, by providing a rich array of safe and attractive modes of travel, by maximizing and expanding transit systems and access to them, and by reducing the impact of traffic by managing traffic demand, thereby increasing resiliency in the transportation network and expanding users' knowledge of alternative travel choices.

PRIORITY ACTIONS

- Establish a transportation demand management program for the City and integrate it into the City's development review and traffic management efforts
- Increase the person-capacity of major corridors by expanding travel choices for residents and commuters
- Work with partners to provide a range of improved transit services including additional regional transit, new bi-county transit, and high quality local circulators
- Enhance connections from the Roswell Road corridor to its surrounding neighborhoods
- Expand street connectivity to reduce the burden on major corridors
- Incorporate parking in the City Springs area as part of an integrated transportation
- Complete the sidewalk network on major corridors and expand pedestrian facilities citywide
- Invest in and implement planned bicycle facilities
- Enhance the visibility and connections to MARTA stations

NEEDS & OPPORTUNITIES

Sandy Springs must approach transportation differently than it traditionally has. Over the past decade, and particularly in recent years, the City has done much to optimize and, where possible, expand the road system to accommodate the overwhelming (and growing) traffic demands on the City and surrounding region. Yet despite these successful initiatives, traffic and traffic congestion remain a pervasive issue in the City. Any vehicle capacity created has almost immediately been filled with additional automobiles, reflecting a pent-up demand for vehicle travel likely to continue into the future.

For this reason, simply adding more lanes and more vehicle capacity is not a sustainable solution to traffic congestion. The City must approach transportation differently. It must take action to both change how people think about how they travel and concurrently take action to expand the ability to move more PEOPLE in the system, even if it means ultimately moving fewer vehicles.

The City can do this through both policy and programmatic initiatives as well as through street projects. The City must change the calculus of how and when people travel, by providing more opportunities to travel by non-drive-alone modes and more incentives to provide the motivation to do so.

In a mostly built-out city, where the opportunities for street widenings are few — and even then difficult and expensive — Sandy Springs must consider other ways to meet growing travel demands by finding ways to move more people in the same amount of street space and ensuring that mass transportation and non-driving options are appealing, efficient and appropriately meet traveler needs and preferences.

A. BETTER MANAGE VEHICULAR TRAFFIC DEMAND TO ENCOURAGE THE USE OF ALTERNATIVE MODES

The dominant means of transportation in Sandy Springs is driving alone, although the City has the potential to increase the share of trips taken through other modes. This is a less costly and more sustainable approach to serving travel needs than continued commitment to expanding infrastructure for driving trips. Such an approach benefits the citizens and employees of Sandy Springs more directly, whereas added roadway capacity for driving will be used by trips passing through the City.

- **T-A1** Develop, implement, promote and support Transportation Demand Management programs in major employment and activity centers
- **T-A2** Incorporate transportation demand management into the land development process
- **T-A3** Expand the knowledge of and opportunity for non-drive-alone travel
- **T-A4** Shift auto trips away from concentrated activity centers

B. EXPAND MOBILITY OPTIONS

In order to achieve a reduction in drive-alone trips, Sandy Springs will need an enhanced set of transportation alternatives. Although these exist somewhat today, current conditions of the transportation system, such as limited east-west connectivity and an incomplete walking network in many parts of the City, limit them from being a convenient and desirable choice for many would-be users.

- **T-B1** Increase access to existing and planned rail transit stations
- **T-B2** Implement bicycle and pedestrian improvements
- **T-B3** Develop and adopt a transit system plan for a family of transit services
- **T-B4** Plan, design and implement key corridors as efficient and complete streets with enhanced person-capacity

C. IMPROVE EAST-WEST MOBILITY

The built environment of Sandy Springs features two prominent barriers to travel: GA 400 and Roswell Road. Limited crossings of both of these roadways concentrates east-west travel on a small number of connecting thoroughfares, which carry high traffic volumes and experience congestion during peak travel times. Although the City's established street pattern prevents easy addition of new network streets, adding strategic connections—both vehicle streets and bicycle and pedestrian paths—will help to lessen the burden that existing connections carry. In addition, management of the city's key east-west corridors, to enable better transit service and allow shared-ride vehicles, can improve its overall person-carrying capacity.

- **T-C1** Enhance connections over and across GA 400
- **T-C2** Enhance east-west operations

D. INTEGRATE LAND USE CONTEXT AND TRANSPORTATION FUNCTION

The limited thoroughfare network in Sandy Springs has concentrated traffic and congestion on key corridors, while the city and surrounding communities have grown. In turn, this has increased traffic on the secondary streets that make up a connected roadway network. Many of these secondary streets, however, are residential neighborhood streets on which increased traffic and vehicle speeds negatively impact quality of life. Managing these streets through a policy approach that protects residential neighborhoods can reduce these impacts and deter non-local traffic from choosing neighborhood-focused routes, even if it does not fully close or limit streets.

- **T-D1** Develop and adopt a street typology system
- **T-D2** Protect neighborhood streets for neighborhood uses
- **T-D3** Include street enhancements in the land development process

E. INCREASE CONNECTIVITY IN THE STREET AND MOBILITY NETWORK

The majority of the land in Sandy Springs is in single-family residential use, and many of these residential neighborhoods feature dead-end and cul-de-sac streets with limited connection to their surrounding streets. Likewise, major corridors, especially Roswell Road, have limited street network connections to residential neighborhoods and rely on a small number of intersections for distributing traffic. Adding to street network can reduce traffic burden on these streets and intersections, but also shorten travel distances for many neighborhoods to destinations such as parks, schools, and commercial centers.

- **T-E1** Encourage a finer-grained and connected network of streets
- **T-E2** Increase connectivity between existing neighborhoods

A. BETTER MANAGE VEHICULAR TRAFFIC DEMAND TO ENCOURAGE THE USE OF ALTERNATIVE MODES

POLICY

T-A1 DEVELOP, IMPLEMENT, PROMOTE AND SUPPORT TRANSPORTATION DEMAND MANAGEMENT PROGRAMS IN MAJOR EMPLOYMENT AND ACTIVITY CENTERS:

Promote Transportation Demand Management that shifts travel demands from peak periods, corridors or modes to less congested times, routes or modes of travel with greater person-capacity. Effective Transportation Demand Management will enable the City and local stakeholders to meet existing and rising travel demands by better utilizing existing networks and services while retaining the high quality of life and community of Sandy Springs.



Shuttle Service, Hillsboro, OR

ACTIONS

- Establish a Transportation Demand Management (TDM) program which provides a menu of TDM incentives, amenities or services scalable to development location, size and program of uses. Projects of every size and scale can implement and benefit from transportation demand management. The City must define a Transportation Demand Management program that provides appropriate and effective tools for use in different project types throughout the city. The program may be voluntary or compulsory. A sample program may range from the requirement of covered and protected bicycle parking in a small, residential-only development to the expectation of substantial shuttle services and/or active parking management for a large commercial building proximate to MARTA rail services.
- Partner with existing organizations and programs to provide Transportation Demand Management support and planning services to existing and new employers:
 - » The Perimeter Center CID and other similar organizations are optimally positioned to provide TDM planning and program development services to major employers within Sandy Springs and Dunwoody. Support and expand their efforts through technical and financial assistance.
 - » Georgia Commute Options provides a range of information and assistance. The City should promote and assist these entities to expand their outreach and services to Sandy Springs area employers.



Bicycle Parking, Corvallis, OR



Covered Bicycle Parking, Harvard University

- Explore financial structures to support additional investment in TDM programs and services. Such programs may include “congestion fees” on free parking spaces or other site or development features that increase vehicular traffic demand in the peak hour along highly congested routes. Such fees may be modest and still generate critical resources for program development, information and education.
- Partner with the Atlanta Regional Commission for technical guidance and potential access to federal funds for TDM.
- Establish a parking/mobility authority to provide public parking resources to meet demand in strategic locations, such as Roswell Road and the Perimeter Center. Establish in-lieu payment requirements for a portion of parking to be provided on private development sites in this district.

ACTIONS

POLICY

T-A2 INCORPORATE TRANSPORTATION DEMAND MANAGEMENT INTO THE LAND DEVELOPMENT PROCESS:

Review zoning and development code provisions to promote effective management strategies and provide amenities critical to access via non-drive alone modes. Readily available free or low-cost and convenient parking is an inducement to driving, even for trips that could be conveniently made without an automobile. Large quantities of parking should be discouraged in areas of Sandy Springs where viable alternative modes of access are available or could be reasonably enhanced – such as areas around MARTA stations. Where parking is provided, it should be actively managed to encourage travelers to consider the viability of alternative modes of access such as carpooling, transit use, or other.



Shared Parking Zone, Milpitas, CA

ACTIONS

- Reform parking requirements to reflect the availability of alternative travel modes and to increase development flexibility, especially in maturing parts of the city where redevelopment is expected.
 - » Reduce parking minimums for new development to allow greater flexibility on small sites.
 - » Reduce parking minimums in mixed-use districts and along key corridor extents.
 - » Establish flexible parking development tools, such as use of shared parking zones, increased use of remote and valet parking options, and payment in-lieu systems in managed parking areas. The City's current zoning allows some of these options for addressing parking requirements, but does not provide a larger citywide framework for supporting private development with a central parking supply or management system.
- Establish a parking management system for the city, either through establishment of a dedicated parking and development authority or through City staff under direction of the Mayor, Council and City Manager, to serve the following key purposes:
 - » Establish parking management areas, which may be defined in City ordinance or included by default in selected zoning districts. The City will develop an inventory of available parking in these management areas and any new development in the areas may be guided on options, as defined in the previous action item, for satisfying parking requirements other than providing all parking on-site. Management areas may be designated anywhere in the city, but may be most appropriate for Roswell Road and the Perimeter Center. Parking management areas will not affect existing parking on private properties or any agreements among property owners for shared parking privileges.
 - » Designate City-owned properties within these management areas as shared parking resources, allowing individual developments to take credit for some or all of their on-site parking requirements through use of these City resources.
 - » Acquire land in these management areas with strategic value for the City that may also accommodate parking structures.



Parking Management Area, Amherst, MA

- » Construct parking facilities for management areas, using the in-lieu payment system defined in the previous action item to require some or all of a development's parking requirements to use facilities in this City-managed resource.
- Require the provision of amenities that support alternative commuting modes and accommodate additional mobility services in new developments and development areas. New developments, particularly

those that will include substantial new employment, must include amenities such as reserved parking spaces for carpool vehicles, secure bicycle parking, quality pedestrian connections and site design that will enhance alternative commuting options.

ACTIONS



Real Time Information, Minneapolis, MN



Ride Hail Service, San Francisco, CA



Park & Ride / Remote Parking, Cumming, GA



Parking Authority, Philadelphia, PA

POLICY T -A3 EXPAND THE KNOWLEDGE OF AND OPPORTUNITY FOR NON-DRIVE ALONE TRAVEL:

Expand information on travel alternatives and provide user-oriented enhancements, such as information, that increase the ease of use. Examine and remove potential regulatory barriers to the expansion of alternative travel modes and services.

ACTIONS

- Strive to provide ubiquitous real time information on transportation options and services. Information is often an under-recognized barrier to the utilization of non-drive alone travel modes. Real time information on transit services, availability of car share vehicles or ride-hail services (such as Uber), bicycle parking and routes, and information on how to utilize transit and other alternative modes of travel can reduce the uncertainty associated with alternative travel choices, increase the sense of convenience and confidence, and encourage expanded use.
- Promote and encourage additional mobility services by removing regulatory barriers:
 - » Explore, and wherever possible, remove barriers to emerging mobility services and options that offer potential for reducing the volume of drive-alone peak hour travel. Such services may include transportation-networking companies, ride-sharing services and networks, pedicabs, bike share, and bicycle use.
 - » Remain attentive to emerging transportation-based technologies, already in a fast pace of development and evolution at the outset of the Next Ten plan, for further potential solutions to reduce the need to drive alone and to assist in traffic and congestion management.

T-A4 SHIFT AUTO TRIPS AWAY FROM CONCENTRATED ACTIVITY CENTERS:

Whenever possible, intercept single-occupancy or low-occupancy vehicles earlier in their travel, preferably away from highly concentrated activity centers where vehicle trips converge, aggravate congestion, and degrade the quality of place.

POLICY

ACTIONS

- Explore and invest in park-and-ride and remote parking opportunities in less-congested areas of the city near major travel corridors, in order to intercept travelers before they reach the most congested portions of the city. To be successful, these parking locations must be easy to access and free (or lower cost than parking at their destination). Connections between these remote locations and their destinations must be frequent, comfortable and reliable with a wide span of service. Park and Ride and remote parking facilities can be temporary uses that land-bank properties in lower demand submarkets of the city. In addition, the city may participate in delivery of these facilities through incentives or direct investment and leases.
- Establish a system of parking management, either through the City's actions or through establishment of an parking authority, to reduce the need for on-site parking on small and constrained properties on key corridors. **[Refer to Policy T-A2]**

B. EXPAND MOBILITY OPTIONS

POLICY T-B1 INCREASE ACCESS TO EXISTING AND PLANNED RAIL TRANSIT STATIONS:

Take advantage of the three MARTA stations in the City limits by providing better access across GA 400 and enhanced last-mile connections in the immediate station area. While these stations are major transportation assets—not only to the Perimeter Center district, but also to the entire City of Sandy Springs—access to the stations from the west of this highway relies on thoroughfares that carry high traffic volumes, experience congestion and, in the case of Hammond Drive, have no infrastructure for bicycles and pedestrians. In addition, stops for the GRTA Xpress commuter bus service and similar services provided by other transit agencies should be given a comparable priority in terms of access improvements and enhancement of facilities, even if the facilities are less extensive than rail stations.

ACTIONS

- Enhance the walk and bicycle environment, facilities and connectivity to and around MARTA stations and designated express stops for GRTA and other transit service providers.
 - » Improve lighting and visibility to enhance the sense of safety for pedestrians.
 - » Expand bicycle access to MARTA stations in the area extending one-mile (or more) around stations, either through direct City action or through partnership with the Perimeter Center Improvement District.
 - » Ensure that facilities are clearly marked and comfortable to a range of users, with special attention at intersections and crossings.
 - » Enhance bus intermodal transfer facilities, and designated express stops for GRTA and other transit service providers, with quality design, enhanced amenities, and real time information.
- Design adequate spaces for drop off and pick up anticipating increased use of transportation networking companies.
- Expand bicycle parking and convenience:
 - » Provide conveniently located and easily accessible short term bicycle parking both on street and within covered facilities.
 - » Encourage the provision of bicycle stations that provide a higher level of security for bicycle storage for all-day or overnight use.
 - » Within the PCID, coordinate with the branded systems defined in or implemented through the District's Commuter Trail System Master Plan and Bicycle Implementation Plan.
- Partner with PCID for implementation of the bicycle sharing system recommended in the PCID Bicycle Implementation Plan as a key strategy for last-mile connectivity. Bikeshare today comes in many forms, from low-cost/low-tech to higher levels of investment and programming:
 - » Scale and manage bikeshare stations to provide a sufficient number of bicycles and bicycle parking to accommodate anticipated levels of demand, even during peak periods.
 - » Prioritize the PCID employment and retail district for bicycle sharing, as this is the most suitable area for bikeshare in the city; however, other areas, especially the City Springs civic and commercial core, also offer potential for bikeshare to work as a viable short-trip travel option.



Example of pedestrian access to transit, Savannah, GA



Example of a comfortable transit shelter Silver Spring, MD

- Accommodate private shuttle and transit access to MARTA stations. Transfers to and from both public and private connecting transit or ride-sharing services should be easy to navigate and convenient to rider needs. In particular, consider the needs of senior citizens, including circulator and human services transportation options, and the need to provide easily intuitive, accessible connections to other travel modes at stations.
- Reconfigure intersections and redesign streets in the vicinity of MARTA stations to enhance the pedestrian environment and provide safer crossings. Street designs should manage traffic speeds, while operations should anticipate pedestrians desiring to cross and make it easy, intuitive, and comfortable for them to do so. Grade-separated crossing options, while costly, may be appropriate to consider at key intersections.
- Require Development of Regional Impact (DRI)-scale developments within 1/2-mile of MARTA stations to build or make fair-share contributions to a non-motorized connection to the station. The most notable opportunities for this, given the concentration of employment in the city, are crossing the GA 400 expressway, connecting to the North Springs station (generally from Glenlake Parkway), and in the Perimeter Center district, connecting to the Sandy Springs station. **[Refer to T-C1 and related actions]**

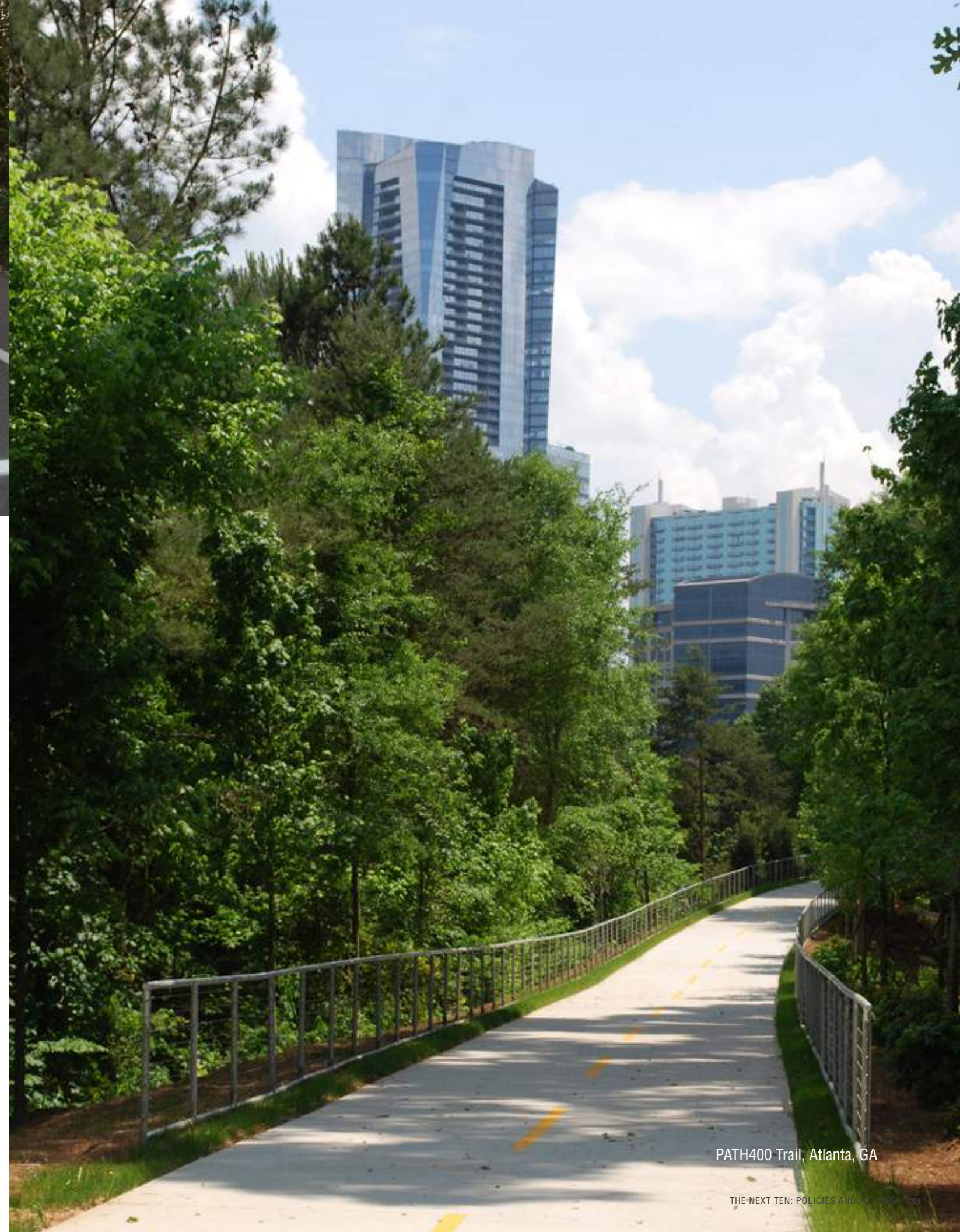
ACTIONS



Bike Facilities, Eugene, OR



Bike Facilities / Trail Network, Los Angeles, CA



PATH400 Trail, Atlanta, GA

POLICY

T-B2 IMPLEMENT BICYCLE AND PEDESTRIAN IMPROVEMENTS:

Implement bicycle and pedestrian improvements recommended in the City's Bicycle, Pedestrian and Trails Implementation Plan.

ACTIONS

- Expand bicycle facilities that serve the needs of both commuter and community travelers. Implement trail connections, bicycle lanes, and shared use paths as outlined in the City's adopted Bicycle, Pedestrian and Trails Implementation Plan.
- Complete the sidewalk network:
 - » Continue to address sidewalk gaps by prioritizing major pedestrian travel corridors, such as those along and through commercial areas and transit stations and corridors or to and from schools, parks and other community amenities.
 - » Ensure that sidewalks are wide enough to accommodate (at least) two pedestrians walking abreast, and providing a buffer from moving traffic (either via sufficiently wide landscape buffer or on-street parking).
- Enhance and connect the existing and planned trail network
 - » Define connections for the PATH400 Trail north of the I-285/GA 400 interchange.
 - » Partner with PCID to select preferred alignments for the trail's northern extension from the interchange area and with MARTA to determine an appropriate location for the trail relative to an extended rail line from North Springs station, especially at the selected location of the station at Northridge Road.
- Provide short-term bicycle parking throughout significant activity areas. Bicycle parking, such as bike hoops, should be located in the public realm, with parking spaced at intervals no greater than 500 feet apart in the concentrated nodes. Provide covered bicycle parking facilities at all City properties.

POLICY

T-B3 DEVELOP AND ADOPT A TRANSIT SYSTEM PLAN FOR A FAMILY OF TRANSIT SERVICES:

Provide for enhanced premium transit as well as community transit connections between significant activity centers.

ACTIONS

- Implement premium transit service on or parallel to the I-285 corridor (“Top End” transit concept) in partnership with MARTA, GDOT or other appropriate partner agencies. Premium transit service:
 - » Should penetrate INTO Sandy Springs, rather than running within the Interstate right-of-way itself.
 - » Must have an exclusive right-of-way. Grade-separated service (either above or below street facilities) is anticipated.
 - » Provides service at least every 15 minutes or better during peak periods, with a span of service of at least 20 hours.
 - » Must have adequate passenger capacity to meet the substantial ridership demand forecasted traveling east and west from the Cumberland area to and through Perimeter Center toward Doraville.
- Partner with Cobb County, Dunwoody and/or GRTA to provide enhanced cross-jurisdictional east-west transit services along the Mount Vernon-Abernathy-Johnson Ferry corridor. Enhanced transit services:
 - » Should connect to, integrate with, and be comparable to MARTA rail services and GRTA Xpress (or similar commuter bus).
 - » Should provide a quality transit experience to choice riders and meet demand for peak period and all day travel by the Sandy Springs workforce.
 - » Should have design or operational advantages to avoid extreme congestion and delay, such as peak-hour managed lanes for buses and other high-occupancy vehicles, provide limited-stop and rapid travel service, and provide a high level of rider amenity including

TRANSIT CHOICES

The Next Ten plan does not recommend that the City take on full responsibility of planning for, constructing or operating transit as part of this family of services. However, these services are varied in nature and likely to be supported by different transit technologies. For the purposes of planning for Sandy Springs’ future transit options, it is important to consider all technically viable options and make fiscally sound decisions in the short term to enable the City to welcome and support these transit options in the future. This includes strategic decisions on key corridors, policy positions on how regional transit concepts connect to and serve Sandy Springs, and ongoing partnerships with other agencies in the region.

Appropriateness of Transit

The Family of Services recommended as a City policy on supporting transit service might have different technology applications; this table provides guidance on appropriate transit technology types to serve the various needs of different corridors and sections of the City.



Heavy Rail Transit
\$100M - \$200M/mile to construct
\$2M - \$4M/mile/year to operate



Light Rail Transit
\$50M - \$100M/mile to construct
\$2M - \$4M/mile/year to operate



Bus Rapid Transit
\$5M - \$40M/mile to construct
\$2M - \$12M/mile/year to operate



Streetcar Transit
\$15M - \$45M/mile to construct
\$4M - \$8M/mile/year to operate



Enhanced Bus
\$500K - \$5M/mile to construct
\$2M - \$4M/mile/year to operate



Monorail/Aerial Tram
\$20M - \$100M/mile to construct
\$2M - \$4M/mile/year to operate



Shuttle/Local Bus
No major cost to construct;
\$200K - \$400K per vehicle
\$1M - \$2M/mile/year to operate

MARTA RED LINE (Existing)	MARTA RED LINE (Planned Extension)	I-285 EAST-WEST TRANSIT	JOHNSON FERRY-ABERNATHY CORRIDOR	LOCAL ROUTES	ROSWELL ROAD AND OTHER MAJOR CORRIDORS

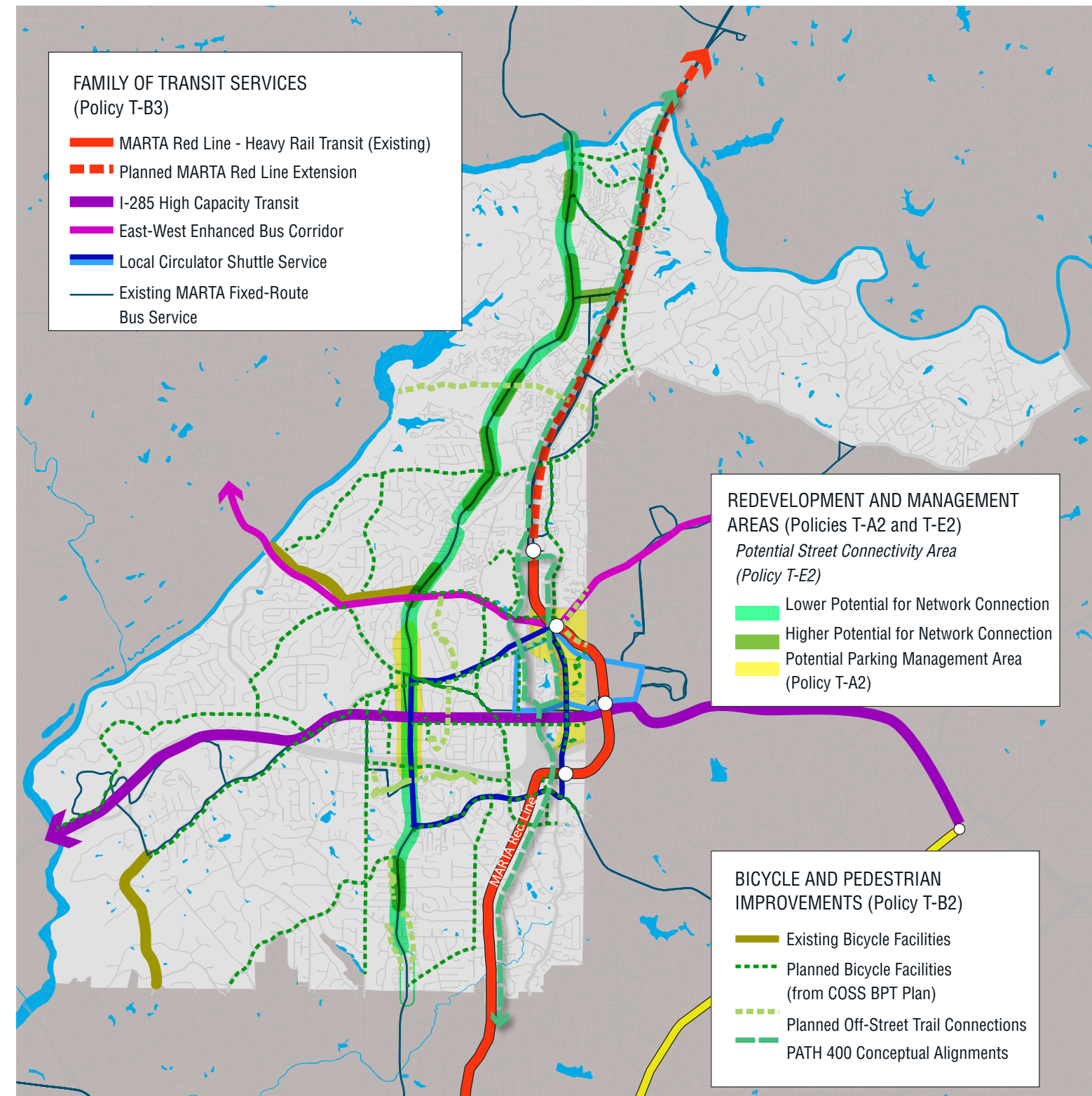


Circulator Service, Lowell, MA



Dedicated Bus Lane, Newark, NJ

MULTIMODAL TRANSPORTATION SYSTEM FRAMEWORK



ACTIONS

- stop accommodations, vehicles and information.
- Provide coordinated circulator service between and around major employment and entertainment destinations in Sandy Springs. Priority destinations include Perimeter Center, the health and medical campuses of “Pill Hill” and City Springs center. Circulator service may not operate in dedicated lanes; however, vehicles should be of exceptional quality and provide rich rider amenities. Vehicles should operate at very frequent intervals in the peak hour and over a relatively long span of service.
- Identify potential flex-route service markets and propose these to MARTA:
 - » Help MARTA and other agencies increase their service offerings in the City by identifying potential transit service areas that have not shown sufficient demand characteristics for conventional fixed- route service.
 - » Coordinate with MARTA's Systems Planning Office and GRTA's planning staff on implementation of new service products as a result of its Comprehensive Operations Analyses of each agency.
- Work with MARTA and PCID to explore potential expanded Red Line branch service (reduce headways, but only limited service to-from airport while both Red and Gold lines operate south of Lindbergh). Rail transit options for the Perimeter Center area are not widely viewed as convenient due to their branch-line operations. While this model is based on combined branch-line service on the Red-Gold trunk line south of Lindbergh Center to the Airport, the advent of the Armour maintenance and storage yard south of Lindbergh offers the possibility of added service on the Red Line only that does not need to increase trunk line capacity. Although this means that some trains will require transfers at Lindbergh, the increased frequency of service, combined with planned services out of Lindbergh such as the Clifton Corridor line to Emory and the CDC, would increase transit's appeal for Perimeter Center commuters.



Example of a street with generous pedestrian and bike infrastructure, Pasadena, CA



Complete street, Montreal, Ontario

POLICY T-B4 PLAN, DESIGN AND IMPLEMENT KEY CORRIDORS AS EFFICIENT AND COMPLETE STREETS WITH ENHANCED PERSON-CAPACITY:

Ensure critical framework streets provide safe access and circulation for all modes of travel in the city, while establishing a quality public realm and sense of place.

ACTIONS

- Establish a design framework for Roswell Road that increases the safety, comfort and overall viability of non-drive-alone travel:
 - » Street design must provide generous sidewalks, buffered from traffic by landscaping and/or on street parking.
 - » Bicycle accommodation must be provided in on-street (bike lanes) or off street (shared use path) facilities.
 - » Bus stops should provide quality accommodation for transit patrons as they wait for arriving service and adequate space for embarking and disembarking without interrupting sidewalk movement.
 - » The streetscape must provide adequate light and shade to provide a comfortable and secure environment.
- Provide quality multimodal facilities on Hammond Drive. Hammond Drive is an essential east-west connection linking Perimeter Center to City Springs:
 - » The built environment should frame the street in such a way as to provide a sense of enclosure to the street while maintaining a human scale. **[Refer to the Roswell Road Small Area Plan for greater detail on implementation of this action item]**
 - » Enhance the corridor with quality bicycle and pedestrian facilities as well as improved transit services and quality transit stop amenities.
 - » Provide dedicated bicycle facilities (such as separated bicycle lanes/cycle tracks or off street trails) on parallel on- and off-street corridors.

ACTIONS

- Enhance the quality of Peachtree-Dunwoody Road as a pedestrian, transit and bicycle spine:
 - » Encourage transit-supportive land uses along the corridor and plan accommodation for enhanced transit services.
 - » Implement street improvements to make Peachtree Dunwoody a quality street that provides a high degree of accommodation in enhanced facilities for all modes.
 - » Encourage a high degree of street activity to further enhance the walk environment.
- Develop and adopt an access management policy for key corridors:
 - » Target Roswell Road in particular for reductions in curb cuts and access points.
 - » Develop policies to promote shared access points on all major arterial corridors to improve safety and corridor operations.
 - » Adopt access management policy for replacement of two-way left turn lane with medians.
- Establish a 1/4-mile spacing for protected crossings on major arterials in redevelopment nodes. This provides reasonable pedestrian accommodation and convenient networks for pedestrians between destinations within a node. See specific recommendations in Small Area Plans.

C. IMPROVE EAST-WEST MOBILITY

POLICY T-C1 ENHANCE CONNECTIONS OVER AND ACROSS GA 400: Allow non-motorized travel to have a greater number of crossings of GA 400, connecting to off-street trail network opportunities along the GA 400 corridor and in the Perimeter Center district.

- ACTIONS**
- Examine opportunities for additional non-motorized and/or fully multimodal crossings over GA 400 through the Perimeter Center area. This may include new bridges or limited over-build of the freeway facility, with at least one new bicycle-pedestrian bridge to be added between Abernathy Road and Hammond Drive and one connecting to the North Springs MARTA station.
 - Examine opportunities for station areas around new MARTA stations north of North Springs to include vehicle and pedestrian crossings of GA 400. Coordinate with MARTA Offices of Systems Planning and TOD and Real Estate to ensure that station area plans include necessary space to construct at least one additional crossing of GA 400 south or north of Northridge Road, based on ultimate station site selection and design.

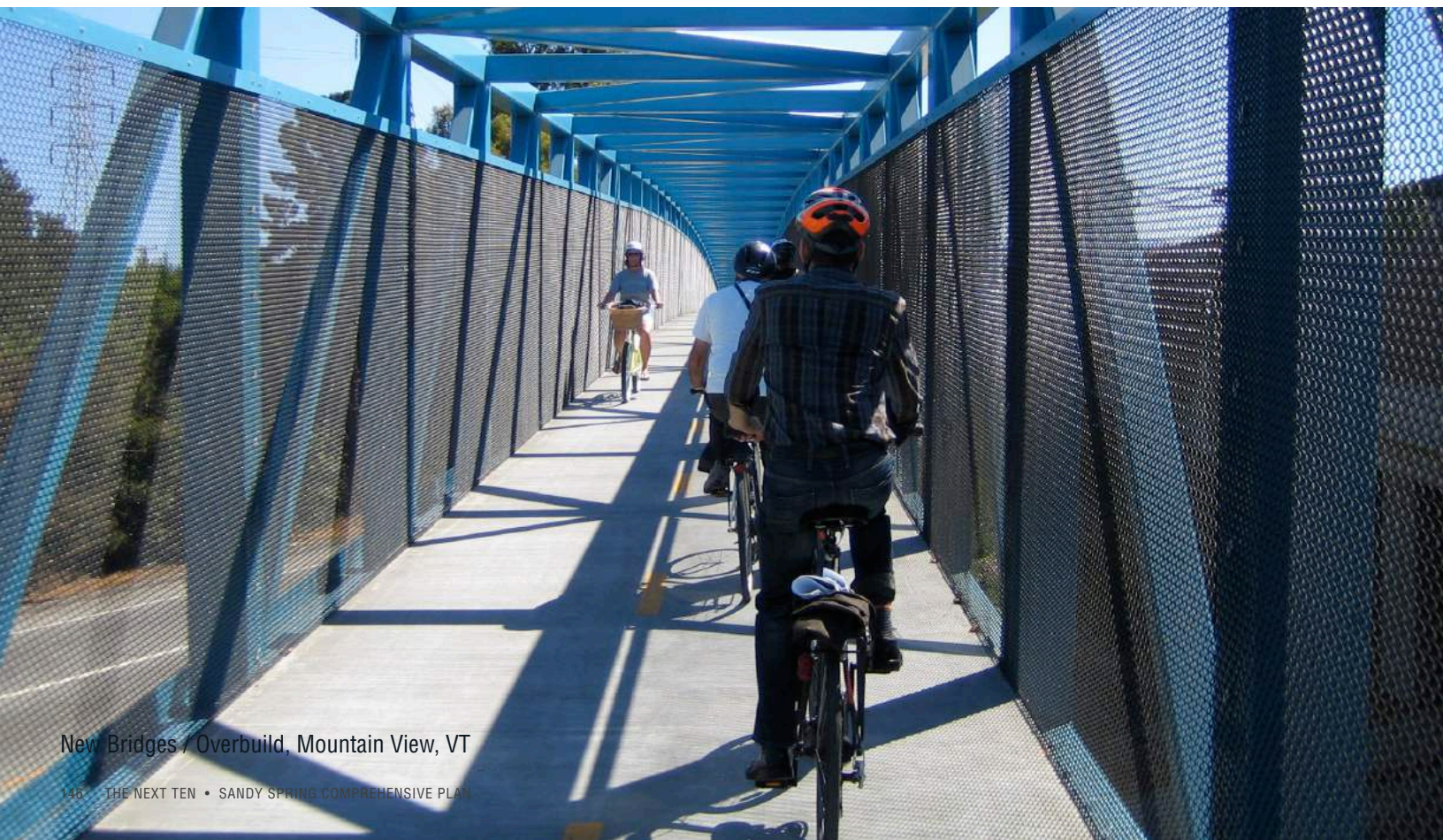


Example of Bus Rapid Transit, Curitiba, Brazil

T-C2 ENHANCE EAST-WEST OPERATIONS:

Increase person-trip capacity optimize operations on east-west corridors, as key strategies to managing congestion without costly capacity-adding projects. The limited thoroughfare network in Sandy Springs has especially constrained east-west travel to a limited number of streets, and the Abernathy Road-Johnson Ferry Road corridor is currently the only multi-lane street crossing Sandy Springs from east to west.

- POLICY**
- ACTIONS**
- Continue to manage adaptive signal systems on the Abernathy Road, Mt. Vernon Highway and Hammond Drive corridors.
 - Expand and enhance the person-capacity of the Mount Vernon-Abernathy-Johnson Ferry corridor. This may include new mass transit services and transit-priority treatments, continued investment in intelligent transportation systems (ITS) and connected or autonomous vehicle technologies, and expanded non-motorized accommodation for bicycles and pedestrians.
 - Continue to promote signal timing and coordination, as well as managed lane concepts, on other surface streets, such as Roswell Road, Peachtree-Dunwoody Road, Mount Vernon Highway west of the Perimeter Center district, and Hammond Drive.
 - Pursue widening of Hammond Drive between Glenridge Drive and Roswell Road, with a right-of-way of at least 110 feet at intersection approaches and 100 feet in typical sections to allow a minimum of four travel lanes, left turn storage at intersections, dedicated space for premium transit, bicycle facilities, and enhanced sidewalks and streetscape.



New Bridges / Overbuild, Mountain View, VT

D. INTEGRATE LAND USE CONTEXT AND TRANSPORTATION FUNCTION

POLICY T-D1 DEVELOP AND ADOPT A STREET TYPOLOGY SYSTEM: Develop, adopt and apply a street typology system that is appropriate for Sandy Springs, in order to guide and encourage appropriate street design and serve as a basis for City policy on taking proactive steps to preserve and protect residential neighborhoods.

ACTIONS

- Develop a street typology system that reflects both (a) intensity of transportation function and demand and (b) land use context and character. While this typology will work within the adopted street classification system for purposes of transportation project planning and programming, it will augment the existing system to ensure that street design enhances the function of place (and place-making) in addition to the function of mobility. The typology system will be enhanced with guidance on street cross-sections, recognizing that individual street environments vary throughout the city and require flexibility. However, it will provide guidance on overall function, appropriate traffic control and traffic calming, designation of bicycle-friendly streets through shared lanes and other capital-light street treatments, and where to prioritize opportunity-based new street connections. In particular, this street typology provides a foundation for understanding which streets are most prone to cut-through traffic in neighborhoods. The City should augment its current traffic calming policy with a strategic approach that identifies cut-through locations prior to neighborhood petition for a traffic calming treatment and brings these forward as capital projects. [\[see also T-E2\]](#)



Traffic Calming / Sidewalk and Streetscape Enhancement. Atlanta, GA

- Develop street design guidelines that correlate with developed street types. These guidelines will add predictability to the street design process and promote delivery of locally appropriate street designs. Design guidelines should standardize street appearance in the city as new streets are added through development and should be used to guide developer contributions to existing streets.
- Review the street design and development process to ensure that land use considerations are incorporated and designs appropriately reflect these objectives. Because of the established nature of the street network for virtually all of Sandy Springs' land area and the large amount of the City in single-family residential zoning districts, application of the street typology framework undertaken as part of this policy will focus on existing

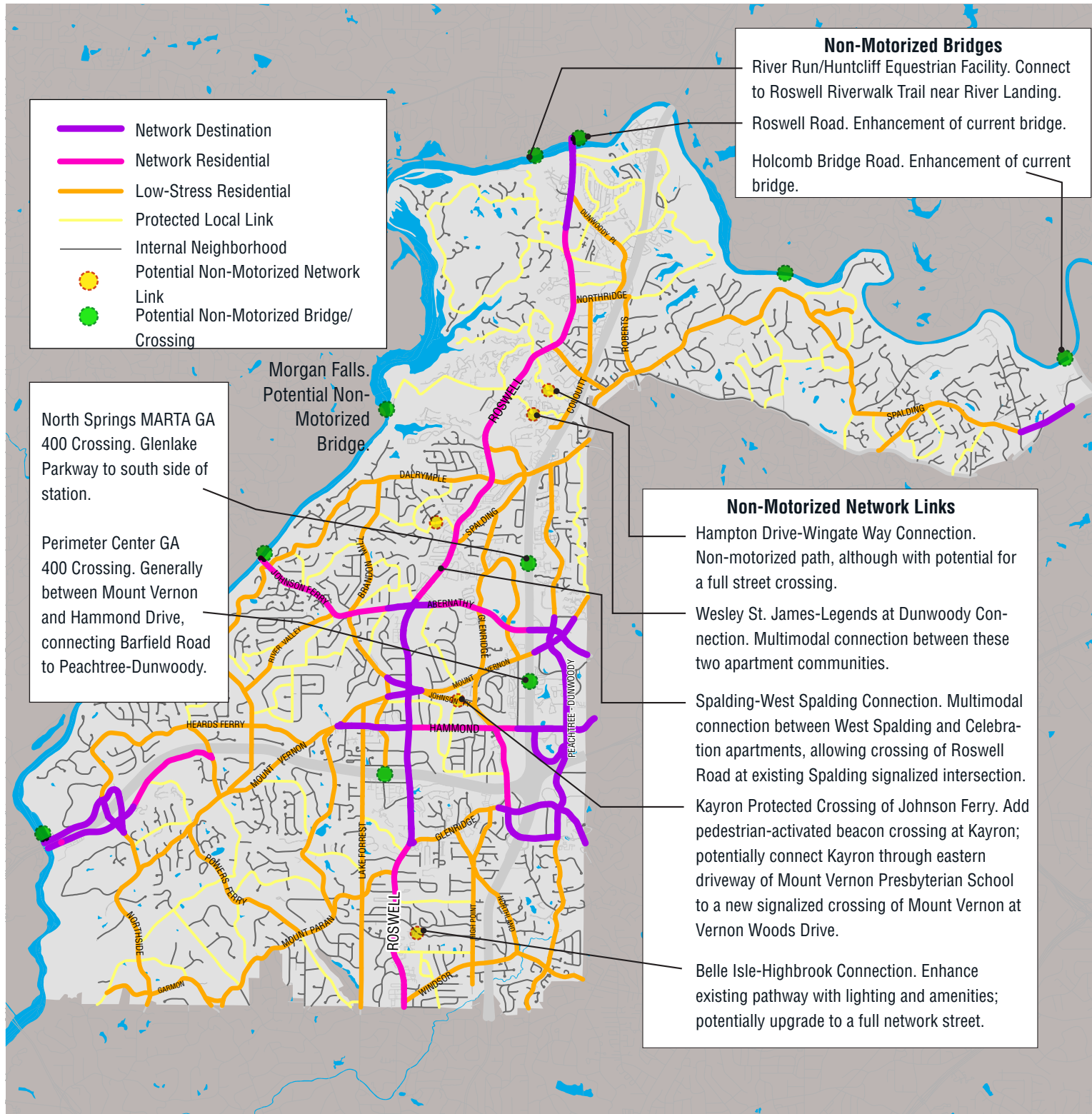
streets with no rezoning or substantial redevelopment activity expected. However, in areas where redevelopment might occur, land development regulations should incorporate the street typology and ensure that streets are designated appropriate to their community context, especially when connections are being made between existing streets in the network. Higher-classification streets should not be added such that they encourage through traffic on lower-classification streets serving residential neighborhoods, but at the same time lower-classification streets should not be added in development when they are expected to serve a major transportation function, accommodate large vehicles, or provide key relief from large intersections on major corridors.

ACTIONS



Traffic Calming, Bronx, NY

MULTIMODAL TRANSPORTATION SYSTEM FRAMEWORK:



Street Type		Role/Function + dominant land use	Typical users/uses	Corresponding Functional Class	Typical operations
	Internal Neighborhood	Last block connection / residential	Local neighborhood residents + guests	Local	Yield street, on street parking, may or may not have sidewalks
	Protected local link	Link for non-motorized travel otherwise last ½ mile connection / residential	Local resident drivers; neighborhood bicyclists and pedestrians	Local, some collector	Yield street, active traffic calming may be needed; may include vehicle diverters
	Low stress residential	Last mile link – some local connection, moderate to higher traffic volumes, speed should be managed / land use is predominantly residential	Sandy Springs residents + guests; non-motorized travelers	Collector or minor arterial, some principal arterials	May be yield street, may have striped center line; should have comfortable ped/bike facilities – bike facilities on-street and separate from ped facilities to the extent possible
	Network residential	Through travel corridors, modest speed; potentially substantial traffic volumes / land use is predominantly residential	Travelers from the adjacent jurisdictions in addition to local travelers (should not be substitute for regional highway network); higher pedestrian volumes; desire line for bicycle travel	Principal arterial	Well designed and managed street with striped or separated facilities for all users
	Network destination	Through travel corridors, speed should be managed to maintain lower speed; potentially substantial traffic volumes / land use has substantial proportion of commercial, retail or entertainment	Travelers from the adjacent jurisdictions in addition to local travelers (should not be substitute for regional highway network); high pedestrian volumes; desire line and destination for bicycle travel	Principal arterial	Well designed and managed street with striped or separated facilities for all users; off-peak on-street parking desirable

T-D2 PROTECT NEIGHBORHOOD STREETS FOR NEIGHBORHOOD USES:

Implement active traffic calming and street management policies on neighborhood streets prone to cut-through traffic due to their proximity to corridors and intersections that experience congestion.

- Identify traffic calming projects for the Capital Improvements Program, focusing on Protected Local Link streets from the Street Typology framework for traffic calming installations. Focus first priority on local streets adjacent to or within one-quarter mile of the following intersections:
 - » Heards Ferry Road and Riverside Drive (traffic calming to focus extensively on Heards Creek Drive, Riverside Parkway and Riverwood Drive)
 - » Northside Drive and New Northside Drive (traffic calming to focus extensively on Dupree Drive and Old Powers Ferry Road)
 - » Lake Forrest Drive and Mount Paran Road (traffic calming to focus extensively on Stewart Drive and Burdette Road)
 - » Hammond Drive and Roswell Road (traffic calming to focus extensively on Kayron Drive and Hildebrand Drive)

POLICY

ACTIONS

ACTIONS

- » Abernathy Road and Brandon Mill Road (traffic calming to focus extensively on Brandon Ridge Drive and Brook Drive)
- » Spalding Drive and Peachtree-Dunwoody Road (traffic calming to focus extensively on Twin Branch Road, Hunters Branch Drive and Hidden Branches Drive)

POLICY

T-D3 INCLUDE STREET ENHANCEMENTS IN THE LAND DEVELOPMENT PROCESS:

Achieve the recommendations of the City's plans for its transportation system in part through private development contributions.

ACTIONS

- Adopt sidewalk and streetscape enhancement requirements into development framework. Set a standard for sidewalks on all public and private streets in the City, identifying minimum landscape areas and other streetscape treatments in appropriate areas (especially those defined in small area plans).



Example of a sidewalk with enhanced landscaping, Philadelphia, PA

E. INCREASE CONNECTIVITY IN THE STREET AND MOBILITY NETWORK

POLICY T-E1 ENCOURAGE A FINER-GRAINED AND CONNECTED NETWORK OF STREETS:

In identified redevelopment areas, encourage smaller block sizes and a regular grid of publicly-accessible streets that accommodate all modes of travel.

ACTIONS

- Establish block spacing and subdivision requirements in redevelopment areas that support greater connectivity and additional circulation options off of major arterial corridors. In the Roswell Road, Perimeter Center, MARTA stations and Powers Ferry small area planning districts, allow no block to have a perimeter, measured from its bounding street centerlines, of 1,800 feet, and no single side greater than 600 feet without a mid-block pedestrian connection through the short side of the block.
- Define street standards to encourage connectivity and codify these standards in the Sandy Springs Development Code, in order to provide clear direction to development applicants in the development process.

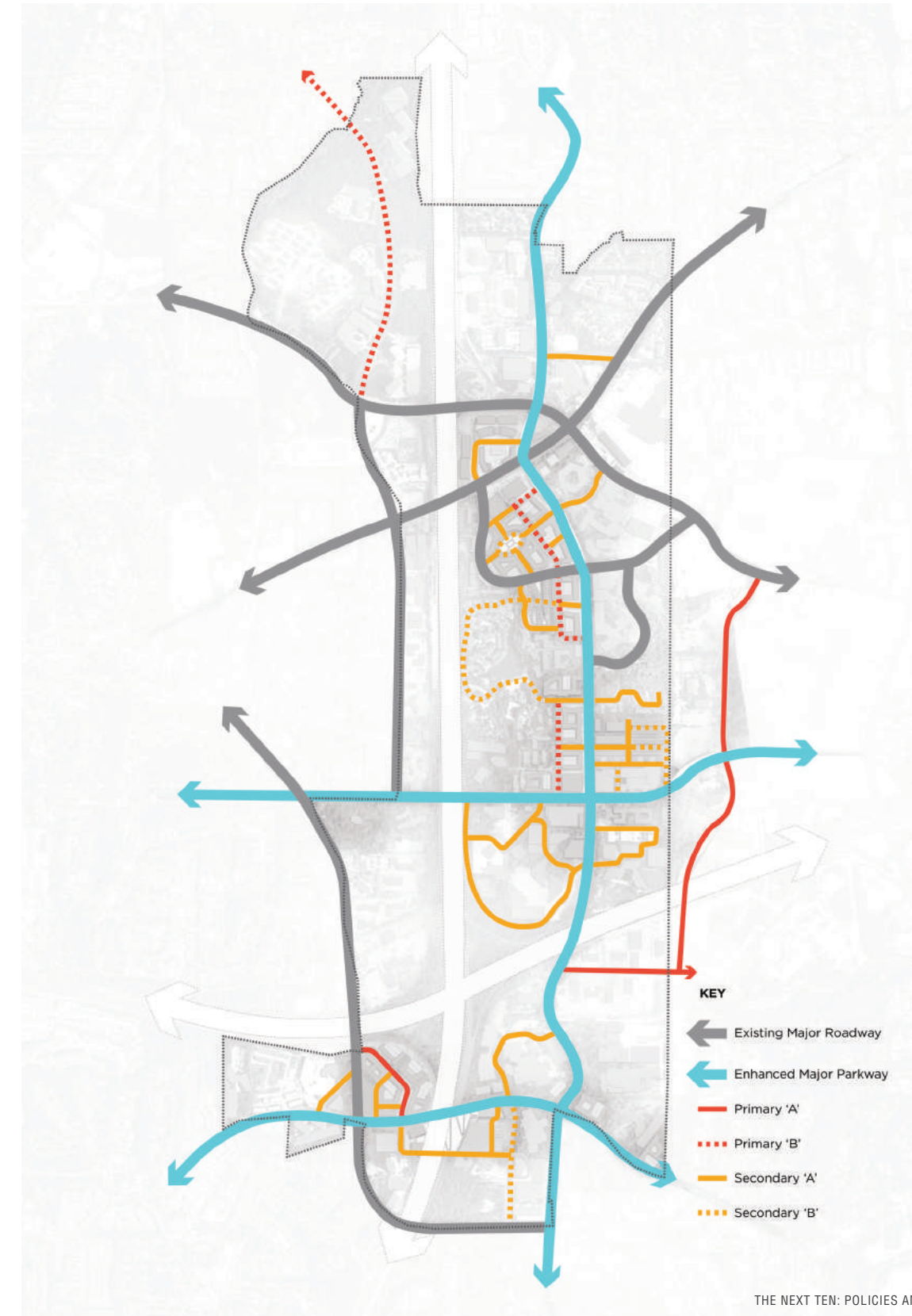
POLICY T-E2 INCREASE CONNECTIVITY BETWEEN EXISTING NEIGHBORHOODS:

Enhance connectivity—especially by pedestrians—within established areas of the city.

ACTIONS

- Supplement the Pedestrian, Bicycle and Trails Implementation Plan with other Comprehensive Plan policies and actions related to green space connectivity. Allow the Pedestrian, Bicycle and Trails Master Plan to continue to provide capital projects, but incorporate capital projects related to green space policies and actions.
- Pursue opportunity-based policies for street connectivity on Internal Neighborhood and Protected Local Link streets:
 - » When properties along any Internal Neighborhood or Protected Local Link streets are redeveloped, subdivided, or dedicated to the City, determine whether connections can be made to a higher-level street in the Street Typology framework.
 - » Make at least one such connection from any street with a length of more than 600 feet between intersections. If there is no opportunity to connect this new street to an adjoining parcel to complete the connection to a neighboring street, a half-street or stub-out street will be provided, and the remaining connection on the adjoining parcel must complete that connection at such time that it is developed, redeveloped, subdivided or dedicated to the City.

PERIMETER CENTER SMALL AREA PLAN STREET GRID CONCEPT



HOUSING

VISION

Ensure that Sandy Springs continues to be one of the most sought-after places to live in the region by preserving its beautiful neighborhoods, encouraging a mix of uses and range of housing options in areas appropriate for redevelopment. At the same time, take steps to expand the City's affordability to middle-income residents and provide support for seniors and other special-needs populations.

PRIORITY ACTIONS

- Preserve established single-family neighborhoods
- Increase the supply of housing and the range of housing choices
- Promote workforce and mixed-income housing
- Provide housing options to complement local employment growth and improve the city's jobs-housing balance
- Provide housing for seniors and other special-needs populations
- Focus new housing supply in mixed-use areas

NEEDS & OPPORTUNITIES

A. PRESERVE ESTABLISHED SINGLE-FAMILY NEIGHBORHOODS

Sandy Springs' established single-family neighborhoods define the character of much of the city and are valued by residents for the quality of life they offer. City housing policy must ensure the protection of these residential assets by maintaining the character of existing residential neighborhoods and prohibiting the development of higher-density housing within protected neighborhoods. At the same time, higher-density housing can and should be accommodated and incentivized where it is most appropriate, as part of mixed-use and residential redevelopment in target redevelopment areas.

- **H-A1** Manage growth to locate new housing in select redevelopment areas

B. PROVIDE MORE QUALITY HOUSING AND OFFER A GREATER RANGE OF HOUSING CHOICES

Many people who work in Sandy Springs would also like to live in the city, but the current housing stock is concentrated in large lot single-family homes and aging rental apartments. Because of the high cost of land in Sandy Springs, the single-family homes are affordable to only the highest-income earners, while the rental stock does not satisfy the preferences of many renters who are willing to pay more for updated finishes, amenities and better access to MARTA. The key to providing more housing at a range of price points will be to adopt policies that allow developers to fill in or redevelop parcels with a greater range of housing products, such as smaller-lot single-family homes and townhomes as well as midrise apartments and condominiums, because if the price of land is spread over more new housing units, developers can offer the housing at lower prices. The City may also consider policies and programs designed specifically to increase the supply of new housing that is affordable to “workforce” households with moderate incomes.

- **H-B1** Increase the supply and range of housing choices for middle-income households
- **H-B2** Balance local job and household growth
- **H-B3** Provide resources and assistance for senior residents, empty-nesters and special-needs populations

C. INCORPORATE RESIDENTIAL USES IN MIXED-USE AREAS

Many people like living close to shops, offices and restaurants, especially when they can walk to these destinations. Places that have a mix of housing, dining, retail, and office uses are dynamic and lively—and can further enhance Sandy Springs' reputation as a strong community with great amenities. Redevelopment of older shopping centers and office parks are prime opportunities to create these mixed-use places while incorporating housing opportunities. Developers are already approaching the City with proposals to build higher-density housing in targeted growth areas within the city. While not every project proposed will be built, neither would it be in the best long-term interest of Sandy Springs to turn these developers away by turning down their requests for additional density. The market for new and high quality housing in Sandy Springs is clearly there. The City has the opportunity to take advantage of this demand while bringing more professionals and families to the city. This process will, in turn, drive demand for more high quality retail and dining. Attracting more residents to areas such as Roswell Road and the Perimeter Center is Sandy Springs' best chance of transforming these areas with minimal public assistance.

- **H-C1** Focus new housing supply in vibrant, mixed-use districts

A. PRESERVE ESTABLISHED SINGLE-FAMILY NEIGHBORHOODS

POLICY **H-A1 MANAGE GROWTH TO LOCATE NEW HOUSING IN SELECT REDEVELOPMENT AREAS:** Accommodate new residential and commercial demand while protecting the character of established single-family neighborhoods through policies that make it more attractive to build in the target areas than outside of them.

- ACTIONS**
- Modify zoning to allow greater mixing of uses and infill development in target development and redevelopment areas.
 - Increase permissible residential and commercial densities in target development and redevelopment areas.
 - Provide incentives for projects in target redevelopment areas.
 - Regulate infill residential development to preserve existing single-family neighborhoods.



Example of established single-family neighborhood



B. PROVIDE MORE QUALITY HOUSING AND OFFER A GREATER RANGE OF HOUSING CHOICES

POLICY H-B1 INCREASE THE SUPPLY AND RANGE OF HOUSING CHOICES FOR MIDDLE-INCOME HOUSEHOLDS: Provide more housing while offering a greater a range of housing choices—including small-lot single family homes, cottage-style housing, townhomes and multifamily—so that more homes are attainable to working professionals and families seeking to live in the city.

ACTIONS

- Increase allowable residential densities in target redevelopment areas, especially along Roswell Road, in the Perimeter Center area, in the City Springs district, and around MARTA stations.
- Reduce developer costs by decreasing or eliminating parking minimums, especially in areas that are envisioned as walkable and at transit-oriented locations.
- Reduce or eliminate housing size minimums for single-family homes. Alternatively, consider implementing a maximum size for single-family homes in areas of the city that are the strongest opportunities for future residential development, namely Powers Ferry.
- Provide for innovations in housing types—such as accessory dwelling units or live-work units—and allow for deviations from development standards for projects that demonstrate consistency with workforce housing objectives.
- Consider allowing mid-scale, mid-priced housing types in transition areas between single-family neighborhoods and higher density target development areas. Such housing types might include small lot single-family homes, townhomes, courtyard multifamily, bungalow court for-sale units, and the like.
- Consider adopting local workforce housing policies or programs directed at improving affordability of rental and/or for-sale housing for middle-income households. Options include:
 - » Offering fee waivers and/or expedited permitting for developers that build workforce housing.
 - » Incentivizing workforce housing by offering density bonuses, height bonuses, reduced parking requirements, and reduced minimum unit sizes to developers, either on a case-by-case basis or through amendments to zoning requirements in target growth areas of the city.
 - » Offering property tax abatements for the development of new rental workforce housing that is integrated into mixed-use developments. The length of the tax abatement period could be tied to the number or percentage of total units that are workforce units.



Danielson Grove pocket community, Kirkland, WA



Quality workforce housing options, (High Point community, Seattle, WA)

- » Adopting inclusionary zoning, which would specify that a certain share of units in a new housing development meet specific affordability and/or workforce requirements. National best practices suggest that projects with 50 or more units be required to designate 10% to 12% of the total units as “affordable” and an additional 2% to 4% as “workforce” units. The specific income requirements for these inclusionary units varies by jurisdiction.
- » Championing employer-assisted housing programs that provide down payment assistance, low-interest loans, tax credits, or monthly housing reimbursements to employees that live in Sandy Springs. Consider adopting a program specifically for Sandy Springs’ public employees (City or contractors).
- » Holding key parcels in a land trust through a third-party entity that would own the parcels in perpetuity but allow others to live in any housing on that land, thereby reducing residents’ housing costs.
- » Assembling parcels for development through a land bank, particularly in areas where developer interest

remains low. Consider stipulating that some number of workforce housing units must be built on the parcels sold to developers through this process.

- » Pursuing a housing trust fund or loan fund.
 - » Adopting a leasehold excise tax, in which the City leases publicly owned land to a developer on the condition that the developer’s project includes some amount of workforce housing.
 - » Funding workforce housing developments through a commercial linkage fee, which the City would assess on new commercial developments or large employers.
- Continue to comply with federal Community Development Block Grant program requirements, including updating the City’s five-year 2013-17 Consolidated Plan, preparing Annual Action Plans, and submitting annual reports on activities.
 - Encourage the creation of, and cooperate with, community-based housing organizations in the pursuit of more affordable workforce housing.



Neighborhood with shared community space, Langley, WA



Infill workforce homes organized around central woonerf, Boulder, CO



Townhomes in urban community, Fairfax, VA



Senior housing (Kirkland, WA)

POLICY

H-B3 PROVIDE RESOURCES AND ASSISTANCE FOR SENIOR RESIDENTS, EMPTY-NESTERS AND SPECIAL-NEEDS POPULATIONS: Make it easier for senior residents, the disabled, and other special-needs populations to maintain their homes and age in place.

ACTIONS

POLICY

H-B2 BALANCE LOCAL JOB AND HOUSEHOLD GROWTH: Complement employment growth with additions to the local housing supply, particularly in office-heavy zones such as the Perimeter Center and Medical Center areas, to both provide local housing options for new employees and to transform existing commercial nodes into more dynamic mixed-use districts.

ACTIONS

- Modify development regulations to encourage a greater mixing of uses and infill development in target growth neighborhoods such as the Perimeter Center.
- Assess a commercial linkage fee on new commercial development or large employers, and use the proceeds to increase the supply and/or affordability of housing in the city.

- Maintain strong relationships with the Housing Authority of Fulton County, Meals on Wheels Atlanta, and other local organizations that specialize in providing programs such as housing vouchers, home repair or retrofit assistance, and other services for these citizens.
- Encourage the inclusion of senior-appropriate housing in mixed-use developments and areas designated as appropriate for live-work.
- Reduce or eliminate housing size minimums for all single-family homes. Any in-place size minimums should not prohibit smaller units appropriate for seniors.
- Consider requiring a certain percentage of homes that meet visitability or universal design standards.
- Encourage continuing care retirement communities in locations determined to be appropriate and compatible with surrounding residential neighborhoods, such as near transit and services.
- Research the Georgia Naturally Occurring Retirement Communities (NORC) Initiative and existing Atlanta-area NORCs in East Point and Toco Hills to better understand how the NORC service model could be applied in Sandy Springs.
- Avoid regulations and practices that would discourage the provision of housing for persons with disabilities.
- To address homelessness, utilize the existing homeless service referral networks that exist in the City of Atlanta, such as the Gateway Center.

C. INCORPORATE RESIDENTIAL USES IN MIXED-USE AREAS

POLICY **H-C1 FOCUS NEW HOUSING SUPPLY IN VIBRANT, MIXED-USE DISTRICTS:** Encourage greater mixing of uses where appropriate in areas dominated by single-use office or retail uses today— particularly along Roswell Road, in MARTA station areas, and in the Perimeter Center.

- ACTIONS**
- Redevelop existing open air shopping center malls and office parks, and include residential uses in the mix.
 - Modify the existing definitions of mixed-use development in the zoning ordinance to be more specific about the minimum amount and minimum density of commercial or residential space needed for a development to qualify as “mixed use.”
 - Allow smaller parcels to transition to mixed use.
 - Increase permissible residential and commercial densities (e.g., higher floor-to-area ratios) so that projects are more likely to achieve a truly integrated mixed-use and mixed-income environment.



Examples of housing in a mixed-use district, West Hartford, CT



Examples of housing in a mixed-use district, Bainbridge, WA

ECONOMIC DEVELOPMENT

VISION

Maintain existing economic competitiveness while creating more high-quality places to live, work, shop, and play. Support economic development by investing in a range of transportation choices.

PRIORITY ACTIONS

- Attract and retain major employers, small businesses, and entrepreneurs
- Recruit and support new businesses and entrepreneurs
- Cultivate regional partnerships to promote economic development
- Invest in multimodal transportation improvements to support economic development
- Promote a greater mix of uses in select redevelopment areas
- Leverage existing investment in City Springs

NEEDS & OPPORTUNITIES

A. BUILD ON SANDY SPRINGS' ECONOMIC SUCCESS

With its excellent location in the Atlanta metropolitan region and expanding base of large employers and national retailers, Sandy Springs has emerged as an economic center for the region. With a strong economic outlook, there are opportunities to build on the city's economic success by continuing to attract and retain major employers and coordinating economic development with local and regional partners. At the same time, supporting and attracting additional local, independently-owned goods and service providers would enhance the business and retail environment and increase the diversity of the local economy. In addition to providing local variety and activating the smaller commercial spaces available in Sandy Springs, including along Roswell Road, these businesses could help support the City's placemaking efforts. Example businesses might include local restaurants, eclectic retailers, and even start-up businesses that would benefit from being close to the companies in Perimeter Center and the Medical Center area.

- **ED-A1** Attract and retain businesses
- **ED-A2** Cultivate local and regional partnerships

B. PROMOTE ECONOMIC DEVELOPMENT THROUGH TARGETED REDEVELOPMENT AND A GREATER MIX OF USES

As many of Sandy Springs' commercial and rental properties continue to age, the City has the opportunity to adopt policies to catalyze their thoughtful redevelopment. The City stands to benefit from creating higher-density, mixed-use environments that serve today's shoppers, renters, and small business owners and while satisfying demand for additional housing options in the city. Specific opportunities include infill redevelopment of the Perimeter Center to create more urban, pedestrian-friendly development patterns that reduce the amount of underutilized land while meeting the demand for additional residential and commercial uses in this area. Beyond Perimeter Center, Sandy Springs has a very competitive local retail trade market with several under-performing and outdated shopping centers that are unlikely to recover as prime retail locations due to competition from online shopping, Dunwoody's competitive retail advantage, and the number of very similar shopping centers. Based on market research conducted by RCLCO, market demand will push for these sites to be redeveloped; however, the highest and best use may no longer be exclusively retail anymore, but rather a greater mix of uses.

- **ED-B1** Revitalize aging and underutilized properties with a greater mix of uses
- **ED-B2** Maximize the city's investment in City Springs

C. REALIZE ECONOMIC DEVELOPMENT POTENTIAL THROUGH MULTIMODAL TRANSPORTATION IMPROVEMENTS AND TRANSIT-ORIENTED DEVELOPMENT

Sandy Springs owes its economic success in part to its central location in the Atlanta region and its access to major roadways and the MARTA network. However, local traffic congestion limits the city's ability to capitalize on these locational advantages. Sandy Springs can improve local access and make it easier for cars, bicycles, and people to get to and around the city by investing in multimodal transportation improvements and by organizing higher-intensity land uses around key access nodes, including MARTA stations and City Springs.

- **ED-C1** Increase economic activity by improving mobility
- **ED-C2** Focus transit-oriented uses around MARTA stations and improve access to MARTA

A. BUILD ON SANDY SPRINGS' ECONOMIC SUCCESS

POLICY

ED-A1 ATTRACT AND RETAIN BUSINESSES:

Strategically attract and retain major employers, small businesses and entrepreneurs in key sectors.

ACTIONS

- Continue to attract and retain financial, insurance, technology, and health care employers and corporate headquarters, which in turn will support the continued growth of a high-quality local labor force.
- Allow small-scale, neo-industrial uses such as maker spaces, business incubators, or hacker spaces in target redevelopment areas, particularly as transitional uses in vacant retail locations.
- Recruit new signature businesses and amenities, such as chef-driven restaurants, that will diversify the existing commercial base while simultaneously enhancing the community's character, making Sandy Springs an even more attractive place to live or do business.
- Actively seek out and support small businesses and entrepreneurs. Expand the resources and information targeted to them on the City's Economic Development website.
- Maintain and support existing independent retailers.
- Invest in multimodal transportation access improvements so that Sandy Springs continues to be a central, convenient location for businesses and workers.
- Update standards to achieve thoughtful infill development and public realm improvements in the Perimeter Center area, where most major employers are located.
- Continue to offer company visits to educate existing businesses about incentives, site selection assistance, local development, and networking opportunities.
- Continue to market the city's Economic Incentive Program, as well as state-level incentives, to attract new business and grow existing businesses.
- Pursue possible expansions of incentive programs to support quality workforce housing.
- Continue to promote the Opportunity Zone Tax Credits program.
- Connect existing and prospective employers with the workforce training programs offered through the Georgia Department of Labor, Georgia Quick Start, and the Gwinnett Technical College Economic Development Program.



ED-A2 CULTIVATE LOCAL AND REGIONAL PARTNERSHIPS:

Actively coordinate economic development activities with local and regional partners to improve the effectiveness and impact of these efforts.

- Continue to promote intergovernmental and interagency coordination in economic development activities including, where appropriate, utilizing the resources of the Sandy Springs/Perimeter Chamber of Commerce, Fulton County Department of Economic Development, the Development Authority of Fulton County, the Perimeter Center Improvement Districts, and the Metro Atlanta Chamber of Commerce to enhance the City's business climate.
- Maintain the existing positive relationship

with Dunwoody, in recognition of the fact that economic development in either city generally benefits both communities.

- Continue to be a full participant in the local bond financing program offered through the Development Authority of Fulton County and Sandy Springs Development Authority.

POLICY

ACTIONS

B. PROMOTE ECONOMIC DEVELOPMENT THROUGH TARGETED REDEVELOPMENT AND A GREATER MIX OF USES

POLICY

ED-B1 REVITALIZE AGING AND UNDERUTILIZED PROPERTIES WITH A GREATER MIX OF USES:

Reimagine aging or underutilized shopping centers, office uses, and rental apartments as pedestrian-friendly, mixed-use neighborhoods. These environments are key in continuing to attract high quality businesses, skilled jobs, and new households to Sandy Springs.

ACTIONS

- Modify zoning requirements to permit a greater mix of land uses and to increase permissible residential and commercial densities in appropriate locations, particularly along Roswell Road, near MARTA station areas, and in the Perimeter Center.
- Reduce parking minimums in office parks and at open-air shopping centers and consider eliminating them altogether at locations close to MARTA.
- Consider providing additional incentives such as density bonuses or reduced parking minimums in mixed-use areas.
- Consider moratorium certificates for improved or redeveloped properties in priority redevelopment areas, which would allow eligible owners to pay local property taxes only on the pre-improved value for a certain period of time following the project's completion.
- Manage the review and approval of economic development projects and prioritize those that are consistent with adopted economic development policies, objectives, and plans by creating a one-stop permit center, using automated permit tracking systems, and/or assigning each development proposal a specific project coordinator to work with the applicant through the entire permitting process.
- Consider acquiring strategic redevelopment parcels to spearhead redevelopment.
- Explore opportunities to enter into public-private partnerships to redevelop target investment areas.
- Continue to invest in public streetscape improvements, including upgraded sidewalks, additional pedestrian lighting, and street furniture.
- Consider updating the City's incentive program to allow quality housing developments to be incentivized.



Rendering of City Springs development; stores and restaurants under City Hall

ED-B2 MAXIMIZE THE CITY'S INVESTMENT IN CITY SPRINGS:

Adopt policies and programs that maximize the success of City Springs as a new focal point for the community, while leveraging the existing public investment to spur additional private redevelopment nearby.

- Market City Springs as an example of Sandy Springs' vision for the future, to excite businesses about the long-term opportunities here.
- Program the public spaces and cultural center at City Springs to include frequent events and activities to activate the area. This could be done with direct investment of City staff or resources, or by supporting a third-party entity specifically designated to manage these activities.
- Identify and pursue target businesses for the district in order to curate a desirable mix of uses and users, particularly in the early stages of the area's transformation. Particular tenants to target might include small businesses, independent retailers, entrepreneurs, and the like.
- Lead tours of City Springs to prospective developers, businesses, and other groups considering investing in the area.

POLICY

ACTIONS

C. REALIZE ECONOMIC DEVELOPMENT POTENTIAL THROUGH MULTIMODAL TRANSPORTATION IMPROVEMENTS AND TRANSIT-ORIENTED DEVELOPMENT

POLICY **ED-C1 INCREASE ECONOMIC ACTIVITY BY IMPROVING MOBILITY:** Leverage multimodal transportation improvements as a recruiting tool for employers, as means of increasing sales for local businesses, and as a strategy to take pressure off of existing high-traffic vehicle corridors.

ACTIONS

- Pursue transportation policies and investments that make walking, bicycling, and MARTA bus and rail viable ways to travel through the city. [Refer to the Transportation Element for a description of such policies.]
 - Invest in pedestrian and bicycle infrastructure throughout the city, especially around MARTA stations, in order to make MARTA a viable alternative for commuting to and from work.
 - Identify ways to improve east/west access routes for cars, bicycles, and pedestrians, particularly off of Roswell
- Road, in order to ease traffic congestion on major thoroughfare, provide a range of transportation alternatives and maintain the city's reputation as a great place to live, work and do business.
- Work with the Georgia Department of Transportation to make meaningful changes to the geometry of Roswell Road, in order to provide better and safer access to shopping centers on the corridor.



City Center, Lindbergh MARTA Station

ED-C2 FOCUS TRANSIT-ORIENTED USES AROUND MARTA STATIONS AND IMPROVE ACCESS TO MARTA:

Maximize the potential of transit stations for retail, office, and residential uses, while making MARTA a viable alternative for commuting to and from work.

POLICY

- Modify development regulations to permit and encourage denser, mixed-use infill development within a one-half mile radius of MARTA stations.
- Reduce, or consider eliminating, parking minimums at sites within a one-half-mile radius of MARTA stations.
- Expand pedestrian infrastructure in the vicinity of MARTA stations, so that employees and residents working or living within a half-mile of a MARTA station can get there on foot.
- Increase bus and shuttle services throughout the city to connect MARTA stations to key commercial and mixed-use nodes east of GA 400, such as City Springs.

ACTIONS

GREEN SPACE, NATURAL SYSTEMS & SUSTAINABILITY

VISION

Expand—and make more accessible—the city’s network of parks and green spaces, while preserving the city’s forested character and natural resources, better connecting the city to its river and streams, and promoting environmental sustainability citywide.

PRIORITY ACTIONS

- Create off-road links to regional parks, green space, and trails.
 - » Emphasize use of utility easements for trails development and linkages to other green areas
- Enhance on-road links to regional parks and green space
- Transform Roswell Road into a green, multimodal boulevard
- Connect across the Chattahoochee River
- Protect and enhance the tree canopy
- Restore the ecological corridors
- Create an urban greenway and boulevard along Peachtree-Dunwoody Road
- Protect scenic and iconic views and vistas
- Fund and incentivize green space preservation and creation
- Partner with neighborhoods, companies, and schools to develop and protect green space



NEEDS & OPPORTUNITIES

A. PRESERVE, ENHANCE AND EXPAND THE CITY'S NETWORK OF GREEN SPACES, RECREATIONAL FACILITIES AND PUBLIC GATHERING PLACES

Sandy Springs residents enjoy a variety of high-quality parks, green spaces and recreation facilities, with new parks planned for the future. While these assets all add to the character of the community, the current inventory remains insufficient for the City's current and future needs, and residents do not have the same level of access to them. As development progresses, the City must continue to protect existing resources, build on the current inventory, and ensure that all members of the community have access to high-quality green spaces, gathering places, and recreational facilities.

- OS-A1 Acquire and protect land for green space
- OS-A2 Expand recreational opportunities
- OS-A3 Ensure access and equity
- OS-A4 Create great urban public places and spaces
- OS-A5 Preserve and interpret cultural landscapes
- OS-A6 Preserve and enhance scenic views
- OS-A7 Prepare an updated parks, recreation and green space plan

B. CONNECT THE CITY TO ITS RIVER

The Chattahoochee River forms nearly half of the boundary of Sandy Springs. Yet, most residents cannot easily access the river, physically or visually. In addition, while there are many green spaces, natural areas and recreational opportunities across the river, there are few places to access or cross the river, particularly on foot or riding a bicycle. Ensuring safe and easy access to the river, where feasible, will expand the City's connection to this scenic, natural and recreational asset while celebrating the existing natural character that defines Sandy Springs.

- OS-B1 Link to and along the Chattahoochee River
- OS-B2 Cross the Chattahoochee
- OS-B3 Access and enjoy the river

C. CONNECT PARKS, GREEN SPACE AND RECREATIONAL FACILITIES THROUGH A MULTIMODAL NETWORK OF TRAILS

There are recreational and green space facilities throughout Sandy Springs and the region, but most are not well-connected or easily accessible. By enhancing the city's network of trails and streets and giving priority to bicycles and pedestrians, it will be easier for residents and visitors alike to access and appreciate the existing and future facilities. A connected network of green, multimodal corridors, in turn, can link parks, green spaces and recreational facilities, locally and regionally.

- OS-C1 Connect the green space network within Sandy Springs
- OS-C2 Support and link to regional trail networks

D. PROTECT AND ENHANCE THE CITY'S TREE CANOPY AND WATER RESOURCES

It is vital to ensure protection of precious natural resources, particularly as development intensifies, to maximize their multiple benefits and functions. Sandy Springs' green canopy is one of its defining characteristics, and must be preserved and enhanced through a variety of strategies. Likewise, the city's river and stream corridors offer enormous ecological value as well as potential opportunities for use as green space and recreation. These natural resources must be protected through conservation, stormwater management and other strategies.

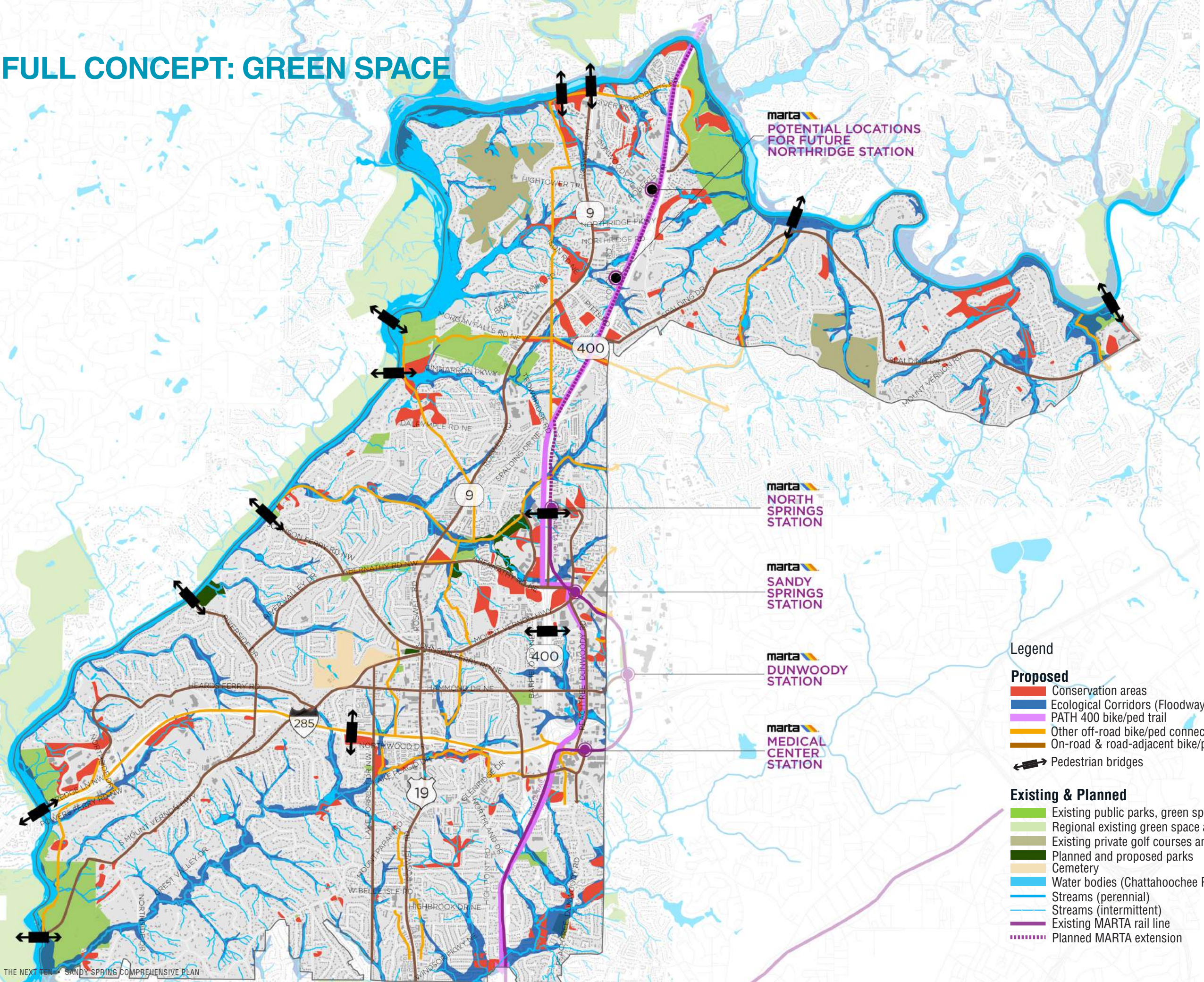
- OS-D1 Preserve and enhance the tree canopy
- OS-D2 Protect and restore the Chattahoochee River watershed
- OS-D3 Designate and protect ecological corridors
- OS-D4 Improve stormwater management
- OS-D5 Manage and improve water quality and water resources

E. FOSTER ENVIRONMENTAL SUSTAINABILITY IN ALL CITY ACTIONS

Sandy Springs has made great strides in promoting environmental sustainability citywide, but the City can become a regional and national sustainability leader by elevating its commitment to environmentally sustainable practices while capturing the economic, social and health benefits of sustainability. Achieving this goal requires ensuring the highest levels of sustainability as part of City operations and actions, while setting a new standard for environmentally-responsible practices that others—including developers, businesses, residents and other private stakeholders—can follow.

- OS-E1 Make Sandy Springs a sustainability leader
- OS-E2 Promote energy-efficiency
- OS-E3 Build green
- OS-E4 Improve air quality and reduce greenhouse gas emissions

FULL CONCEPT: GREEN SPACE



marta
POTENTIAL LOCATIONS
FOR FUTURE
NORTHBRIDGE STATION

marta
NORTH
SPRINGS
STATION

marta
SANDY
SPRINGS
STATION

marta
DUNWOODY
STATION

marta
MEDICAL
CENTER
STATION

Legend

Proposed

- Conservation areas
- Ecological Corridors (Floodway; 100 and 500-year floodplains)
- PATH 400 bike/ped trail
- Other off-road bike/ped connections
- On-road & road-adjacent bike/ped connections
- ↔ Pedestrian bridges

Existing & Planned

- Existing public parks, green spaces, golf courses, and recreation centers (in COSS)
- Regional existing green space and parks (not in COSS)
- Existing private golf courses and other recreation areas (in COSS)
- Planned and proposed parks
- Cemetery
- Water bodies (Chattahoochee River and lakes/ponds)
- Streams (perennial)
- Streams (intermittent)
- Existing MARTA rail line
- - - Planned MARTA extension

A. PRESERVE, ENHANCE AND EXPAND THE CITY'S NETWORK OF GREEN SPACES, RECREATIONAL FACILITIES AND PUBLIC GATHERING PLACES

POLICY

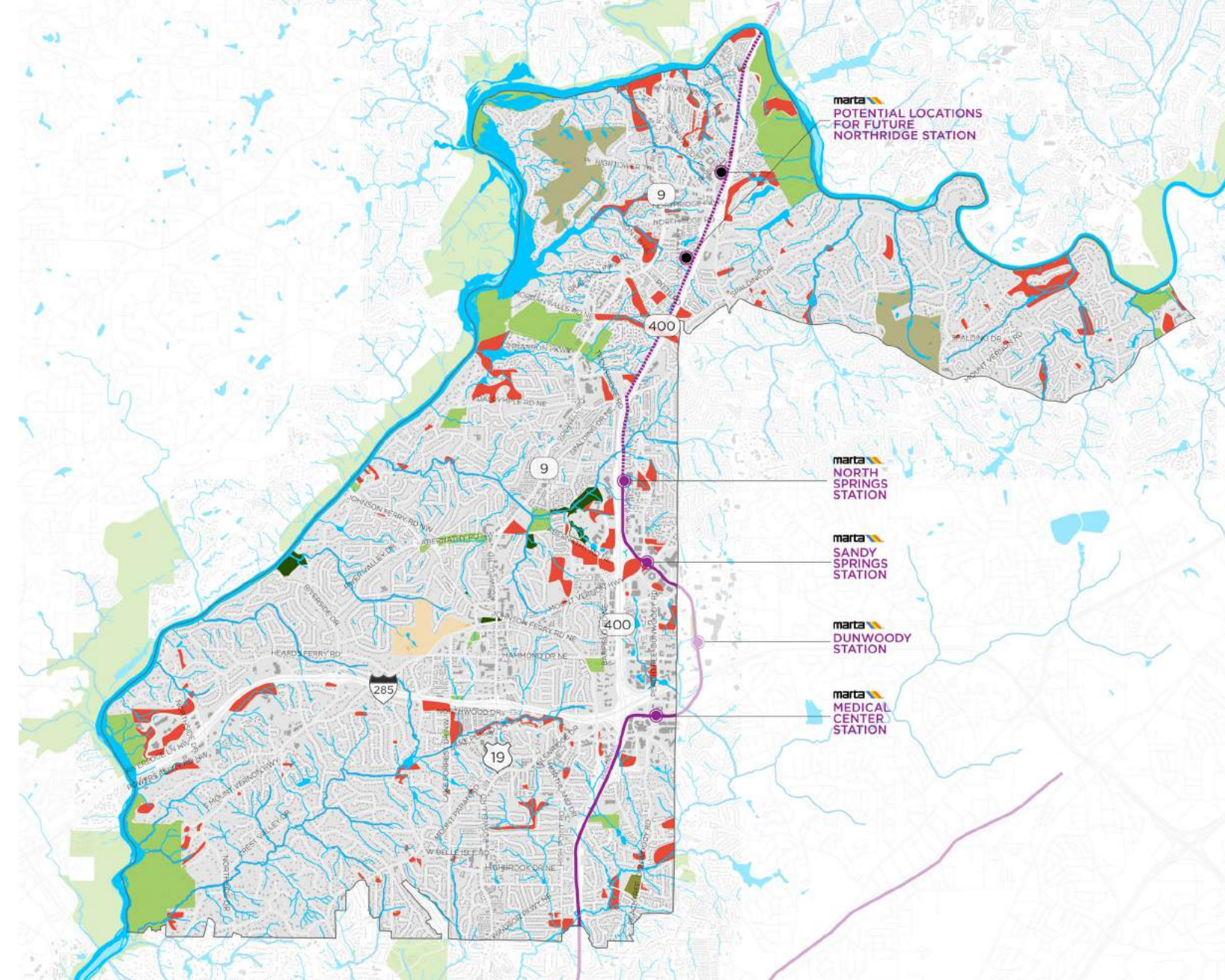
OS-A1 ACQUIRE AND PROTECT LAND FOR GREEN SPACE:

Strategically acquire and protect land that is suitable for green space and recreation for all users, with the goal of acquiring and protecting 1,000 acres of green space over the next ten years (100 acres per year).

ACTIONS

- Pursue the acquisition of land for green space opportunities, including the proposed conservation areas identified in accompanying map.
- Establish a dedicated funding source within the City budget for the acquisition, development and maintenance of land and rights of way for parks, trails and other green space.
- Implement the development of parks at City-owned conservation areas identified as future parks.
- Promote and coordinate the dedication of, and development of, new parks, green spaces and recreation facilities as part of new development projects.
- Partner with government, corporate and institutional landowners to develop new green spaces and trails, particularly those that provide connections to other green spaces and trails in the citywide green space network.
- Partner with neighborhoods and homeowners associations to develop new parks (including neighborhood pocket parks), green spaces, trails and outdoor recreation facilities.
- Foster citywide community dialogue to identify green space opportunities that might not otherwise be apparent to the City.
- Provide incentives in the City's development regulations for the creation of new green spaces and recreational facilities as well as for green space preservation.
- Identify vacant land near schools and churches for potential use as parks, green space or recreational facilities, and explore opportunities for joint development and use of parks and recreation spaces with public and private entities, including schools.
- Identify utility easements, pipeline easements and other types of rights-of-way that may be utilized for trail development and linkages between green spaces.
- As part of green space planning, acquisition and development, consider the citywide need for, and explore opportunities to establish, off-leash dog park facilities that are appropriately screened and demarcated.
- Explore opportunities for community gardens and urban agriculture throughout the city.
- Partner with the Sandy Springs Conservancy to identify and implement opportunities for parks and recreation.
- Establish an ongoing and inclusive citywide strategy to track existing green space opportunities and identify opportunities for future land conservation and green space development. [\[See also OS-A7\]](#)

CONCEPT: CONSERVE, ACQUIRE, AND PROTECT GREEN SPACE [OS-A1]



Legend

Proposed

Conservation areas

Existing & Planned

- Existing public parks, green spaces, golf courses, and recreation centers (in COSS)
- Regional existing green space and parks (not in COSS)
- Existing private golf courses and other recreation areas (in COSS)
- Planned and proposed parks
- Water bodies (Chattahoochee River and lakes/ponds)
- Streams (perennial)
- Streams (intermittent)
- Existing MARTA rail line
- Planned MARTA extension

POLICY

OS-A2 EXPAND RECREATIONAL OPPORTUNITIES:

Expand the number and variety of recreational opportunities throughout the city, in order to meet the Sandy Springs community’s growing and increasingly varied recreational needs.

ACTIONS

- Increase the number of outdoor recreation facilities—including athletic fields, playgrounds and trails—by developing new facilities or incorporating these facilities within existing or future park sites.
- Develop new indoor recreational facilities, such as community centers and multi-purpose indoor facilities, to meet the need for gymnasiums, aquatic facilities and other indoor recreational facilities.
- Continue to pursue and initiate public-private partnerships and joint-use agreements with public and private schools as a means of accessing or developing additional outdoor and indoor recreational facilities, including athletic facilities and playgrounds.
- Promote the development of safe, creative and equitably distributed playgrounds throughout the city.

POLICY

OS-A3 ENSURE ACCESS AND EQUITY:

Ensure that every Sandy Springs resident or employee has access to quality green space and recreation opportunities close to where they live or work.

ACTIONS

- Identify and address gaps in the city’s park and recreation inventory to ensure an equitable distribution of green spaces and recreation facilities throughout Sandy Springs.
- Improve pedestrian connections to parks, green space and recreational facilities by addressing gaps in the sidewalk network, especially within a ½-mile radius of these facilities.
- Improve bicycle connections to parks, green spaces and recreational facilities by addressing gaps in bicycle facilities within a one-mile radius of existing parks and green space and by providing bicycle parking at these facilities.
- Improve access to green space and recreational assets outside the city’s border—including the Chattahoochee River National Recreation Area, Chastain Park, Brook Run Park, and City of Roswell and Cobb County parks— by creating new and enhancing existing pedestrian, bicycle and vehicular connections to these regional amenities. [\[see also policies OS-B1, OS-B2, OS-B3, OS-C1, and OS-C2\]](#)
- Partner with neighborhoods and homeowners associations to establish smaller green and open spaces, such as pocket parks, streetscapes and trails, where feasible opportunities exist, in order to provide accessible green spaces closer to where Sandy Springs residents live.
- Provide accessible parks and recreational facilities that meet specific needs of seniors and other special-needs populations.

POLICY

OS-A4 CREATE GREAT URBAN PUBLIC PLACES AND SPACES:

Create a network of urban public spaces and gathering places (i.e., plazas, small parks, urban greenways and trails) in major destination areas and at entrances into the city, with an emphasis on creating unique places that contribute to the city’s overall “sense of place.”

ACTIONS

- Pursue opportunities to establish great urban public spaces at major destinations, focal points and activity centers, including:
 - » Studying the feasibility of, and developing, a linear urban public space along Peachtree-Dunwoody Road in the Perimeter Center.
 - » Studying the feasibility of, and developing, an overbuild park above GA 400 to serve as an amenity for employees and future residential development in the Medical Center area.
 - » Implementing the development of a central plaza and civic gathering place (“City Green”) as part of the development of the City Springs district, per the City Center Master Plan and Phase 1 Implementation Plan, and actively programming the use of this outdoor space.
 - » Working with MARTA to establish transit gateways—attractive, green and welcoming meeting and gathering places—at the existing Sandy Springs, Medical Center and North Springs MARTA stations and future Northridge MARTA station to ensure that such public green spaces are included as part of any future station-area redevelopment.
- Establish attractive, green and welcoming gateways at river crossings and other major entry points to the city. These gateways should impart an attractive visual identity for Sandy Springs while contributing to the city’s overall network of parks and public spaces. Priority gateway locations include the northern entrance to the city on Roswell Road, Roswell Road south of I-285, and the southern entrance to the city on Roswell Road.
- Study opportunities to convert the land underneath elevated MARTA tracks into linear green spaces that connect to, and supplement, the city’s network of trails and sidewalks, including the planned PATH400 extension.

POLICY

OS-A5 PRESERVE AND INTERPRET CULTURAL LANDSCAPES:

Preserve and interpret the historic and cultural identity of Sandy Springs by protecting and incorporating culturally- and historically-significant landscapes as part of the Sandy Springs green space network.

ACTIONS

- In partnership with Heritage Sandy Springs and through further study, identify culturally and historically-significant landscapes in the city, including the locations of important Civil War-era events and historic resources.
- Encourage and support upgrades to the landscape of the Heritage Sandy Springs property.
- Develop interpretive and educational materials, programs and signage for identified cultural landscapes, prioritizing those that lack interpretive elements. Consider the digital integration of these materials online and through smartphone applications.

POLICY

OS-A6 PRESERVE AND ENHANCE SCENIC VIEWS:

Preserve and enhance notable scenic or historically significant views that define the visual character of Sandy Springs and reinforce the city's connections to the region.

ACTIONS

- Conduct a study of scenic views in the city, to inform associated scenic and green space protection.
- Preserve iconic and character-defining views of Sandy Springs, such as views to and from the Chattahoochee River corridor, unimpeded views of forested areas, historic sites and routes (including those from the Civil War), expansive views from topographic high points, the King and Queen buildings, and views along major transportation corridors. See accompanying map.
- Identify and explore the feasibility of utilizing planning or implementation tools, such as viewshed protection districts, to require or incentivize the protection of important viewsheds.
- Protect and expand the wooded character of major roadways and entry points into the city, including GA 400 and I-285, by preserving existing trees and filling in gaps in the tree buffers along these roadways.

POLICY

OS-A7 PREPARE AN UPDATED PARKS, RECREATION AND GREEN SPACE PLAN:

Define a comprehensive approach to addressing the City's green space and recreation needs through the development of an updated parks and recreation plan.

ACTIONS

- Continue to implement the City's Recreation and Parks Master Plan, but also prepare a comprehensive update to this plan. This plan should:
 - » Build on and complement the recommendations of the Comprehensive Plan and small area plans
 - » Incorporate broader green space, trails and pedestrian/bicycle connectivity considerations
- » Include a citywide needs assessment and level-of-service analysis (quantitative and qualitative), as well as an inclusive community engagement process, to serve as the basis for the plan's recommendations
- » Prioritize City actions and identify implementation and funding strategies for the acquisition, development and maintenance of parks, green space and recreation facilities.

B. CONNECT THE CITY TO ITS RIVER

POLICY

OS-B1 LINK TO AND ALONG THE CHATTAHOOCHEE RIVER:

Establish an interconnected network of multi-use trails providing connections to both sides of the Chattahoochee River from major activity and population centers, streets, trails, and green spaces.

ACTIONS

- Partner with the National Park Service to conduct a planning study that identifies opportunities to significantly improve access to the Chattahoochee River National Recreation Area from Sandy Springs, as well as trail and greenway connections along the river.
- Prioritize establishing pedestrian and bicycle connections between City Springs and the Chattahoochee River National Recreation Area.
- Explore opportunities to connect to the Chattahoochee River National Recreation Area via a trail or side path along Roberts Road, between the Island Ford Unit and Roswell Road, as well as opportunities to connect to the future bicycle/pedestrian bridge across the Chattahoochee River at State Route 9 / Roswell Road.
- Pursue opportunities for a future northern extension of the PATH400 trail to provide access to the riverfront as it approaches and crosses the river.
- Partner with the National Park Service to pursue federal funding (such as a Federal Lands Access Program grant) to support implementation of trail connections to and along the Chattahoochee River and a series of footbridges that link Sandy Springs and Cobb County with connections to existing and future trails.

POLICY

OS-B2 CROSS THE CHATTAHOOCHEE:

Provide connections to both sides of the Chattahoochee River, with connections to National Park Service lands.

ACTIONS

- Investigate and pursue opportunities to develop new pedestrian/bicycle footbridges across the Chattahoochee River.
- Fund and construct at least one new footbridge across the Chattahoochee River within the next ten years. Candidate footbridge locations are identified in the accompanying map.



OS-B3 ACCESS AND ENJOY THE RIVER:

Establish the Chattahoochee River as a destination for recreation and ecotourism by providing access to the river for all users.

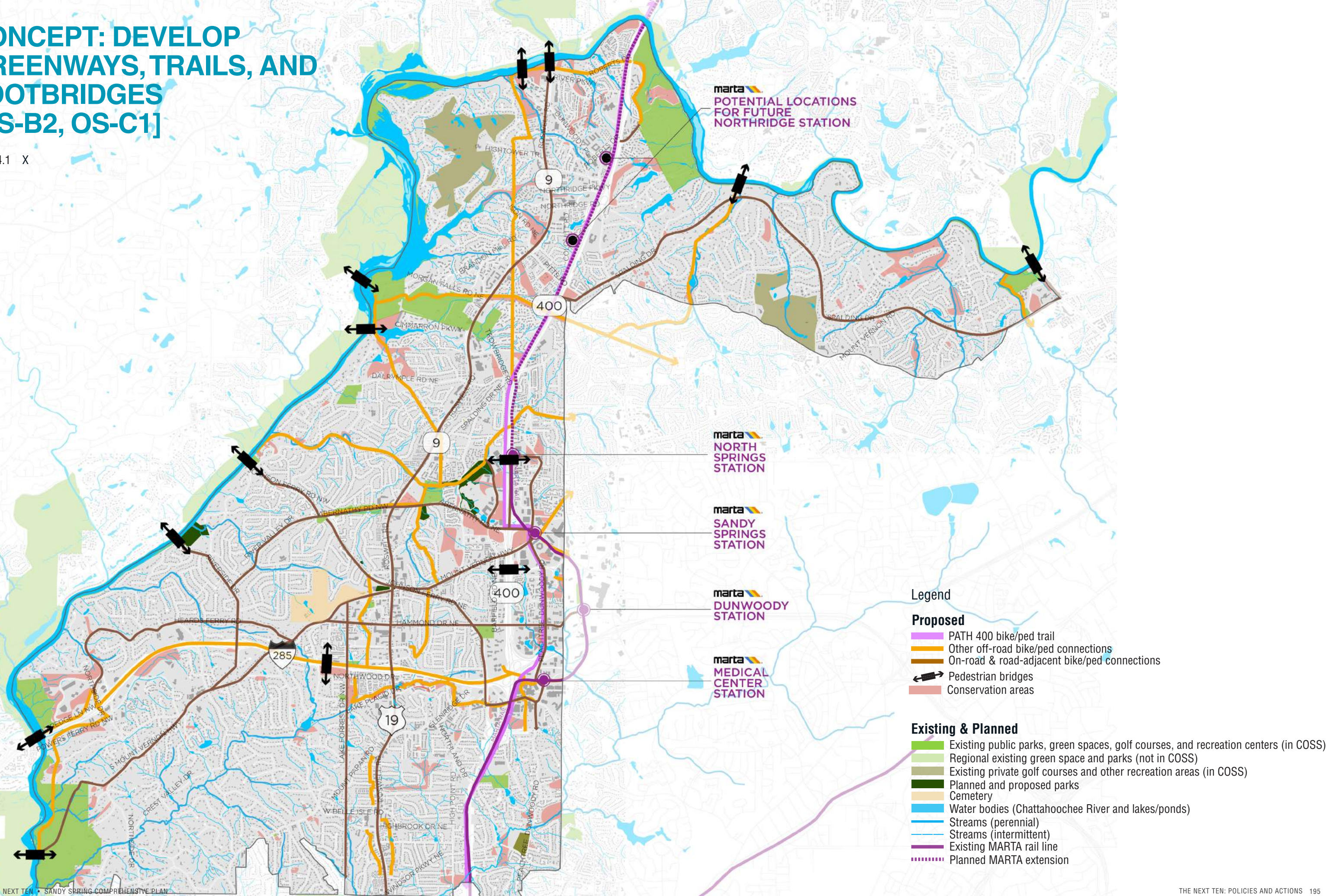
POLICY

ACTIONS

- Partner with the Atlanta Regional Commission, National Park Service and neighboring jurisdictions to maximize the Chattahoochee River's role as a regional recreational amenity.
- Collaborate with the National Park Service and neighboring jurisdictions to designate water trails and "blueways" for paddling.
- Enhance access to the river by identifying and establishing docks, launch points, and portages to facilitate access to the Chattahoochee River by canoe, kayak, paddleboard and other water-based transport.
- Identify and establish locations, such as docks, for fishing in the river.
- Explore the feasibility of providing additional boat access in the vicinity of Morgan Falls, such as expanding the existing dock or by providing additional boat access off Morgan Falls Road, as a means of bypassing the existing dam.
- Explore potential opportunities for the long-term re-use of the Morgan Falls Dam as a recreational amenity, if and when the dam is decommissioned in the future.

CONCEPT: DEVELOP GREENWAYS, TRAILS, AND FOOTBRIDGES [OS-B2, OS-C1]

Figure 4.1 X



C. CONNECT PARKS, GREEN SPACE AND RECREATIONAL FACILITIES THROUGH A MULTIMODAL NETWORK OF TRAILS

POLICY

OS-C1 CONNECT THE GREEN SPACE NETWORK WITHIN SANDY SPRINGS:

Establish an interconnected network of on-road and off-road pedestrian and bicycle trails to connect green spaces, recreational facilities, destinations and population centers.

ACTIONS

- Work with Georgia Power and other utilities to explore the feasibility of trails development along existing utility easements (e.g., power lines and sewer easements) to connect existing green spaces and provide additional linkages between existing and future green spaces.
 - » This will also entail identifying all easements and obtaining owner information— potentially working with conservancy to accomplish.
- Explore opportunities for trail connections across GA 400 through the construction of bicycle-pedestrian bridges and/or limited overbuild atop GA 400. [\[see also T-C1\]](#)
- Continue to work with the PATH Foundation to implement the construction of a northern extension to the PATH400 trail from Buckhead to I-285. In addition, examine the feasibility of extending the PATH400 trail north of I-285 to the Chattahoochee River along the Georgia 400 alignment, providing connections to the North Springs and future Northridge MARTA stations, the Perimeter Center area, the Chattahoochee River National Recreation area, and the proposed bridge across the Chattahoochee River at Roswell Road.
- Establish a series of on-road and off-road trail linkages connecting the City Springs District with citywide green spaces and destinations, including: the Chattahoochee River and surrounding parks, recreation facilities and green spaces, the Perimeter Center and MARTA stations.
 - » Fund a wayfinding plan and budget for signage.
- Establish a “Smart Street” with an urban greenway along Peachtree-Dunwoody Road in the Perimeter Center to connect the Perimeter Center district, MARTA stations and the area’s network of parks and green spaces. [\[see also Perimeter Center Small Area Plan\]](#)
- Examine and pursue opportunities to develop a trail along I-285 corridor, from Georgia 400 to the Chattahoochee River, including connections to Powers Island Park and nearby riverfront.
- Pursue the acquisition of land for, and development of, a Morgan Falls Trail connecting Morgan Falls Park, Roswell Road and Colquitt Road, with potential connections across Georgia 400 to Dunwoody.
- Investigate and pursue opportunities to establish trail connections along stream valleys, including implementing the Marsh Creek Greenway between Roswell Road and the UPS headquarters. Work with residents and property owners to consider the potential for incorporating additional

ACTIONS

- pedestrian and bicycle connections along other segments of stream valley, including western extent of Marsh Creek to the Chattahoochee River) and a potential north-south stream valley trail in the panhandle east of Georgia 400. [\[see also OS-D2\]](#)
- Examine the potential for a trail connection to Chastain Park in the City of Atlanta.
- Pursue the implementation of additional trail “mini-connections,” as recommended in the Bicycle, Pedestrian and Trail Implementation Plan, to further connect the green space network where critical non-motorized connections are limited.
- Implement all other trail recommendations of the Bicycle, Pedestrian and Trail Implementation Plan and the PCID Commuter Trail System Master Plan.

POLICY

OS-C2 SUPPORT AND LINKING TO REGIONAL TRAIL NETWORKS:

Encourage the creation of a trail network within Sandy Springs to advance the development of existing regional trail networks and provide access to green space and recreational resources outside the city.

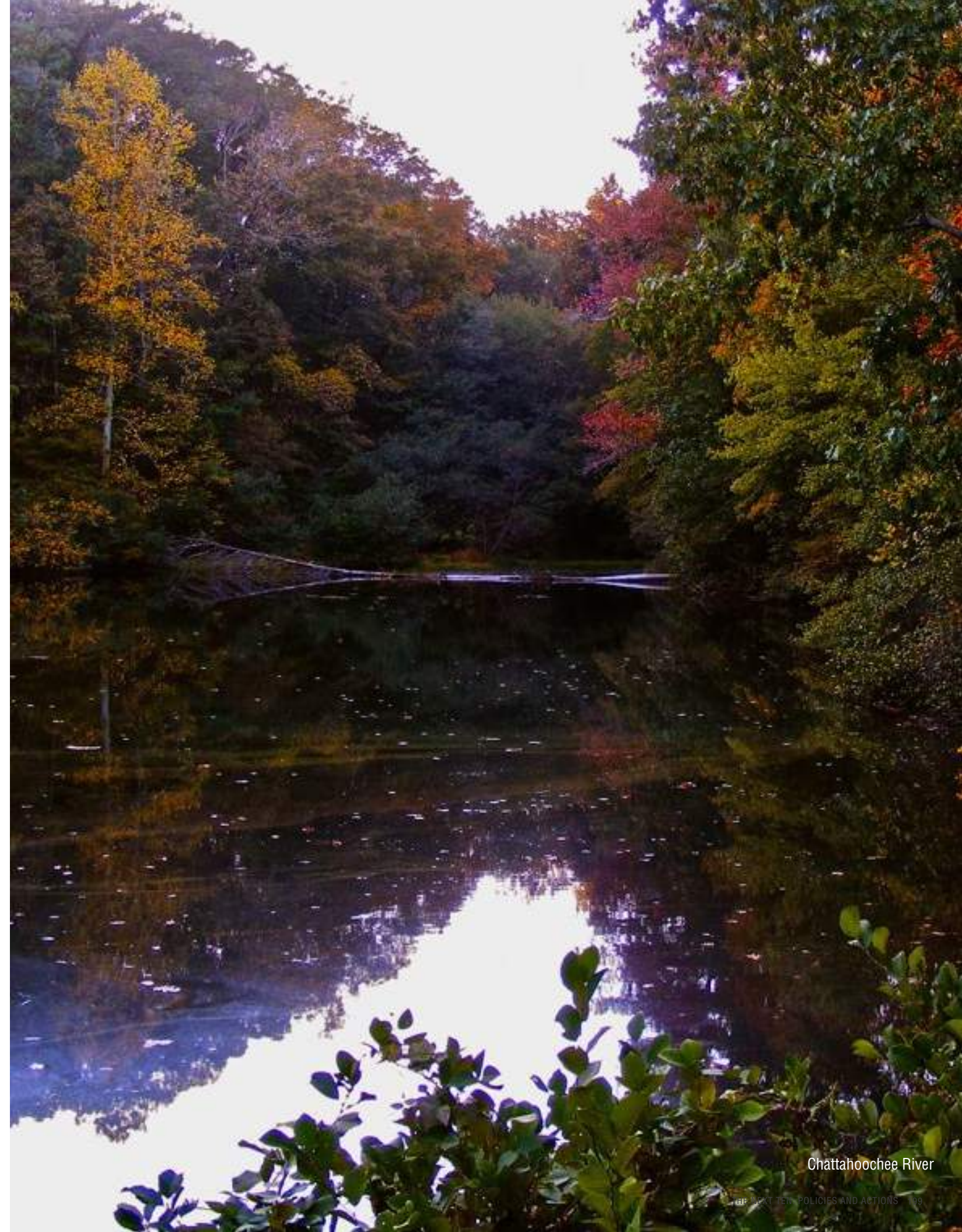
ACTIONS

- Support the creation of a regional Chattahoochee River trail network by establishing a river-oriented trail network within the city’s boundaries, including connections to the City of Roswell riverwalk. [\[see also OS-B1, OS-B2 and OS-C1\]](#)
- Support a northern extension of the PATH400 trail from the City of Atlanta to the Chattahoochee River.
- Explore the potential for connections to the proposed Dunwoody Trail, as proposed in the Atlanta Regional Commission’s Regional Transportation Plan.
- Support efforts to establish a regional trail along I-285 by working with the Cumberland CID, Cobb County, PCID and the City of Dunwoody.

D. PROTECT AND ENHANCE THE CITY'S TREE CANOPY AND WATER RESOURCES

POLICY **OS-D1 PRESERVE AND ENHANCE THE TREE CANOPY:** Establish and implement an aggressive program to protect, renew and expand Sandy Springs' tree canopy.

- ACTIONS**
- Limit tree removal and require the replacement of trees by updating and enforcing the City's Tree Conservation Ordinance.
 - Prepare a Tree Canopy and Forest Management Plan to define ongoing strategies for tree preservation and management.
 - Partner with homeowners, developers and commercial/institutional property owners to preserve existing trees and plant new trees on their properties. Provide incentives for planting new trees on private properties.
 - Encourage the preservation of Landmark Trees, Buffer Trees and Protected Trees on residential properties.
 - Encourage the planting of street trees along city streets as part of new development or redevelopment.
 - Update existing zoning and subdivision regulations to require and incentivize tree protection through innovative and sensitive site planning.
 - Partner with GDOT and private property owners to encourage the planting of trees along I-285, Route 400 and other wooded transportation corridors to expand and enhance the vegetated buffer along these roadways.
 - Continue to study and monitor the size and health of the City's tree canopy on a citywide and stormwater basin basis.
 - Require the planting of trees in parking lots.
 - Protect trees in stream and river buffer zones by enforcing existing buffer requirements.
 - Consider adopting a citywide "No Net Loss of Trees" policy.
 - Establish and enforce maintenance and forestry standards to maintain the health and vitality of our vegetative buffers and woodland resources.
 - Continue to utilize the City's Tree Fund to support tree planting activities.
 - » Fund and implement a strategic citywide program to plant new street trees. Set a citywide goal of adding 1000 trees per year through public and private initiatives, and endeavor to achieve this goal annually.
 - Maintain the City's status as a Tree City USA community by continuing to meet the standards established by the Arbor Day Foundation and the National Association of State Foresters. In addition, continue to observe Arbor Day annually through the issuance of an Arbor Day proclamation and by sponsoring tree-planting ceremonies.



Chattahoochee River

POLICY

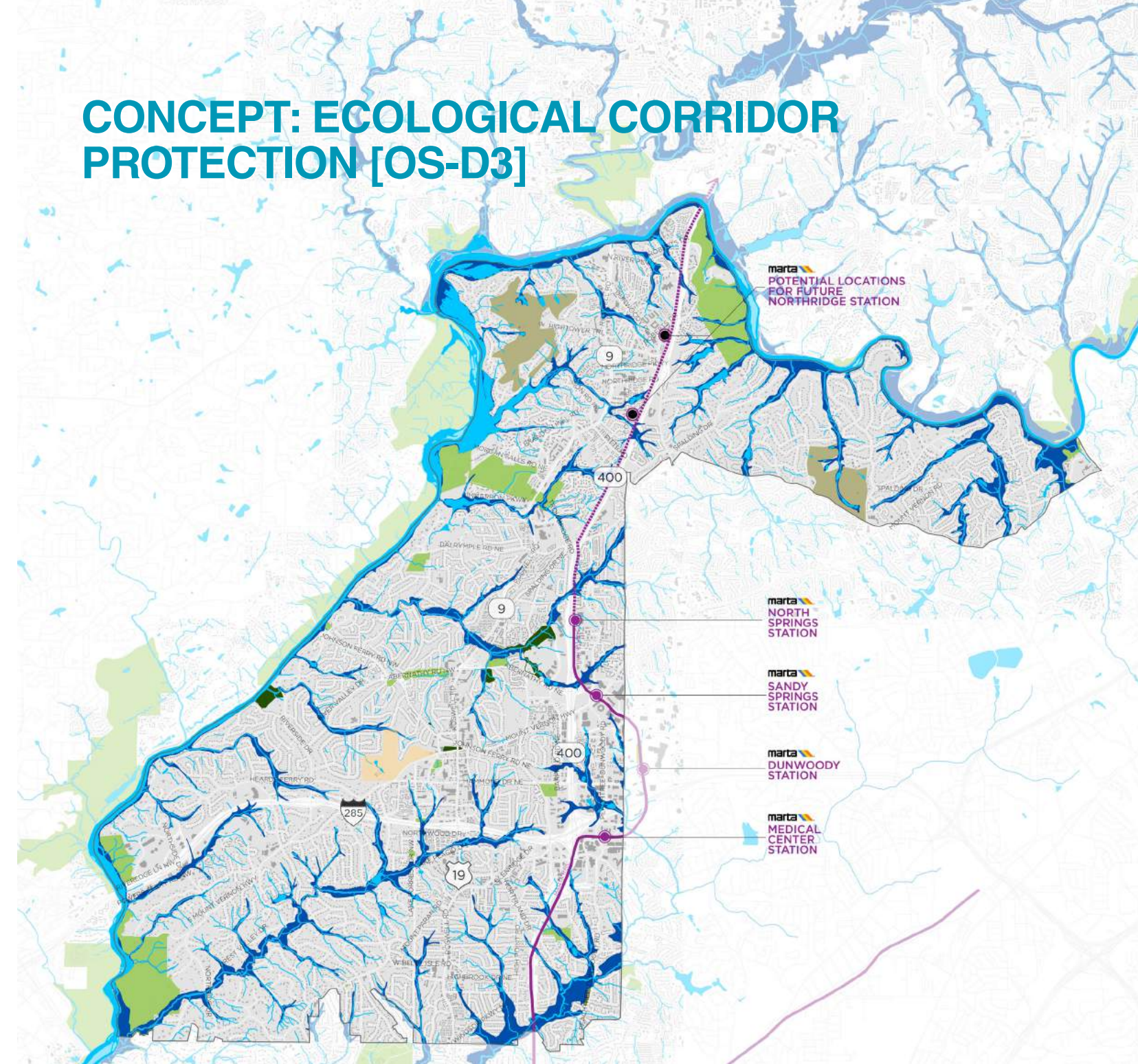
OS-D2 PROTECT AND RESTORE THE CHATTAHOOCHEE RIVER WATERSHED:

Protect and restore the Chattahoochee River, recognizing and celebrating its role as a significant water resource, habitat area, and scenic and recreational asset.

ACTIONS

- Continue to enforce and implement the Metropolitan River Protection Act (MRPA) while monitoring land-disturbing activity along the Chattahoochee River corridor.
- Continue to enforce the City's stream buffer ordinance.
- Protect and maintain vegetated buffers adjacent to city waterways.
- Encourage the restoration of stream banks and "daylighting" of buried/piped streams to establish more naturalized waterways.
- Support and enforce all applicable federal, state, local and regional regulations governing the protection of wetlands.
- Preserve existing ponds, wetlands and other waterbodies in the watershed and explore opportunities to utilize these resources as green space or recreational assets, where no conflicts exist with private property ownership.
- Work toward the long-term elimination of septic systems in Sandy Springs. In the meantime, prohibit the placement of underground petroleum storage or septic tanks within 1000 feet of any stream or groundwater recharge area, while continuing to evaluate soil suitability with regard to on-site septic systems.
- Make de-listing streams a City priority.

CONCEPT: ECOLOGICAL CORRIDOR PROTECTION [OS-D3]



Legend

Proposed

█ Ecological Corridors (Floodway; 100 and 500-year floodplains)

Existing & Planned

- █ Existing public parks, green spaces, golf courses, and recreation centers
- █ Regional existing green space and parks (not in COSS)
- █ Existing private golf courses and other recreation areas
- █ Planned and proposed parks
- █ Water bodies (Chattahoochee River and lakes/ponds)
- █ Streams (perennial)
- █ Streams (intermittent)
- █ Existing MARTA rail line
- ⋯ Planned MARTA extension



POLICY

OS-D4 IMPROVE STORMWATER MANAGEMENT:

Promote the sustainable management of stormwater runoff by integrating Low Impact Development (LID) and other stormwater management best practices into public and private building design and site planning as well as roadways, sidewalks and parking facilities.

ACTIONS

- Enforce and exceed applicable local, regional and state stormwater regulations.
- Minimize the amount of impervious surfaces by incentivizing the green infrastructure manuals of the Georgia stormwater management manual. Where implemented, ensure appropriate maintenance of pervious surfaces to maintain stormwater management functions and effectiveness.
- Incorporate green infrastructure: stormwater management features such as rain gardens, stormwater management planter, planted medians, and continuous landscape panels along sidewalks to collect and absorb stormwater before it enters the sewer system.
- Create a standard to require the integration of trees, landscaping and stormwater management facilities (e.g., rain gardens, stormwater management planters, etc.) into existing and future parking lots.
- Encourage the integration of building design features and practices to manage and capture water runoff, including green roofs and walls, pervious pavement, cisterns, and on-site recycling or reuse of wastewater and runoff. Consider an incentive program that can assist in implementing this policy.
- Minimize site grading and tree removal on residential lots to prevent soil erosion and facilitate on-site stormwater management.
- Conduct public education and outreach to educate property owners about stormwater management best practices and how these can be achieved.

POLICY

OS-D5 MANAGE AND IMPROVE WATER QUALITY AND WATER RESOURCES:

Improve the management of water resources and water quality.

ACTIONS

- Contribute to regional efforts to manage and conserve water supply by implementing the Metropolitan North Georgia Water Planning District's Water Supply and Water Conservation Management Plan.
- Continue to implement water conservation measures citywide by following and enforcing applicable regional and state water conservation laws and regulations as well as through public education. Consider adopting tools to incentivize residential water conservation and outdoor water use restrictions.
- For new development, ensure the incorporation of appropriate retention and detention facilities to promote groundwater recharge.

POLICY

OS-D3 DESIGNATING AND PROTECTING ECOLOGICAL CORRIDORS:

Designate a network of protected ecological corridors along existing stream valleys, as part of a larger natural asset protection strategy.

ACTIONS

- Identify and designate ecological corridors for protection and tree canopy enhancement. [Figure 1.61]
- Implement protection of ecological corridors through the establishment of conservation easements through land acquisition.
- Conduct outreach to educate adjacent property owners on the benefits of protecting ecological assets (perennial and intermittent streams, surficial geology, vegetation, wetlands) and define a policy regarding potential limited public access to ecological corridors. Unless desired by adjacent property owners, the City will not encourage public access and use of ecological corridors.

E. FOSTER ENVIRONMENTAL SUSTAINABILITY IN ALL CITY ACTIONS

POLICY

OS-E1 MAKE SANDY SPRINGS A SUSTAINABILITY LEADER:

Increase the City's commitment to environmental sustainability to maximize the environmental, social and economic benefits of city actions.

ACTIONS

- Strive to increase the City's certification level under the Atlanta Regional Commission's Green Communities Program to the Platinum level.
- Prepare a citywide Sustainability Plan to establish and formalize policies to promote environmental and economic sustainability.
- Reduce water use, energy consumption and waste by promoting and institutionalizing sustainable practices in City operations, facilities, fleets, purchasing, and waste management:
 - » Encourage waste reduction and recycling at all City facilities.
 - » Prioritize the acquisition and conversion of City vehicles that conserve energy and reduce greenhouse gas emissions.
 - » Conduct energy audits on all City facilities and consider future renovations and new construction that meets LEED standards.
- Conduct ongoing measurement of the City's overall sustainability performance.



LEED Certification Plaque

OS-E2 PROMOTE ENERGY-EFFICIENCY:

Promote citywide reductions in the demand for, and consumption of, energy.

POLICY

- Strive for carbon neutrality (or negative carbon dioxide emissions) by reducing the reliance on, and consumption of, fossil fuels and increasing the share of renewable sources of energy (e.g., solar, wind, biomass, hydropower) citywide for power generation.
- Promote the use of LED lighting citywide.
- Encourage the use of energy-efficient building practices citywide. [see also OS-E4]

ACTIONS

OS-E3 BUILD GREEN: Promote sustainable building design, site planning and landscape design citywide.

POLICY

- As part of City-led construction and through the development review process, promote environmentally-responsible building design and construction citywide. Strive for the highest levels of LEED certification (Gold and Platinum, or equivalent) for all new buildings constructed in the city.
- Promote sustainable site planning and landscape design that follows the best practices for stormwater management, energy and water conservation, habitat protection, improving air quality and human health. Strive to meet the highest levels of SITES certification for sustainable landscapes.
- Encourage environmentally-sensitive residential design by educating developers and homeowners on the benefits of green home design and associated LEED for Homes standards.
- Encourage the incorporation of green roofs into building design to reduce energy use and greenhouse gas emissions related to heating and cooling buildings.

ACTIONS



Farmers Market



Overlook Park

POLICY

OS-E4 IMPROVE AIR QUALITY AND REDUCE GREENHOUSE GAS EMISSIONS:

Strive to reduce cumulative and per capita impacts to air quality, including greenhouse gas emissions, on a citywide basis and regionally.

ACTIONS

- Implement strategies to reduce transportation-related air quality impacts by promoting compact and mixed-use development patterns, reducing traffic congestion and vehicle miles traveled, increasing the percentage of trips by transit, walking and bicycling. [\[see also T-A1 to A3; T-B1 to B3; T-C1 to C3; T-D1 to D3; T-E1 to E3; LU-B1 to B3; LU-C1 to C3\]](#)
- Support regional, state and federal efforts to improve air quality.
- Promote the reduction of greenhouse gas emissions citywide and on a per-capita basis. As part of sustainability plan, establish baselines, goals, and performance measures to measure progress.
- Reduce air temperatures by encouraging best practices to reduce the urban heat island effect, including: tree planting and preservation, conserving undeveloped and forested land, pursuing reductions in the overall percentage of paved areas citywide, and landscaping requirements as part of new construction. [\[see also OS-A1, OS-D1, OS-D4\]](#)
- Encourage the adoption of alternative fuel sources citywide and by City fleets, operations and facilities.

COMMUNITY WORK PROGRAM

CURRENTLY UNDER DEVELOPMENT. THE
COMMUNITY WORK PROGRAM WILL BE
ADDED TO FUTURE DRAFTS OF THE PLAN.

GLOSSARY & ACRONYMS

Accessibility: The degree to which people are able to move and reach their destinations within an area.

Affordable housing: Housing that has a sale price or rental amount that is within the means of low to median income citizens. In the case of for-sale units or 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.

Athletic Field: Areas within parks designed and used specifically for active play or a team game.

Bikeshare Programs: Programs that allow day-to-day rentals of bicycles within a given community for short periods of time,

using bike rental stations distributed throughout the community.

Built Environment: Human-made alterations to the environment (such as roads, buildings, and infrastructure) that form the physical character of a city.

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.

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, and regulations may be applied in order to preserve, improve, or otherwise influence its future development patterns in a manner consistent with the community vision.

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.

Circulator Service: Fixed-route public transportation service that serves passengers along a continuous route.

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.

Community Work Program: The portion of the comprehensive plan that describes the specific activities that a local government plans to undertake during the next five years to address the plan’s goals. Activities may include any activities, initiatives, programs, ordinances, administrative systems (such as site plan review, design review, etc.) to be put in place to implement the plan.

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.

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.

Conservation Area: Any land set aside for conservation of the land in its natural state, or for future use as parks and open space.

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)

Corridor: An area of land, typically along a linear route, containing land uses and transportation systems influenced by the existence of that route.

Curb Cuts: A ramp or indentation that allows for a smooth transition between a sidewalk and a street.

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).

Design Guidelines: Statements and illustrations that are intended to convey the preferred quality for a place.

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.

Development of Regional Impact: large-scale developments that are likely to have regional effects beyond the local government jurisdiction in which they are located.

Ecological Corridor: A natural resource corridor that contains significant ecological features and supports the movement of wildlife between two areas. In the plan, this term generally refers to stream and river corridors that offer important ecological functions.

Floodplain: A portion of land that is within the flooding boundary of a given watershed.

Forecast: Judgment about the likelihood of assumptions behind a projection.

Goal: A statement that describes, usually in general terms, a desired future condition.

Green space: For the purposes of this plan, the term applies broadly to include the larger system of public and private areas that include parks, stream valleys, trails, easements, riverfront areas, landscape areas along streetscapes, courtyards, golf courses,

cemeteries, and similar elements.

Greenway: 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.

Hacker Space: A collaborative workspace that is utilized for the sake of making, learning, exploring, and sharing new ideas, crafts, and technologies.

Human-scale: A perspective or scale that is focused from the vantage point of a human.

Inclusionary Zoning: Zoning policy that ensures that there is an adequate amount of low-to-moderate income housing within a given area. This can be accomplished through a requirement that developers make a certain percentage of their housing stock affordable to low-middle income citizens.

Infill: Development that occurs on vacant, skipped-over, bypassed, or underused lots in otherwise built-up sites or areas.

Infrastructure: The facilities and structures that support the necessary operations of a city. Facilities and services needed to sustain industry, residential, commercial, and all other land-use activities and include water, sewer lines, and other utilities, streets and roads, communications, transmission lines, and public facilities such as fire stations, parks, schools, etc.

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.

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.

Land Use: A categorization of how a piece of land is used and developed.

Flag Lot: 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.

Low Impact Development (LID): A design approach and system which seeks to reduce developmental interference with its respective environmental habitat. Specifically, LID emphasizes green design and stormwater management through the use of naturalized infrastructure – i.e. bioretention facilities, rain gardens, vegetated rooftops, rain barrels and permeable pavements, and more.

Median Household Income: The income level made by each household where half of the homes in the area earn more and half earn less.

Metropolitan Area: A region which includes an urban core with a population of 50,000 or more inhabitants as well as its surrounding areas which support it.

Mixed-Use Development: A single building or development area containing more than one type of building or land use, where the different types of land uses are in close proximity, planned as a unified, complementary whole.

Mixed-Income Housing: Housing for people with a broad range of incomes on the same site, development, or immediate neighborhood.

Mobility: The degree to which someone can travel. Refers to the amount of costs that are associated with moving from one point to another.

Multifamily Housing: Housing structures that support more than one household within one dwelling unit.

Multimodal: The movement within a transit network of more than one mode of transportation.

Naturally Occurring Retirement Communities: A community that was not specifically planned or built as a retirement community, but contains a large proportion of residents over 60 years of age.

Natural Systems: A system that exists in nature, independent of any human involvement, including ecosystems, habitats, vegetation and water resources.

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.

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.

Open Space: The portions of a property or land areas not occupied by buildings, parking, drive aisles, or other similar elements. The term may also refer to non-vegetated urban open spaces such as plazas and parks.

Park: Publicly owned outdoor land space for the use of the public for recreation. Parks may be active, which include tennis, 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.

Peak Travel Period: Period of time in which segment of transportation network experiences its highest levels of travelers.

Placemaking: A process by which people shape the public realm in a human scaled, pedestrian-oriented

fashion that makes the place distinctive and memorable, more attractive to, and compatible with, the people who use it.

Playground: An active area within a park consisting of equipment designed for children to use in an interactive plan environment.

Pocket Park: A small-scale park that is accessible to the public and typically has been carved out of an irregular piece of land.

Projection: A prediction of future conditions that will occur if the assumptions inherent in the projection technique prove true.

Public Realm: Space (such as streets, sidewalks, and parks) shared and accessible to the public.

Redevelopment: 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.

Redevelopment Area: An area identified as requiring specific action by the local government for revitalization, reinvestment, and/or reuse to occur.

Resiliency: The ability for something to recover from a disruptive event back into its original form.

Rezoning: The adjustment of the regulations that define how land, buildings, and structures within a specific geographic area can be used.

Ride-sharing: The sharing of vehicles to reduce vehicle trips, traffic congestion, and automobile emissions.

Right-of-way: Segment of land area granted for transportation facilities.

Single-family Detached Housing: Housing unit which supports only one household and is not adjoined to another structure.

Stakeholder: Someone (or any agency or group) with an interest, in the issues being addressed.

Streetscape: The design of a street, including the roadbed, sidewalks, landscape planting, furnishings along the street, and the character of the adjacent building façade.

Subdivision: A division of one portion of land into two or more smaller lots. The resulting areas of parcels are often referred to as 'subdivisions'.

Sustainability: Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. It is central to economic, environmental and social success and is the core principle underpinning planning. Simply stated, the principle recognizes the importance of ensuring that all people should be able to satisfy their basic needs and enjoy a better quality of life, both now and in the future.

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.”

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.

Trail: 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 chips, cinders or other types of natural material. Trails usually have a beginning and ending point and ideally have at least on such “trailhead.”

Transit: Bus, light rail, and heavy rail facilities. See also “Bus Rapid Transit” in this glossary.

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.

Transportation Demand Management (TDM): A set of strategies aimed at reducing the demand for roadway travel, particularly in single occupancy vehicles. Some TDM strategies are designed to reduce total travel demand, while others are designed to reduce peak period demand.

Sandy Springs Development Code (SSDC): A new regulatory code or ordinance that incorporates

zoning, architectural design guidelines, and subdivision regulations to ensure the development of a healthy built environment. The Sandy Springs Development Code, under development as part of the Next Ten process, will consolidate the City’s existing zoning and land development regulations into one document that will serve as a single source for the city’s development-related regulations.

Variance: A privilege granted by a municipality to deviate from a zoning restriction.

Viewshed or Vista: 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.

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.

Walkable or Walkability: The extent to which the built-environment feels comfortable to pedestrians and encourages people to walk. A broad range of community design features support walking, including sidewalks, street furniture, trees, the arrangement of buildings, pedestrian crossings, etc.

Workforce Household: A family or household that earns a specified percentage, generally between 60% and 120%, of the area’s median household income. The specified percentage differs by community.

Workforce Housing: Housing that is affordable to workforce households.

Zoning: Regulations that define how land, buildings, and structures within specific geographic areas can be used.

Acronyms

- ARC (Atlanta Regional Commission)
- COSS (City of Sandy Springs)
- DRI (Development of Regional Impact)
- GDOT (Georgia Department of Transportation)
- LCI (Livable Centers Initiative)
- LEED (Leadership in Energy and Environmental Design)
- MARTA (Metropolitan Atlanta Rapid Transit Authority)
- NJRC (Naturally Occurring Retirement Communities)
- PCID (Perimeter Community Improvement Districts)
- RFP (Request for Proposals)
- ROI (Return on Investment)
- TDM (Transportation Demand Management)
- SSDC (Sandy Springs Development Code)
- VMT (Vehicle-miles Traveled)