SANDY SPRINGS
GEORGIA

CITY COUNCIL
Rusty Paul, Mayor
John Paulson – District 1
Melody Kelley – District 2
Melissa Mular – District 3
Jody Reichel – District 4
Tibby DeJulio – District 5
Andy Bauman – District 6

Tuesday, July 19, 2022 **Regular Meeting** **Following Work Session**

The City Council meeting will be held in the Studio Theatre at Sandy Springs City Hall
(1 Galambos Way, Sandy Springs, GA 30328).

Live-stream:	**Public Meeting Portal (CivicClerk):** https://sandyspringsga.civicclerk.com **Zoom Webinar:** http://spr.gs/citycouncilmeeting
Teleconference:	**Phone:** (646) 558-8656 **Webinar ID:** 837 5464 0463
Public Comment:	http://spr.gs/publiccomment

I. Call to Order - Mayor Rusty Paul

II. Roll Call and General Announcements - City Clerk

III. Pledge of Allegiance - Mayor Rusty Paul

IV. Public Comment

V. Approval of Meeting Agenda

VI. Consent Agenda

A. **2022-167** Meeting Minutes
June 21, 2022 City Council Meeting

B. **2022-168** Request for Mayor and City Council Consideration of the Dedication of Right of Way and Temporary Construction Easement on Property Located in Land Lot 75 of the 17th District, Fulton County, City of Sandy Springs, Georgia (Tax ID#'s 17-0075- LL-004-7 & 17-0075- LL-117-7)
(Presented by William H. Martin, Jr., AIA, Public Works Director)

C. **2022-169** Request for Mayor and City Council Consideration of Acceptance of an Agreement to Purchase Fee Simple Right of Way and Temporary Construction Easement on Property Located at 6268 Mt. Vernon Oaks Drive in Land Lot 36 of

the 17th District, City of Sandy Springs, Georgia (Tax ID# 17-0036-0001-057-1); TS-192 Mt. Vernon Highway Corridor Improvements Project

(Presented by William H. Martin, Jr., AIA, Public Works Director)

D. **2022-170** Request for Mayor and City Council Consideration of Acceptance of a Permanent Drainage Easement on Property Located at 5565 Errol Place in Land Lot 134 of the 17th District, City of Sandy Springs, Georgia (Tax ID# 17-0134-0003-023-2)

(Presented by William H. Martin, Jr., AIA, Public Works Director)

E. **2022-171** Request for Mayor and City Council Consideration of Acceptance of a Permanent Drainage Easement on Property Located at 5575 Errol Place in Land Lot 134 of the 17th District, City of Sandy Springs, Georgia (Tax ID# 17-0134-0003-024-0)

(Presented by William H. Martin, Jr. AIA Public Works Director)

F. **2022-172** Request for Mayor and City Council Consideration of Acceptance of a Permanent Drainage Easement on Property Located at 7560 Winters Chapel Road in Land Lot 312 of the 6th District, City of Sandy Springs, Georgia (Tax ID# 06-0312-0001-006-6)

(Presented by William H. Martin, Jr., AIA, Public Works Director)

VII. Presentations

VIII. Public Hearing

A. **2022-173** ABL_BILL#95673 Approval of Alcoholic Beverage License Application for Sunnyside Pizzeria LLC, DBA Sunnyside Pizzeria -220 Sandy Springs Circle Suite 149, Sandy Springs GA, 30328.

(Presented by Toni Carlisle, Chief Financial Officer)

B. **2022-174** Request for Mayor and City Council Consideration of River Corridor Review RC-22-06SS for Property Located at 675 River Chase Point

(Presented by Michele McIntosh-Ross, Planning & Zoning Manager)

C. **2022-175** Request for Mayor and City Council Consideration of River Corridor Review RC-22-07SS for Property Located at 380 Crosstree Lane

(Presented by Michele McIntosh-Ross, Planning & Zoning Manager)

D. **2022-176** Request for Mayor and City Council Consideration of River Corridor Review RC-22-08SS for Property Located at 300 Skyridge Drive

(Presented by Michele McIntosh-Ross, Planning & Zoning Manager)

E. **2022-177** Request for Mayor and City Council Consideration of RZ22-0002, a Zoning Map

Amendment (Rezoning) from RE-1 (Residential Estate, 1 Acre Minimum) to RT-3 (Residential Townhouse, 3 Stories Maximum Height) - 6669 Peachtree Dunwoody Road (Parcel # 17 0020 LL0175)

(Presented by Michele McIntosh-Ross, Planning & Zoning Manager)

F. **2022-178** Request for Mayor and City Council Consideration of TA22-0001, an Ordinance to Amend Development Code Divisions 1.2. Districts; 4.1. District Intent Statements; and 4.4. Commercial Mixed Use (CX-)

(Presented by Michele McIntosh-Ross, Planning & Zoning Manager)

G. **2022-179** Request for the Mayor and City Council Consideration to Approve the Transmittal of the Draft Sandy Springs Next Ten Comprehensive Plan 5-year Update 2022 to the Atlanta Regional Commission and the Georgia Department of Community Affairs for Review

(Presented by Michele McIntosh-Ross, Planning & Zoning Manager)

H. **2022-180** Request for Mayor and City Council Consideration of a Variance from Section 9.2.2 – Applicability; State Waters Buffer Protection of the Development Code, to Allow the Use of Impervious Concrete in the 50-foot Stream Buffer and Additional Impervious Setback, for the Construction of a Portion of Trail Segment 2A

(Presented by Michael Perry, Director of Recreation and Parks)

IX. New Business

A. **2022-181** Request for Mayor and City Council Consideration of Approval of a Subgrant Agreement with the Metropolitan Atlanta Rapid Transit Authority (MARTA) for the Medical Center Station to Dunwoody MARTA Station Pedestrian/Bicycle and Transit Connectivity Improvements Project and to Authorize the Mayor to Execute Same

(Presented by William H. Martin, Jr., AIA, Public Works Director)

B. **2022-182** Request for Mayor and City Council Consideration of Approval of an Agreement by and between the City of Sandy Springs and the Fulton Perimeter Community Improvement District for the Medical Center Station to Dunwoody MARTA Station Pedestrian/Bicycle and Transit Connectivity Improvements Project and to Authorize the Mayor to Execute Same

(Presented by William H. Martin, Jr., AIA, Public Works Director)

C. **2022-183** Request for Mayor and City Council Consideration to Approve Contract Award to Construction 57 Incorporated to Construct the Dalrymple Road Sidewalk Project (TS168), and to Authorize the City Manager to Execute a Contract

SANDY SPRINGS
GEORGIA

(Presented by William H. Martin, Jr., AIA, Public Works Director)

D. **2022-184** Request for Mayor and City Council Consideration of Recommended Pieces for ArtSS Sculpture Competition 2022-2023
(Presented by Marla Shavin, Senior Public Relations Specialist)

X. Reports

A. **2022-185** Mayor and Council Report

B. **2022-186** Staff Reports

1. May 2022 Unaudited Financials
(Toni Carlisle, Chief Financial Officer)

XI. Executive Session - Real Estate and Pending Litigation

XII. Adjournment

Individuals with disabilities who require certain accommodations in order to allow them to observe and/or participate in a public meeting, or who have questions regarding the accessibility of the meeting or facilities should contact the City Clerk at 770-730-5600 promptly for assistance. The City will make reasonable accommodations for those persons.

SANDY SPRINGS

CITY CLERK'S OFFICE

TO: Eden Freeman, City Manager

FROM: William H. Martin, Jr., AIA, Public Works Director

DATE: June 23, 2022 Submission for the July 19, 2022 City Council Meeting

ITEM: Request for Mayor and City Council Consideration of the Dedication of Right of Way and Temporary Construction Easement on Property Located at 314 and 354 Dalrymple Road in Land Lot 75 of the 17th District, Fulton County, City of Sandy Springs, Georgia (Tax ID#'s 17-0075- LL-004-7 & 17-0075- LL-117-7)

Recommendation:

Staff recommends that the Mayor and City Council accept the right of way deed dedicating all that tract or parcel of land lying and located in Land Lot 75 of the 17th District, Fulton County, City of Sandy Springs, Georgia. The property, as shown in the attached exhibits, is being dedicated by the property owners JPG Trans Company, Inc., and located at 314 and 354 Dalrymple Road, Sandy Springs, Georgia. The total amount of Right of Way being dedicated is 9,128.74 square feet and the total amount of Temporary Construction Easement being dedicated is 5,501.96 square feet, respectfully being dedicated as required by the Development Regulations Ordinance in Connection with Community Development File # LDP 22-00046.

Background:

Section 103-75 of the Development Regulations specifies a minimum-required right of way width based on street classifications. Such width must be dedicated prior to the approval of an Exemption Plat, Final Plat or a Land Disturbance Permit submittal. Property specific zoning conditions may increase or reduce the amount of required right of way. Additionally, the right of way must be either the minimum width from centerline, 11' from the back of curb or 1' behind the sidewalk, whichever is greater.

Right of way is being dedicated along Dalrymple Road per the requirements/conditions of the Development Regulations Ordinance. The property owner has paid the recording fees and has met the requirements of the Transportation Services Unit of the Public Works Department and the City's Right of Way Specialist for the dedication of the right of way.

Discussion:

N/A

Financial Impact:

None. This is a dedication at no cost to the City.

Alternatives:

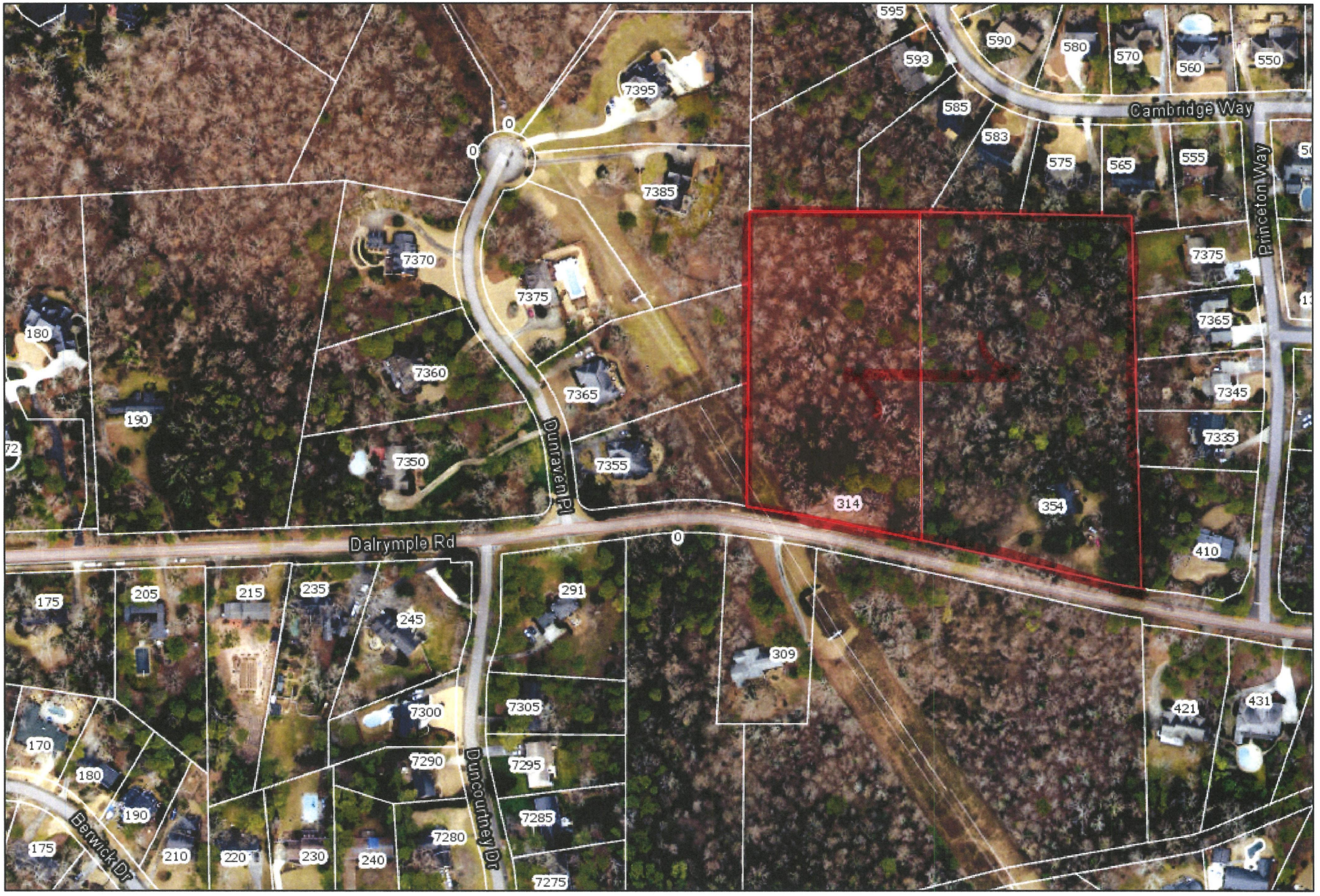
N/A

Review:

Karen Lugassy, Executive Assistant	Created/Initiated - 7/7/2022
Marty Martin, Director of Public Works	Approved - 7/7/2022
Toni Carlisle, Chief Financial Officer	Approved - 7/7/2022
Kathy Williams, Staff Attorney	Approved - 7/8/2022
Eden Freeman, City Manager	Final Approval - 7/15/2022

Attachments:

1. Aerial and GIS Maps
2. Executed ROW Deed with attachments
3. Executed TCE with attachments
4. Resolution - ROW Deed of Dedication



0 0 0 0 mi

314 and 354 Dalrymple Road/ JPG Trans Company, Inc. ROW Deed and TCE Dedication

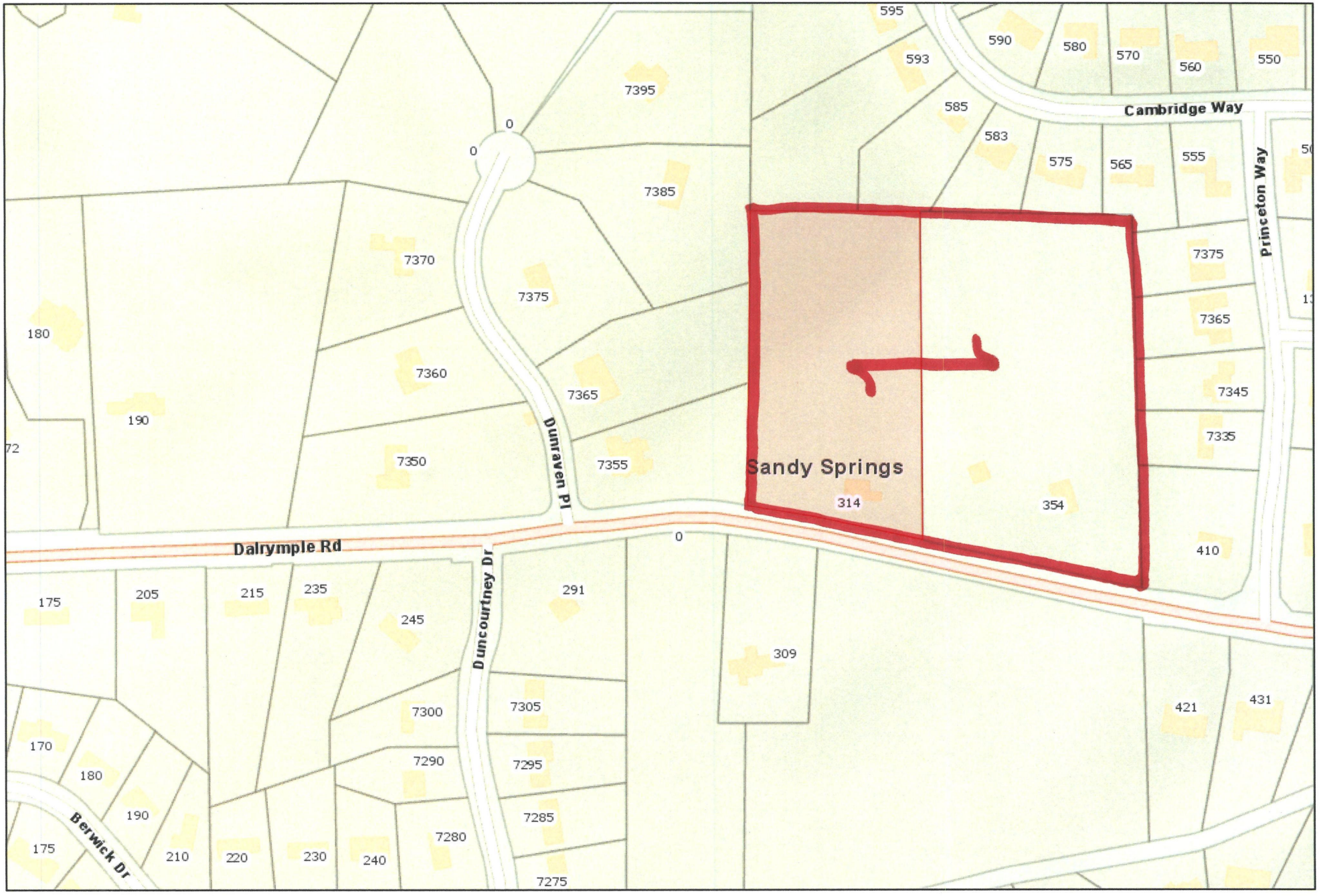
N

Date: 6/8/2022

Map Size: 8.5x11 (LETTER)

Fulton County provides the data on this map for your personal use "as is". The data are not guaranteed to be accurate, correct, or complete. The feature locations epicted in these maps are approximate and are not necessarily accurate to surveying or engineering standards. Fulton County assumes no responsibility for losses resulting from the use these data, even if Fulton County is advised of the possibility of such losses.

FULTON COUNTY



314 and 354 Dalrymple Road/ JPG Trans Company, Inc. ROW Deed and TCE Dedication

N

Date: 6/8/2022

Map Size: 8.5x11 (LETTER)

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FULTON COUNTY

TAX ID#'S: 17-0075- LL-004-7 &
17-0075- LL-117-7

AFTER RECORDING, PLEASE RETURN TO:

City Clerk's Office
City of Sandy Springs
1 Galambos Way
Sandy Springs, GA 30328

RIGHT OF WAY DEED

STATE OF GEORGIA

FULTON COUNTY

THIS INDENTURE, is entered into this 24 day of May, 2022, between **JPG TRANS COMPANY, INC.**, hereinafter referred to as the "Grantor", the **CITY OF SANDY SPRINGS, GEORGIA**, herein after referred to as the "Grantee".

WHEREAS, Grantee Desires to obtain and Grantor desires to convey **9,128.74 (TOTAL)** square feet of fee simple right of way upon and across Grantor's property, located in **Land Lot 75** of the **17th Land District** of Fulton County, Georgia, as is more particularly described and illustrated in **Exhibits "A" and "B"**, attached hereto and incorporated herein by reference;

NOW THEREFORE, in consideration of the foregoing recitals and ONE DOLLAR ($1.00), the receipt and sufficiency of which are hereby acknowledged, Grantor does hereby sell and convey to the Grantee, the fee simple right-of-way as described and illustrated in **Exhibits "A" and "B"** attached hereto and incorporated herein by reference.

THIS RIGHT OF WAY DEED shall bind the heirs ans assigns of the undersigned party and shall inure the benefit of the successors in title of the Grantee.

AND THE SAID Grantor will warrant and forever defend the rights and titles to the above described property unto the said Grantee against the claims of all persons whatsoever.

PARCELS 3 & 4

IN WITNESS WHEREOF, the Grantor has signed and sealed this deed as of the day and year fisrst above written.

Signed, sealed and delivered this
25 day of May, 2022,
in the presence of:

Witness

Notary Public



JPG TRANS COMPANY, INC.

BY: _____ (SEAL)
NAME: Javier F Beiral
TITLE: Owner

PARCELS 3 & 4

EXHIBIT "A"

LEGAL DESCRIPTION
JPG TRANS COMPANY, INC.
314 DALRYMPLE ROAD PL, SANDY SPRINGS, GA 30328
PARCEL # 3 / TAX ID# 17-0075- LL-004-7

REQUIRED RIGHT-OF-WAY

ALL THAT TRACT or parcel of land lying and being in Land Lot 75 of the 17th District, City of Sandy Springs, Fulton County, Georgia and being more particularly described as follows:

COMMENCING at a point 18.99 feet left and opposite of Station 54+34.55 on construction centerline laid out for Dalrymple Road. Said point being the POINT OF BEGINNING.

THENCE N 1°04'23.3" E a distance of 5.54 feet to a point 24.45 feet left of and opposite station 54+33.68 on said construction centerline laid out for Dalrymple Road

THENCE N 1°04'23.3" E a distance of 4.61 feet to a point 29.00 feet left of and opposite station 54+32.96 on said construction centerline laid out for Dalrymple Road

THENCE southeasterly 5.16 feet along the arc of a curve (said curve having a radius of 509.00 feet and a chord distance of 5.16 feet on a bearing of S 79°16'00.5" E) to the point 29.00 feet left of and opposite station 54+37.83 on said construction centerline laid out for Dalrymple Road

THENCE S 78°58'36.1" E a distance of 99.28 feet to a point 29.00 feet left of and opposite station 55+37.11 on said construction centerline laid out for Dalrymple Road

THENCE southeasterly 152.64 feet along the arc of a curve (said curve having a radius of 5758.58 feet and a chord distance of 152.63 feet on a bearing of S 78°13'02.5" E) to the point 29.00 feet left of and opposite station 56+88.98 on said construction centerline laid out for Dalrymple Road

THENCE S 77°27'28.9" E a distance of 42.42 feet to a point 29.00 feet left of and opposite station 57+31.40 on said construction centerline laid out for Dalrymple Road

THENCE S 0°01'29.8" E a distance of 10.25 feet to a point 18.99 feet left of and opposite station 57+33.64 on said construction centerline laid out for Dalrymple Road

THENCE N 77°48'25.7" W a distance of 181.71 feet to a point 19.52 feet left of and opposite station 55+52.38 on said construction centerline laid out for Dalrymple Road

THENCE N 79°13'54.1" W a distance of 24.89 feet to a point 19.39 feet left of and opposite station 55+27.54 on said construction centerline laid out for Dalrymple Road

THENCE N 79°13'54.1" W a distance of 93.12 feet back to the point of beginning.

Said tract or parcel contains 2,995.39 SF or 0.069 acres more or less.

EXHIBIT "A"

LEGAL DESCRIPTION
JPG TRANS COMPANY, INC.
354 DALRYMPLE ROAD, SANDY SPRINGS, GA 30328
PARCEL #4 / TAX ID# 17-0075- LL-117-7

REQUIRED RIGHT-OF-WAY

ALL THAT TRACT or parcel of land lying and being in Land Lot 75 of the 17th District, City of Sandy Springs, Fulton County, Georgia and being more particularly described as follows:

COMMENCING at a point 18.99 feet left and opposite of Station 57+33.64 on construction centerline laid out for Dalrymple Road. Said point being the POINT OF BEGINNING.

THENCE N 0°01'29.8" W a distance of 10.25 feet to a point 29.00 feet left of and opposite station 57+31.40 on said construction centerline laid out for Dalrymple Road

THENCE S 77°27'28.9" E a distance of 4.60 feet to a point 29.00 feet left of and opposite station 57+36.00 on said construction centerline laid out for Dalrymple Road

THENCE N 12°32'31.1" E a distance of 11.00 feet to a point 40.00 feet left of and opposite station 57+36.00 on said construction centerline laid out for Dalrymple Road

THENCE S 77°27'28.9" E a distance of 150.32 feet to a point 40.00 feet left of and opposite station 58+86.32 on said construction centerline laid out for Dalrymple Road

THENCE southeasterly 25.59 feet along the arc of a curve (said curve having a radius of 11,419.16 feet and a chord distance of 25.59 feet on a bearing of S 77°31'19.9" E) to the point 40.00 feet left of and opposite station 59+12.00 on said construction centerline laid out for Dalrymple Road

THENCE S 62°15'57.4" E a distance of 41.37 feet to a point 29.00 feet left of and opposite station 59+52.00 on said construction centerline laid out for Dalrymple Road

THENCE southeasterly 156.80 feet along the arc of a curve (said curve having a radius of 11430.16 feet and a chord distance of 156.80 feet on a bearing of S 78°10'45.8" E) to the point 29.00 feet left of and opposite station 61+09.20 on said construction centerline laid out for Dalrymple Road

THENCE S 0°48'35.2" E a distance of 5.55 feet to a point 23.58 feet left of and opposite station 61+10.37 on said construction centerline laid out for Dalrymple Road

THENCE S 0°48'35.2" E a distance of 4.56 feet to a point 19.12 feet left of and opposite station 61+11.34 on said construction centerline laid out for Dalrymple Road

THENCE N 78°36'25.1" W a distance of 49.69 feet to a point 18.99 feet left of and opposite station 60+61.57 on said construction centerline laid out for Dalrymple Road

THENCE northwesterly 178.47 feet along the arc of a curve (said curve having a radius of 4,182.06 feet and a chord distance of 178.46 feet on a bearing of N 78°09'09.1" W) to the point 18.17 feet left of and opposite station 58+82.83 on said construction centerline laid out for Dalrymple Road

THENCE N 77°08'29.8" W a distance of 149.20 feet back to the point of beginning.

Said tract or parcel contains 6,133.35 SF or 0.141 acres more or less.

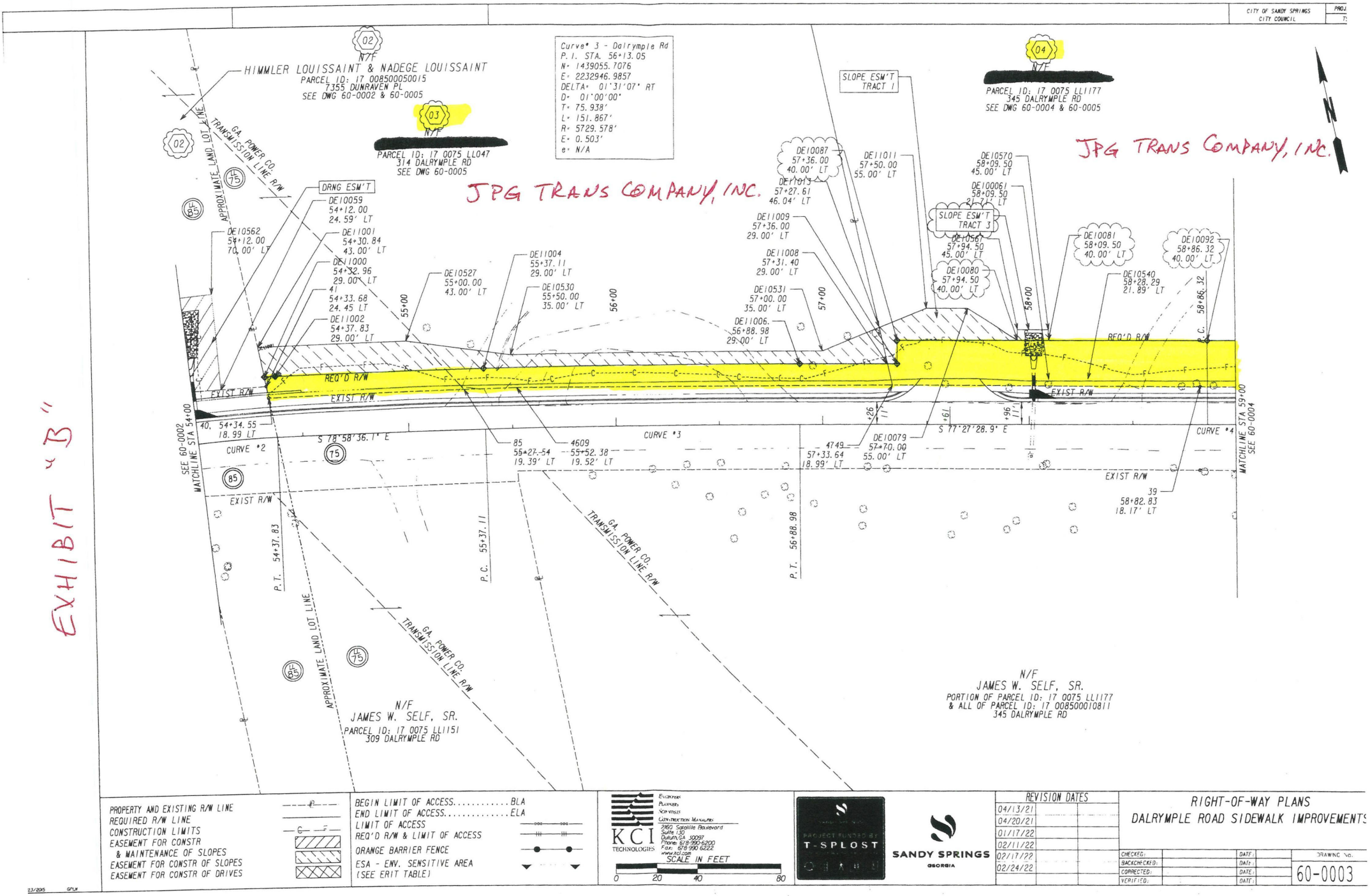

CITY OF SANDY SPRINGS
CITY COUNCIL
EXHIBIT "B"
HIMMLER LOUISSAINT & NADEGE LOUISSAINT
PARCEL ID: 17 008500050015
7355 DUNRAVEN PL
SEE DWG 60-0002 & 60-0005
PARCEL ID: 17 0075 LL047
314 DALRYMPLE RD
SEE DWG 60-0005
PARCEL ID: 17 0075 LL1177
345 DALRYMPLE RD
SEE DWG 60-0004 & 60-0005
Curve* 3 - Dalrymple Rd
P.I. STA. 56+13.05
N= 1439055.7076
E= 2232946.9857
DELTA= 01°31'07" RT
D= 01°00'00"
T= 75.938'
L= 151.867'
R= 5729.578'
E= 0.503'
e= N/A
JPG TRANS COMPANY, INC.
JPG TRANS COMPANY, INC.
SLOPE ESM'T TRACT 1
SLOPE ESM'T TRACT 3
DRNG ESM'T
GA. POWER CO. TRANSMISSION LINE R/W
APPROXIMATE LAND LOT LINE
REQ'D R/W
EXIST R/W
CURVE #2
CURVE #3
CURVE #4
S 78°58'36.1" E
S 77°27'28.9" E
SEE 60-0002 MATCHLINE STA 54+00
MATCHLINE STA 59+00 SEE 60-0004
P.T. 54+37.83
P.C. 55+37.11
P.C. 56+88.98
P.T. 58+86.32
N/F
JAMES W. SELF, SR.
PARCEL ID: 17 0075 LL1151
309 DALRYMPLE RD
N/F
JAMES W. SELF, SR.
PORTION OF PARCEL ID: 17 0075 LL1177
& ALL OF PARCEL ID: 17 008500010811
345 DALRYMPLE RD
PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES
BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)
KCI TECHNOLOGIES
SCALE IN FEET
0 20 40 80
PROJECT FUNDED BY T-SPLOST
SANDY SPRINGS GEORGIA
REVISION DATES
04/13/21
04/20/21
01/17/22
02/11/22
02/17/22
02/24/22
RIGHT-OF-WAY PLANS
DALRYMPLE ROAD SIDEWALK IMPROVEMENTS
CHECKED:
BACKCHECKED:
CORRECTED:
VERIFIED:
DRAWING No.
60-0003

EXHIBIT "B"

Curve* 4 - Dalrymple Rd
P. I. STA. 59+98.81
N= 1438971.9353
E= 2233323.5521
DELTA= 01°07'30" LT
D= 00°30'00"
T= 112.490'
L= 224.973'
R= 11459.156'
E= 0.552'
e= N/A

04
N/F
PARCEL ID: 17 0075 LL1177
345 DALRYMPLE RD
SEE DWG 60-0003 & 60-0005

JPG TRANS COMPANY, INC.

05
N/F
SHANE & MICHELLE WESTERHOLD
PARCEL ID: 17 0075 LL0377
410 DALRYMPLE RD
SEE DWG 60-0005

SLOPE ESM'T
SLOPE ESM'T TRACT 2

DE10552
61+18.00
23.55' LT

DE10054
61+10.37
23.58' LT

DE10575
61+23.83
30.000 LT

DE10571
61+23.83
19.31' LT

DE10091
61+06.80
40.00' LT

DE10077
61+08.98
30.000 LT

DE10085
61+09.20
29.00' LT

DE10093
59+12.00
40.00' LT

DE10084
59+52.00
29.00' LT

61+00
P.T. 61+11.30
60+00

STA 61+28
END CONSTRUCTION

REQ'D R/W
EXIST R/W
SEE 60-0003
MATCHLINE STA 59+00

+52
S 78°34'58" E
CURVE #4

38
60+61.57
18.99' LT

37
61+11.34
19.12' LT

EXIST R/W

END RIGHT-OF-WAY
ACQUISITION TS-168
STA 61+23.83
N 1438947.1867
E 2233446.1024

END PROJECT
DALRYMPLE ROAD
(TS168)
STA. 62+00.00
N 1438932.1093
E 2233520.7629

N/F
JAMES W. SELF, SR.
PORTION OF PARCEL ID: 17 0075 LL1177
& ALL OF PARCEL ID: 17 0085000 10811
345 DALRYMPLE RD

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)

KCI TECHNOLOGIES
Engineers
Planners
Surveyors
Construction Managers
2160 Satellite Boulevard
Suite 130
Duluth, GA 30097
Phone: 678-990-6200
Fax: 678-990-6222
www.kci.com

SCALE IN FEET
0 20 40 80

T-SPLOST

SANDY SPRINGS
GEORGIA

REVISION DATES
04/13/21
04/20/21
06/03/21
01/17/22
02/17/22

RIGHT-OF-WAY PLANS
DALRYMPLE ROAD SIDEWALK IMPROVEMENT

CHECKED:		DATE:	DRAWING No.
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	60-0004
VERIFIED:		DATE:	

'23/205 GPLK

EXHIBIT "B"

PAR 2 REQ'D PERM. EASM'T. PAR 2 PESMT

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE10058	25.48 L	53+88.00	
	44.52	N 5°04'32.3" E	
DE10566	70.00 L	53+88.00	
	27.50	S 83°29'51.7" E	
DE10562	70.00 L	54+12.00	
	45.41	S 7°56'25.5" W	
DE10059	24.59 L	54+12.00	
	16.48	N 80°24'58.3" W	
42	25.33 L	53+96.35	

ARC LENGTH = 8.79
CHORD BEAR = N 83°27'33.3" W
LNTH CHORD = 8.79
RADIUS = 420.55
DEGREE = 13°37'26.5"
DE10058 25.48 L 53+88.00
REQD EASMT = 1181.52 SF
REQD EASMT 0.027 ACRES

PAR 3 REQ'D R/W PAR 3 PROD

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
40	18.99 L	54+34.55	
	5.54	N 1°04'23.3" E	
41	24.45 L	54+33.68	
	4.61	N 1°04'23.3" E	
DE11000	29.00 L	54+32.96	

ARC LENGTH = 5.16
CHORD BEAR S 79°16'00.5" E
LNTH CHORD 5.16
RADIUS = 509.00
DEGREE 11°15'23.5"

DE11002	29.00 L	54+37.83	
	99.28	S 78°58'36.1" E	
DE11004	29.00 L	55+37.11	

ARC LENGTH = 152.64
CHORD BEAR S 78°13'02.5" E
LNTH CHORD = 152.63
RADIUS 5758.58
DEGREE = 0°59'41.9"

DE11006	29.00 L	56+88.98	
	42.42	S 11°21'28.9" E	
DE11008	29.00 L	57+31.40	
	10.25	S 0°01'29.8" E	
4749	18.99 L	57+33.64	
	181.71	N 11°48'25.1" W	
4609	19.52 L	55+52.38	
	24.89	N 79°13'54.1" W	
85	19.39 L	55+27.54	
	93.12	N 79°13'54.1" W	
40	18.99 L	54+34.55	

REQD R/W 2995.39 SF
REQD R/W = 0.069 ACRES
REMAINDER +/- 1.04 ACRES

PAR 3 TESMT REQ'D TEMP. EASM'T. PAR 3 TESMT

PNT	OFFSET/	STATION/	ALIGNMENT
DE11000	29.00 L	54+32.96	
DE11001	43.00 L	54+30.84	
DE11003	43.00 L	55+00.00	
DE11005	35.00 L	55+50.00	
DE11007	35.00 L	57+00.00	
DE11013	46.04 L	57+27.61	
DE11008	29.00 L	57+31.40	
DE11006	29.00 L	56+88.98	

ARC LENGTH = 152.64
CHORD BEAR = N 78°13'02.5" W
LNTH CHORD 152.63
RADIUS = 5758.58
DEGREE 0°59'41.9"

DE11004	29.00 L	55+37.11	
DE11002	29.00 L	54+37.83	

ARC LENGTH 5.16
CHORD BEAR = N 79°16'00.5" W
LNTH CHORD 5.16
RADIUS 509.00
DEGREE = 11°15'23.5"
DE11000 29.00 L 54+32.96
REQD EASMT AREA = 2664.64 SF

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)

KCI TECHNOLOGIES
Engineers
Planners
Scientists
Construction Managers
2160 Satellite Boulevard
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Phone: 678-990-6200
Fax: 678 990 6222
www.kci.com

SCALE IN FEET
0 20 40 80

PROJECT FUNDED BY T-SPLOST

SANDY SPRINGS GEORGIA

REVISION DATES
04/13/21
04/20/21
01/17/22

RIGHT-OF-WAY TABLES
DALRYMPLE ROAD SIDEWALK IMPROVEMENTS

CHECKED:		DATE:	DRAWING No.
BACKCHECKED:		DATE:	60-0005
CORRECTED:		DATE:	
VERIFIED:		DATE:	

23/205 GPLW

EXHIBIT "B"

PAR 4 REQ'D R/W PAR 4 REQD

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
		57+33.64	
4749	18.99 L	N 0°01'29.8" W	
	10.25	57+31.40	
DE10008	29.00 L	S 77°27'28.9" E	
	4.60	57+36.00	
DE10009	29.00 L	N 12°32'31.1" E	
	11.00	57+36.00	
DE10087	40.00 L	S 77°27'28.9" E	
	150.32	58+86.32	
DE10092	40.00 L		

ARC LENGTH = 25.59
CHORD BEAR = S 77°31'19.9" E
LNTH CHORD = 25.59
RADIUS = 11419.16
DEGREE = 0°30'06.5"

DE10093	40.00 L	59+12.00	
	41.57	S 62°15'57.4" E	
DE10084	29.00 L	59+52.00	

ARC LENGTH = 156.80
CHORD BEAR = S 78°10'45.8" E
LNTH CHORD = 156.80
RADIUS = 11430.16
DEGREE = 0°30'04.6"

DE10085	29.00 L	61+09.20	
	5.55	S 0°48'35.2" E	
DE10054	23.58 L	61+10.37	
	4.56	S 0°48'35.2" E	
37	19.12 L	61+11.34	
	49.69	N 78°36'25.1" W	
38	18.99 L	60+61.57	

ARC LENGTH = 178.47
CHORD BEAR = N 78°09'09.1" W
LNTH CHORD = 178.46
RADIUS = 4182.06
DEGREE = 1°22'12.1"

39	18.11 L	58+82.83	
	149.20	N 77°08'29.8" W	
4749	18.99 L	57+33.64	

REQD R/W = 6133.35 SF
REQD R/W = 0.141 ACRES
REMAINDER = +/- 4.95 ACRES

PAR 4 TESMT REQ'D TEMP. EASM T. PAR-4-TESMT-1

PNT	OFFSET/		STATION/	ALIGNMENT
DE11008	29.00	I	57+31.40	
DE11013	16.04	L	57+27.61	
DE11011	55.00	I	57+50.00	
DE10079	55.00	L	57+70.00	
DE10080	40.00	I	57+94.50	
DE10087	40.00	I	57+36.00	
DE11009	29.00	L	57+36.00	
DE11008	29.00	I	57+31.40	

REQD EASMT AREA = 779.34 SF

PAR 4 REQ'D TEMP. EASM T. PAR 4 TESMT 2

PNT	OFFSET/		STATION/	ALIGNMENT
DE10093	40.00	L	59+12.00	
DE10091	40.00	I	61+06.80	
DE10077	30.00	I	61+08.98	
DE10085	29.00	L	61+09.20	

ARC LENGTH = 156.80
CHORD BEAR = N 78°10'45.8" W
LNTH CHORD = 156.80
RADIUS = 11430.16
DEGREE = 0°30'04.6"

DE10084	29.00	I	59+52.00
DE10093	40.00	L	59+12.00

REQD EASMT AREA = 1982.97 SF

PAR 4 REQ'D TEMP. EASM T. PAR 4 TESMT 3

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE10080	40.00 L	57+94.50	
	5.00	N 12°32'31.1" E	
DE10567	45.00 I	57+94.50	
	15.00	S 77°27'28.9" E	
DE10570	45.00 I	58+09.50	
	5.00	S 12°32'31.1" W	
DE10081	40.00 L	58+09.50	
	15.00	N 77°27'28.9" W	
DE10080	40.00 L	57+94.50	

REQD EASMT = 75.00 SF
REQD EASMT = 0.002 ACRES

PAR 5 REQD REQ'D R/W PAR-5-REQD-1

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
		61+11.34	
37	19.12 L	N 0°48'35.2" W	
	4.56	61+10.37	
DE10054	23.58 I	S 78°32'24.5" E	
	7.62	61+18.00	
DE10552	23.55 I	S 42°30'55.1" E	
	7.21	61+23.33	
DE10571	19.31 I	N 79°25'11.2" W	
	12.19	61+11.34	
37	19.12 L		

REQD R/W = 44.00 SF
REQD R/W = 0.001 ACRES
REMAINDER = +/- 0.98 ACRES

PAR 5 TESMT REQ'D TEMP. EASM'T. PAR-5-TESMT1

PNT	OFFSET/		STATION/	ALIGNMENT
DE10054	23.58	L	61+10.37	
DE10077	30.00	L	61+08.98	
DE10575	30.00	I	61+23.83	
DE10571	19.31	I	61+23.33	
DE10552	23.55	L	61+18.00	
DE10054	23.58	I	61+10.37	

REQD EASMT AREA = 103.51 SF

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
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SANDY SPRINGS GEORGIA

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04/20/21
01/17/22
02/17/22
02/24/22

RIGHT-OF-WAY TABLES
DALRYMPLE ROAD SIDEWALK IMPROVEMENTS

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		60-0006
CORRECTED:		DATE:		
VERIFIED:		DATE:		

3/2015 GPLK

Tax Parcel No.: 17-0075- LL-004-7 &
17-0075- LL-117-7

AFTER RECORDING, PLEASE RETURN TO:
City Clerk's Office
City of Sandy Springs
1 Galambos Way
Sandy Springs, GA 30328

TEMPORARY CONSTRUCTION EASEMENT

STATE OF GEORGIA
FULTON COUNTY

THIS EASEMENT is made and executed the 24 day of May, 2022.

WHEREAS, the City of Sandy Springs in the County of Fulton, Georgia desires to make certain sidewalk improvements along Dalrymple Road (from Princeton Way to Duncourtney Drive), Project No. TS-168;

NOW, THEREFORE, for value received, **JPG TRANS COMPNAY, INC.**, hereinafter referred to as the "Grantor", does (do) hereby grant a Temporary Construction Easement to the **CITY OF SANDY SPRINGS, GEORGIA**, hereinafter referred to as the "City", for the right to execute certain construction over and upon City's land abutting on and adjacent to the City's right of way in such manner as the City may deem proper to support or accommodate the improvements of said project. The easement areas are described in Exhibit "A" and shown on the plat labeled Exhibit "B", both of which are attached hereto and incorporated herein by reference. Any slopes will remain in place and the City will cease to maintain the slopes upon completion and final acceptance of the project by the City of Sandy Springs Public Works Department.

The Temporary Construction Easement granted herein shall commence upon the City's use of this easement, and it shall terminate in two (2) years from commencement or upon the completion and final acceptance of the TS-168 Project, whichever date shall first occur.

The Temporary Construction Easement granted herein shall bind the heirs and assigns of the undersigned party and shall inure to the benefit of the successors in title of the City.

Parcel No's 3 & 4

AND THE SAID Grantor will warrant and forever defend the right and title to the above described easement unto the said City against the claims of all persons whomsoever.

IN WITNESS WHEREOF, the Grantor has signed and sealed this easement as of the day and year first above written.

Signed, sealed and delivered this
25 day of May, 2022,
in the presence of:

Witness

Notary Public

JELANI RAPHAEL LAY
NOTARY
PUBLIC
Exp. July 13, 2025
FULTON COUNTY, GA

JPG TRANS COMPANY, INC

BY: _____ (SEAL)
NAME: Javier F Beiral
TITLE: Owner

Parcel 3 & 4
EXHIBIT "A"

LEGAL DESCRIPTION
JPG TRANS COMPANY, INC.
314 DALRYMPLE ROAD PL, SANDY SPRINGS, GA 30328
PARCEL #3 - Tract 1 / TAX ID# 17-0075- LL-004-7

REQUIRED TEMPORARY EASEMENT FOR CONSTRUCTION

ALL THAT TRACT or parcel of land lying and being in Land Lot 75 of the 17th District, City of Sandy Springs, Fulton County, Georgia and being more particularly described as follows:

COMMENCING at a point 29.00 feet left and opposite of Station 54+32.96 on construction centerline laid out for Dalrymple Road. Said point being the POINT OF BEGINNING.

THENCE N 1°04'23.3" E a distance of 14.18 feet to a point 43.00 feet left of and opposite station 54+30.84 on said construction centerline laid out for Dalrymple Road

THENCE S 79°01'19.7" E a distance of 69.78 feet to a point 43.00 feet left of and opposite station 55+00.00 on said construction centerline laid out for Dalrymple Road

THENCE S 69°53'03.1" E a distance of 50.72 feet to a point 35.00 feet left of and opposite station 55+50.00 on said construction centerline laid out for Dalrymple Road

THENCE S 78°06'07.7" E a distance of 150.84 feet to a point 35.00 feet left of and opposite station 57+00.00 on said construction centerline laid out for Dalrymple Road

THENCE N 80°44'26.1" E a distance of 29.73 feet to a point 46.04 feet left of and opposite station 57+27.61 on said construction centerline laid out for Dalrymple Road

THENCE S 0°01'29.8" E a distance of 17.46 feet to a point 29.00 feet left of and opposite station 57+31.40 on said construction centerline laid out for Dalrymple Road

THENCE N 77°27'28.9" W a distance of 42.42 feet to a point 29.00 feet left of and opposite station 56+88.98 on said construction centerline laid out for Dalrymple Road

THENCE northwesterly 152.64 feet along the arc of a curve (said curve having a radius of 5758.58 feet and a chord distance of 152.63 feet on a bearing of N 78°13'02.5" W) to the point 29.00 feet left of and opposite station 55+37.11 on said construction centerline laid out for Dalrymple Road

THENCE N 78°58'36.1" W a distance of 99.28 feet to a point 29.00 feet left of and opposite station 54+37.83 on said construction centerline laid out for Dalrymple Road

THENCE northwesterly 5.16 feet along the arc of a curve (said curve having a radius of 509.00 feet and a chord distance of 5.16 feet on a bearing of N 79°16'00.5" W) back to the point of beginning.

Said tract or parcel contains 2,664.65 SF or 0.061 acres more or less.

EXHIBIT "A"

LEGAL DESCRIPTION
JPG TRANS COMPANY, INC.
354 DALRYMPLE ROAD PL, SANDY SPRINGS, GA 30328
PARCEL #4 – Tract 1 / PIN: 17-0075- LL-117-7

TEMPORARY EASEMENT FOR CONSTRUCTION

ALL THAT TRACT or parcel of land lying and being in Land Lot 75 of the 17th District, City of Sandy Springs, Fulton County, Georgia and being more particularly described as follows:

COMMENCING at a point 29.00 feet left and opposite of Station 57+31.40 on construction centerline laid out for Dalrymple Road. Said point being the POINT OF BEGINNING.

THENCE N 0°01'29.8" W a distance of 17.46 feet to a point 46.04 feet left of and opposite station 57+27.61 on said construction centerline laid out for Dalrymple Road

THENCE N 80°44'26.1" E a distance of 24.12 feet to a point 55.00 feet left of and opposite station 57+50.00 on said construction centerline laid out for Dalrymple Road

THENCE S 77°27'28.9" E a distance of 20.00 feet to a point 55.00 feet left of and opposite station 57+70.00 on said construction centerline laid out for Dalrymple Road

THENCE S 45°58'52.2" E a distance of 28.73 feet to a point 40.00 feet left of and opposite station 57+94.50 on said construction centerline laid out for Dalrymple Road

THENCE N 77°27'28.9" W a distance of 58.50 feet to a point 40.00 feet left of and opposite station 57+36.00 on said construction centerline laid out for Dalrymple Road

THENCE S 12°32'31.1" W a distance of 11.00 feet to a point 29.00 feet left of and opposite station 57+36.00 on said construction centerline laid out for Dalrymple Road

THENCE N 77°27'28.9" W a distance of 4.60 feet back to the point of beginning.

Said tract or parcel contains 779.34 SF or 0.018 acres more or less.

EXHIBIT "A"

LEGAL DESCRIPTION
JPG TRANS COMPANY, INC.
354 DALRYMPLE ROAD PL, SANDY SPRINGS, GA 30328
PARCEL #4 – Tract 2 / PIN: 17-0075- LL-117-7

TEMPORARY EASEMENT FOR CONSTRUCTION

ALL THAT TRACT or parcel of land lying and being in Land Lot 75 of the 17th District, City of Sandy Springs, Fulton County, Georgia and being more particularly described as follows:

COMMENCING at a point 40.00 feet left and opposite of Station 59+12.00 on construction centerline laid out for Dalrymple Road. Said point being the POINT OF BEGINNING.

THENCE S 78°04'24.4" E a distance of 194.12 feet to a point 40.00 feet left of and opposite station 61+06.80 on said construction centerline laid out for Dalrymple Road

THENCE S 0°48'35.2" E a distance of 10.23 feet to a point 30.00 feet left of and opposite station 61+08.98 on said construction centerline laid out for Dalrymple Road

THENCE S 0°48'35.2" E a distance of 1.02 feet to a point 29.00 feet left of and opposite station 61+09.20 on said construction centerline laid out for Dalrymple Road

THENCE northwesterly 156.80 feet along the arc of a curve (said curve having a radius of 11430.16 feet and a chord distance of 156.80 feet on a bearing of N 78°10'45.8" W) to the point 29.00 feet left of and opposite station 59+52.00 on said construction centerline laid out for Dalrymple Road

THENCE N 62°15'57.3" W a distance of 41.14 feet back to the point of beginning.

Said tract or parcel contains 1,982.97 SF or 0.046 acres more or less.

EXHIBIT "A"

LEGAL DESCRIPTION
JPG TRANS COMPANY, INC.
354 DALRYMPLE ROAD PL, SANDY SPRINGS, GA 30328
PARCEL #4 – Tract 3 / PIN: 17-0075- LL-117-7

TEMPORARY EASEMENT FOR CONSTRUCTION

ALL THAT TRACT or parcel of land lying and being in Land Lot 75 of the 17th District, City of Sandy Springs, Fulton County, Georgia and being more particularly described as follows:

COMMENCING at a point 40.00 feet left and opposite of Station 57+94.50 on construction centerline laid out for Dalrymple Road. Said point being the POINT OF BEGINNING.

THENCE N 12°32'31.1" E a distance of 5.00 feet to a point 45.00 feet left of and opposite station 57+94.50 on said construction centerline laid out for Dalrymple Road

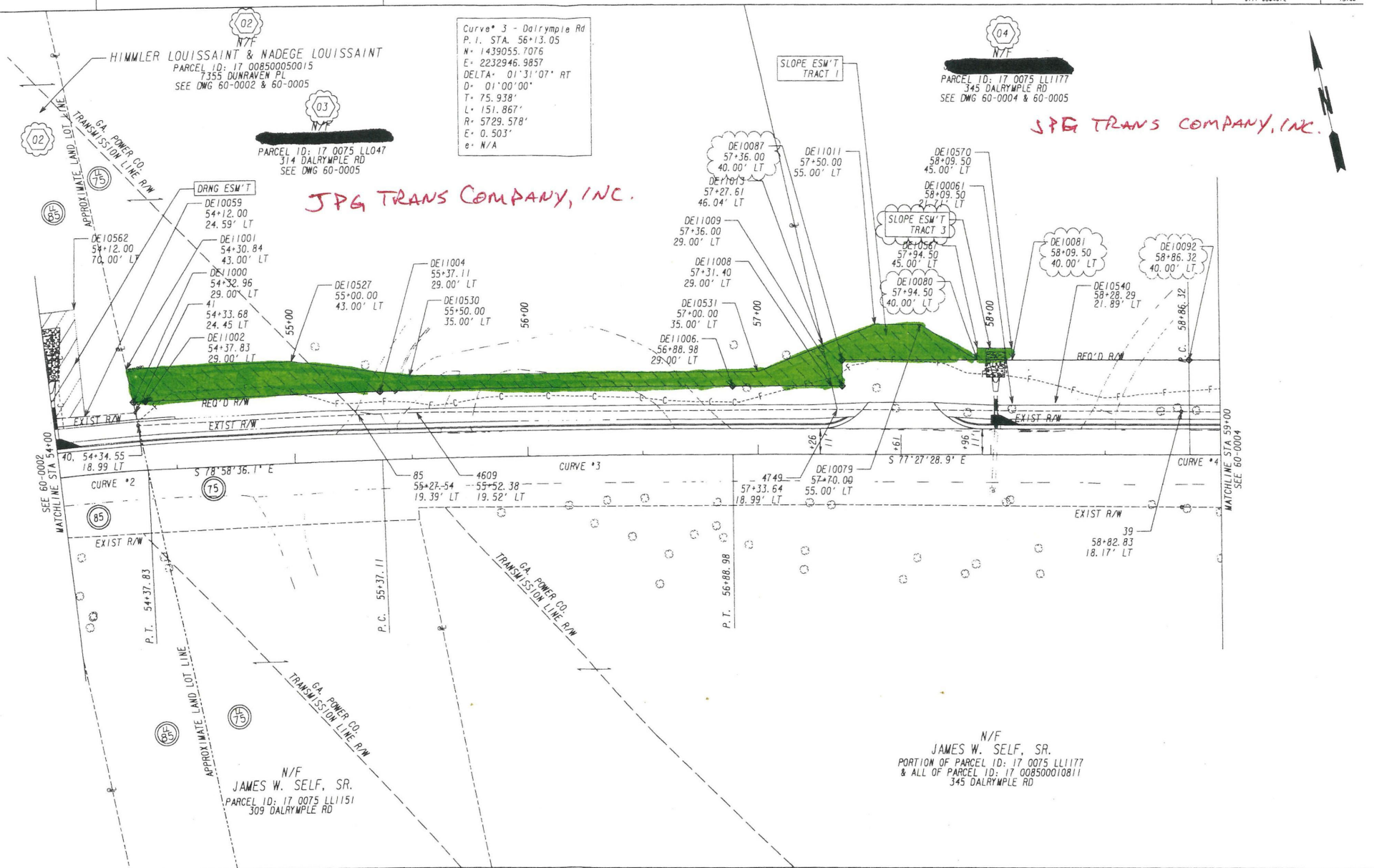
THENCE S 77°27'28.9" E a distance of 15.00 feet to a point 45.00 feet left of and opposite station 58+09.50 on said construction centerline laid out for Dalrymple Road

THENCE S 12°32'31.1" W a distance of 5.00 feet to a point 40.00 feet left of and opposite station 58+09.50 on said construction centerline laid out for Dalrymple Road

THENCE N 77°27'28.9" W a distance of 15.00 feet back to the point of beginning.

Said tract or parcel contains 75 SF or 0.002 acres more or less.

EXHIBIT "B"



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)

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2160 Satellite Boulevard Suite 150 Duluth, GA 30097
Phone: 678-990-6200 Fax: 678-990-6222
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T-SPLOST

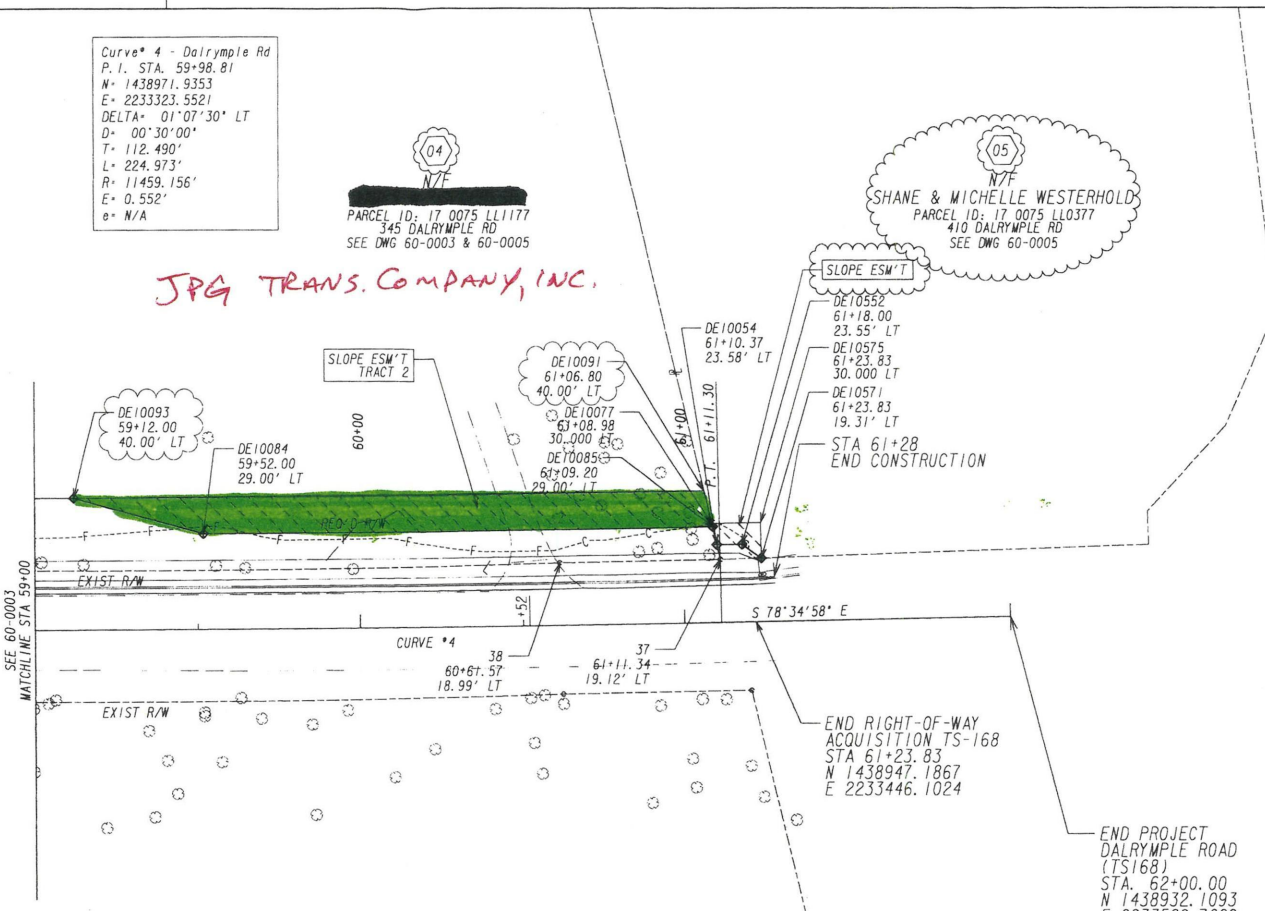
SANDY SPRINGS GEORGIA

REVISION DATES
04/13/21
04/20/21
01/17/22
02/11/22
02/17/22
02/24/22

RIGHT-OF-WAY PLANS
DALRYMPLE ROAD SIDEWALK IMPROVEMENTS

CHECKED:		DATE:	DRAWING NO.
BACKCHECKED:		DATE:	60-0003
CORRECTED:		DATE:	
VERIFIED:		DATE:	

EXHIBIT "B"



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
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PROJECT FUNDED BY T-SPLOST

SANDY SPRINGS GEORGIA

REVISION DATES
04/13/21
04/20/21
06/03/21
01/17/22
02/17/22

RIGHT-OF-WAY PLANS
DALRYMPLE ROAD SIDEWALK IMPROVEMENTS

CHECKED:		DATE:	DRAWING No.
BACKCHECKED:		DATE:	60-0004
CORRECTED:		DATE:	
VERIFIED:		DATE:	

EXHIBIT "B"

PAR 2 REQ'D PERM. EASM'T. PAR 2 PESMT

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE10058	25.48 L	53+88.00	
	44.52	N 5°04'32.3" E	
DE10566	70.00 L	53+88.00	
	27.50	S 83°29'31.1" E	
DE10562	70.00 L	54+12.00	
	45.41	S 1°56'25.5" W	
DE10059	24.59 L	54+12.00	
	16.48	N 80°24'58.3" W	
43	25.33 L	53+96.55	

ARC LENGTH = 8.79
CHORD BEAR = N 83°27'33.3" W
LNTH CHORD = 8.79
RADIUS = 420.55
DEGREE = 13°37'26.5"
DE10058 25.48 L 53+88.00
REQD EASMT = 1181.52 SF
REQD EASMT = 0.027 ACRES

PAR 3 REQ'D R/W PAR 3 REQD

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
40	18.99 L	54+34.55	
	5.54	N 1°04'23.3" E	
41	24.45 L	54+33.68	
	4.61	N 1°04'23.3" E	
DE11000	29.00 L	54+32.96	

ARC LENGTH = 5.16
CHORD BEAR = S 79°16'00.5" E
LNTH CHORD = 5.16
RADIUS = 509.00
DEGREE = 11°15'23.5"

DE11002	29.00 L	54+37.83	
	99.28	S 78°58'36.1" E	
DE11004	29.00 L	55+37.11	

ARC LENGTH = 152.64
CHORD BEAR = S 78°13'02.5" E
LNTH CHORD = 152.63
RADIUS = 5758.58
DEGREE = 0°59'41.9"

DE11006	29.00 L	56+88.98	
	42.42	S 77°27'28.9" E	
DE11008	29.00 L	57+31.40	
	10.25	S 0°01'29.8" E	
4749	18.99 L	57+33.64	
	181.71	N 77°48'25.1" W	
4609	19.52 L	55+52.38	
	24.89	N 79°13'54.1" W	
85	19.39 L	55+27.54	
	93.12	N 79°13'54.1" W	
40	18.99 L	54+34.55	

REQD R/W = 2955.39 SF
REQD R/W = 0.069 ACRES
REMAINDER = +/- 1.04 ACRES

PAR 3 TESMT REQ'D TEMP. EASM'T. PAR 3 TESMT

PNT	OFFSET/	STATION/	ALIGNMENT
DE11000	29.00 L	54+32.96	
DE11001	43.00 L	54+30.84	
DE11003	43.00 L	55+00.00	
DE11005	35.00 L	55+50.00	
DE11007	35.00 L	57+00.00	
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ARC LENGTH = 152.64
CHORD BEAR = N 78°13'02.5" W
LNTH CHORD = 152.63
RADIUS = 5758.58
DEGREE = 0°59'41.9"

DE11004	29.00 L	55+37.11	
DE11002	29.00 L	54+37.83	

ARC LENGTH = 5.16
CHORD BEAR = N 79°16'00.5" W
LNTH CHORD = 5.16
RADIUS = 509.00
DEGREE = 11°15'23.5"

DE11000	29.00 L	54+32.96	

REQD EASMT AREA = 2664.64 SF

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
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SANDY SPRINGS GEORGIA

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DALRYMPLE ROAD SIDEWALK IMPROVEMENTS

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CORRECTED:		DATE:		
VERIFIED:		DATE:		

EXHIBIT "B"

PAR 4 REQ'D R/W PAR 4-REQD

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
4749	18.99 L	57+33.64	
	10.25	N 0°01'29.8" W	
DE11008	29.00 L	57+31.40	
	4.60	S 77°27'28.9" E	
DE11009	29.00 L	57+36.00	
	11.00	N 12°32'31.1" E	
DE10087	40.00 L	57+36.00	
	150.32	S 77°27'28.9" E	
DL10092	40.00 L	58+86.32	
ARC LENGTH = 25.59			
CHORD BEAR = S 77°31'19.5" E			
LNTH CHORD = 25.59			
RADIUS = 11419.16			
DEGREE 0°30'06.3"			
DE10093	40.00 L	59+12.00	
	41.37	S 62°15'57.4" E	
DL10084	29.00 L	59+52.00	
ARC LENGTH = 156.80			
CHORD BEAR = S 78°10'45.8" E			
LNTH CHORD = 156.80			
RADIUS = 11430.16			
DEGREE 0°30'04.6"			
DE10085	29.00 L	61+09.20	
	5.55	S 0°48'35.2" E	
DE10054	23.58 L	61+10.37	
	4.56	S 0°48'35.2" E	
37	19.12 L	61+11.34	
	49.69	N 78°36'25.1" W	
38	18.99 L	60+61.57	
ARC LENGTH = 178.47			
CHORD BEAR = N 78°09'09.1" W			
LNTH CHORD = 178.46			
RADIUS = 4182.06			
DEGREE 1°22'12.1"			
39	18.17 L	58+82.83	
	149.20	N 77°08'29.8" W	
4749	18.99 L	57+33.64	

REQD R/W = 6133.35 SF
REQD R/W = 0.141 ACRES
REMAINDER = +/- 4.95 ACRES

PAR 4 TESMT REQ'D TEMP. EASM'T. PAR-4-TESMT-1

PNT	OFFSET/	STATION/	ALIGNMENT
DE11008	29.00 L	57+31.40	
DE11013	46.04 L	57+27.61	
DE11011	55.00 L	57+50.00	
DE10079	55.00 L	57+70.00	
DE10080	40.00 L	57+94.50	
DE10087	40.00 L	57+36.00	
DE11009	29.00 L	57+36.00	
DE11008	29.00 L	57+31.40	

REQD EASMT AREA = 779.34 SF

PAR 4 REQ'D TEMP. EASM'T. PAR 4 TESMT 2

PNT	OFFSET/	STATION/	ALIGNMENT
DL10093	40.00 L	59+12.00	
DE10091	40.00 L	61+06.80	
DE10077	30.00 L	61+08.98	
DE10085	29.00 L	61+09.20	

ARC LENGTH = 156.80
CHORD BEAR = N 78°10'45.8" W
LNTH CHORD = 156.80
RADIUS = 11430.16
DEGREE 0°30'04.6"

DE10084	29.00 L	59+52.00	
DE10093	40.00 L	59+12.00	

REQD EASMT AREA = 1982.97 SF

PAR 4 REQ'D TEMP. EASM'T. PAR 4 TESMT 3

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE10080	40.00 L	57+94.50	
	5.00	N 12°32'31.1" E	
DE10567	45.00 L	57+94.50	
	15.00	S 77°27'28.9" E	
DE10570	45.00 L	58+09.50	
	5.00	S 12°32'31.1" W	
DE10081	40.00 L	58+09.50	
	15.00	N 77°27'28.9" W	
DE10080	40.00 L	57+94.50	

REQD EASMT = 75.00 SF
REQD EASMT = 0.002 ACRES

PAR 5 REQD REQ'D R/W PAR-5-PLOD-1

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
37	19.12 L	61+11.34	
	4.56	N 0°48'35.2" W	
DE10054	23.58 L	61+10.37	
	7.62	S 78°22'24.5" E	
DF10552	23.55 L	61+18.00	
	7.21	S 42°30'55.7" E	
DE10571	19.31 L	61+23.83	
	12.19	N 79°25'11.2" W	
37	19.12 L	61+11.34	

REQD R/W = 44.00 SF
REQD R/W 0.001 ACRES
REMAINDER = +/- 0.98 ACRES

PAR 5 TESMT REQ'D TEMP. EASM'T. PAR-5-TESMT1

PNT	OFFSET/	STATION/	ALIGNMENT
DE10054	23.58 L	61+10.37	
DE10077	30.00 L	61+08.98	
DE10575	30.00 L	61+23.83	
DE10571	19.31 L	61+23.83	
DE10552	23.55 L	61+18.00	
DE10054	23.58 L	61+10.37	

REQD EASMT AREA = 103.51 SF

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)

KCI TECHNOLOGIES
ENGINEERS PLANNERS SCIENTISTS CONSTRUCTION MANAGERS
2160 Satellite Boulevard Suite 130 Duluth, GA 30097
Phone: 678-990-5990 Fax: 678 990 6222
www.kci.com

SCALE IN FEET
0 20 40 80

PROJECT FUNDED BY T-SPLOST

SANDY SPRINGS GEORGIA

REVISION DATES
04/13/21
04/20/21
01/17/22
02/17/22
02/24/22

RIGHT-OF-WAY TABLES
DALRYMPLE ROAD SIDEWALK IMPROVEMENTS

CHECKED:		DATE:	DRAWING No.
BACKCHECKED:		DATE:	60-0006
CORRECTED:		DATE:	
VERIFIED:		DATE:	

RESOLUTION NO. _____

STATE OF GEORGIA
COUNTY OF FULTON

A RESOLUTION TO ACCEPT THE DEDICATION OF RIGHT OF WAY AND TEMPORARY CONSTRUCTION EASEMENT ON PROPERTY LOCATED IN LAND LOT 75 OF THE 17th DISTRICT, FULTON COUNTY, CITY OF SANDY SPRINGS, GEORGIA

WHEREAS, it is necessary, from time to time, to establish policies, procedures and guidelines consistent with the administration of a municipal government consistent with the US Constitution, Federal Statutes, alignment with Federal, Georgia's State Constitution, and the Charter for the City of Sandy Springs, and

WHEREAS, the City Manager directed the Department of Public Works to develop standard policies for recurring matters, to establish appropriate internal controls and legal compliance, and to provide for an efficient and effective means to serve constituents; and

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SANDY SPRINGS, GEORGIA

That they approve the acceptance of the dedication of a Right of Way Deed AND Temporary Construction Easement from JPG Trans Company, Inc., on property more particularly described as 314 and 354 Dalrymple Road, in Sandy Springs, Georgia. This dedication is associated with Community Development File# LDP 22-00046.

As required per conditions of the Development Regulations Ordinance, the City authorizes the acceptance of the required 9,128.74 square feet of Right of Way and 5,501.96 square feet of Temporary Construction Easement along Dalrymple Road and in land lot 75 of the 17th District, Fulton County, City of Sandy Springs, Georgia.

RESOLVED this the 19th day of July, 2021.

Approved:

_____
Russell K. Paul, Mayor

Attest:

_____
Raquel D. Gonzalez, City Clerk
(Seal)

SANDY SPRINGS
CITY CLERK'S OFFICE

TO: Eden Freeman, City Manager

FROM: William H. Martin, Jr., AIA, Public Works Director

DATE: June 23, 2022 Submission for the July 19, 2022 City Council Meeting

ITEM: Request for Mayor and City Council Consideration of Acceptance of an Agreement to Purchase Fee Simple Right of Way and Temporary Construction Easement on Property Located at 6268 Mt. Vernon Oaks Drive in Land Lot 36 of the 17th District, City of Sandy Springs (Tax ID# 17-0036-0001-057-1); TS-192 Mt. Vernon Highway Corridor Improvements Project

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Recommendation:

Staff recommends that the Mayor and City Council accept an Agreement to Purchase Fee Simple Right of Way and Temporary Construction Easement on that tract of land lying and located in Land Lot 36 of the 17th District, Fulton County, Georgia. The property owners are Caroline A. Savio-Ramos and Luiz E. da Silva Ramos, and is located at 6268 Mt. Vernon Oaks Drive, Sandy Springs, Georgia, as shown in the attached exhibits.

Background:

The acquisition of 416.40 square feet of Fee Simple Right of Way and 306.52 square feet of Temporary Construction Easement on the subject property is necessary in order to construct the TS-192 Mt. Vernon Highway Corridor Improvements Project.

Discussion:

The City's Appraised Fair Market Value offer was $28,173.00. Included in the City's offer was mitigation compensation, also known as a "Cost-To-Cure", in the amount of $7,200.00 due to the project's negative impact on landscaping along the property's rear frontage along Mt. Vernon Highway. The property owners elected to accept the City's Appraised Fair Market Value offer.

Financial Impact:

Sufficient funds are available in Project TS-192 Mt. Vernon Highway Corridor Improvements Project for this acquisition.

Alternatives:

The acquisition reflects the minimum amount of right-of-way required in order to deliver the desired project. The City can decline to execute the ROW Agreement and not execute the project as designed.

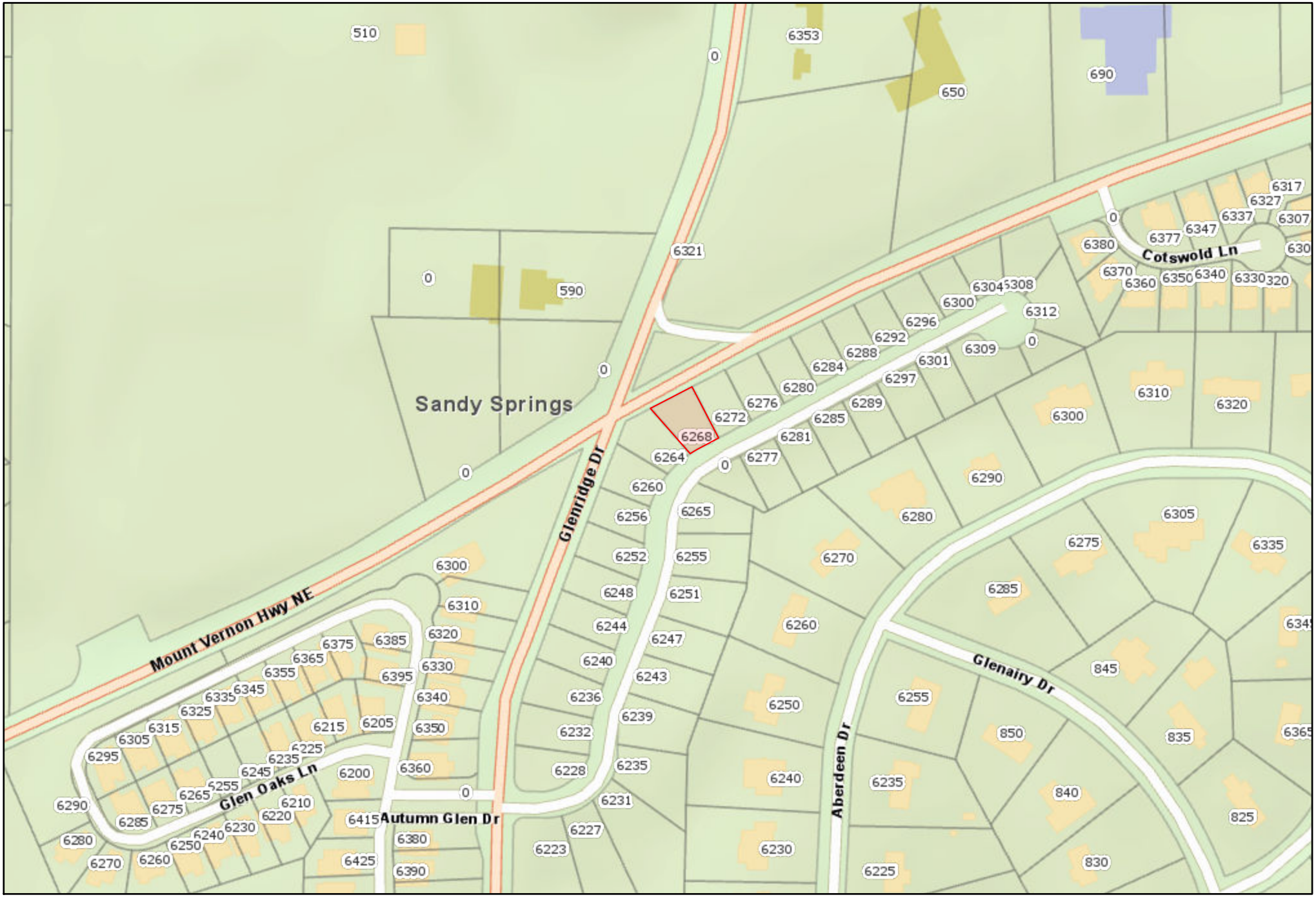
Review:

Karen Lugassy, Executive Assistant	Created/Initiated - 7/7/2022
Marty Martin, Director of Public Works	Approved - 7/7/2022
Toni Carlisle, Chief Financial Officer	Approved - 7/7/2022
Kathy Williams, Staff Attorney	Approved - 7/8/2022
Eden Freeman, City Manager	Final Approval - 7/15/2022

Attachments:

1. Aerial Map
2. GIS Map
3. Executed Agreement. 6268 MVOaks Dr. Ramos
4. Resolution FS ROW and Temp Const Easement (6268 Mt. Vernon Oaks)


Mount Vernon Hwy NE
Glenridge Dr
Mount Vernon Oaks Dr
Glen Oaks Ln
Aberdeen Dr
Glenairy Dr
Cotswold Ln
6268
6272
6264
6276
6280
6284
6288
6292
6296
6300
6304
6308
6312
6309
6301
6297
6289
6285
6281
6277
6260
6256
6252
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6235
6240
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6255
6260



0 0 0 0 mi

N

6268 Mt. Vernon Oaks Drive/Ramos

Date: 6/8/2022

Map Size: 8.5x11 (LETTER)

Fulton County provides the data on this map for your personal use "as is". The data are not guaranteed to be accurate, correct, or complete. The feature locations epicted in these maps are approximate and are not necessarily accurate to surveying or engineering standards. Fulton County assumes no responsibility for losses resulting from the use these data, even if Fulton County is advised of the possibility of such losses

FULTON COUNTY

AGREEMENT TO PURCHASE FEE SIMPLE RIGHT OF WAY AND TEMPORARY CONSTRUCTION EASEMENT

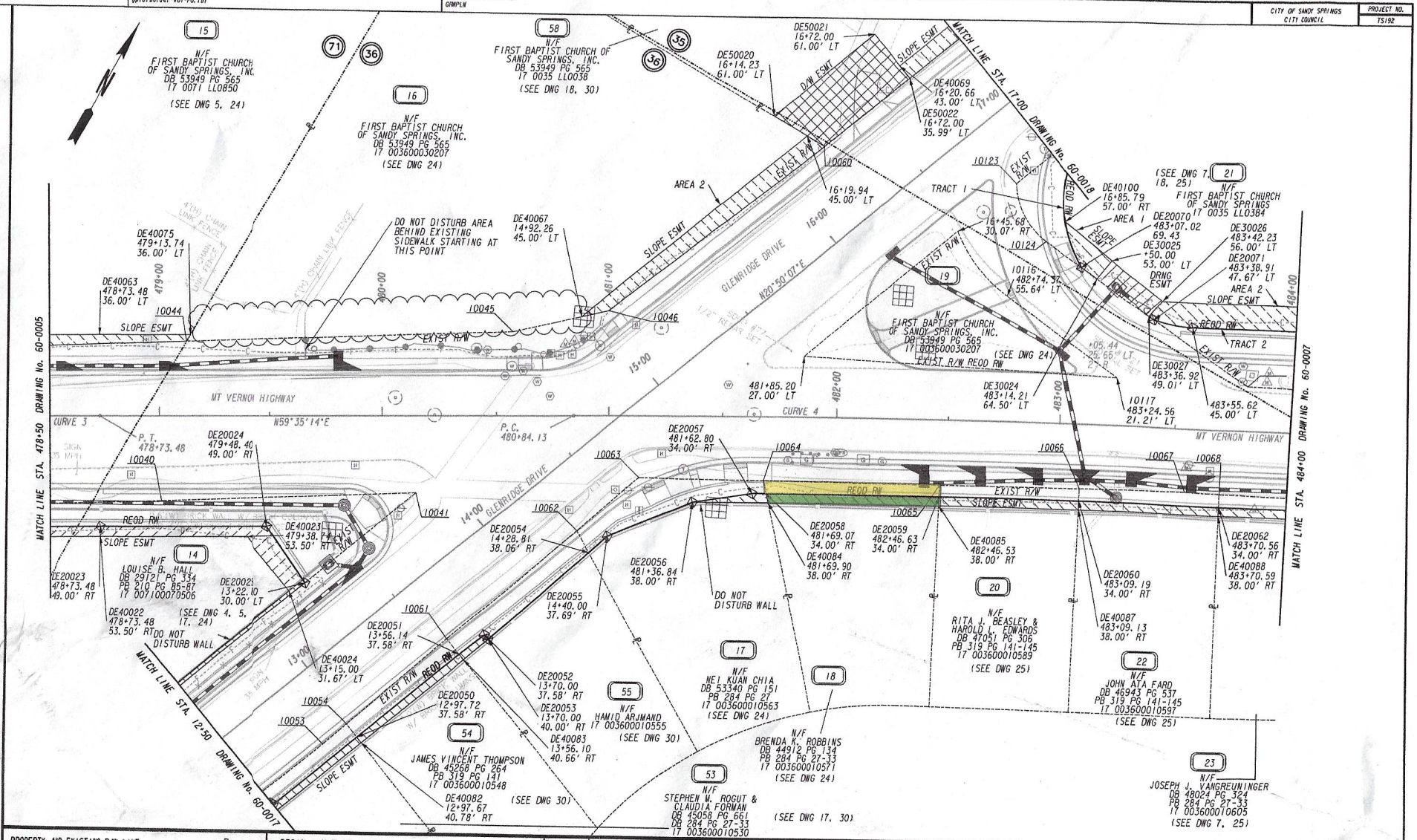
STATE OF GEORGIA, FULTON COUNTY

For and in consideration of the sum of One Dollar ($1.00), receipt whereof being acknowledged, the undersigned hereby agrees to convey Fee Simple Right of Way and Temporary Easement Rights and grants to the City of Sandy Springs on and over the following described real estate:

Those specified rights through that tract or parcel of land located in Land Lot 36 of the 17th District, of Fulton County, Georgia, and being more particularly described on Exhibit "A" and "B", attached hereto and made a part hereof by reference.

For the sum of **$28,173.00**, the undersigned agrees to execute and deliver to the City of Sandy Springs, GA, fee simple title and/or easements to the lands owned by the undersigned as reflected on the attached Exhibit "A" and Exhibit "B".

* * * \


CITY OF SANDY SPRINGS
CITY COUNCIL
PROJECT NO.
TS192
MATCH LINE STA. 478+50 DRAWING No. 60-0005
MATCH LINE STA. 12+50 DRAWING No. 60-0017
MATCH LINE STA. 17+00 DRAWING No. 60-0018
MATCH LINE STA. 484+00 DRAWING No. 60-0007
MT VERNON HIGHWAY
GLENRIDGE DRIVE
N59°35'14"E
N20°50'07"E
CURVE 3
CURVE 4
P.T. 478+73.48
P.C. 480+84.13
EXIST R/W
REQD R/W
SLOPE ESMT
DRNG ESMT
DO NOT DISTURB AREA BEHIND EXISTING SIDEWALK STARTING AT THIS POINT
DO NOT DISTURB WALL
AREA 1
AREA 2
TRACT 1
TRACT 2
N/F FIRST BAPTIST CHURCH OF SANDY SPRINGS, INC. DB 53949 PG 565 17 0071 LL0850 (SEE DWG 5, 24)
N/F FIRST BAPTIST CHURCH OF SANDY SPRINGS, INC. DB 53949 PG 565 17 003600030207 (SEE DWG 24)
N/F FIRST BAPTIST CHURCH OF SANDY SPRINGS, INC. DB 53949 PG 565 17 0035 LL0038 (SEE DWG 18, 30)
N/F FIRST BAPTIST CHURCH OF SANDY SPRINGS 17 0035 LL0384 (SEE DWG 7, 18, 25)
N/F LOUISE B. HALL DB 29121 PG 334 PB 210 PG 85-87 17 0071000070506
N/F NEI KUAN CHIA DB 53340 PG 151 PB 284 PG 27 17 003600010563 (SEE DWG 24)
N/F HAMID ARJMAND 17 003600010555 (SEE DWG 30)
N/F BRENDA K. ROBBINS DB 44912 PG 134 PB 284 PG 27-33 17 003600010571 (SEE DWG 24)
N/F STEPHEN W. ROGUT & CLAUDIA FORMAN DB 45058 PG 661 DB 284 PG 27-33 17 003600010530 (SEE DWG 17, 30)
N/F JAMES VINCENT THOMPSON DB 45268 PG 264 PB 319 PG 141 17 003600010548
N/F RITA J. BEASLEY & HAROLD L. EDWARDS DB 47051 PG 306 PB 319 PG 141-145 17 003600010589 (SEE DWG 25)
N/F JOHN ATA FARD DB 46943 PG 537 PB 319 PG 141-145 17 003600010597 (SEE DWG 25)
N/F JOSEPH J. VANGREUNINGER DB 48024 PG 324 PB 284 PG 27-33 17 003600010605 (SEE DWG 7, 25)
DE40075 479+13.74 36.00' LT
DE40063 478+73.48 36.00' LT
DE40067 14+92.26 45.00' LT
DE40069 16+20.66 43.00' LT
DE50021 16+72.00 61.00' LT
DE50020 16+14.23 61.00' LT
DE50022 16+72.00 35.99' LT
16+19.94 45.00' LT
DE40100 16+85.79 57.00' RT
16+45.68 30.07' RT
DE20070 483+07.02 69.43
DE30025 +50.00 53.00' LT
DE30026 483+42.23 56.00' LT
DE20071 483+38.91 47.67' LT
10116 482+74.37 55.64' LT
481+85.20 27.00' LT
DE30024 483+14.21 64.50' LT
DE30027 483+36.92 49.01' LT
10117 483+24.56 21.21' LT
483+55.62 45.00' LT
DE20024 479+48.40 49.00' RT
DE20023 478+73.48 49.00' RT
DE40023 479+38.74 53.50' RT
DE20021 13+22.10 30.00' LT
DE40022 478+73.48 53.50' RT
DE20051 13+56.14 37.58' RT
DE40024 13+15.00 31.67' LT
DE20052 13+70.00 37.58' RT
DE20053 13+70.00 40.00' RT
DE40083 13+56.10 40.66' RT
DE20050 12+97.72 37.58' RT
DE40082 12+97.67 40.78' RT
DE20054 14+28.81 38.06' RT
DE20055 14+40.00 37.69' RT
DE20056 481+36.84 38.00' RT
DE20057 481+62.80 34.00' RT
DE20058 481+69.07 34.00' RT
DE40084 481+69.90 38.00' RT
DE20059 482+46.63 34.00' RT
DE40085 482+46.53 38.00' RT
DE20060 483+09.19 34.00' RT
DE40087 483+09.13 38.00' RT
DE20062 483+70.56 34.00' RT
DE40088 483+70.59 38.00' RT
10040
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10067
10068
10123
10124
PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES
BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
SCALE IN FEET
0 20 40 80
DATE REVISIONS
11/20/20 PAR 16: REM TESMT A1
CITY OF SANDY SPRINGS
RIGHT OF WAY MAP
PROJECT NO: TS 192
COUNTY: FULTON
LAND LOT NO: 35, 36 & 71
LAND DISTRICT: 17
GMD: N/A
DATE 11/01/19
DRAWING No.
60-0006

4/22/2021
Shane.Piche

GPLOT-V8
gplotborder-V81-PD.tbl

241703341_60-0022.dgn
GRAPLN

CITY OF SANDY SPRINGS
CITY COUNCIL

PROJECT NO
TS192

PAR 13 TESMT - AREA 2 REQ'D TEMP. EASM'T. DE412

PNT	OFFSET/		STATION/	ALIGNMENT
DE50016	42.00	L	472+66.16	Mt Vernon Highway
DE40043	68.67	L	472+50.72	Mt Vernon Highway
DE40044	50.00	L	472+86.00	Mt Vernon Highway
DE40045	50.00	L	473+64.97	Mt Vernon Highway

ARC LENGTH = 12.17
CHORD BEAR = N 64°26'28.0" E
LNTH CHORD = 12.17
RADIUS = 5880.00
DEGREE = 0°58'27.9"

DE40047	50.00	L	473+77.24	Mt Vernon Highway
DE40048	43.95	L	473+88.20	Mt Vernon Highway
DE40049	44.37	L	474+03.03	Mt Vernon Highway
DE40050	50.00	L	474+05.14	Mt Vernon Highway

ARC LENGTH = 11.66
CHORD BEAR = N 64°03'19.6" E
LNTH CHORD = 11.66
RADIUS = 5880.00
DEGREE = 0°58'27.9"

DE40052	50.00	L	474+16.90	Mt Vernon Highway
DE40053	38.00	L	474+72.64	Mt Vernon Highway

ARC LENGTH = 225.90
CHORD BEAR = N 62°21'42.1" E
LNTH CHORD = 225.89
RADIUS = 5892.00
DEGREE = 0°58'20.8"

DE40055	36.00	L	477+00.00	Mt Vernon Highway
DE40056	43.00	L	477+00.00	Mt Vernon Highway

ARC LENGTH = 49.03
CHORD BEAR = N 61°01'29.0" E
LNTH CHORD = 49.03
RADIUS = 5887.00
DEGREE = 0°58'23.7"

DE40058	43.00	L	477+49.39	Mt Vernon Highway
DE40059	55.00	L	477+76.17	Mt Vernon Highway
10035	35.74	L	477+72.10	Mt Vernon Highway
10034	37.33	L	476+15.13	Mt Vernon Highway
10033	32.28	L	475+49.78	Mt Vernon Highway
10032	33.50	L	474+84.74	Mt Vernon Highway
DE20047	33.79	L	474+64.70	Mt Vernon Highway
DE20046	40.00	L	474+00.42	Mt Vernon Highway

ARC LENGTH = 35.21
CHORD BEAR = S 64°19'44.9" W
LNTH CHORD = 35.21
RADIUS = 5890.00
DEGREE = 0°58'21.9"

DE20175	40.00	L	473+64.97	Mt Vernon Highway
DE20044	40.02	L	473+50.00	Mt Vernon Highway
DE20043	42.00	L	473+00.18	Mt Vernon Highway
DE50016	42.00	L	472+66.16	Mt Vernon Highway

REQ'D EASMT AREA = 3904.90 SF

PAR 13, AREA 1 & 2
TOTAL TEMP. EASM'T = 4226.14 SF
TOTAL TEMP. EASM'T = 0.097 ACRES

PAR 13 DWESMT - AREA 1 REQ'D DRWY. EASM'T. DE500

PNT	OFFSET/		STATION/	ALIGNMENT
DE50000	41.00	L	470+84.00	Mt Vernon Proposed

ARC LENGTH = 56.35
CHORD BEAR = N 20°02'27.5" E
LNTH CHORD = 53.27
RADIUS = 57.97
DEGREE = 98°50'13.0"

DE50001	78.31	L	471+22.02	Mt Vernon Proposed
10027	78.31	L	471+28.31	Mt Vernon Proposed

ARC LENGTH = 46.65
CHORD BEAR = S 12°43'14.8" W
LNTH CHORD = 47.49
RADIUS = 63.97
DEGREE = 89°33'59.9"

DE40042	41.00	L	470+98.92	Mt Vernon Proposed
DE50000	41.00	L	470+84.00	Mt Vernon Proposed

PAR 13 DWESMT - AREA 2 REQ'D DRWY. EASM'T. DE504

PNT	OFFSET/		STATION/	ALIGNMENT
DE50014	78.31	L	471+98.49	Mt Vernon Highway
DE50015	78.31	L	472+45.14	Mt Vernon Highway
DE50016	42.00	L	472+66.16	Mt Vernon Highway
DE20042	42.00	L	471+98.49	Mt Vernon Highway
DE50014	78.31	L	471+98.49	Mt Vernon Highway

PAR 14 REQD - TRACT 1 REQ'D R/W DE212

PNT	OFFSET/ DIST		STATION/ BEARING	ALIGNMENT
DE20015	39.00	R	473+29.42	Mt Vernon Highway
	4.14		N 25°08'27.0" W	
10037	34.86	R	473+29.45	Mt Vernon Highway
	20.55		N 64°48'46.1" E	
DE20017	34.97	R	473+50.00	Mt Vernon Highway
	4.03		S 25°30'00.3" E	
DE20016	39.00	R	473+50.00	Mt Vernon Highway
	20.58		S 64°30'01.4" W	
DE20015	39.00	R	473+29.42	Mt Vernon Highway

REQD R/W = 83.99 SF
REQD R/W = 0.002 ACRES

PAR 14 REQD - TRACT 2 REQ'D R/W DE213

PNT	OFFSET/ DIST		STATION/ BEARING	ALIGNMENT
DE20019	39.63	R	477+67.00	Mt Vernon Highway

ARC LENGTH = 134.54
CHORD BEAR = N 59°05'43.6" E
LNTH CHORD = 134.53
RADIUS = 3125.40
DEGREE = 1°49'59.6"

10040	37.51	R	479+00.82	Mt Vernon Highway
	114.13		N 57°49'44.0" E	
10041	34.01	R	480+14.90	Mt Vernon Highway
	63.79		S 20°50'07.0" W	
DE20025	30.00	L	13+22.80	Glenridge Drive
	30.04		N 64°17'46.8" W	
DE20024	49.00	R	479+48.40	Mt Vernon Highway
	74.92		S 59°35'13.7" W	
DE20023	49.00	R	478+73.48	Mt Vernon Highway

ARC LENGTH = 84.86
CHORD BEAR = S 59°59'37.3" W
LNTH CHORD = 84.85
RADIUS = 5973.00
DEGREE = 0°57'29.8"

DE20021	49.00	R	477+89.32	Mt Vernon Highway
	23.14		S 74°03'47.5" W	
DE20020	43.58	R	477+67.00	Mt Vernon Highway
	3.95		N 29°21'02.5" W	
DE20019	39.63	R	477+67.00	Mt Vernon Highway

REQD R/W = 3875.26 SF
REQD R/W = 0.075 ACRES

PAR 14, TRACT 1 & 2
TOTAL REQ'D R/W = 3359.25 SF
TOTAL REQ'D R/W = 0.076 ACRES
REMAINDER = +/- 0.74 ACRES

PAR 14 DRNG ESMT. REQ'D PERM. EASM'T. DE307

PNT	OFFSET/ DIST		STATION/ BEARING	ALIGNMENT
DE30007	37.99	R	475+85.00	Mt Vernon Highway

ARC LENGTH = 101.72
CHORD BEAR = N 62°42'00.4" E
LNTH CHORD = 101.72
RADIUS = 3125.40
DEGREE = 1°49'59.6"

DE30011	39.57	R	476+92.00	Mt Vernon Highway
	6.43		S 28°39'33.8" E	
DE30010	46.00	R	476+92.00	Mt Vernon Highway

ARC LENGTH = 107.83
CHORD BEAR = S 61°51'27.1" W
LNTH CHORD = 107.83
RADIUS = 5976.00
DEGREE = 0°57'31.6"

DE30008	46.00	R	475+85.00	Mt Vernon Highway
	8.01		N 27°37'32.0" W	
DE30007	37.99	R	475+85.00	Mt Vernon Highway

REQD EASMT = 762.41 SF
REQD EASMT = 0.018 ACRES

PAR 14 TESMT REQ'D TEMP. EASM'T. DE413

PNT	OFFSET/	STATION/	ALIGNMENT
DE20015	39.00 R	473+29.42	Mt Vernon Highway
DE20016	39.00 R	473+50.00	Mt Vernon Highway
DE20017	34.97 R	473+50.00	Mt Vernon Highway

ARC LENGTH = 232.77
CHORD BEAR = N 64°14'35.8" E
LNTH CHORD = 232.77
RADIUS = 12742.08
DEGREE = 0°26'58.8"

10038	37.90	R	475+81.43	Mt Vernon Highway
DE30007	37.99	R	475+85.00	Mt Vernon Highway
DE30008	46.00	R	475+85.00	Mt Vernon Highway

ARC LENGTH = 107.83
CHORD BEAR = N 61°51'27.1" E
LNTH CHORD = 107.83
RADIUS = 5976.00
DEGREE = 0°57'31.6"

DE30010	46.00	R	476+92.00	Mt Vernon Highway
DE30011	39.57	R	476+92.00	Mt Vernon Highway

ARC LENGTH = 75.50
CHORD BEAR = N 61°01'14.6" E
LNTH CHORD = 75.50
RADIUS = 3125.40
DEGREE = 1°49'59.6"

DE20019	39.63	R	477+67.00	Mt Vernon Highway
DE20020	43.58	R	477+67.00	Mt Vernon Highway
	65		49.01 R 477+69.32	Mt Vernon Highway

ARC LENGTH = 84.86
CHORD BEAR = N 59°59'24.0" E
LNTH CHORD = 84.85
RADIUS = 5973.00
DEGREE = 0°57'29.8"

DE20023	49.00	R	478+73.48	Mt Vernon Highway
DE20024	49.00	R	479+48.40	Mt Vernon Highway
DE20025	30.00	L	13+22.80	Glenridge Drive
	30.00	L	11+29.64	Glenridge Drive
10047	34.79	L	11+29.38	Glenridge Drive
DE40024	31.67	L	13+15.00	Glenridge Drive
DE40023	53.50	R	479+38.74	Mt Vernon Highway
DE40022	53.50	R	478+73.48	Mt Vernon Highway

ARC LENGTH = 85.46
CHORD BEAR = S 59°59'46.6" W
LNTH CHORD = 85.46
RADIUS = 5983.50
DEGREE = 0°57'27.2"

DE20018	53.50	R	477+88.79	Mt Vernon Highway
DE40020	41.15	R	477+37.40	Mt Vernon Highway
DE40019	41.26	R	477+24.49	Mt Vernon Highway
DE40018	52.79	R	476+72.54	Mt Vernon Highway
DE40017	43.45	R	473+29.40	Mt Vernon Highway
DE20015	39.00	R	473+29.42	Mt Vernon Highway

TOTAL TEMP. EASM'T = 4479.65 SF
TOTAL TEMP. EASM'T = 0.103 ACRES

PAR 15 TESMT REQ'D TEMP. EASM'T. DE415

PNT	OFFSET/	STATION/	ALIGNMENT
DE50069	29.84 L	478+11.00	Mt Vernon Highway
DE40061	36.00 L	478+11.00	Mt Vernon Highway

ARC LENGTH = 62.10
CHORD BEAR = N 59°53'20.3" E
LNTH CHORD = 62.10
RADIUS = 5894.00
DEGREE = 0°58'19.6"

DE40063	36.00 L	478+73.48	Mt Vernon Highway
DE40075	36.00 L	479+13.74	Mt Vernon Highway
10044	33.08 L	479+11.85	Mt Vernon Highway
DE50069	29.84 L	478+11.00	Mt Vernon Highway

REQD EASMT AREA = 449.46 SF

PAR 15 DWESMT REQ'D DRWY. EASM'T. DE505

PNT	OFFSET/	STATION/	ALIGNMENT
10059	28.11 L	477+70.50	Mt Vernon Highway
DE40059	55.00 L	477+76.17	Mt Vernon Highway

ARC LENGTH = 34.51
CHORD BEAR = N 60°21'32.8" E
LNTH CHORD = 34.51
RADIUS = 5975.00
DEGREE = 0°58'30.9"

DE50018	55.00	L	478+11.00	Mt Vernon Highway
DE50069	29.84	L	478+11.00	Mt Vernon Highway
10059	28.11	L	477+70.50	Mt Vernon Highway

TOTAL PARCEL SIZE = 1.04 ACRES

PAR 16 TESMT - AREA 2 REQ'D TEMP. EASM'T. DE417

PNT	OFFSET/	STATION/	ALIGNMENT
DE40067	45.00 L	14+92.26	Glenridge Drive
DE40068	45.00 L	16+19.94	Glenridge Drive
10060	36.43 L	16+23.00	Glenridge Drive
10046	39.34 L	15+03.52	Glenridge Drive
DE40067	45.00 L	14+92.26	Glenridge Drive

REQD EASMT AREA = 868.83 SF

PAR 16, AREA 1 & 2
TOTAL TEMP. EASM'T = 1430.54 SF
TOTAL TEMP. EASM'T = 0.033 ACRES
TOTAL PARCEL SIZE = 0.66 ACRES

PAR 17 REQD REQ'D R/W DE214

PNT	OFFSET/ DIST		STATION/ BEARING	ALIGNMENT
DE20054	38.06	R	14+28.81	Glenridge Drive
	11.12		N 58°45'54.2" W	
10062	27.13	R	14+30.81	Glenridge Drive
	36.60		N 19°32'20.5" E	
10063	27.25	R	481+13.29	Mt Vernon Highway
	54.33		N 61°12'01.8" E	
10064	28.27	R	481+67.87	Mt Vernon Highway
	5.85		S 41°12'18.7" E	
DE20058	34.00	R	481+69.07	Mt Vernon Highway

ARC LENGTH = 6.22
CHORD BEAR = S 60°22'39.0" W
LNTH CHORD = 6.22
RADIUS = 5896.00
DEGREE = 0°58'18.4"

DE20057	34.00	R	481+62.80	Mt Vernon Highway
	26.11		S 51°24'28.5" W	
DE20056	38.00	R	481+36.84	Mt Vernon Highway
	40.52		S 37°39'21.8" W	
DE20055	37.69	R	14+40.00	Glenridge Drive
	11.20		S 18°56'47.6" W	
DE20054	38.06	R	14+28.81	Glenridge Drive

REQD R/W = 998.19 SF
REQD R/W = 0.023 ACRES
REMAINDER = +/- 0.16 ACRES

PAR 17 TESMT REQ'D TEMP. EASM'T. DE418

PNT	OFFSET/	STATION/	ALIGNMENT
DE20056	38.00 R	481+36.84	Mt Vernon Highway
DE20057	34.00 R	481+62.80	Mt Vernon Highway
DE20058	34.00 R	481+69.07	Mt Vernon Highway
DE40084	38.00 R	481+69.90	Mt Vernon Highway

ARC LENGTH = 32.84
CHORD BEAR = S 60°15'22.1" W
LNTH CHORD = 32.84
RADIUS = 3892.00
DEGREE = 0°58'29.8"

DE20056	38.00	R	481+36.84	Mt Vernon Highway

REQD EASMT AREA = 77.90 SF

PAR 18 REQD REQ'D R/W DE215

PNT	OFFSET/ DIST		STATION/ BEARING	ALIGNMENT
DE20058	34.00	R	481+69.07	Mt Vernon Highway
	5.85		N 41°12'18.7" W	
10064	28.27	R	481+67.87	Mt Vernon Highway
	78.52		N 61°11'59.6" E	
10065	28.85	R	482+46.77	Mt Vernon Highway
	5.15		S 27°18'26.7" E	
DE20059	34.00	R	482+46.63	Mt Vernon Highway

ARC LENGTH = 77.12
CHORD BEAR = S 60°46'57.0" W
LNTH CHORD = 77.12
RADIUS = 5896.00
DEGREE = 0°58'18.4"

DE20058	34.00	R	481+69.07	Mt Vernon Highway

REQD R/W = 416.40 SF
REQD R/W = 0.010 ACRES
REMAINDER = +/- 0.14 ACRES

PAR 19 TESMT REQ'D TEMP. EASM'T. DE419

PNT	OFFSET/	STATION/	ALIGNMENT
DE20058	34.00 R	481+69.07	Mt Vernon Highway

ARC LENGTH = 77.12
CHORD BEAR = N 60°46'57.0" E
LNTH CHORD = 77.12
RADIUS = 5896.00
DEGREE = 0°58'18.4"

DE20059	34.00	R	482+46.63	Mt Vernon Highway
DE40085	38.00	R	482+46.53	Mt Vernon Highway

ARC LENGTH = 76.14
CHORD BEAR = S 60°47'09.6" W
LNTH CHORD = 76.13
RADIUS = 5892.00
DEGREE = 0°58'20.8"

DE40084	38.00	R	481+69.90	Mt Vernon Highway
DE20058	34.00	R	481+69.07	Mt Vernon Highway

REQD EASMT AREA = 306.52 SF

PAR 19 REQD REQ'D R/W DE216

PNT	OFFSET/ DIST		STATION/ BEARING	ALIGNMENT
10113	27.00	L	481+85.21	Mt Vernon Highway
	68.27		N 20°53'22.0" E	
10114	30.07	R	16+45.68	Glenridge Drive

ARC LENGTH = 36.47
CHORD BEAR = S 67°17'49.1" E
LNTH CHORD = 35.95
RADIUS = 62.35
DEGREE = 91°53'22.8"

10116	55.64	L	482+74.38	Mt Vernon Highway
	61.13		S 84°07'10.4" E	
10117	21.21	L	483+24.56	Mt Vernon Highway
	140.04		S 63°36'15.3" W	
10113	27.00	L	481+85.21	Mt Vernon Highway

REQD R/W = 3811.93 SF
REQD R/W = 0.088 ACRES
REMAINDER = +/- 0.00 ACRES

7/31/2020 GRAPLN

KCI TECHNOLOGIES
Engineers
Planners
Surveyors
Construction Managers
2960 Satellite Boulevard
Suite 190
Duluth, GA 30097
Phone: 678-990-6200
Fax: 678-990-6222
www.kci.com

DATE	REVISIONS	DATE	REVISIONS
5/14/20	REVISED TURN LANE TAPER TO 50'		
11/20/20	PAR 13: UPDATED DWESMT. ADJUSTED TESMT A2.		
	PAR 16: REW TESMT A1		

CITY OF SANDY SPRINGS
RIGHT OF WAY TABLES

PROJECT NO: TS 192
COUNTY: FULTON
LAND LOT NO: 36 & 71
LAND DISTRICT: 17
GMD: N/A
DATE 11/01/19

DRAWING No.
60-0024

RESOLUTION NO. _____

STATE OF GEORGIA
COUNTY OF FULTON

A RESOLUTION TO ACCEPT AN AGREEMENT TO PURCHASE FEE SIMPLE RIGHT-OF-WAY AND TEMPORARY CONSTRUCTION EASEMENT ON THAT CERTAIN TRACT OF LAND LOCATED AT 6268 MOUNT VERNON OAKS DRIVE (TAX ID# 17-0036-0001-057-1), LYING IN LAND LOT 36 OF THE 17TH DISTRICT, CITY OF SANDY SPRINGS, FULTON COUNTY, GEORGIA

WHEREAS, the City of Sandy Springs ("City") is currently in the process of constructing the TS-192 Mt. Vernon Highway Corridor Improvements project ("Project"); and

WHEREAS, to facilitate construction of the Project, the City requires the acquisition of 416.40 square feet of fee simple right-of-way and 306.42 square feet of temporary construction easement ("Property"), located at 6268 Mt. Vernon Oaks Drive (Tax Id# 17-0036-0001-057-1), in Land Lot 36 of the 17th District, Fulton County, City of Sandy Springs, Georgia, and owned by Caroline A. Savio-Ramos and Luiz E. da Silva Ramos ("Owner"); and

WHEREAS, City staff has reached an amicable settlement with the Owner for purchase of the Property in the amount of $28,173.00; and

WHEREAS, the Department of Public Works, in response to guidance provided by the City Manager, has reviewed and desires that City Council approve the attached Agreement to Purchase Fee Simple Right-of-Way and Temporary Construction Easement ("Agreement") for purchase of the Property in the amount of $28,173.00; and

WHEREAS, the City desires to purchase the Property and to enter into the Agreement;

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SANDY SPRINGS, GEORGIA:

1. That purchase of the Property, as defined above and in the Agreement, is hereby authorized in the amount of $28,173.00;

2. That the attached Agreement is hereby approved;

3. That the Mayor or appropriate City official is hereby authorized to execute the Agreement, subject to approval of the City Attorney and the City Finance Director; and

4. That the City Manager and appropriate City staff are hereby authorized to take such actions as may be deemed necessary to effectuate the intent of this Resolution.

RESOLVED this 19th day of July, 2022.

Approved:

_____
Russell K. Paul, Mayor

Attest:

_____
Raquel D. Gonzalez, City Clerk

(Seal)

SANDY SPRINGS
CITY CLERK'S OFFICE

TO: Eden Freeman, City Manager

FROM: William H. Martin, Jr., AIA, Public Works Director

DATE: June 23, 2022 Submission for the July 19, 2022 City Council Meeting

ITEM: Request for Mayor and City Council Consideration of Acceptance of a Permanent Drainage Easement on Property Located at 5565 Errol Place in Land Lot 134 of the 17th District, City of Sandy Springs, Georgia (Tax ID# 17-0134-0003-023-2) (Errol Place Stormwater Project)

Recommendation:

Staff recommends that the Mayor and City Council accept a Permanent Drainage Easement on that tract of land lying and located in Land Lot 134 of the 17th District, Fulton County, Georgia. The property owners are Kevin and Amanda Leary located at 5565 Errol Place, as shown in the attached exhibits.

Background:

The acquisition of 1,561 square feet of Permanent Drainage Easement on the subject property is necessary to construct the Errol Place Stormwater Project. The property owners have donated the necessary easement rights required to construct the proposed project.

Discussion:

Staff was able to negotiate a reasonable compensation amount for the required land rights with the property owner.

Financial Impact:

Sufficient funds are available in the Stormwater Capital Maintenance and Improvements Account budget to fund this acquisition.

Alternatives:

The acquisition reflects the minimum amount of Permanent Drainage Easement required to deliver the desired project. The City may decline to execute acceptance of said interests and not execute the project as planned.

Review:

Karen Lugassy, Executive Assistant	Created/Initiated - 7/7/2022
Marty Martin, Director of Public Works	Approved - 7/7/2022
Toni Carlisle, Chief Financial Officer	Approved - 7/7/2022
Kathy Williams, Staff Attorney	Approved - 7/8/2022
Eden Freeman, City Manager	Final Approval - 7/14/2022

Attachments:

1. Fulton ID - Previous Owner.Beskin
2. Signed PDE - Leary.5565 Errol Pl
3. Title Certificate - 5565 Errol Place
4. RESOLUTION

Parcel

Parcel ID:	17 013400030232
Property Location:	5565 ERROL PL
Unit:	
City:	SANDY SPRINGS
Neighborhood:	17165
Improvement Strata:	R1
Property Class:	R3
Land Use Code:	101-Residential 1 family
Living Units:	1
Acres:	.6198
Zoning:	R2A-
Location	6
Fronting:	9 - 9
Parking Type:	3-ON AND OFF STREET
Parking Quantity:	2
Street 1/Street 2:	1-Paved/-
Topo 1/Topo2/Topo3:	1-LEVEL/-/-
Util1/Util2/Util3:	1-ALL PUBLIC/-/-

Legal

Tax District	59

Owners

Owners:	BESKIN DONALD C

Mailing Address

Address	FUL Exmp Code	ATL Exmp Code
BESKIN DONALD C 5565 ERROL PL NW MARA L BESKIN SANDY SPRINGS GA 30327	HF01	

Sales

Sale Date:	Sale Price:
13-JUL-83	$330,000

Sale Details

Grantor:	
Grantee:	
Sales Date:	13-JUL-83
Sale Price Sale Validity:	9 : Unvalidated/Deed Stamps
Sale Source:	* :
Sales Type:	3 : BUILDING
Sale Flag:	
Deed Book:	08562
Deed Page:	00046
Deed Type:	

Residential

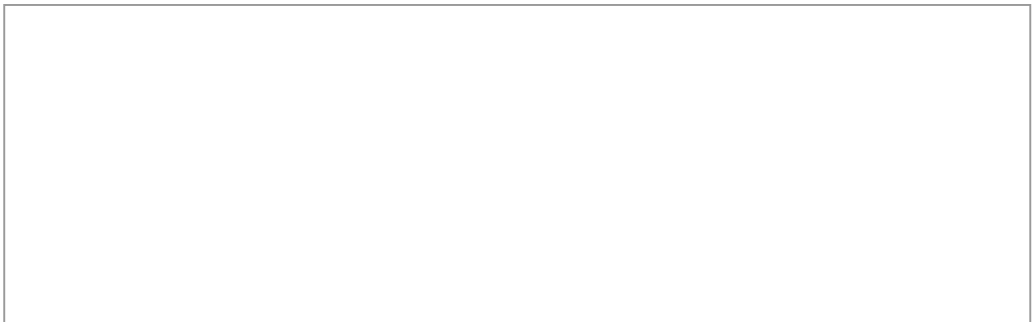
Card:	1
Stories:	2
Year Built:	1982
Effective Year Built:	
Remodeled Year:	
Living Area:	4,609
Total Living Area:	4,609
Total Rooms:	9
Bedrooms:	4
Family Rooms:	1
Attic:	1-NONE
Basement LA:	
Basement Rec Area:	
Full Baths:	3
Half Baths:	1
Additional Fixtures:	8
Total Fixtures:	19
Pre Fab Fireplace:	1
Masonry Fireplaces:	2
Grade:	A-
CDU:	GD
% Complete	

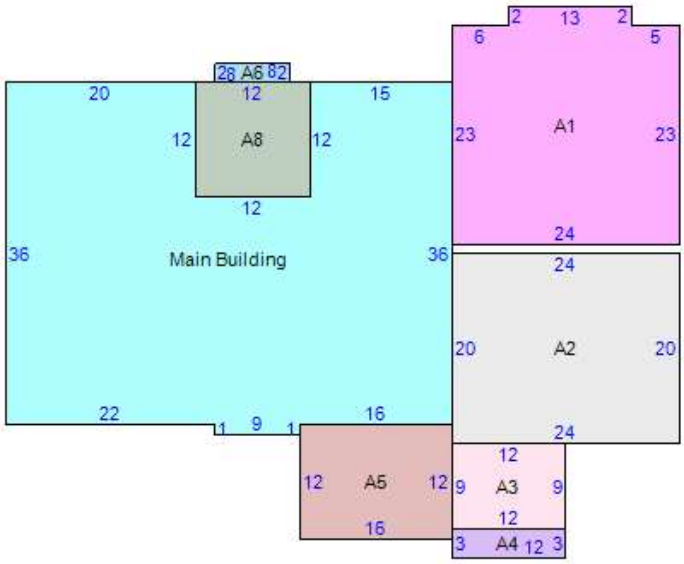
Additions

Addition Number:	Description:	Area
0	---	1,557
1	-FR GR FRAME GARAGE-AT FN ATTIC-FINISHED-	578
2	-1S FR ONE STORY FRAME-1S FR ONE STORY FRAME-	480
3	-MA_PT CONC/MAS PATIO-1S FR ONE STORY FRAME-	108
4	-MA_PT CONC/MAS PATIO-FRBAY FRAME BAY-	36
5	-MA_PT CONC/MAS PATIO-WDDCK WOOD DECKS-	192
6	-STOOP STOOP-FROVR FRAME OVERHANG-	16
7	-STOOP STOOP--	36
8	UNFIN BSMT BASEMENT UNFINISHED-1S FR ONE STORY FRAME--	144

Land

Line Number:	1
Land Type:	S - SQUARE FOOT
Land Code:	1
Square Feet:	27,000
Acres:	.6198





Item	Area
Main Building	1557
A1 - 13/19:FR GR FRAME GARAGE/AT FN ATTIC-FINISHED	578
A2 - 10/10:1S FR ONE STORY FRAME/1S FR ONE STORY FRAME	480
A3 - 33/10:MA_PT CONC/MAS PATIO/1S FR ONE STORY FRAME	108
A4 - 33/15:MA_PT CONC/MAS PATIO/FRBAY FRAME BAY	36
A5 - 33/31:MA_PT CONC/MAS PATIO/WDDCK WOOD DECKS	192
A6 - 35/16:STOOP STOOP/FROVR FRAME OVERHANG	16
- 35:STOOP STOOP	36
A8 - 50/10:UNFIN BSMT BASEMENT UNFINISHED/1S FR ONE STORY FRAME	144

AFTER RECORDING, PLEASE RETURN TO:
City of Sandy Springs
City Clerk's Office
1 Galambos Way
Sandy Springs, GA 30328

Cross reference:
Deed Book 65512 Page 308
Parcel No: 17013400030232

PERMANENT DRAINAGE EASEMENT

STATE OF GEORGIA

FULTON COUNTY

THIS AGREEMENT is entered into the 17th day of June 2022, between KEVIN EDWARD LEARY AND AMANDA LEARY, as Joint Tenants with Rights of Survivorship, herein referred to as the "Grantor", and the CITY OF SANDY SPRINGS, GEORGIA, hereinafter called the" Grantee".

THAT WHEREAS, Grantee is desirous of obtaining **1,561 square foot Permanent Drainage Easement** upon and across the property of Grantor, located in Land Lot 134 of Land District 17 of Fulton County, GA, as is more particularly described in Exhibits "A" AND "B" attached hereto and incorporated herein by reference, and:

WHEREAS Grantor desires to convey said Permanent Drainage Easement and all improvements located within said permanent drainage easement in and to the said described property as is further shown on the drawing attached as Exhibits "A" and "B", incorporated herein by reference.

NOW, THEREFORE, in consideration of the foregoing recitals and ONE DOLLAR ($1.00), the receipt and sufficiency of which are hereby acknowledged, Grantor does hereby sell and convey to the Grantee, a Permanent Drainage Easement as described on and illustrated on Exhibits "A" and "B", attached hereto, and incorporated herein by reference.

The Permanent Drainage Easement herein shall bind the heirs and assigns of the undersigned party and shall inure to the benefit of the successors in title of Grantee.

IN WITNESS WHEREOF, the Grantor has signed and sealed this deed, the day and year first above written. Signed, sealed and delivered in the presence of:

GRANTOR:

Witness

AMANDA LEARY

JOY KERLEY NOTARY PUBLIC COBB COUNTY, GEORGIA MY COMMISSION EXPIRES MAY 06, 2026

Notary Public

KEVIN EDWARD LEARY

My commission expires: 5/6/2026

(seal)

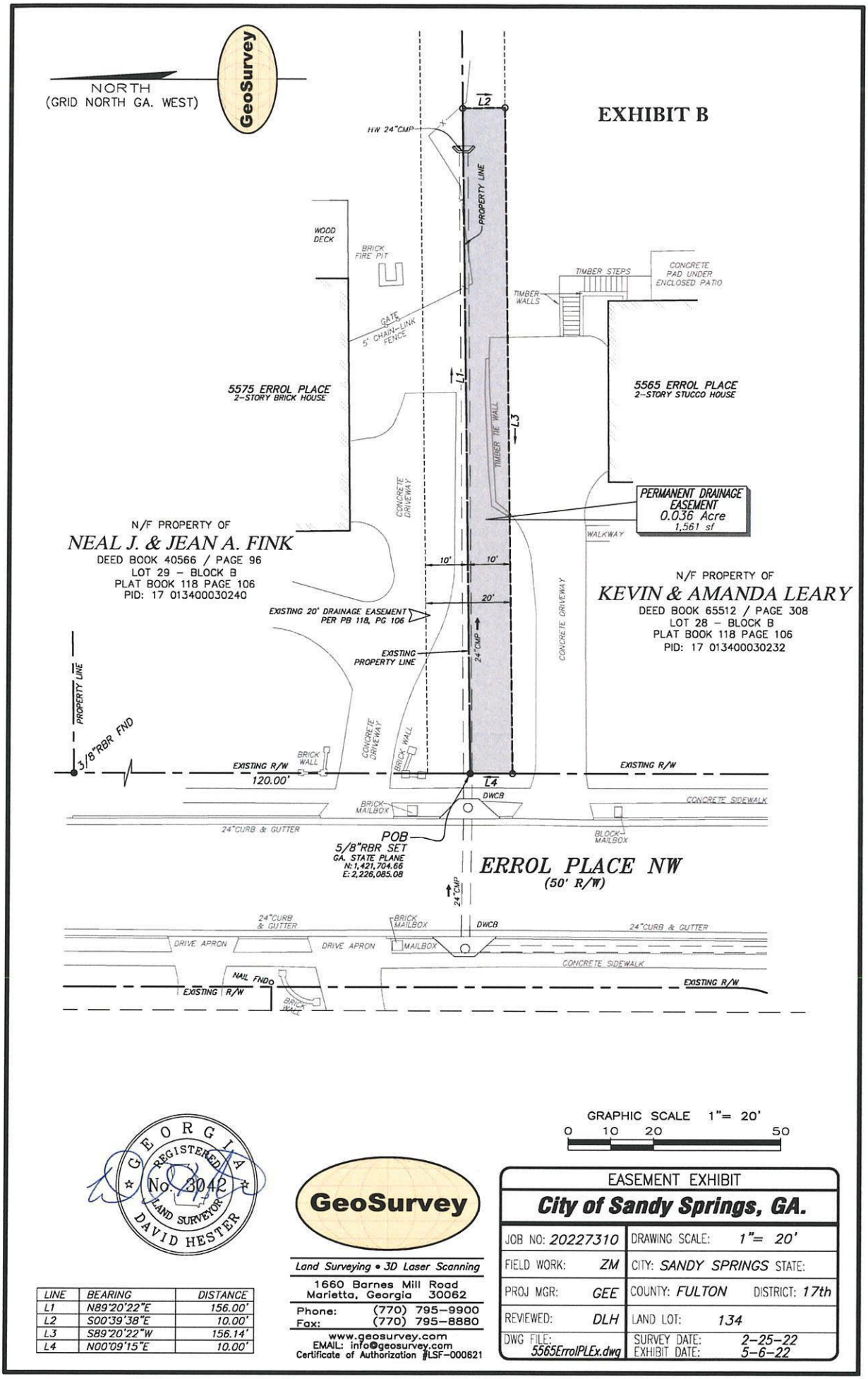
EXHIBIT "A"

Legal Description
Permanent Drainage Easement
5565 Errol Place
Parcel ID: 17 013400030232

All that tract or parcel of land lying and being in Land Lot 134 of the 17th District, Fulton County, City of Sandy Springs Georgia, and being more particularly described as follows:

BEGINNING at a 5/8-inch rebar set on the easterly right-of-way of Errol Place NW (50-foot public right-of-way) at the dividing line between lots 28 & 29, of Block B, Glen Errol Subdivision, as recorded in Plat Book 118, page 106, Fulton County records, said point having Georgia State Plane coordinate values Northing: 1,421,704.66; Easting: 2,226,085.08 Georgia West Zone; Thence departing said right-of-way North 89 degrees 20 minutes 22 seconds East, a distance of 156.00 feet to a point; Thence South 00 degrees 39 minutes 38 seconds East, a distance of 10.00 feet to a point; Thence South 89 degrees 20 minutes 22 seconds West, a distance of 156.14 feet to a located on said easterly right-of-way of Errol Place NW; Thence continuing with said right-of-way North 00 degrees 09 minutes 15 seconds East, a distance of 10.00 feet to a 5/8-inch rebar set which is the **POINT OF BEGINNING**.

Said tract or parcel of land contains 0.036 Acres (1,561 Square Feet).



GRAPHIC SCALE 1"= 20'

0 10 20 50

GEORGIA
REGISTERED
No. 3042
LAND SURVEYOR
DAVID HESTER

LINE	BEARING	DISTANCE
L1	N89°20'22"E	156.00'
L2	S00°39'38"E	10.00'
L3	S89°20'22"W	156.14'
L4	N00°09'15"E	10.00'

GeoSurvey
Land Surveying • 3D Laser Scanning
1660 Barnes Mill Road
Marietta, Georgia 30062
Phone: (770) 795-9900
Fax: (770) 795-8880
www.geosurvey.com
EMAIL: info@geosurvey.com
Certificate of Authorization #LSF-000621

EASEMENT EXHIBIT

City of Sandy Springs, GA.

JOB NO: 20227310	DRAWING SCALE: 1"= 20'
FIELD WORK: ZM	CITY: SANDY SPRINGS STATE:
PROJ MGR: GEE	COUNTY: FULTON DISTRICT: 17th
REVIEWED: DLH	LAND LOT: 134
DWG FILE: 5565ErrolPLEx.dwg	SURVEY DATE: 2-25-22 EXHIBIT DATE: 5-6-22

THE LAW FIRM OF JOHN W. BELL, P.C.

ATLANTA OFFICE:
5 CONCOURSE PARKWAY
SUITE 3000
ATLANTA, GEORGIA 30328

ALPHARETTA OFFICE:
12600 DEERFIELD PARKWAY
SUITE 100
ALPHARETTA, GEORGIA 30004

TELEPHONE: (678) 762-3394
DIRECT DIAL: (678) 457-1198
TELECOPIER: (770) 783-8706
EMAIL: jwbell@jwb-law.com

ATTORNEY'S TITLE CERTIFICATE AND OPINION ON THE PROPERTY OF

KEVIN EDWARD LEARY and AMANDA LEARY, as joint tenants with rights of survivorship

CLIENT:	City of Sandy Springs	TAX PARCEL(S):	17-0134-0003-023-2
PROJECT:	N/A	OUR FILE:	22-5142CK
DISTRICT:	17	LAND LOT(S):	134
PARCEL:	5565 Errol Place	EFFECTIVE DATE:	April 11, 2022

This is to certify that in consideration of a fee to be paid to the undersigned attorneys, the undersigned does hereby certify that a careful examination has been made of the public records of Fulton County, Georgia affecting title to property described in Caption insofar as is correctly shown by indexes to said records from which indexes this certificate is furnished; and we hereby certify that record fee simple title to said property is now vested in **KEVIN EDWARD LEARY and AMANDA LEARY, as joint tenants with rights of survivorship**, by virtue of a **Warranty Deed** dated **April 1, 2022** and recorded in **Deed Book 65512, Page 308**, Fulton County, Georgia records, as described therein; subject, however to the below referenced objections. This title certificate and opinion is prepared solely for the use of the or for any other purpose, client and project listed herein for the property interests described by the above referenced parcel designation and may not be relied upon by any third party

STANDARD EXCEPTIONS

(a) The exact location of boundary lines, unrecorded easements, possible encroachments and other facts or conditions which would be disclosed by an accurate survey and inspection of the property.

(b) Any matters not shown by the public records or which are improperly indexed of record.

(c) Any documents, instruments, or encumbrances filed under names other than those appearing in the chain of title.

(d) Title to that portion of the property included within the bounds of roads, highways, easements and rights of way, particularly roads and easements which are created by adverse or prescriptive usage.

(e) Rights of upper and lower riparian owners to the streams, creeks and branches crossing, abutting, or located on the property, free from diminution or pollution thereof.

(f) Rights, if any, of tenants or other persons who may be in possession under claims not appearing of record, and those matters filed according to the names of any tenants or lessees of the subject property, as no lessee or tenant search is included herewith.

(g) Possible liens of architects, laborers and materialmen for improvement of the property, not filed as of the effective date of this Certificate of Title.

(h) All municipal or county zoning laws, ordinances and regulations, and all governmental regulations of the use and occupancy of the property.

(i) Any matters relating to the presence or absence of any hazardous materials or waste on or within the property, and any violations with regard to hazardous materials or waste under any and all Federal and State environmental protection laws, rules or regulations.

(j) Pay-as-you-enter water or sewer lines, which, while not technically liens, will be payable upon connection with such lines.

(k) The location of any portion of the property within the limits of any "wet lands," and any laws, rules and regulations affecting wet land areas.

(l) Any matters relating to past due utility bills, including but not limited to gas, water, electricity, telephone, sewer, and sanitary services.

(m) Liens for taxes not yet due and payable.

SPECIAL EXCEPTIONS

SECURITY DEEDS

1. Security Deed from Kevin Edward Leary to Mortgage Electronic Registration Systems, Inc., as nominee for Atlantic Bay Mortgage Group LLC, dated April 1, 2022, filed April 5, 2022 and recorded in Deed Book 65512, Page 290, Fulton County, Georgia records, listing an original principal amount of $764,000.00 and a maturity date of May 1, 2052.

PROTECTIVE COVENANTS AND PLAT RESTRICTIONS

1. Those matters shown for Lot 28, Block B, on that certain Subdivision Plat of Glen Errol, Unit One, dated March 1, 1980 and recorded in Plat Book 127, Page 45, aforesaid records.

EASEMENTS, RIGHT-OF-WAY DEEDS, AND AGREEMENTS

1. Right of Way Deed and associated easement from Frampton E. Ellis to Fulton County, Georgia, dated May 13, 1970, filed June 4, 1970 and recorded in Deed Book 5233, Page 42, aforesaid records.

LIENS AND JUDGMENTS

1. None.

TAXES

1. For informational purposes, please see the attached information obtained from the Fulton County Tax Commissioner's office. The subject property lies within the limits of the City of Sandy Srpings. Tax information is not certified.

OTHER EXCEPTIONS

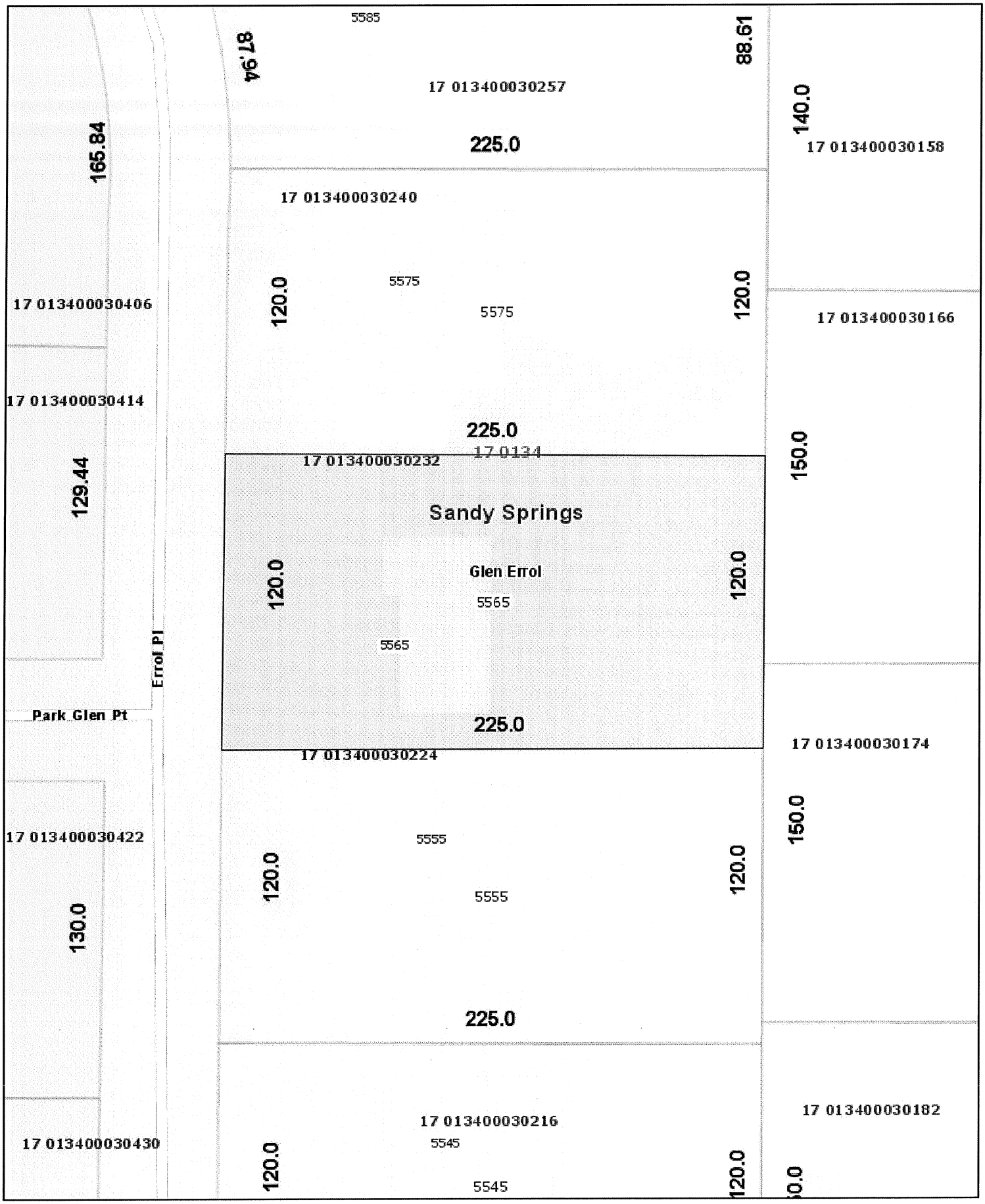
1. None.

This the 3rd day of May, 2022.

JOHN W. BELL, P.C.

By: _____

John W. Bell, Attorney at Law



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Date: 4/25/2022

Fulton County GIS

Fulton County provides th e data on this map for your personal use "as is". The data are not guaranteed to be accurate, correct, or complete. The feature locations epicted in these maps are approximate and are not necessarily accurate to surveying or engin eering standards. Fulton County assumes no responsibility for loss es resulting from the use these data, even if Fulton County is advis ed of the possib ility ofsu ch loss

FULTON COUNTY

TAX BILL

Arthur E. Ferdinand
Tax Commissioner
Fulton County, Georgia

141 Pryor Street
Atlanta, Georgia 30303
(404) 613-6100

Property Owner	Parcel Identification	Description	User ID
BESKIN DONALD C	17 -0134-0003-023-2	Real Estate	IWR

Tax District: 59 - SANDY SPRINGS

Property Address	Account Number	Current Fair Market Value	Current Assessed Value
5565 ERROL PLACE NORTHWEST	2203153	1,020,400	408,160

City Exemption:
County Exemption: Fulton Homestead Reg
City Sales Tax Credit: $0.00
County Sales Tax Credit: $0.00

Tax Year	Cycle	Principal Amount	Interest	Penalties/Fees	Paid	Total	Due Date
2021	County	9,132.75	0.00	0.00	9,132.75	0.00	11/15/2021
2020	County	9,316.74	0.00	0.00	9,316.74	0.00	11/15/2020
2019	County	9,349.80	0.00	0.00	9,349.80	0.00	10/15/2019
2018	County	8,091.20	0.00	0.00	8,091.20	0.00	10/31/2019
	City	1,342.47	0.00	0.00	1,342.47	0.00	10/31/2019
2017	County	8,368.13	0.00	0.00	8,368.13	0.00	1/15/2018
	City	1,342.47	0.00	0.00	1,342.47	0.00	1/15/2018
2016	County	8,718.71	0.00	0.00	8,718.71	0.00	11/15/2016
	City	1,413.43	0.00	0.00	1,413.43	0.00	11/15/2016
2015	County	8,754.27	0.00	0.00	8,754.27	0.00	10/15/2015
	City	1,413.43	0.00	0.00	1,413.43	0.00	10/15/2015

Grand Total Due: $0.00

Mailing Address:
BESKIN DONALD C
5565 ERROL PL NW
MARA L BESKIN
SANDY SPRINGS GA 30327

Property owners with current legal matters, such as bankruptcy or foreclosure, must contact the Tax Commissioner's office at (404) 613-6100 for the official balance due on their parcel(s).

Sign up For E-Billing

DETAILED TAX SUMMARY

City of Sandy Springs

TAX YEAR: 2021

Owner Name	Parcel Identification	Account Number
BESKIN DONALD C	17 -0134-0003-023-2	2203153
Property Location		**Tax District**
5565 ERROL PLACE NORTHWEST		59 - SANDY SPRINGS
Fair Market Value	**Assessed Value**	**Temporary Assessment**
983,100	393,240	298,760.00

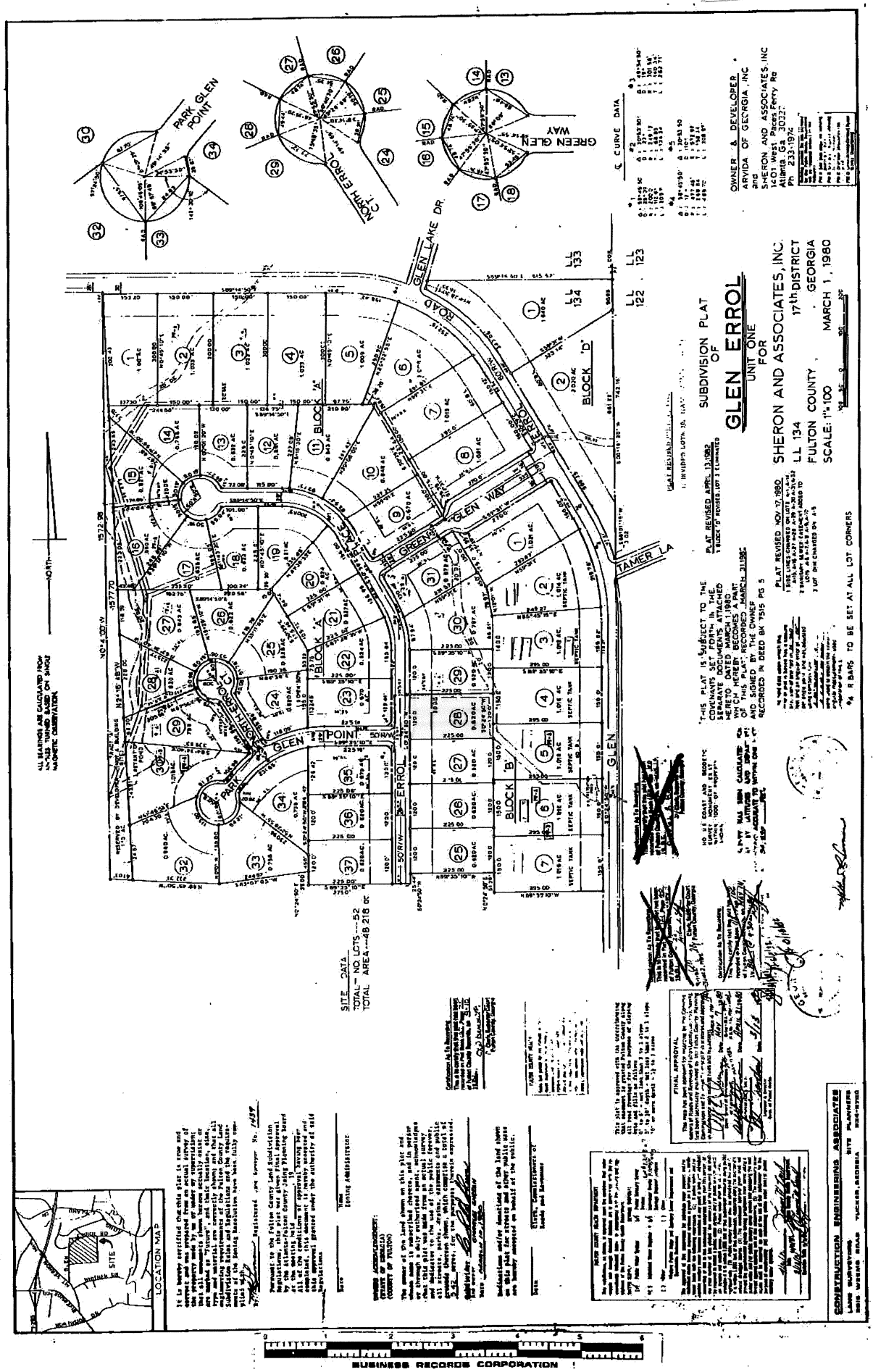
City Exemption:
County Exemption: Fulton Homestead Reg

Levies	Assessment	Exemptions	Net Assessment	X	Net Rate	State Credit	TAX
Fulton Cycle							
FULTON BONDS	298,760	0	298,760	X	.000210	$0.00	$62.74
FULTON OPER	298,760	30000	268,760	X	.009330	$0.00	$2,507.53
SANDY SPRINGS	298,760	15000	283,760	X	.004731	$0.00	$1,342.47
FULTON SCHOOL GEN	298,760	2000	296,760	X	.017590	$0.00	$5,220.01
STATE	298,760	2000	0	X	.000000	$0.00	$0.00
INTEREST							$0.00
PENALTIES/FEES							$0.00
Last Payment: 10/1/2021			**Total Amount Billed**				**$9,132.75**
			Less Amount Paid				**$9,132.75**
			Total Due				**$0.00**
City of Sandy Springs Cycle							
INTEREST							$0.00
PENALTIES/FEES							$0.00
Last Payment: Not Found			**Total Amount Billed**				**$0.00**
			Less Amount Paid				**$0.00**
			Total Due				**$0.00**

Property owners with current legal matters, such as bankruptcy or foreclosure, must contact the Tax Commissioner's office at (404) 613-6100 for the official balance due on their parcel(s).

Return to Tax Bill |

PB 127/45


SUBDIVISION PLAT OF
GLEN ERROL
UNIT ONE
FOR
SHERON AND ASSOCIATES, INC.
L.L. 134 17th DISTRICT
FULTON COUNTY, GEORGIA
SCALE: 1"=100 MARCH 1, 1980
OWNER & DEVELOPER
ARVIDA OF GEORGIA, INC
and
SHERON AND ASSOCIATES, INC
1401 West Paces Ferry Rd
Atlanta, Ga 30327
PH 233-1972
SITE DATA
TOTAL NO LOTS--52
TOTAL AREA--48.218 AC
GLEN LAKE DR.
GLEN WAY
GLEN POINT
PARK GLEN POINT
NORTH GLEN ERROL
GREEN GLEN WAY
TAMER LA
BLOCK 'A'
BLOCK 'B'
BLOCK 'D'
LL 133
LL 134
LL 122
LL 123
LOCATION MAP
SITE
CONSTRUCTION ENGINEERING ASSOCIATES
LAND SURVEYORS SITE PLANNERS
BUSINESS RECORDS CORPORATION

Deed Book 65512 Page 308
Filed and Recorded 04/05/2022 11:59:00 AM
2022-0150036
CATHELENE ROBINSON
Clerk of Superior Court
Fulton County, GA
Participant IDs: 1663542869
0848497841

Campbell & Brannon, LLC
5565 Glenridge Connector
Suite 350
Atlanta, GA 30342
File No.: CG220287SL
(Phone No.: (770)396-8535)

STATE OF GEORGIA
COUNTY OF FULTON
PARCEL ID NUMBER: 17-0134-0003-023-2
The preparer of this deed renders no "Opinion of Title" or "Title Certification". The legal description below was provided by the parties herein and the preparer provided legal services limited to only the deed preparation.

WARRANTY DEED

THIS INDENTURE, made on **1st day of April, 2022**, between

Kevin Edward Leary

(hereinafter referred to as "Grantor") and

Kevin Edward Leary and Amanda Leary
AS JOINT TENANTS WITH RIGHTS OF SURVIVORSHIP

(hereinafter referred to as "Grantee"), the words "Grantor" and "Grantee" to include the heirs, executors, legal representatives, successors and assigns of said parties where the context requires or permits;

WITNESSETH that: Grantor, for and in consideration of the sum of TEN DOLLARS ($10.00) AND OTHER GOOD AND VALUABLE CONSIDERATIONS, in hand paid, at and before the sealing and delivery of these presents, the receipt of which is hereby acknowledged by Grantor, has granted, bargained, sold and conveyed, and confirmed, and by these presents does grant, bargain, sell and convey and confirm unto Grantee,

See Exhibit A attached hereto and made a part hereof.

TOGETHER WITH all and singular the rights, members and appurtenances thereto (hereinafter collectively referred to as the "Premises"), the same being, belonging, or in anywise appertaining to the only proper use, benefit and behoof of Grantee. **THIS CONVEYANCE IS MADE SUBJECT TO THAT CERTAIN SECURITY DEED FROM GRANTOR TO ATLANTIC BAY MORTGAGE GROUP, LLC OF EVEN DATE HEREWITH IN THE ORIGINAL PRINCIPAL AMOUNT OF $764,000.00.**
Subject to all easements, rights of way, and restrictive covenants of record.

TO HAVE AND TO HOLD the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of the said Grantee forever in FEE SIMPLE.

AND THE SAID Grantor will warrant and forever defend the right and title to the above-described property unto the said Grantee against the claims of all persons whomsoever.

IN WITNESS WHEREOF, Grantor has executed this instrument under seal, as of the date first above written.

Signed, sealed and delivered in the presence of:

Unofficial Witness

Kevin Edward Leary

Notary Public
My Commission Expires:
[Attach Notary Seal]

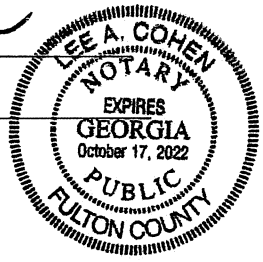
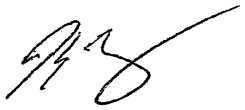


EXHIBIT A

All that tract or parcel of land lying and being in Land Lot 134 of the 17th District, of Fulton County, Georgia, and being Lot 28, Block B, Unit One, Glen Errol Subdivision, as shown on plat recorded in Plat Book 127, Page 45, Fulton County, Georgia records, which plat is incorporated herein by reference and made a part hereof.



AFTER RECORDING
PLEASE RETURN TO:
CAMPBELL & BRANNON, L.L.C.
ATTORNEYS AT LAW
5565 GLENRIDGE CONNECTOR
SUITE 350
ATLANTA, GA 30342
CG2202875L

After Recording Return To:
ATLANTIC BAY MORTGAGE GROUP LLC
600 LYNNHAVEN PARKWAY, SUITE 101
VIRGINIA BEACH, VIRGINIA 23452
Loan Number: 8080007860

Deed Book 65512 Page 290
Filed and Recorded 04/05/2022 11:59:00 AM
2022-0150035
Georgia Intangible Tax Paid $2,292.00
CATHELENE ROBINSON
Clerk of Superior Court
Fulton County, GA
Participant IDs: 1663542869
0848497841

Tax Parcel ID: 17 013400030232

Intangible Tax $2,292.00

[Space Above This Line For Recording Data]

SECURITY DEED

MIN: 100296210004930265 **MERS Phone: 888-679-6377**

DEFINITIONS

Words used in multiple sections of this document are defined below and other words are defined in Sections 3, 11, 13, 18, 20 and 21. Certain rules regarding the usage of words used in this document are also provided in Section 16.

(A) **"Security Instrument"** means this document, which is dated APRIL 1, 2022 , together with all Riders to this document.
(B) **"Borrower"** is KEVIN EDWARD LEARY, MARRIED

Borrower is the grantor under this Security Instrument.
(C) **"MERS"** is Mortgage Electronic Registration Systems, Inc. MERS is a separate corporation that is acting solely as a nominee for Lender and Lender's successors and assigns. **MERS is the grantee under this Security Instrument.** MERS is organized and existing under the laws of Delaware, and has an address and telephone number of P.O. Box 2026, Flint, MI 48501-2026, tel. (888) 679-MERS.
(D) **"Lender"** is ATLANTIC BAY MORTGAGE GROUP LLC

Lender is a VIRGINIA LIMITED LIABILITY COMPANY organized and existing under the laws of VIRGINIA
Lender's address is 600 LYNNHAVEN PARKWAY, SUITE 100, VIRGINIA BEACH, VIRGINIA 23452

(E) **"Note"** means the promissory note signed by Borrower and dated APRIL 1, 2022
The Note states that Borrower owes Lender SEVEN HUNDRED SIXTY-FOUR THOUSAND AND 00/100 Dollars (U.S. $ 764,000.00) plus interest.

AFTER RECORDING

Borrower has promised to pay this debt in regular Periodic Payments and to pay the debt in full not later than MAY 1, 2052 .

(F) "Property" means the property that is described below under the heading "Transfer of Rights in the Property."

(G) "Loan" means the debt evidenced by the Note, plus interest, any prepayment charges and late charges due under the Note, and all sums due under this Security Instrument, plus interest.

(H) "Riders" means all Riders to this Security Instrument that are executed by Borrower. The following Riders are to be executed by Borrower [check box as applicable]:

☐ Adjustable Rate Rider	☐ Planned Unit Development Rider
☐ Balloon Rider	☐ Biweekly Payment Rider
☐ 1-4 Family Rider	☐ Second Home Rider
☐ Condominium Rider	☒ Other(s) [specify] Acknowledgment Waiver Rider

Closing Attorney's Affidavit & Foreclosure Notice

(I) "Applicable Law" means all controlling applicable federal, state and local statutes, regulations, ordinances and administrative rules and orders (that have the effect of law) as well as all applicable final, non-appealable judicial opinions.

(J) "Community Association Dues, Fees, and Assessments" means all dues, fees, assessments and other charges that are imposed on Borrower or the Property by a condominium association, homeowners association or similar organization.

(K) "Electronic Funds Transfer" means any transfer of funds, other than a transaction originated by check, draft, or similar paper instrument, which is initiated through an electronic terminal, telephonic instrument, computer, or magnetic tape so as to order, instruct, or authorize a financial institution to debit or credit an account. Such term includes, but is not limited to, point-of-sale transfers, automated teller machine transactions, transfers initiated by telephone, wire transfers, and automated clearinghouse transfers.

(L) "Escrow Items" means those items that are described in Section 3.

(M) "Miscellaneous Proceeds" means any compensation, settlement, award of damages, or proceeds paid by any third party (other than insurance proceeds paid under the coverages described in Section 5) for: (i) damage to, or destruction of, the Property; (ii) condemnation or other taking of all or any part of the Property; (iii) conveyance in lieu of condemnation; or (iv) misrepresentations of, or omissions as to, the value and/or condition of the Property.

(N) "Mortgage Insurance" means insurance protecting Lender against the nonpayment of, or default on, the Loan.

(O) "Periodic Payment" means the regularly scheduled amount due for (i) principal and interest under the Note, plus (ii) any amounts under Section 3 of this Security Instrument.

(P) "RESPA" means the Real Estate Settlement Procedures Act (12 U.S.C. §2601 et seq.) and its implementing regulation, Regulation X (12 C.F.R. Part 1024), as they might be amended from time to time, or any additional or successor legislation or regulation that governs the same subject matter. As used in this Security Instrument, "RESPA" refers to all requirements and restrictions that are imposed in regard to a "federally related mortgage loan" even if the Loan does not qualify as a "federally related mortgage loan" under RESPA.

(Q) "Successor in Interest of Borrower" means any party that has taken title to the Property, whether or not that party has assumed Borrower's obligations under the Note and/or this Security Instrument.

Instrument, but only if the fee is paid to a third party for services rendered and the charging of the fee is permitted under Applicable Law.

24. Waiver of Homestead. Borrower waives all rights of homestead exemption in the Property.

25. Assumption Not a Novation. Lender's acceptance of an assumption of the obligations of this Security Instrument and the Note, and any release of Borrower in connection therewith, shall not constitute a novation.

26. Security Deed. This conveyance is to be construed under the existing laws of the State of Georgia as a deed passing title, and not as a mortgage, and is intended to secure the payment of all sums secured hereby.

BORROWER ACCEPTS AND AGREES to the terms and covenants contained in this Security Instrument and in any Rider executed by Borrower and recorded with it.

IN WITNESS WHEREOF, Borrower has signed and sealed this Security Instrument.

Signed, sealed and delivered in the presence of:

Unofficial Witness

(Seal)
KEVIN EDWARD LEARY -Borrower

LEE A. COHEN NOTARY PUBLIC FULTON COUNTY EXPIRES GEORGIA October 17, 2022

Notary Public, Fulton County

Loan Originator: KURT J OWEN, NMLSR ID 415449
Loan Originator Organization: ATLANTIC BAY MORTGAGE GROUP, L.L.C., NMLSR ID 72043

EXHIBIT A

All that tract or parcel of land lying and being in Land Lot 134 of the 17th District, of Fulton County, Georgia, and being Lot 28, Block B, Unit One, Glen Errol Subdivision, as shown on plat recorded in Plat Book 127, Page 45, Fulton County, Georgia records, which plat is incorporated herein by reference and made a part hereof.



Mar-34

RIGHT OF WAY DEED

PROJECT: Glen Errol Road Improvement

GEORGIA, Fulton County, Clerk's Office Superior Court

2191678 Filed & Recorded JUN 4 1970, at 12:56 P M. J. O. Summerour, Clerk

GEORGIA, FULTON COUNTY:

For the purpose of making a gift to Fulton County, Georgia, the undersigned does hereby agree and dedicate to said County, and its duly constituted authorities, all right, title and interest which the undersigned has or may have in and to any portion of the property of the undersigned, included in or embraced within the limits of the right of way and appurtenances, spillways and embankments, described and more fully set forth in a plat thereof on file in the office of the Fulton County Public Works Department, Fulton County Courthouse, Atlanta, Georgia, reference to which is hereby made for a more detailed description, but being generally known as:

ALL that tract or parcel of land lying and being in Land Lot No. 134 of the 17th District of Fulton County, Georgia, being a strip of land 10 feet in width and approximately 3480 feet in length, containing 34,800 square feet, more or less, and being described as adjoining and adjacent to the presently existing southern, southwestern and western right-of-way line of Glen Errol Road, all as shown by attached plat of property of the grantor made by Fulton Public Works Department, with the land hereby conveyed colored in yellow.

A L S O

ALL that tract or parcel of land lying and being in Land Lot no. 134 of the 17th District of Fulton County, Georgia, being a strip of land 10 feet in width and approximately 980 feet in length containing 9800 square feet, more or less, and being described as adjoining and adjacent to the presently existing northeastern right-of-way line of Glen Errol Road, all as shown by aforesaid plat, the land hereby conveyed colored in yellow.

In addition to the foregoing, the undersigned does further dedicate and grant to Fulton County for a period of twenty-four (24) months next following the date of this deed an easement on the adjoining land of the undersigned, necessary for the construction of standard slopes to protect roadways, embankments and other appurtenances to the roadway system and to the construction and perfection of said roadway.

Should the Grantee hereof fail to construct and complete the aforesaid public road within twenty-four (24) months next following the date of this deed, then this conveyance shall be null and void and the above described property shall revert to the Grantor, his heirs and assigns.

IN WITNESS WHEREOF, the undersigned has hereunto set his hand and seal this the 13th day of May, 1970.

Signed, sealed and delivered in the presence of:

Edwin N. Ellis

Peggy G. Rampton

NOTARY PUBLIC

Notary Public, Georgia, State at Large
My Commission Expires July 18, 1970

N. P. SEAL

Frampton E. Ellis (SEAL)

FRAMPTON E. ELLIS, GRANTOR

APPROVED

COUNTY ATTORNEY

BOOK 5233 PAGE 42

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(SEAL)

RESOLUTION NO. _____

STATE OF GEORGIA
COUNTY OF FULTON

A RESOLUTION TO ACCEPT A PERMANENT DRAINAGE EASEMENT ON PROPERTY LOCATED IN LAND LOT 134 OF THE 17th DISTRICT KNOWN AS 5565 ERR0L PLACE, SANDY SPRINGS, GEORGIA, PARCEL NO: 17-0134-0003-023-2

WHEREAS the City Manager for the City of Sandy Springs, Georgia ("City") directed the Department of Public Works ("Department") to develop standard policies for recurring matters and establish appropriate internal controls and legal compliance in order to provide for an efficient and effective means to serve the City's constituents; and

WHEREAS the Department has determined a need to facilitate the Errol Place stormwater Project ("Project"); and

WHEREAS the City requires 1,561 sq. ft. of permanent easement ("Property Interests") upon a certain portion of the lands located in Land Lot 134 of the 17th District, Fulton County, Sandy Springs, Georgia at 5565 Errol Place ("Property").

WHEREAS the Property is owned by Kevin Edward Leary and Amanda Leary ("Property Owner") and the Property Owner has agreed to donate the Property Interests required for the construction of the Project;

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SANDY SPRINGS, GEORGIA AS FOLLOWS:

That the City of Sandy Springs Mayor and Council approves the Property Interests and authorize the City Manager and City Attorney to sign and execute all documents required to facilitate this transaction.

RESOLVED this 19th day of July, 2022.

APPROVED:

_____
RUSSELL K. PAUL, Mayor

Attest:

_____
RAQUEL D. GONZALEZ, City Clerk
(Seal)

SANDY SPRINGS
CITY CLERK'S OFFICE

TO: Eden Freeman, City Manager

FROM: William H. Martin, Jr. AIA Public Works Director

DATE: June 23, 2022 Submission for the July 19, 2022 City Council Meeting

ITEM: Request for Mayor and City Council Consideration of Acceptance of a Permanent Drainage Easement on Property Located at 5575 Errol Place in Land Lot 134 of the 17th District, City of Sandy Springs, Georgia (Tax ID# 17-0134-0003-024-0) (Errol Place Stormwater Project)

Recommendation:

Staff recommends that the Mayor and City Council accept a Permanent Drainage Easement and Temporary Construction Easement on that tract of land lying and located in Land Lot 134 of the 17th District, Fulton County, Georgia. The property owners are Neal J. Fink and Jean A. Fink located at 5575 Errol Place, as shown in the attached exhibits.

Background:

The acquisition of 1,559 square feet of Permanent Drainage Easement and 352 square feet of Temporary Construction Easement on the subject property is necessary in order to construct the Errol Place Stormwater Project. The property owners have donated the necessary easement rights required to construct the proposed project.

Discussion:

Staff was able to negotiate a reasonable compensation amount for the required land rights with the property owner.

Financial Impact:

Sufficient funds are available in the Stormwater Capital Maintenance and Improvements Account budget to fund this acquisition.

Alternatives:

The acquisition reflects the minimum amount of Permanent Drainage Easement and Temporary Construction Easement required in order to deliver the desired project. The City may decline to execute acceptance of said interests and not execute the project as planned.

Review:

Karen Lugassy, Executive Assistant	Created/Initiated - 7/7/2022
Marty Martin, Director of Public Works	Approved - 7/7/2022
Toni Carlisle, Chief Financial Officer	Approved - 7/7/2022

Kathy Williams, Staff Attorney — Approved - 7/8/2022
Eden Freeman, City Manager — Final Approval - 7/14/2022

Attachments:

1. Fulton ID - Fink.5575 Errol Pl
2. Signed PDE - Fink.5575
3. Signed TCE - Fink.5575
4. RESOLUTION

Parcel

Parcel ID:	17 013400030240
Property Location:	5575 ERROL PL
Unit:	
City:	SANDY SPRINGS
Neighborhood:	17165
Improvement Strata:	R1
Property Class:	R3
Land Use Code:	101-Residential 1 family
Living Units:	1
Acres:	.6198
Zoning:	R2A-
Location	6
Fronting:	9 - 9
Parking Type:	3-ON AND OFF STREET
Parking Quantity:	2
Street 1/Street 2:	1-Paved/-
Topo 1/Topo2/Topo3:	1-LEVEL/-/-
Util1/Util2/Util3:	1-ALL PUBLIC/-/-

Legal

Tax District	59

Owners

Owners:	FINK NEAL J & JEAN A

Mailing Address

Address	FUL Exmp Code	ATL Exmp Code
FINK NEAL J & JEAN A 5575 ERROL PL NW SANDY SPRINGS GA 30327	HF01S	

Sales

Sale Date:	Sale Price:
05-JUL-05	$0
30-DEC-81	$298,000

Sale Details

1 of 2

Grantor:	FINK JEAN A
Grantee:	FINK NEAL J & JEAN A
Sales Date:	05-JUL-05
Sale Price Sale Validity:	T : Sale < = 1000
Sale Source:	D : DATA ENTRY VERIFIED FROM DEED
Sales Type:	3 : BUILDING
Sale Flag:	
Deed Book:	40566
Deed Page:	00096
Deed Type:	

Residential

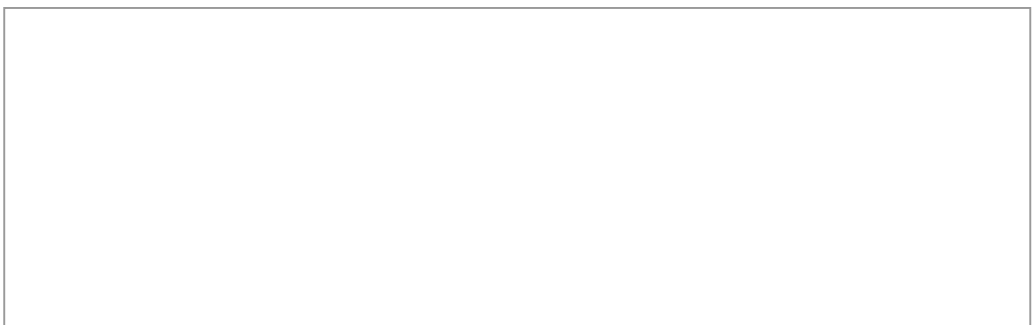
Card:	1
Stories:	2
Year Built:	1981
Effective Year Built:	
Remodeled Year:	
Living Area:	4,136
Total Living Area:	4,136
Total Rooms:	9
Bedrooms:	4
Family Rooms:	0
Attic:	1-NONE
Basement LA:	
Basement Rec Area:	
Full Baths:	4
Half Baths:	1
Additional Fixtures:	2
Total Fixtures:	16
Pre Fab Fireplace:	2
Masonry Fireplaces:	
Grade:	A
CDU:	GD
% Complete	

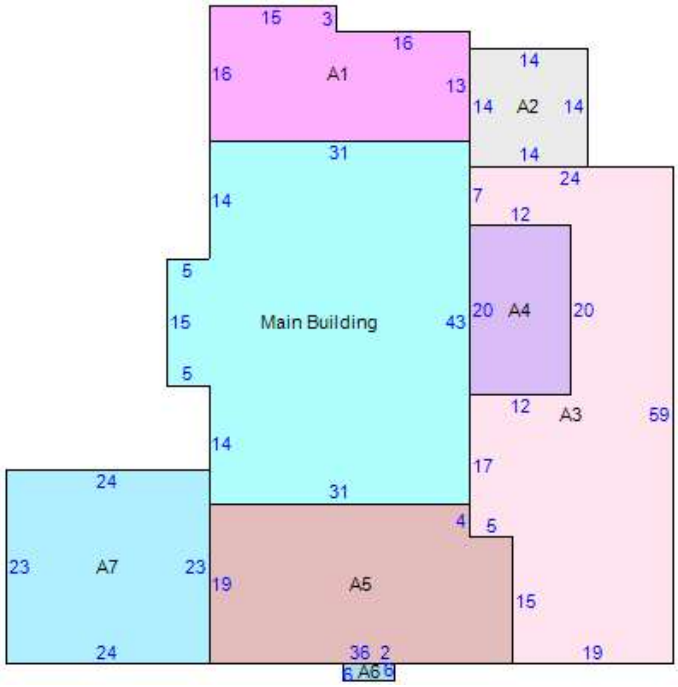
Additions

Addition Number:	Description:	Area
0	---	1,408
1	UNFIN BSMT BASEMENT UNFINISHED-1SMAS MASONRY--	448
2	MA_PT CONC/MAS PATIO-1S FR ONE STORY FRAME--	196
3	-WDDCK WOOD DECKS--	1,101
4	-EFP ENCL FRAME PORCH--	240
5	UNFIN BSMT BASEMENT UNFINISHED-1SMAS MASONRY--	664
6	MA_PT CONC/MAS PATIO-FRBAY FRAME BAY--	12
7	-MG/BG MASONRY/BRICK GARAGE--	552
8	-STOOP STOOP--	66

Land

Line Number:	1
Land Type:	S - SQUARE FOOT
Land Code:	1
Square Feet:	27,000
Acres:	.6198





Item	Area
Main Building	1408
A1 - 50/20:UNFIN BSMT BASEMENT UNFINISHED/1SMAS MASONRY	448
A2 - 33/10:MA_PT CONC/MAS PATIO/1S FR ONE STORY FRAME	196
A3 - 31:WDDCK WOOD DECKS	1101
A4 - 12:EFP ENCL FRAME PORCH	240
A5 - 50/20:UNFIN BSMT BASEMENT UNFINISHED/1SMAS MASONRY	664
A6 - 33/15:MA_PT CONC/MAS PATIO/FRBAY FRAME BAY	12
A7 - 23:MG/BG MASONRY/BRICK GARAGE	552
- 35:STOOP STOOP	66

AFTER RECORDING, PLEASE RETURN TO:
City of Sandy Springs
City Clerk's Office
1 Galambos Way
Sandy Springs, GA 30328

Cross reference:
Deed Book 40566 Page 96
Parcel No: 17013400030240

PERMANENT DRAINAGE EASEMENT

STATE OF GEORGIA

FULTON COUNTY

THIS AGREEMENT is entered into the 21st day of June 2022, between NEAL J. FINK AND JEAN A. FINK, herein referred to as the "Grantor", and the CITY OF SANDY SPRINGS, GEORGIA, hereinafter called the" Grantee".

THAT WHEREAS, Grantee is desirous of obtaining **1,559 square foot Permanent Drainage Easement** upon and across the property of Grantor, located in Land Lot 134 of Land District 17 of Fulton County, GA, as is more particularly described in Exhibits "A" AND "B" attached hereto and incorporated herein by reference, and:

WHEREAS Grantor desires to convey said Permanent Drainage Easement and any and all improvements located within said permanent drainage easement in and to the said described property as is further shown on the drawing attached as Exhibits "A" and "B," incorporated herein by reference.

NOW, THEREFORE, in consideration of the foregoing recitals and ONE DOLLAR ($1.00), the receipt and sufficiency of which are hereby acknowledged, Grantor does hereby sell and convey to the Grantee, a Permanent Drainage Easement as described on and illustrated on Exhibits "A" and "B", attached hereto and incorporated herein by reference.

The Permanent Drainage Easement herein shall bind the heirs and assigns of the undersigned party and shall inure to the benefit of the successors in title of Grantee.

IN WITNESS WHEREOF, the Grantor has signed and sealed this deed, the day and year first above written. Signed, sealed and delivered in the presence of:

GRANTOR:

Carla Rogers
Witness

Jean A. Fink
JEAN A. FINK

Notary Public
My commission expires:
(seal)

OFFICIAL SEAL
CARL A CROWLEY
NOTARY PUBLIC-GEORGIA
FULTON COUNTY
My Comm. Expires April 29, 2023

Neal J. Fink
NEAL J. FINK

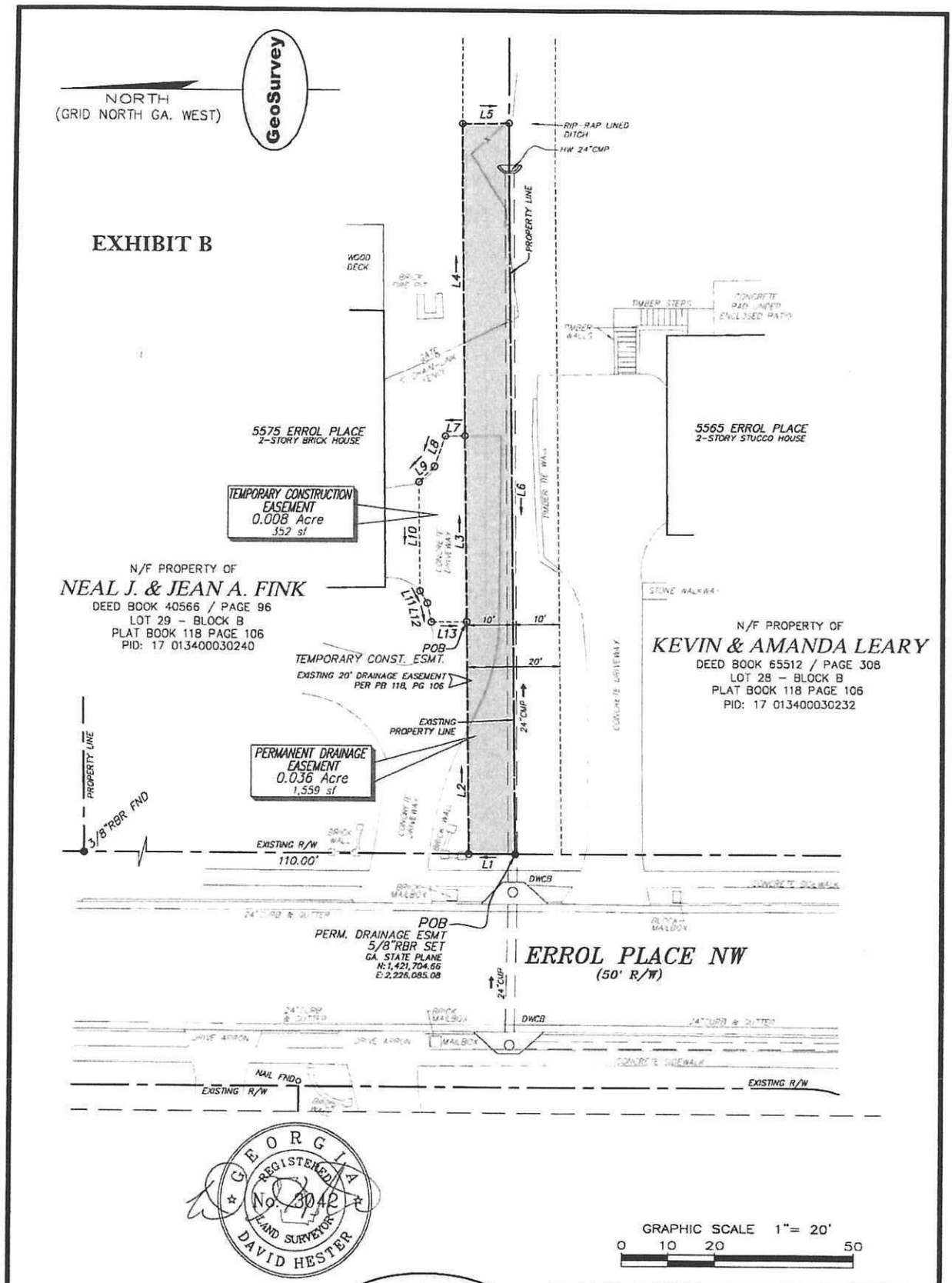
EXHIBIT A

Legal Description
Permanent Drainage Easement
5575 Errol Place
Parcel ID: 17 013400030240

All that tract or parcel of land lying and being in Land Lot 134 of the 17th District, Fulton County, City of Sandy Springs Georgia, and being more particularly described as follows:

BEGINNING at a 5/8-inch rebar set on the easterly right-of-way of Errol Place NW (50-foot public right-of-way) at the dividing line between lots 28 & 29, of Block B, Glen Errol Subdivision, as recorded in Plat Book 118, page 106, Fulton County records, said point having Georgia State Plane coordinate values Northing: 1,421,704.66; Easting: 2,226,085.08 Georgia West Zone; Thence continuing with said right-of-way North 00 degrees 09 minutes 15 seconds East, a distance of 10.00 feet to a point; Thence departing said right-of-way North 89 degrees 20 minutes 22 seconds East, a distance of 49.54 feet to a point; Thence North 89 degrees 20 minutes 22 seconds East, a distance of 39.70 feet to a point; Thence North 89 degrees 20 minutes 22 seconds East, a distance of 66.61 feet to a point; Thence South 00 degrees 39 minutes 38 seconds East, a distance of 10.00 feet to a point; Thence South 89 degrees 20 minutes 22 seconds West, a distance of 156.00 feet to a 5/8-inch rebar set, which is the **POINT OF BEGINNING**.

Said tract or parcel of land contains 0.036 Acres (1,559 Square Feet).



GEORGIA REGISTERED No. 3042 LAND SURVEYOR DAVID HESTER

GRAPHIC SCALE 1"= 20'

0 10 20 50

LINE	BEARING	DISTANCE
L1	N00°09'15"E	10.00'
L2	N89°20'22"E	49.54'
L3	N89°20'22"E	39.70'
L4	N89°20'22"E	66.61'
L5	S00°39'38"E	10.00'
L6	S89°20'22"W	156.00'
L7	N01°02'42"W	4.26'
L8	N70°10'53"W	6.87'
L9	N45°16'51"W	4.69'
L10	S89°20'22"W	23.23'
L11	S59°04'53"W	3.08'
L12	S77°38'27"W	4.14'
L13	S00°39'38"E	7.61'

GeoSurvey

Land Surveying • 3D Laser Scanning

1660 Barnes Mill Road
Marietta, Georgia 30062

Phone: (770) 795-9900
Fax: (770) 795-8880

www.geosurvey.com
EMAIL: info@geosurvey.com
Certificate of Authorization #LSF-000621

EASEMENT EXHIBIT

City of Sandy Springs, GA.

JOB NO: 20227310	DRAWING SCALE: 1"= 20'
FIELD WORK: ZM	CITY: SANDY SPRINGS STATE:
PROJ MGR: GEE	COUNTY: FULTON DISTRICT: 17th
REVIEWED: DLH	LAND LOT: 134
DWG FILE: 5575ErrolPLEx.dwg	SURVEY DATE: 2-25-22 EXHIBIT DATE: 5-6-22

Please return to:
Daniel W. Lee, City Attorney
City of Sandy Springs
1 Galambos Way
Sandy Springs, GA 30328
770-730-5600

Cross-Reference:
Deed Book 40566, Page 96

TEMPORARY EASEMENT
(5575 Errol Place)

STATE OF GEORGIA

COUNTY OF FULTON

THIS TEMPORARY EASEMENT AGREEMENT is made and entered into this 21st day of June, 2022, between NEAL J. FINK AND JEAN A. FINK as GRANTOR, and CITY OF SANDY SPRINGS, GEORGIA, a Georgia Municipal Corporation, as GRANTEE.

WITNESSETH:

WHEREAS, GRANTORS are the owners of that certain tract or parcel of land lying and being in Land Lot 134 of 17TH District of Fulton County, Georgia, having a street address of 5575 Errol Place, Parcel No: 17-0134-0003-024-0 in the City of Sandy Springs and being more particularly described on Exhibit "A" and as illustrated on the plat attached hereto as Exhibit "B" all of which are attached hereto and made part hereof by reference; and,

WHEREAS, The City of Sandy Springs is coordinating with the GRANTOR and the City of Sandy Springs, Georgia for the improvement of certain public stormwater infrastructure and roadway along Errol Place (the "Project"); and,

WHEREAS, the Project as proposed includes certain portions of GRANTOR'S Property and the GRANTEE desires that GRANTOR grant to the GRANTEE a temporary construction easement as more particularly described herein on and across GRANTOR'S Property in furtherance of the Project; and,

WHEREAS, GRANTOR is amenable to granting such easement only subject to the terms and provisions of this Agreement,

NOW, THEREFORE, for and in consideration of the sum of one dollar and other good and valuable consideration in hand paid, the receipt of which is hereby acknowledged, GRANTOR and GRANTEE hereby agree as follows:

1) GRANTOR hereby grants and conveys to GRANTEE the right and privilege of a Temporary Easement (the "Temporary Easement") across that portion of GRANTOR'S Property more particularly described on Exhibit "A" for Stormwater Improvements as illustrated on the plat attached hereto as Exhibit "B" all of which are attached hereto and made part hereof by reference.

2) The purpose of the Temporary Easement is to allow GRANTEE and/or its contractors, construction vehicles, and equipment access to the Property for the purpose of use in the (i) construction and installment of improvements and other purposes reasonable related to the Project and (ii) the removal construction debris related to the Project located on the property of GRANTOR.

3) The Temporary Easement granted herein shall commence upon use of this Easement for construction of the Errol Place Stormwater Project, and it shall terminate one year from commencement or upon the completion and final acceptance of the Errol Place Stormwater Project, whichever date shall first occur.

4) If any alterations or additions to the stormwater drainage system serving GRANTOR's remaining property are required as part of the construction to be made by GRANTEE, then GRANTEE shall perform such alterations and improvements as part of such work by GRANTEE and pursuant to the Temporary Easement.

GRANTOR reserves for itself, its successors, assigns and invitees the right at all times to access the remainder of GRANTOR's Property by way of ingress and egress on the designated driveway as shown on Exhibit "B" over and across the Temporary Easement. During the construction of the Project, GRANTOR and GRANTEE shall work cooperatively in good faith and with commercial reasonableness regarding the completion of such construction with the minimum necessary interference with or disruption of GRANTOR's continued use and enjoyment of the remainder of GRANTOR's Property.

IN WITNESS WHEREOF GRANTOR and GRANTEE have hereunto set their hands and seals as of the day and year above written.

GRANTOR:

Jean A. Fink

JEAN A. FINK

Neal J. Fink

NEAL J. FINK

Signed, sealed and delivered in the presence of:

Notary Public
My Commission Expires:

OFFICIAL SEAL
CARL A CROWLEY
NOTARY PUBLIC-GEORGIA
FULTON COUNTY
My Comm. Expires April 29, 2023

Carla Rogers

Unofficial Witness

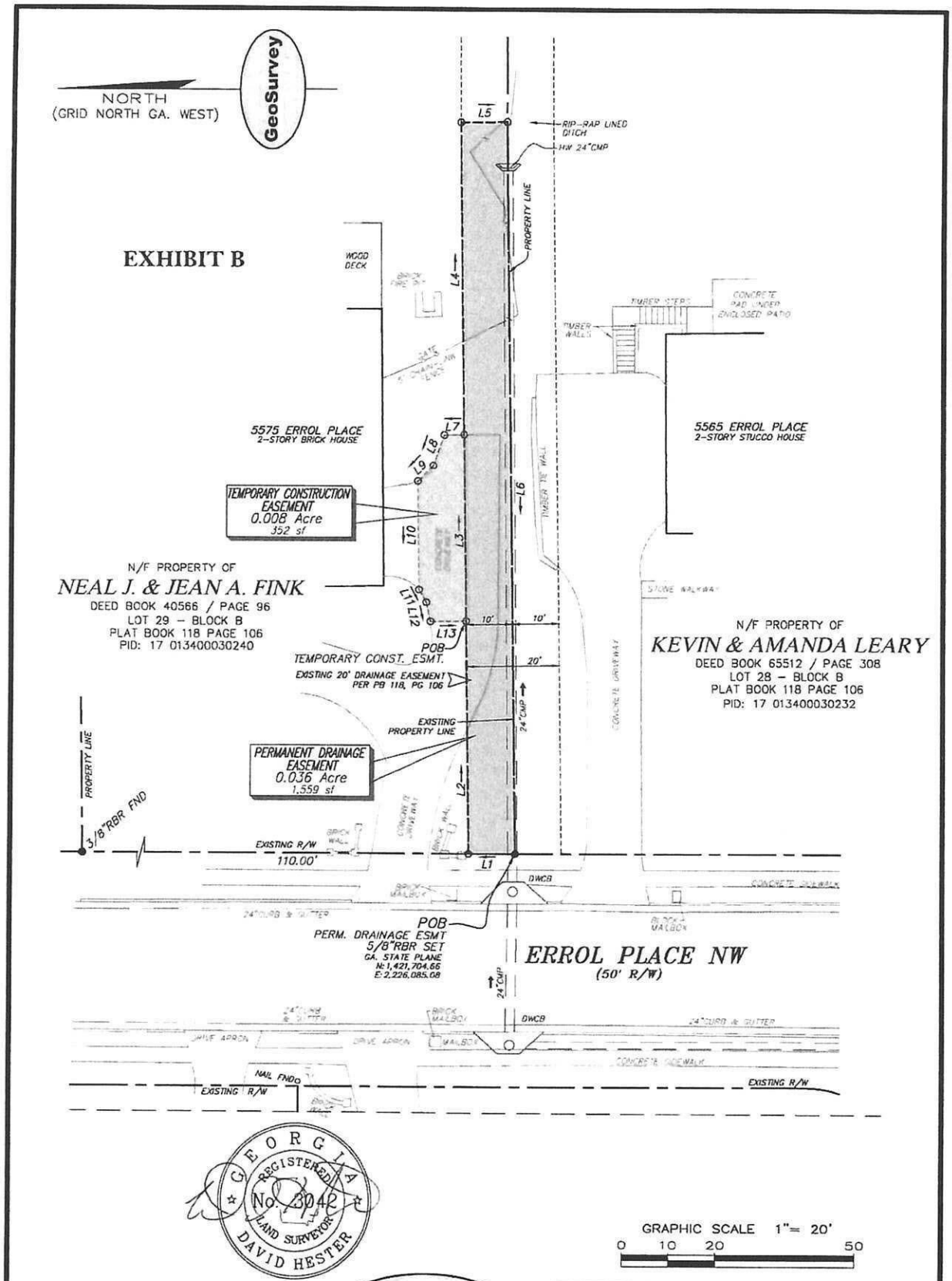
EXHIBIT A

Legal Description
Temporary Construction Easement
5575 Errol Place
Parcel ID: 17 013400030240

All that tract or parcel of land lying and being in Land Lot 134 of the 17th District, Fulton County, City of Sandy Springs Georgia, and being more particularly described as follows:

Commencing at a 5/8-inch rebar set on the easterly right-of-way of Errol Place NW (50-foot public right-of-way) at the dividing line between lots 28 & 29, of Block B, Glen Errol Subdivision, as recorded in Plat Book 118, page 106, Fulton County records, said point having Georgia State Plane coordinate values Northing: 1,421,704.66; Easting: 2,226,085.08 Georgia West Zone; Thence continuing with said right-of-way North 00 degrees 09 minutes 15 seconds East, a distance of 10.00 feet to a point; Thence departing said right-of-way North 89 degrees 20 minutes 22 seconds East, a distance of 49.54 feet to a point, said point being the **POINT OF BEGINNING**; Thence North 89 degrees 20 minutes 22 seconds East, a distance of 39.70 feet to a point; Thence North 01 degrees 02 minutes 42 seconds West, a distance of 4.26 feet to a point; Thence North 70 degrees 10 minutes 53 seconds West, a distance of 6.87 feet to a point; Thence North 45 degrees 16 minutes 51 seconds West, a distance of 4.69 feet to a point; Thence South 89 degrees 20 minutes 22 seconds West, a distance of 23.23 feet to a point; Thence South 59 degrees 04 minutes 53 seconds West, a distance of 3.08 feet to a point; Thence South 77 degrees 38 minutes 27 seconds West, a distance of 4.14 feet to a point; Thence South 00 degrees 39 minutes 38 seconds East, a distance of 7.61 feet to a point, which is the **POINT OF BEGINNING**.

Said tract or parcel of land contains 0.008 Acres (352 Square Feet).



GEORGIA
REGISTERED
No. 3042
LAND SURVEYOR
DAVID HESTER

GRAPHIC SCALE 1"= 20'

0 10 20 50

LINE	BEARING	DISTANCE
L1	N00°09'15"E	10.00'
L2	N89°20'22"E	49.54'
L3	N89°20'22"E	39.70'
L4	N89°20'22"E	66.61'
L5	S00°39'38"E	10.00'
L6	S89°20'22"W	156.00'
L7	N01°02'42"W	4.26'
L8	N70°10'53"W	6.87'
L9	N45°16'51"W	4.69'
L10	S89°20'22"W	23.23'
L11	S59°04'53"W	3.08'
L12	S77°38'27"W	4.14'
L13	S00°39'38"E	7.61'

GeoSurvey

Land Surveying • 3D Laser Scanning

1660 Barnes Mill Road
Marietta, Georgia 30062

Phone: (770) 795-9900
Fax: (770) 795-8880

www.geosurvey.com
EMAIL: info@geosurvey.com
Certificate of Authorization #LSF-000621

EASEMENT EXHIBIT

City of Sandy Springs, GA.

JOB NO: 20227310	DRAWING SCALE: 1"= 20'
FIELD WORK: ZM	CITY: SANDY SPRINGS STATE:
PROJ MGR: GEE	COUNTY: FULTON DISTRICT: 17th
REVIEWED: DLH	LAND LOT: 134
DWG FILE: 5575ErrolPLEx.dwg	SURVEY DATE: 2-25-22 EXHIBIT DATE: 5-6-22

RESOLUTION NO. _____

STATE OF GEORGIA
COUNTY OF FULTON

A RESOLUTION TO ACCEPT A PERMANENT DRAINAGE EASEMENT AND TEMPORARY CONSTRUCTION EASEMENT ON PROPERTY LOCATED IN LAND LOT 134 OF THE 17th DISTRICT KNOWN AS 5575 ERR0L PLACE, SANDY SPRINGS, GEORGIA, PARCEL NO: 17-0134-0003-024-0

WHEREAS the City Manager for the City of Sandy Springs, Georgia ("City") directed the Department of Public Works ("Department") to develop standard policies for recurring matters and establish appropriate internal controls and legal compliance in order to provide for an efficient and effective means to serve the City's constituents; and

WHEREAS the Department has determined a need to facilitate the Errol Place Stormwater Project ("Project"); and

WHEREAS the City requires 1,559 sq. ft. of Permanent Drainage Easement and 352 square feet of Temporary Construction Easement ("Property Interests") upon a certain portion of the lands located in Land Lot 134 of the 17th District, Fulton County, Sandy Springs, Georgia at 5575 Errol Place ("Property").

WHEREAS the Property is owned by Neal J. Fink and Jean A. Fink ("Property Owner") and the Property Owner has agreed to donate the Property Interests required for the construction of the Project;

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SANDY SPRINGS, GEORGIA AS FOLLOWS:

That the City of Sandy Springs Mayor and Council approves the Property Interests and authorize the City Manager and City Attorney to sign and execute all documents required to facilitate this transaction.

RESOLVED this 19th day of July, 2022.

APPROVED:

_____
RUSSELL K. PAUL, Mayor

Attest:

_____
RAQUEL GONZALEZ, City Clerk
(Seal)

SANDY SPRINGS
CITY CLERK'S OFFICE

TO: Eden Freeman, City Manager

FROM: William H. Martin, Jr., AIA, Public Works Director

DATE: July 7, 2022 Submission for the July 19, 2022 City Council Meeting

ITEM: Request for Mayor and City Council Consideration of Acceptance of a Permanent Drainage Easement on Property Located at 7560 Winters Chapel Road in Land Lot 312 of the 6th District, City of Sandy Springs, Georgia (Tax ID# 06-0312-0001-006-6) (Winters Chapel Stormwater Project)

Recommendation:

Staff recommends that the Mayor and City Council accept a Permanent Drainage Easement on that tract of land lying and located in Land Lot 312 of the 6th District, Fulton County, Georgia. The property owner is Phoenix Investment Partners, LLC located at 7560 Winters Chapel Road, as shown in the attached exhibits.

Background:

The acquisition of 608 square feet of Permanent Drainage Easement on the subject property is necessary in order to construct the Winters Chapel Stormwater Project. The property owners have donated the necessary easement rights required to construct the proposed project.

Discussion:

Staff was able to negotiate a reasonable compensation amount for the required land rights with the property owner.

Financial Impact:

Sufficient funds are available in the Stormwater Capital Maintenance and Improvements Account budget to fund this acquisition.

Alternatives:

The acquisition reflects the minimum amount of Permanent Drainage Easement required in order to deliver the desired project. The City may decline to execute acceptance of said interests and not execute the project as planned.

Review:

Karen Lugassy, Executive Assistant	Created/Initiated - 7/7/2022
Marty Martin, Director of Public Works	Approved - 7/7/2022
Toni Carlisle, Chief Financial Officer	Approved - 7/7/2022

Kathy Williams, Staff Attorney — Approved - 7/8/2022
Eden Freeman, City Manager — Final Approval - 7/15/2022

Attachments:

1. 7560 Winters Chapel Rd-Fulton Parcel
2. Signed PDE - Phoenix Inv Partners.Winters Chapel
3. RESOLUTION

Parcel

Parcel ID:	06 031200010066
Property Location:	7560 WINTERS CHAPEL RD
Unit:	
City:	SANDY SPRINGS
Neighborhood:	06011
Improvement Strata:	R1
Property Class:	R3
Land Use Code:	101-Residential 1 family
Living Units:	1
Acres:	1.1295
Zoning:	R2A-
Location	6
Fronting:	9 - 9
Parking Type:	1-OFF STREET
Parking Quantity:	2
Street 1/Street 2:	1-Paved/-
Topo 1/Topo2/Topo3:	2-ABOVE STREET/-/-
Util1/Util2/Util3:	1-ALL PUBLIC/-/-

Legal

Tax District	59

Owners

Owners:	PHOENIX INVESTMENT PARTNERS LLC

Mailing Address

Address	FUL Exmp Code	ATL Exmp Code
PHOENIX INVESTMENT PARTNERS LLC 2451 CUMBERLAND PKWY SE STE 3556 ATLANTA GA 30339-6136		

Sales

Sale Date:	Sale Price:
20-FEB-18	$292,000
03-MAR-11	$135,000
07-SEP-10	$152,200
07-SEP-10	$152,200
05-MAY-97	$0
25-SEP-89	$106,000

Sale Details 1 of 6

Grantor:	MISENHEIMER ALDEA
Grantee:	PHOENIX INVESTMENT PARTNERS LLC
Sales Date:	20-FEB-18
Sale Price Sale Validity:	0 : Valid Sale
Sale Source:	6 : PT61

Sales Type:	2 : LAND & BUILDING
Sale Flag:	
Deed Book:	58494
Deed Page:	0643
Deed Type:	LW

Residential

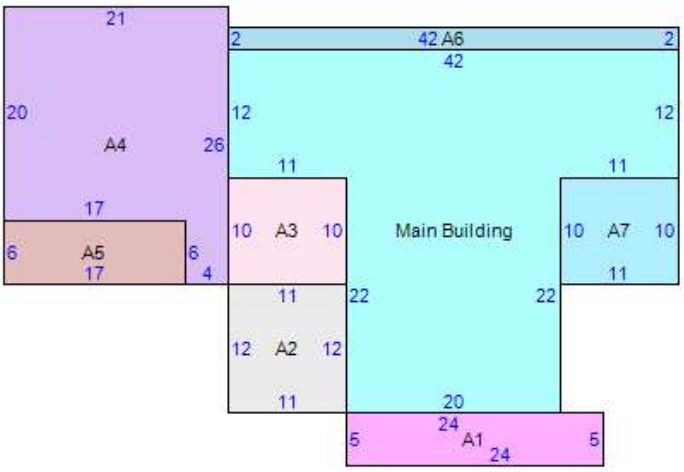
Card:	1
Stories:	2
Year Built:	1974
Effective Year Built:	
Remodeled Year:	
Living Area:	2,291
Total Living Area:	2,291
Total Rooms:	6
Bedrooms:	3
Family Rooms:	0
Attic:	1-NONE
Basement LA:	
Basement Rec Area:	
Full Baths:	2
Half Baths:	1
Additional Fixtures:	2
Total Fixtures:	10
Pre Fab Fireplace:	1
Masonry Fireplaces:	
Grade:	B-
CDU:	GD
% Complete	

Additions

Addition Number:	Description:	Area
0	---	944
1	-WDDCK WOOD DECKS--	120
2	-OFP OPEN FRAME PORCH--	132
3	-1S FR ONE STORY FRAME-1/2FR FRAME HALF-STORY-	110
4	-CARPT CARPORT--	444
5	-FR UT FRAME UTILITY BUILDING--	102
6	-FROVR FRAME OVERHANG--	84
7	-1S FR ONE STORY FRAME-AT FN ATTIC-FINISHED-	110
8	-OFP OPEN FRAME PORCH--	132

Land

Line Number:	1
Land Type:	S - SQUARE FOOT
Land Code:	1
Square Feet:	49,200
Acres:	1.1295



Item	Area
Main Building	944
A1 - 31:WDDCK WOOD DECKS	120
A2 - 11:OFP OPEN FRAME PORCH	132
A3 - 10/17:1S FR ONE STORY FRAME/1/2FR FRAME HALF-STORY	110
A4 - 30:CARPT CARPORT	444
A5 - 14:FR UT FRAME UTILITY BUILDING	102
A6 - 16:FROVR FRAME OVERHANG	84
A7 - 10/19:1S FR ONE STORY FRAME/AT FN ATTIC-FINISHED	110
- 11:OFP OPEN FRAME PORCH	132

AFTER RECORDING, PLEASE RETURN TO:
City of Sandy Springs
City Clerk's Office
1 Galambos Way
Sandy Springs, GA 30328

Cross reference:
Deed Book: 58494 Page 643
Parcel No: 06031200010066

PERMANENT DRAINAGE EASEMENT

STATE OF GEORGIA

FULTON COUNTY

THIS AGREEMENT is entered into the 27th day of June 2022, between PHOENIX INVESTMENT PARTNERS, LLC, herein referred to as the "Grantor", and the CITY OF SANDY SPRINGS, GEORGIA, hereinafter called the" Grantee".

THAT WHEREAS, Grantee is desirous of obtaining **608 square foot Permanent Drainage Easement** upon and across the property of Grantor, located in Land Lot 312 of Land District 6 of Fulton County, GA, as is more particularly described in Exhibits "A" AND "B" attached hereto and incorporated herein by reference, and:

WHEREAS Grantor desires to convey said Permanent Drainage Easement and all improvements located within said permanent drainage easement in and to the said described property as is further shown on the drawing attached as Exhibits "A" and "B", incorporated herein by reference.

NOW, THEREFORE, in consideration of the foregoing recitals and ONE DOLLAR ($1.00), the receipt and sufficiency of which are hereby acknowledged, Grantor does hereby sell and convey to the Grantee, a Permanent Drainage Easement as described on and illustrated on Exhibits "A" and "B", attached hereto, and incorporated herein by reference.

The Permanent Drainage Easement herein shall bind the heirs and assigns of the undersigned party and shall inure to the benefit of the successors in title of Grantee.

IN WITNESS WHEREOF, the Grantor has signed and sealed this deed, the day and year first above written. Signed, sealed and delivered in the presence of:

GRANTOR:
PHOENIX INVESTMENT PARTNERS, LLC

By: Paul V Troup
Name: Paul V. Troup
Title: Manager

Tom Ahrens
Notary Public
My commission expires: 4/28/2024
(seal)

By:
Name:
Title:

Kathryn Danner
Witness

TOM AHRENS NOTARY PUBLIC COBB COUNTY GEORGIA EXPIRES April 28, 2024

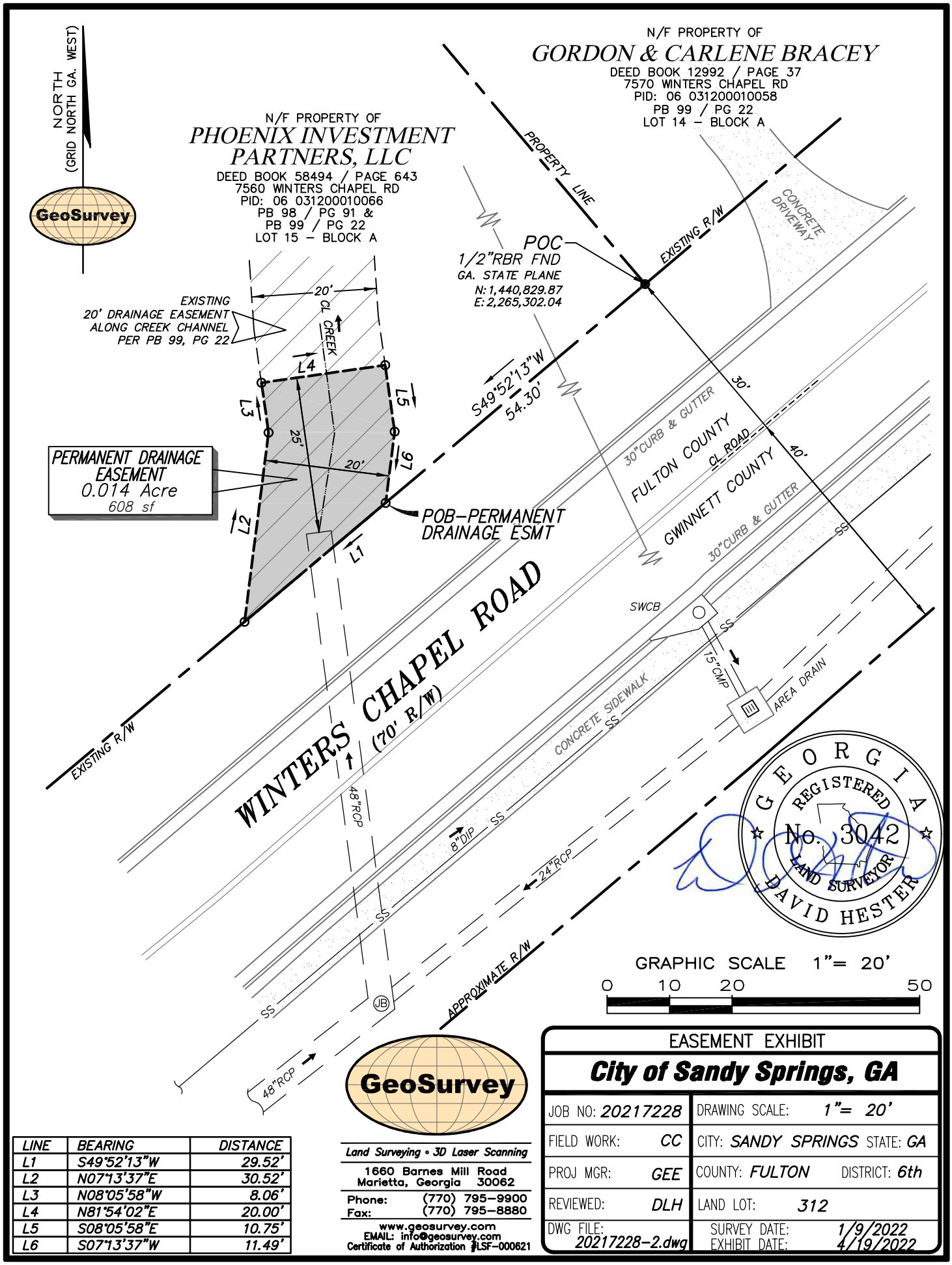
EXHIBIT "A"

Legal Description
Permanent Drainage Easement
7560 Winters Chapel Road
Parcel ID: 06 031200010066

All that tract or parcel of land lying and being in Land Lot 312 of the 6 District, Dekalb County, City of Sandy Springs Georgia, and being more particularly described as follows:

Commencing at a 1/2-inch rebar found on the northerly right-of-way of Winters Chapel Road (70-foot public right-of-way) at the dividing line between lots 14 & 15, Spalding Ferry Subdivision, as recorded in Plat Book 99, page 22, Dekalb County records, said 1/2-inch rebar found having Georgia State Plane coordinate values Northing: 1,440,829.87; Easting: 2,265,302.04 Georgia West Zone; Thence continuing with said northerly right-of-way South 49 degrees 52 minutes 13 seconds West a distance of 54.30 feet to a point, said point being the **POINT OF BEGINNING**; Thence continuing along said right-of-way South 49 degrees 52 minutes 13 seconds West a distance of 29.52 feet to a point; Thence departing said right-of-way North 07 degrees 13 minutes 37 seconds East, a distance of 30.52 feet to a point; Thence North 08 degrees 05 minutes 58 seconds West, a distance of 8.06 feet to a point; Thence North 81 degrees 54 minutes 02 seconds East, a distance of 20.00 feet to a point; Thence South 08 degrees 05 minutes 58 seconds East, a distance of 10.75 feet to a point; Thence South 07 degrees 13 minutes 37 seconds West, a distance of 11.49 feet to a point on the northerly right-of-way of said Winters Chapel Road, which is the **POINT OF BEGINNING.**

Said tract or parcel of land contains 0.014 Acre (608 Square Feet).



LINE	BEARING	DISTANCE
L1	S49°52'13"W	29.52'
L2	N07°13'37"E	30.52'
L3	N08°05'58"W	8.06'
L4	N81°54'02"E	20.00'
L5	S08°05'58"E	10.75'
L6	S07°13'37"W	11.49'

GeoSurvey
Land Surveying • 3D Laser Scanning
1660 Barnes Mill Road
Marietta, Georgia 30062
Phone: (770) 795-9900
Fax: (770) 795-8880
www.geosurvey.com
EMAIL: info@geosurvey.com
Certificate of Authorization #LSF-000621

EASEMENT EXHIBIT

City of Sandy Springs, GA

JOB NO: 20217228	DRAWING SCALE: 1"= 20'
FIELD WORK: CC	CITY: SANDY SPRINGS STATE: GA
PROJ MGR: GEE	COUNTY: FULTON DISTRICT: 6th
REVIEWED: DLH	LAND LOT: 312
DWG FILE: 20217228-2.dwg	SURVEY DATE: 1/9/2022 EXHIBIT DATE: 4/19/2022

RESOLUTION NO. _____

STATE OF GEORGIA
COUNTY OF FULTON

A RESOLUTION TO ACCEPT A PERMANENT DRAINAGE EASEMENT ON PROPERTY LOCATED IN LAND LOT 312 OF THE 6th DISTRICT KNOWN AS 7560 WINTERS CHAPEL ROAD, PARCEL NO. 06-0312-0001-006-6 CITY OF SANDY SPRINGS, FULTON COUNTY, GEORGIA

WHEREAS the City Manager for the City of Sandy Springs, Georgia ("City") directed the Department of Public Works ("Department") to develop standard policies for recurring matters and establish appropriate internal controls and legal compliance in order to provide for an efficient and effective means to serve the City's constituents; and

WHEREAS the Department has determined a need to facilitate the Winters Chapel Road Stormwater Project ("Project"); and

WHEREAS the City requires 608 sq. ft. of permanent easement ("Property Interests") upon a certain portion of the lands located in Land Lot 312 of the 6th District, Fulton County, Sandy Springs, Georgia at 7560 Winters Chapel Rd ("Property").

WHEREAS the Property is owned by Phoenix Investment Partners, LLC ("Property Owner") and the Property Owner has agreed to donate the Property Interests required for the construction of the Project;

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SANDY SPRINGS, GEORGIA AS FOLLOWS:

That the City of Sandy Springs Mayor and Council approves the Property Interests and authorize the City Manager and City Attorney to sign and execute all documents required to facilitate this transaction.

RESOLVED this 19th day of July, 2022.

APPROVED:

_____
RUSSELL K. PAUL, Mayor

Attest:

_____
RAQUEL D. GONZALEZ, City Clerk
(Seal)

SANDY SPRINGS
GEORGIA

To: Eden Freeman, City Manager

From: Toni Carlisle, Interim Finance Director

Date: May 27th, 2022 for Submission onto the July 19th 2022 City Council Meeting

Agenda Item: 95673- Approval of Alcoholic Beverage License Application for Sunnyside Pizzeria LLC, DBA Sunnyside Pizzeria -220 Sandy Springs Circle Suite 149, Sandy Springs GA, 30328.

Applicant is Yuying Sun for Consumption on the Premises of Wine, & Malt Beverages

CMO (City Manager's Office) Recommendation:
Approve the application Consumption on the Premises of Wine, & Malt Beverages for Sunnyside Pizzeria LLC, DBA Sunnyside Pizzeria 220 Sandy Springs Circle Suite 149, Sandy Springs GA, 30328.

Background:
Applicant submitted a completed application on April 26th, 2022. Applicant has passed the background investigation.

Discussion:
This is a New Application for Consumption on the Premises of Wine, & Malt Beverages. The business is located on Springs Landing Shopping Mall.

Staff has reviewed this application and recommends approval.

Alternatives:
None

Financial Impact:
Revenue - $2750.00

Concurrent Review:
Elaneor Gordon, Revenue Specialist

SANDY SPRINGS
GEORGIA

CITY OF SANDY SPRINGS
PUBLIC NOTICE
22-95673

PLACE:	**City of Sandy Springs City Hall** **1 Galambos Way** **Sandy Springs, GA 30328**
DATE & TIME:	**July 19th, 2022** **6:00 P.M.**
PURPOSE:	**Alcoholic Beverage License Application** **Consumption on the premises of Wine, Malt.**
APPLICANT:	**Sunnyside Pizzeria LLC** **DBA / Sunnyside Pizzeria** **220 Sandy Springs Circle Suite 149** **Sandy Springs, GA 30328**

SANDY SPRINGS
CITY CLERK'S OFFICE

TO: Eden Freeman, City Manager

FROM: Helen Owens, Planner III/Zoning Administrator

DATE: June 7, 2022 Submission for the July 19, 2022 City Council Meeting

ITEM: Request for Mayor and City Council Consideration of River Corridor Review RC-22-06SS for Property Located at 675 River Chase Point

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Recommendation:

Staff recommends approval of RC22-0006, consistent with the Chattahoochee Corridor Plan.

Background:

Properties within 2,000 feet of the Chattahoochee River are subject to the Chattahoochee River Corridor Protection Act. The regulations call for review and approval by the Atlanta Regional Commission (ARC), a public hearing and approval by the local governing authority, and issuance of a Metro River Certificate. The review focuses on whether the project is consistent with the Chattahoochee Corridor Plan, which limits clearing and impervious surface within the corridor.

Discussion:

The property owner proposes a sewer and drainage easement. The site is located in Vulnerability Category "C" with a proposed impervious area of 11,948 square feet. ARC reviewed the proposal and found that the project is consistent with the Chattahoochee River Corridor Plan.

Financial Impact:

N/A

Alternatives:

N/A

Review:

Helen Owens, Planner III/Zoning Administrator	Created/Initiated - 6/7/2022
Ginger Sottile, Director of Community Development	Approved - 6/7/2022
Kristin Byars Smith, Assistant City Manager	Approved - 6/9/2022
Toni Carlisle, Chief Financial Officer	Approved - 6/15/2022
Kathy Williams, Staff Attorney	Approved - 6/15/2022
Eden Freeman, City Manager	Final Approval - 6/17/2022

Attachments:

1. 675 River Chase Point MRPA RC-22-06SS
2. River Corridor Resolution

ATLANTA REGIONAL COMMISSION

REGIONAL REVIEW FINDING

Atlanta Regional Commission • 229 Peachtree Street NE | Suite 100 | Atlanta, Georgia 30303 • ph: 404.463.3100 fax: 404.463.3205 • atlantaregional.org

DATE: JUNE 2, 2022

TO: MAYOR RUSTY PAUL, City of Sandy Springs
ATTN TO: HELEN OWENS, PLANNER III/ZONING ADMINISTRATOR, City of Sandy Springs
FROM: Anna Roach, Executive Director, Atlanta Regional Commission

ARC has completed a regional review of the following proposal and made the below finding. ARC reviewed the proposed project's relationship to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies.

Name of Proposal: RC-22-06SS 675 River Chase Point
Submitting Local Government: City of Sandy Springs

Date Opened: May 13, 2022	**Date Closed:** June 2, 2022

FINDING: ARC staff have completed a review of the application for a MRPA Certificate for this proposed project in the Chattahoochee River Corridor. ARC's finding is that the project is consistent with the Chattahoochee River Corridor Plan.

Additional Comments: No comments were received.

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW:

ATLANTA REGIONAL COMMISSION	GEORGIA DEPARTMENT OF NATURAL RESOURCE	CHATTAHOOCHEE RIVERKEEPER
NATIONAL PARK SERVICE	GEORGIA CONSERVANCY	CITY OF SANDY SPRINGS
FULTON COUNTY	RIVERLINE HISTORIC AREA	COBB COUNTY

If you have any questions regarding this review, please contact Donald Shockey at (470) 378-1531 or dshockey@atlantaregional.org. This finding will be published to the ARC website at https://atlantaregional.org/plan-reviews.

APPLICATION FOR
METROPOLITAN RIVER PROTECTION ACT CERTIFICATE

1. Name of Local Government: Sandy Springs, Georgia

2. Owner(s) of Record of Property to be Reviewed:
   Name(s): The Rose Family Trust
   Mailing Address: 675 River Chase Point
   City: Sandy Springs State: GA Zip: 30328
   Contact Phone Numbers (w/Area Code):
   Daytime Phone: [redacted] Fax:
   Other Numbers:

3. Applicant(s) or Applicant's Agent(s):
   Name(s): Elvin Aycock
   Mailing Address: 918 Holcomb Bridge Road, Suite 201
   City: Roswell State: GA Zip: 30076
   Contact Phone Numbers (w/Area Code):
   Daytime Phone: 770-316-1720 Fax:
   Email: ela@atlantaeng.com

4. Proposed Land or Water Use:
   Name of Development: Residential
   Description of Proposed Use: Residential Single Family Home

5. Property Description (Attach Legal Description and Vicinity Map):
   Land Lot(s), District, Section, County: LL 209, 17th District, Fulton County
   Subdivision, Lot, Block, Street and Address, Distance to Nearest Intersection:
   Lot 67, Block "C," Section 3 & 4 of River Chase Subdivision
   Size of Development (Use as Applicable):
   Acres: Inside Corridor: 0.83
   Outside Corridor:
   Total: 0.83
   Lots: Inside Corridor: Lot 67
   Outside Corridor:
   Total:
   Units: Inside Corridor:
   Outside Corridor:
   Total:
   Other Size Descriptor (i.e., Length and Width of Easement):
   Inside Corridor: 10' by __' Drainage Easement and 10' by __' Sanitary Sewer Easement
   Outside Corridor:
   Total:

6. Related Chattahoochee Corridor Development:
   A. Does the total development include additional land in the Chattahoochee Corridor that is not part of this application? NO
   If "yes", describe the additional land and any development plans: _____

   B. Has any part of the property in this application, or any right-of-way or easement bordering this land, previously received a certificate or any other Chattahoochee Corridor review approval? ~~NO~~ YES JMS 5/3/22
   If "yes", please identify the use(s), the review identification number(s), and the date(s) of the review(s): R-77-124FC - FAST TRACK REVIEW OF HOUSE JMS 5/3/22

7. How Will Sewage from this Development be Treated?
   A. Septic tank NO
      Note: For proposals with septic tanks, the application must include the appropriate local government health department approval for the selected site.
   B. Public sewer system Yes

8. Summary of Vulnerability Analysis of Proposed Land or Water Use:

Vulnerability Category	Total Acreage (or Sq. Footage)	Total Acreage (or Sq. Footage) Land Disturbance	Total Acreage (or Sq. Footage) Imperv. Surface	Percent Land Disturb. (Maximums Shown In Parentheses)	Percent Imperv. Surf.
A				(90)	(75)
B				(80)	(60)
C	27,134 SF	18,409 SF	11,948 SF	(70) 68%	(45) 44%
D				(50)	(30)
E	8,984 SF	1,250	0 SF	(30) 14%	(15) 0%
F				(10)	(2)
Total:	36,118 SF	19,659 SF	11,948 SF	N/A	N/A

9. Is any of this Land within the 100-Year Floodplain of the Chattahoochee River? NO
   If "yes", indicate the 100-year floodplain elevation:_____
   NOTE: For this review, river floodplain is determined from the U.S. Army Corps of Engineers' "Floodplain Information - Chattahoochee River, Buford Dam to Whitesburg, Georgia", November, 1973 and its Supplement of March, 1982.
   NOTE: All river 100-year floodplain is assigned to the "E" Category; its allowable allocations can be combined with those of other "E" land in the review. Also, 100-year floodplain cannot be reanalyzed and cannot accept transfers.

10. Is any of this land within the 500-year floodplain of the Chattahoochee River? NO
    If "yes", indicate the 500-year flood plain elevation:_____
    NOTE: Plan Standards include a 35-foot height limit above the pre-construction grade within the 500-year floodplain (includes the 100-year floodplain). Adherence to this standard must be noted on the submitted plans (see Part 2.B.(4) of the Chattahoochee Corridor Plan).

11. The following is a checklist of information required to be attached as part of the application. Individual items may be combined.

FOR ALL APPLICATIONS:

- [x] Description of land in the application and any additional land in the project (attach legal description or surveyed boundaries).
- [x] Name, address, and phone number(s) of owner(s) of record of the land in the application. (Space provided on this form)
- [x] Written consent of all owners to this application. (Space provided on this form)
- [x] Name, address, and phone number(s) of applicant or applicant's agent. (Space provided on this form)
- [x] Description of proposed use(s). (Space provided on this form)
- [x] Existing vegetation plan.
- [ ] Proposed grading plan.
- [x] Certified as-builts of all existing land disturbance and impervious surfaces.
- [ ] Approved erosion control plan.
- [x] Detailed table of land-disturbing activities. (Both on this form and on the plans)

☑ Plat-level plan showing (as applicable): lot boundaries; any other sub-areas; all easements and rights-of -way; 100- and 500-year river floodplains; vulnerability category boundaries; topography; any other information that will clarify the review.

☐ Documentation on adjustments, if any.

☑ Cashier's check or money order (for application fee).

FOR SINGLE-STEP APPLICATIONS (NON-SUBDIVISION):
☑ Site plan.

☑ Land-disturbance plan.

FOR TWO-STEP SINGLE-FAMILY SUBDIVISION APPLICATIONS ONLY:
☐ Concept plan.

☐ Lot-by-lot and non-lot allocation tables.

12. I (we), the undersigned, authorize and request review of this application for a certificate under the provisions of the Metropolitan River Protection Act: (use additional sheets as necessary)

TRUSTEE 4-20-2022
Signature(s) of Owner(s) of Record Date

13. I (we), the undersigned, authorize and request review of this application for a certificate under the provisions of the Metropolitan River Protection Act:

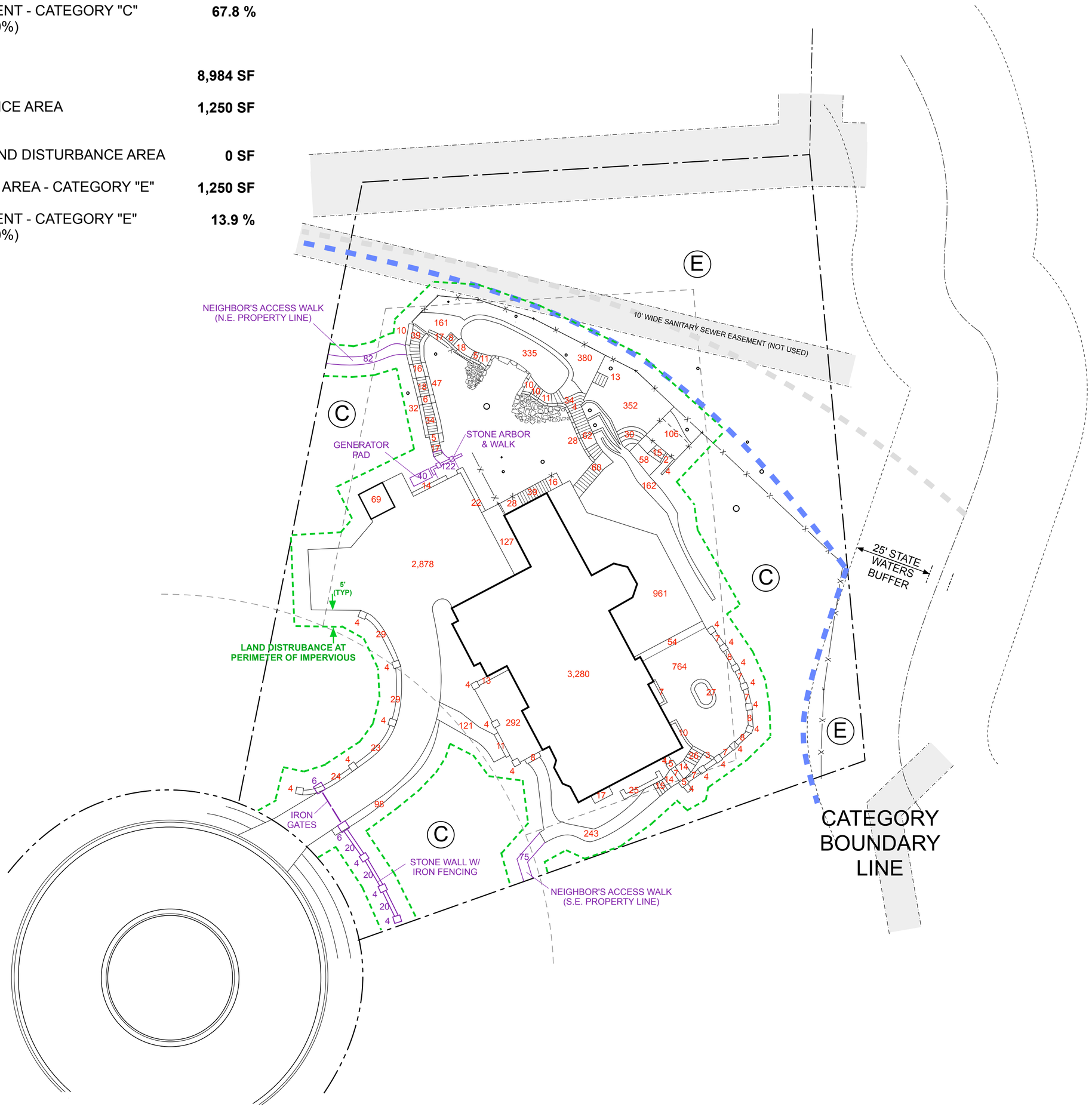
04-20-2022
Signature(s) of Applicant(s) or Agent(s) Date

14. The governing authority of City of Sandy Springs requests review by the Atlanta Regional Commission of the above-described use under the Provisions of the Metropolitan River Protection Act.

4/26/2022
Signature of Chief Elected Official or Official's Designee Date

LAND DISTURBANCE ANALYSIS:

LOT SIZE (PER McCLUNG SURVEY, DATED 3-7-2022)	36,118 SF
CATEGORY "C" (75%)	**27,134 SF**
EXISTING LAND DISTURBANCE AREA	**17,494 SF**
PROPOSED ADDITIONAL LAND DISTURBANCE AREA	**915 SF**
TOTAL LAND DISTURBANCE AREA - CATEGORY "C"	**18,409 SF**
LAND DISTURBANCE PERCENT - CATEGORY "C" (MAXIMUM ALLOWABLE = 70%)	**67.8 %**
CATEGORY "E" (25%)	**8,984 SF**
EXISTING LAND DISTURBANCE AREA (SEWER EASEMENT)	**1,250 SF**
PROPOSED ADDITIONAL LAND DISTURBANCE AREA	**0 SF**
TOTAL LAND DISTURBANCE AREA - CATEGORY "E"	**1,250 SF**
LAND DISTURBANCE PERCENT - CATEGORY "E" (MAXIMUM ALLOWABLE = 30%)	**13.9 %**



EXISTING IMPERVIOUS CALCULATION

IMPERVIOUS SURFACE - CATEGORY "C" AREA:

HOUSE	3,280 SF
FRAMED SHED	69 SF
CONCRETE DRIVEWAY	2,878 SF
COLUMNS	78 SF
WALLS	624 SF
STONE WALK	740 SF
STONE PATIO	161 SF
ABOVE GROUND POOL	335 SF
WOOD DECK	951 SF
STEPS	83 SF
CONCRETE PAD	106 SF
STONE PORCH	292 SF
CHIMNEY	17 SF
PERVIOUS PATIO AREA	764 SF
SEMI-PERVIOUS STONE DRIVEWAY BORDER	98 SF
SEMI-PERVIOUS STONE WALK	364 SF
DECK AT ABOVE GROUND POOL WITH PERVIOUS < 3' BELOW	745 SF
TOTAL EXISTING IMPERVIOUS AREA - CATEGORY "C" AREA:	**11,545 SF**

PROPOSED ADDITIONAL IMPERVIOUS CALCULATION

IMPERVIOUS SURFACE - CATEGORY "C" AREA:

FRONT GATE AND STONE WALL W/ IRON FENCING	84 SF
GENERATOR PAD	40 SF
STONE ARBOR & WALK AT TOP OF GROTTO STEPS	122 SF
NEIGHBOR'S ACCESS WALK AT NE PROPERTY LINE	82 SF
NEIGHBOR'S ACCESS WALK AT SE PROPERTY LINE	75 SF
TOTAL PROPOSED ADDITIONAL IMPERVIOUS AREA - CATEGORY "C" AREA:	**403 SF**

IMPERVIOUS ANALYSIS:

LOT SIZE (PER McCLUNG SURVEY, DATED 3-7-2022)	36,118 SF
CATEGORY "C" (75%)	**27,134 SF**
EXISTING IMPERVIOUS AREA	**11,545 SF**
PROPOSED ADDITIONAL IMPERVIOUS AREA	**403 SF**
TOTAL IMPERVIOUS AREA - CATEGORY "C"	**11,948 SF**
IMPERVIOUS PERCENT - CATEGORY "C" (MAXIMUM ALLOWABLE = 45%)	**44 %**
CATEGORY "E" (25%)	**8,984 SF**
EXISTING IMPERVIOUS AREA	**0 SF**
PROPOSED ADDITIONAL IMPERVIOUS AREA	**0 SF**
TOTAL IMPERVIOUS AREA - CATEGORY "E"	**0 SF**
IMPERVIOUS PERCENT - CATEGORY "E" (MAXIMUM ALLOWABLE = 15%)	**0 %**

GEORGIA REGISTERED NO. 15983 PROFESSIONAL ENGINEER KEVIN LAMAR AYCOCK

LAND DISTURBANCE & IMPERVIOUS AREA

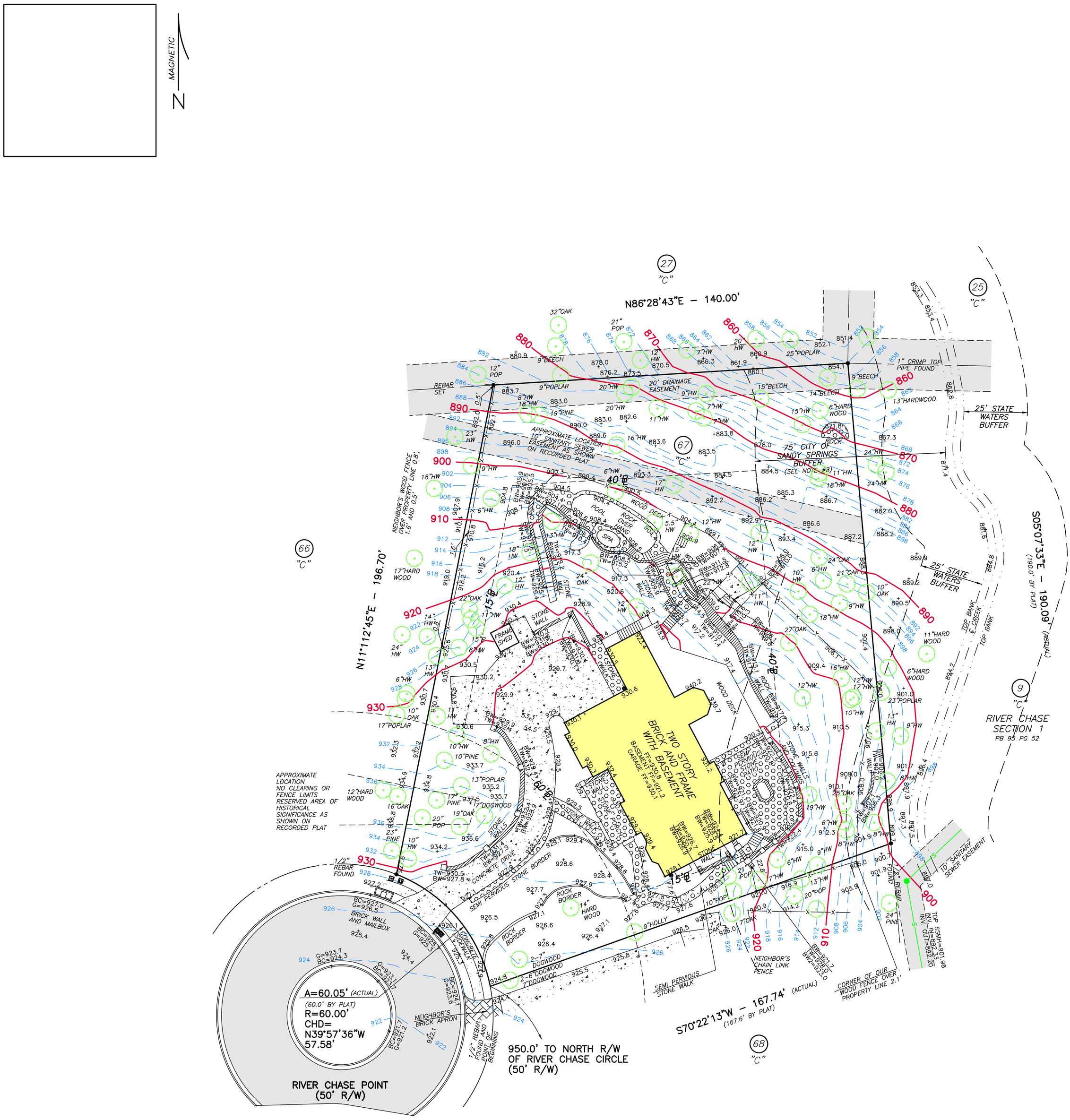
PROPERTY DESCRIPTION:
LOT 67,BLOCK "C",SECTION 3 & 4 OF RIVER CHASE SUBDIVISION LAND LOT 209,17TH DISTRICT, FULTON COUNTY
ZONING: RD-27

THE ROSE FAMILY TRUST
24-HOUR CONTACT: JILL ROSE
(404) 444-8611

675 RIVER CHASE POINT
SANDY SPRINGS, GA 30328
TOTAL AREA= 0.829± ACRES
OR 36,118± SQ. FT.

20' 10' 0' 20' 40'
SCALE IN FEET

SITE PLAN
(FOR A.R.C. SUBMISSION)
Date: 3-20-2022
Revised: 4-20-2022


MAGNETIC
N
27
"C"
N86°28'43"E – 140.00'
25
"C"
32"OAK
21" POP
9"BEECH
12" POP
9"POPLAR
20"HW
20' DRAINAGE EASEMENT
12" HW
7"HW
20 HW
25"POPLAR
1" CRIMP TOP PIPE FOUND
15"BEECH
14"BEECH
13"HARDWOOD
6"HARD WOOD
25' STATE WATERS BUFFER
REBAR SET
8"HW
18"HW
19"PINE
APPROXIMATE LOCATION 10' SANITARY SEWER EASEMENT AS SHOWN ON RECORDED PLAT
23" HW
16"HW
11"HW
17" HW
6"HW
75' CITY OF SANDY SPRINGS BUFFER (SEE NOTE #3)
24"HW
NEIGHBOR'S WOOD FENCE OVER 1.6' AND 0.5' PROPERTY LINE
40'B
POOL
ROCK OVER HANG
SPA
WOOD DECK
5.5" HW
15" HW
22"HW
10" HW
24" OAK
21"OAK
10" OAK
27"OAK
11" HW
18"HW
9"HW
66
"C"
17"HARD WOOD
N11°12'45"E – 196.70'
15'B
STONE WALL
FRAME SHED
22"OAK
14" HW
24" HW
13" HW
6"HW
17"POPLAR
10" OAK
10"HW
8"HW
10"PINE
APPROXIMATE LOCATION NO CLEARING OR FENCE LIMITS RESERVED AREA OF HISTORICAL SIGNIFICANCE AS SHOWN ON RECORDED PLAT
TWO STORY BRICK AND FRAME WITH BASEMENT
BASEMENT FF=930.8
FF=921.2
GARAGE FF=930.1
STONE WALKWAY
STONE PORCH
STONE COLUMNS
LAND COLUMNS
WOOD DECK
ROCK WALL
40'B
60'B
13"POPLAR
12"HARD WOOD
16"OAK
17" PINE
17"DOGWOOD
19"OAK
20" POP
23" PINE
10" HW
1/2" REBAR FOUND
CONCRETE DRIVE
SEMI PERVIOUS STONE BORDER
ROCK BORDER
14" HARD WOOD
2–7" DOGWOOD
2–6"DOGWOOD 7"DOGWOOD
SEMI PERVIOUS STONE WALK
NEIGHBOR'S CHAIN LINK FENCE
CORNER OF OUR WOOD FENCE OVER PROPERTY LINE 2.1'
S70°22'13"W – 167.74' (ACTUAL)
(167.6' BY PLAT)
68
"C"
950.0' TO NORTH R/W OF RIVER CHASE CIRCLE (50' R/W)
1/2" REBAR FOUND AND POINT OF BEGINNING
RIVER CHASE POINT (50' R/W)
A=60.05' (ACTUAL)
(60.0' BY PLAT)
R=60.00'
CHD=
N39°57'36"W
57.58'
NEIGHBOR'S BRICK APRON
BRICK WALL AND MAILBOX
CONCRETE SIDEWALK
S05°07'33"E – 190.09' (ACTUAL)
(190.0' BY PLAT)
9
"C"
RIVER CHASE SECTION 1
PB 95 PG 52
TOP BANK C CREEK
TOP BANK
11"HARD WOOD
6"HARD WOOD
23"POPLAR
25' STATE WATERS BUFFER
10' SANITARY SEWER EASEMENT
TOP SSMH=901.98
INV. IN=892.33
INV. OUT=892.20
1/2" REBAR FOUND
24" PINE
7"OAK
NEIGHBOR'S
BW=921.7
BW=923.0
TW=922.4
TW=921.2
TW=930.5
BW=927.8
TW=927.9
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RESOLUTION NO. _____

STATE OF GEORGIA
COUNTY OF FULTON

A RESOLUTION TO AUTHORIZE APPROVAL OF A METROPOLITAN RIVER PROTECTION ACT CERTIFICATE FOR PROPERTY LOCATED AT 675 RIVER CHASE POINT

WHEREAS, the Georgia General Assembly adopted the Metropolitan River Protection Act ("MRPA") in 1973, which directed the Atlanta Regional Commission ("ARC") to adopt a plan to protect the Chattahoochee River Corridor and to review development proposals to ensure they are consistent with the plan; and

WHEREAS, the ARC adopted the Chattahoochee Corridor Plan in 1973 ("Plan"); and

WHEREAS, MRPA requires local governments to issue permits based on ARC findings, monitor land-disturbing activity in the corridor, and ensure that land-disturbing activity in the corridor complies with the Plan; and

WHEREAS, properties located within 2,000 feet of the Chattahoochee River are subject to MRPA; and

WHEREAS, anyone desiring to develop such property ("Applicant") must submit an MRPA Certificate Application ("Proposal") for approval; and

WHEREAS, a Proposal was submitted for property located at **675 River Chase Point** ("Property"); and

WHEREAS, the Applicant proposes to a sewer and drainage easement; and

WHEREAS, the ARC completed regional review of the Proposal and found that the proposed development is consistent with the Chattahoochee River Corridor Plan;

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SANDY SPRINGS, **GEORGIA:**

1. That the Metropolitan River Protection Act Certificate Application is hereby approved; and
2. That this Resolution will serve as the Certificate.

RESOLVED this 19th day of July, 2022.

APPROVED:

_____
Russell K. Paul, Mayor

Attest:

_____
Raquel Gonzalez, City Clerk

(Seal)

SANDY SPRINGS
CITY CLERK'S OFFICE

TO: Eden Freeman, City Manager

FROM: Helen Owens, Planner III/Zoning Administrator

DATE: June 7, 2022 Submission for the July 19, 2022 City Council Meeting

ITEM: Request for Mayor and City Council Consideration of River Corridor Review RC-22-07SS for Property Located at 380 Crosstree Lane

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Recommendation:

Staff recommends approval of RC22-0007, consistent with the Chattahoochee Corridor Plan.

Background:

Properties within 2,000 feet of the Chattahoochee River are subject to the Chattahoochee River Corridor Protection Act. The regulations call for review and approval by the Atlanta Regional Commission (ARC), a public hearing and approval by the local governing authority, and issuance of a Metro River Certificate. The review focuses on whether the project is consistent with the Chattahoochee Corridor Plan, which limits clearing and impervious surface within the corridor.

Discussion:

The property owner proposes an in-law suite and two lower level offices. The site is located in Vulnerability Category "D" with a proposed impervious area of 6,766 square feet. ARC reviewed the proposal and found that the project is consistent with the Chattahoochee River Corridor Plan.

Financial Impact:

N/A

Alternatives:

N/A

Review:

Helen Owens, Planner III/Zoning Administrator	Created/Initiated - 6/7/2022
Ginger Sottile, Director of Community Development	Approved - 6/7/2022
Kristin Byars Smith, Assistant City Manager	Approved - 6/9/2022
Toni Carlisle, Chief Financial Officer	Approved - 6/15/2022
Kathy Williams, Staff Attorney	Approved - 6/15/2022
Eden Freeman, City Manager	Final Approval - 6/17/2022

Attachments:

1. 380 Crosstree Lane MRPA RC-22-07SS
2. River Corridor Resolution

ATLANTA REGIONAL COMMISSION

REGIONAL REVIEW FINDING

Atlanta Regional Commission • 229 Peachtree Street NE | Suite 100 | Atlanta, Georgia 30303 • ph: 404.463.3100 fax: 404.463.3205 • atlantaregional.org

DATE: JUNE 2, 2022

TO: MAYOR RUSTY PAUL, City of Sandy Springs
ATTN TO: HELEN OWENS, ZONING ADMINISTRATOR, City of Sandy Springs
FROM: Anna Roach, Executive Director, Atlanta Regional Commission

ARC has completed a regional review of the following proposal and made the below finding. ARC reviewed the proposed project's relationship to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies.

Name of Proposal: RC-22-07SS 380 Crosstree Lane
Submitting Local Government: City of Sandy Springs

Date Opened: May 20, 2022	**Date Closed: June 2, 2022**

FINDING: ARC staff have completed a review of the application for a MRPA Certificate for this proposed project in the Chattahoochee River Corridor. ARC's finding is that the project is consistent with the Chattahoochee River Corridor Plan.

Additional Comments: No comments were received.

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW:

ATLANTA REGIONAL COMMISSION	GEORGIA DEPARTMENT OF NATURAL RESOURCE	CHATTAHOOCHEE RIVERKEEPER
NATIONAL PARK SERVICE	GEORGIA CONSERVANCY	CITY OF SANDY SPRINGS
FULTON COUNTY	RIVERLINE HISTORIC AREA	COBB COUNTY

If you have any questions regarding this review, please contact Donald Shockey at (470) 378-1531 or dshockey@atlantaregional.org. This finding will be published to the ARC website at https://atlantaregional.org/plan-reviews.

APPLICATION FOR
METROPOLITAN RIVER PROTECTION ACT CERTIFICATE

1. **Name of Local Government:** SANDY SPRINGS

2. **Owner(s) of Record of Property to be Reviewed:**
   Name(s): KAUSHIK KAPISTHALAM & MATHURA GOPALAN
   Mailing Address: 380 Crosstree LN
   City: SANDY SPRINGS **State:** GA **Zip:** 30328
   Contact Phone Numbers (w/Area Code):
   Daytime Phone: [redacted] **Fax:**
   Other Numbers: [redacted]

3. **Applicant(s) or Applicant's Agent(s):**
   Name(s): TOM DWYER HARBOUR TOWNE CONSTRUCTION, INC.
   Mailing Address: 2090 DUNWOODY CLUB DR. STE 106-291
   City: ATLANTA **State:** GA **Zip:** 30350
   Contact Phone Numbers (w/Area Code):
   Daytime Phone: 770-455-1930 **Fax:** TOMDWYER@HARBOUR TOWNE.NET
   Other Numbers: 770-815-8676

4. **Proposed Land or Water Use:**
   Name of Development: BREAKWATER SUBDIVISION (EXISTING)
   Description of Proposed Use: IN-LAW MASTER SUITE ON MAIN FLOOR; LOWER LEVEL HOME OFFICES (2)

5. **Property Description (Attach Legal Description and Vicinity Map):**
   Land Lot(s), District, Section, County: LAND LOT 130 17th DISTRICT FULTON CO. PLAT BOOK 187, PG 40
   Subdivision, Lot, Block, Street and Address, Distance to Nearest Intersection: BREAKWATER LOT 52, BLOCK 4 380 CROSSTREE LN.
   Size of Development (Use as Applicable):
   - **Acres:** **Inside Corridor:** 0.4698 acres (20,378 SF) – JMS 5/17/12
     Outside Corridor:
     Total:
   - **Lots:** **Inside Corridor:**
     Outside Corridor:
     Total:
   - **Units:** **Inside Corridor:**
     Outside Corridor:
     Total:

   Other Size Descriptor (i.e., Length and Width of Easement):
   Inside Corridor:
   Outside Corridor:
   Total:

6. **Related Chattahoochee Corridor Development:**
   A. **Does the total development include additional land in the Chattahoochee Corridor that is not part of this application?** NO
   If "yes", describe the additional land and any development plans: _____

   B. **Has any part of the property in this application, or any right-of-way or easement bordering this land, previously received a certificate or any other Chattahoochee Corridor review approval?** YES
   If "yes", please identify the use(s), the review identification number(s), and the date(s) of the review(s): RC-96-09FC - 1996
   REVIEW FOR EXISTING HOUSE

7. **How Will Sewage from this Development be Treated?**
   A. **Septic tank** _____
   Note: For proposals with septic tanks, the application must include the appropriate local government health department approval for the selected site.
   B. **Public sewer system** _____

8. **Summary of Vulnerability Analysis of Proposed Land or Water Use:**

Vulnerability Category	Total Acreage (or Sq. Footage)	Total Acreage (or Sq. Footage) Land Disturbance	Total Acreage (or Sq. Footage) Imperv. Surface	Percent Land Disturb. (Maximums Shown In Parentheses)	Percent Imperv. Surf. (Maximums Shown In Parentheses)
A	—			(90)	(75)
B	—			(80)	(60)
C	20,378 SF	14,030 SF	6500 SF	(70) 68.8%	(45) 31.9%
D	—			(50)	(30)
E	—			(30)	(15)
F	—			(10)	(2)
Total:	20,378 SF	14,030 SF	6500 SF	N/A	N/A

ALL ON THIS PAGE
SMS - ARC
5/17/2022

9. Is any of this Land within the 100-Year Floodplain of the Chattahoochee River? No
If "yes", indicate the 100-year floodplain elevation:_____
NOTE: For this review, river floodplain is determined from the U.S. Army Corps of Engineers' "Floodplain Information - Chattahoochee River, Buford Dam to Whitesburg, Georgia", November, 1973 and its Supplement of March, 1982.
NOTE: All river 100-year floodplain is assigned to the "E" Category; its allowable allocations can be combined with those of other "E" land in the review. Also, 100-year floodplain cannot be reanalyzed and cannot accept transfers.

10. Is any of this land within the 500-year floodplain of the Chattahoochee River? No
If "yes", indicate the 500-year flood plain elevation:_____
NOTE: Plan Standards include a 35-foot height limit above the pre-construction grade within the 500-year floodplain (includes the 100-year floodplain). Adherence to this standard must be noted on the submitted plans (see Part 2.B.(4) of the Chattahoochee Corridor Plan).

11. The following is a checklist of information required to be attached as part of the application. Individual items may be combined.

FOR ALL APPLICATIONS:

✓ Description of land in the application and any additional land in the project (attach legal description or surveyed boundaries).

✓ Name, address, and phone number(s) of owner(s) of record of the land in the application. (Space provided on this form)

✓ Written consent of all owners to this application. (Space provided on this form)

✓ Name, address, and phone number(s) of applicant or applicant's agent. (Space provided on this form)

✓ Description of proposed use(s). (Space provided on this form)

____ Existing vegetation plan.

____ Proposed grading plan. For Addition Foundation Only

✓ Certified as-builts of all existing land disturbance and impervious surfaces.

✓ Approved erosion control plan.

____ Detailed table of land-disturbing activities. (Both on this form and on the plans)

✓ Plat-level plan showing (as applicable): lot boundaries; any other sub-areas; all easements and rights-of -way; 100- and 500-year river floodplains; vulnerability category boundaries; topography; any other information that will clarify the review.

____ Documentation on adjustments, if any.

____ Cashier's check or money order (for application fee).

FOR SINGLE-STEP APPLICATIONS (NON-SUBDIVISION):

✓ Site plan.

✓ Land-disturbance plan.

FOR TWO-STEP SINGLE-FAMILY SUBDIVISION APPLICATIONS ONLY:

✓ Concept plan.

____ Lot-by-lot and non-lot allocation tables.

12. I (we), the undersigned, authorize and request review of this application for a certificate under the provisions of the Metropolitan River Protection Act: (use additional sheets as necessary)

[signature]	2/8/22
[signature]	2/8/22

Signature(s) of Owner(s) of Record — Date

13. I (we), the undersigned, authorize and request review of this application for a certificate under the provisions of the Metropolitan River Protection Act:

Tom Dwyer for Harbour Towne Construction

[signature]	2/11/22

Signature(s) of Applicant(s) or Agent(s) — Date

14. The governing authority of Sandy Springs requests review by the Atlanta Regional Commission of the above-described use under the Provisions of the Metropolitan River Protection Act.

Helen Owens — 4/27/2022

Signature of Chief Elected Official or Official's Designee — Date

ALL MATTERS OF TITLE ARE EXCEPTED. THIS PLAT IS SUBJECT TO ALL LEGAL EASEMENTS AND RIGHTS-OF-WAY PUBLIC OR PRIVATE.

NOTE: PROPERTY LINES SHOWN ON THIS MAP/PLAT REPRESENT PHYSICAL FIELD CONDITIONS BY EVIDENCE OF APPARENT POSSESSION (IRON PINS FOUND, OLD & ESTABLISHED FENCE LINES, OLD WALL LINES, SHRUB & HEDGE LINE, HOUSE LOCATIONS, ETC.) THEY MAY DIFFER AND BE IN CONTENTION FROM EVIDENCE FOUND AT THE APPLICABLE COUNTY COURTHOUSE. THEY MAY ALSO DIFFER FROM OTHER SURVEYOR OPINIONS AND/OR NEIGHBORS SURVEYS/PLATS. A FULL LAND TITLE REPORT OPINION ON ALL PROPERTIES, INCLUDING ADJACENT AND CONTIGUOUS PROPERTIES MAY BE NEEDED TO RESOLVE ALL POSSIBLE PROPERTY LINE DISPUTES OR DISCREPANCIES.

THIS MAP/PLAT WAS MADE WITHOUT THE BENEFIT OF A CURRENT TITLE COMMITMENT. EASEMENTS AND ENCUMBRANCES MAY EXIST WHICH BENEFIT AND BURDEN THIS PROPERTY. THIS MAP/PLAT IS SUBJECT TO REVISIONS AND UPDATE UPON RECEIPT OF SAID TITLE COMMITMENT.

BUILDING LINES SHOWN HEREON DERIVED FROM VARIOUS ONLINE SOURCES. THEY MAY BE IN CONTENTION WITH OR DIFFER FROM INTERPRETATIONS OF GOVERNING AUTHORITIES. IT IS THE CLIENT'S OBLIGATION TO CONFIRM WITH PERMITTING AGENCIES BASED ON THEIR SPECIFIC CONSTRUCTION PROJECTS.

~ THIS MAP/PLAT HAS BEEN FIELD RUN WITH ASSUMED ELEVATIONS, THEN ADJUSTED TO NAVD 88 BASED ON MULTIPLE OBSERVATIONS FROM GOOGLE EARTH SATELLITE IMAGERY OR OTHER ONLINE SOURCES. THE ELEVATIONS SHOWN HEREON ARE +/- 1' (± ONE FOOT).

TREE SYMBOLS ARE NOT TO SCALE. TREE SYMBOLS REPRESENT POSITION OF TREE & ARE NOT THE CRITICAL ROOT ZONE (NOT DRIPLINE).

NOTE: ANY & ALL UNDERGROUND UTILITIES, I.E. SEWER, STORM, GAS, WATER, ETC., HAVE NOT BEEN FIELD LOCATED BY CONVENTIONAL SURVEY METHODS.

MAGNETIC N

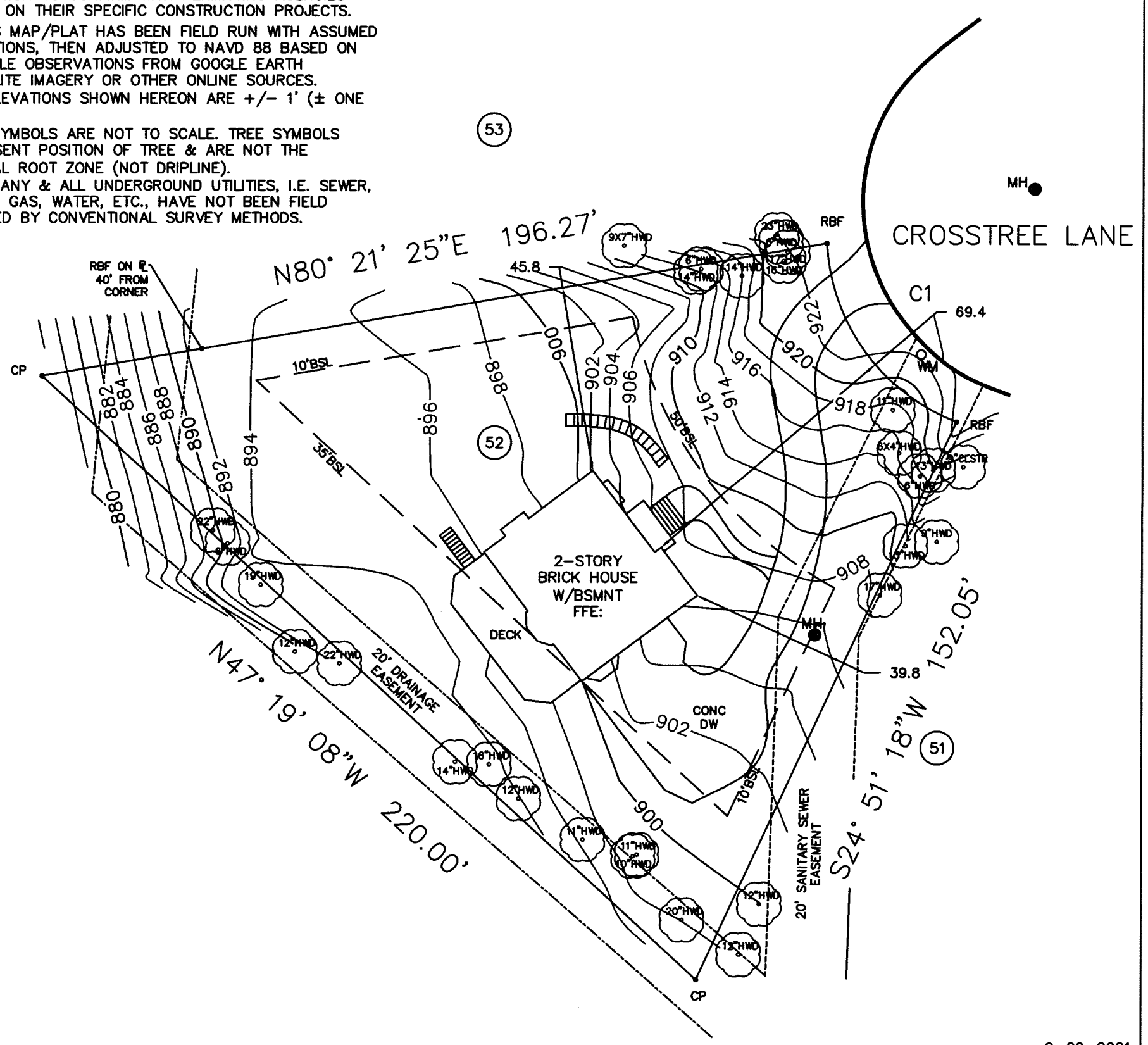
NO DETERMINATION OF FLOOD HAZARD HAS BEEN MADE FOR THIS PROPERTY BY THIS SURVEYOR.

* L E G E N D *

NOTE: ALL ITEMS IN THIS LEGEND MAY NOT APPEAR ON THIS PLAT.

AKA ALSO KNOWN AS	N/F NOW OR FORMERLY
APD AS PER DEED	NAIL NAIL FOUND
APP AS PER PLAT	P PLAT (BOOK/PAGE)
BSL BUILDING (SETBACK) LINE	POB POINT OF BEGINNING
CP COMPUTED POINT	POC POINT OF COMMENCEMENT
CTP CRIMP TOP PIPE FOUND	R RADIUS LENGTH
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DW DRIVEWAY	RBF REINFORCING BAR FOUND (1/2" UNO)
EP EDGE OF PAVEMENT	RBS 1/2" REINFORCING BAR SET
FFE FINISH FLOOR ELEVATION	SW SIDEWALK
FKA FORMERLY KNOWN AS	SSE SANITARY SEWER EASEMENT
IPF IRON PIN FOUND	SSCO SANITARY SEWER CLEANOUT
L ARC LENGTH	-X- FENCE LINE
LL LAND LOT	WALL
LLL LAND LOT LINE	
N NEIGHBOR'S	

CURVE	RADIUS	LENGTH	CHORD	CH.BEARING
C1	50.00'	57.68'	54.53'	S 36°07'03"E



9-29-2021

PROPERTY ADDRESS:
380 Crosstree Ln
Atlanta, GA 30328

LAND AREA:
20378 SF
0.468 AC

IMPERVIOUS AREA:
EXIST= 4532 SF=22.2%

ZONING: RD-18

0 30
SCALE 1" = 30'

PLAT PREPARED FOR:
380 Crosstree Ln

LOT 52 BLOCK B UNIT 4 BREAKWATER SUBDIVISION		
LAND LOT 130 17th DISTRICT		BY:
FULTON COUNTY, GEORGIA	FIELD DATE: 8-03-2021	SM
LOCATED IN SANDY SPRINGS	DRAWN DATE: 8-04-2021	SS
REFERENCE: PLAT BOOK 187, PAGE 40 REFERENCE: DEED BOOK 48254, PAGE 667	ALL MATTERS OF TITLE ARE EXCEPTED. NOT TO BE RECORDED NOR USED TO CONVEY PROPERTY.	

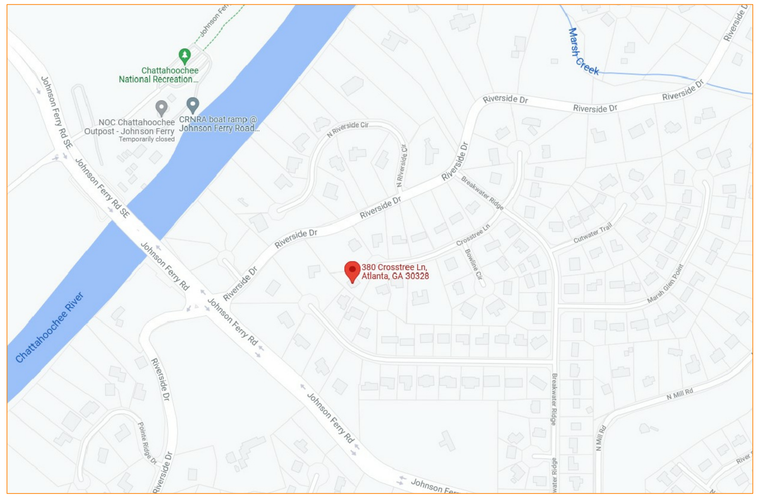
SURVEY SYSTEMS ATLANTA

GEORGIA PROFESSIONAL Charles W. Loveless No. 3030 LAND SURVEYOR CHARLES W. LOVELESS

SURVEY SYSTEMS ATLANTA
2156 W Park Ct, Ste D, Stone Mtn, GA 30087
COA #LSF000867, info@SurveySystemsAtlanta.com
Cell 678-591-6064 ~ Office 404-760-0010

THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A CLOSURE OF 1 FOOT IN 30,000+ FEET, AN ANGULAR ERROR OF 05 SECONDS PER ANGLE POINT AND WAS ADJUSTED USING THE LEAST SQUARES METHOD. THIS PLAT HAS BEEN CALC-ULATED FOR CLOSURE AND FOUND TO BE ACCURATE TO 1 FOOT IN 40,000+ FEET. AN ELECTRONIC TOTAL STATION WAS USED IN THE PREPARATION OF THIS PLAT. NO STATE PLANE MONUMENT FOUND WITHIN 500' OF THIS PROPERTY.

THIS SURVEY WAS PREPARED IN CONFORMITY WITH THE TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN CHAPTER 180-7 OF THE RULES OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN THE GEORGIA PLAT ACT O.C.G.A. 15-6-67.

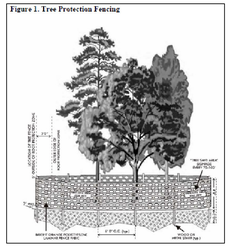


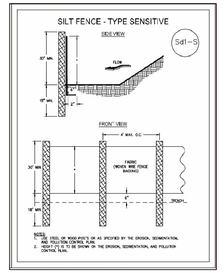
VICINITY MAP (NOT TO SCALE)

CONTACT THE CITY OF SANDY SPRINGS' DEPARTMENT OF COMMUNITY DEVELOPMENT THROUGH THE PORTAL ON-LINE TO ARRANGE A PRE-CONSTRUCTION MEETING WITH THE SITE INSPECTOR PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION OR LAND DISTURBING ACTIVITY

"The existing driveway may be used as a Construction Exit provided that all construction vehicles are confined to existing paved areas on Site. Any tracking of Dirt, Silt, Mud, etc. onto street will result in an Immediate "Stop Work" Order. The "Stop Work" order will not be lifted until a Construction Exit is constructed in accordance with the current Detail."

ANY TRACKING OF DIRT, SILT, MUD, ETC... ONTO STREET WILL RESULT IN AN IMMEDIATE "STOP WORK" ORDER.





"The escape of sediment from the site shall be prevented by the installation of erosion and sediment control measures and practices prior to Land Disturbing Activities."(This includes digging holes for porch, deck, fence piers, etc. footings.)

Where existing runoff leaves the site in a sheet flow condition, runoff shall leave the site in a sheet flow condition after development.

Hay or Straw Bales (Sdf-Hb)

- Place in a single row, lengthwise, on the contour.
- Embed in the soil to a depth of 4 inches.
- Secure with stakes or bars driven through the bales or by other adequate means.
- Place in areas of low rate sheet flow.
- For use on projects with a duration of three months or less.

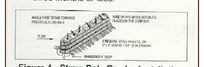
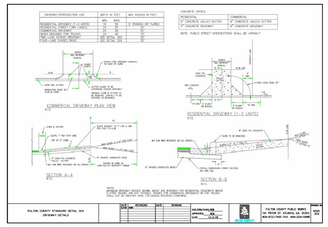


Figure 1. Straw Bale Barrier Installation Requirements

Flood Plain Note and F.I.R.M. panel

This site is located within a zone X, as defined by F.I.R.M. Community Panel Number(s) 13121C0134G for unincorporated Fulton County, Georgia. (09/18/2013 map)

THE SUBJECT PROPERTY IS NOT WITHIN 200' OF WATERS OF THE STATE REQUIRING STATE AND CITY STREAM BUFFERS

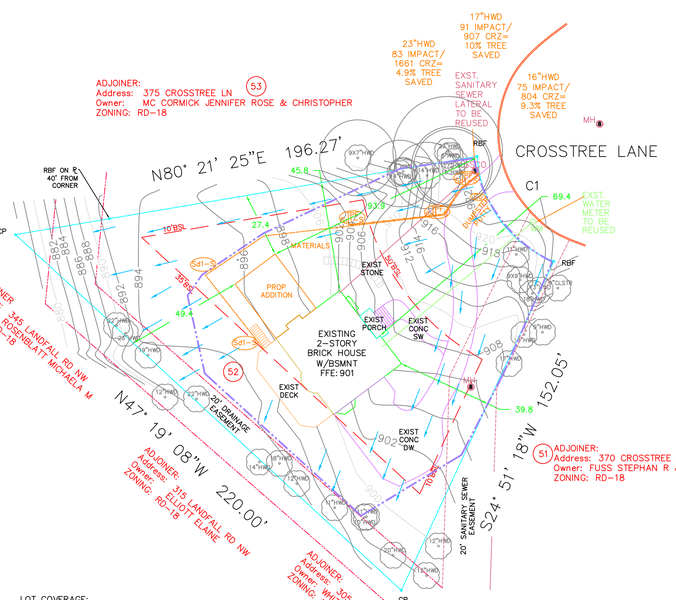


"After the permit is issued contact the department of Community Development through the online portal to schedule a Pre-Construction Meeting with the Site Inspector prior to any land disturbance, building construction, or demolition." You will also need a Building Pre-Construction Meeting -- with a Building Inspector -- which should also be requested through the portal as well.

CANOPY TREE CALCULATIONS:

REQUIRED CANOPY = 35% OF SITE: (20378 * 35%) = 7132.3 (8,000)

CANOPY CREDIT EXISTING ON LOT: 8,000 UNITS



GPS (Georgia State Plane Zone West)
Coordinate for each Water Quality BMP:

CO= 2229629.742ftUSE 1417611.902ftUSN

NO TREES REMOVED PROTECT ALL TREES

MAGNETIC N

SIDE SETBACK DISTURBED AREA = NONE

CATEGORY C
DISTURBED AREA
LIMITS OF CONSTRUCTION
14030 SF= ~~.32 AC~~
.32 AC TPD

NOTES:
Topography is based on field run data by SURVEY SYSTEMS & ASSOC., INC. on 8/3/2021.
No decks, patios, or permanent structures permitted in buffers or easements.
Non-exempt activities shall not be conducted within the 25 or 50-Foot undisturbed buffers as measured from the point of wrested vegetation without first acquiring the necessary variances and permits.
Waste materials shall not be discharged to waters of the State, except as authorized by a Section 404 Permit.
The escape of sediment from the Site shall be prevented by the installation of Erosion and Sediment Control measures and practices prior to land disturbing activities.
Erosion and Sediment Control measures shall be maintained at all times.
If full implementation of the approved Plan does not provide for effective erosion control, additional Erosion and Sediment Control measures shall be implemented to control or treat the sediment source.
Any disturbed area left exposed for a period greater than 14 days shall be stabilized with mulch or temporary seeding.
The Design Professional whose signed and dated Seal appears hereon, affirms that the Site was visited prior to the preparation of this Site Plan by (himself / herself) or (his / her) authorized Agent under (his / her) supervision.
Contact the Department of Community Development through the portal to schedule a Pre-Construction Meeting with the site inspector prior to any land disturbance. (The cut-off time for next day inspection is 2pm.)

NO PROPOSED GRADING EXCEEDING TWO (2)': MAX 3H:1V SLOPES

NO PROPOSED GRADING WITHIN 15' OF THE REAR LOT LINE

NO GRADING IN THE SIDE AND REAR BUILDING SETBACKS

The installation of erosion and sedimentation control measures and practices shall occur prior to or concurrent with land disturbing activities.
Erosion and sedimentation control measures will be maintained at all times. If full implementation of the approved plan does not provide for e ec ve erosion and sediment control additional erosion and sediment control measures shall be implemented to control or treat the sediment source.
Additional erosion controls shall be installed as deemed necessary by the on-site inspector.
Locate and field stake all utilities, easements, pipes flood limits, stream buffers, and tree save areas prior to any land disturbing activities.
All tree protection areas to be protected from sedimentation.
All tree protection devices to be installed prior to land disturbance and maintained until final landscaping.
All tree protection fencing to be inspected daily and repaired or replaced as needed.
A final as-built lot survey required prior to issuance of Certificate of Occupancy.
A final as-built water quality certificate required prior to Certificate of Occupancy.
Dumpsters and/or temporary sanitary facilities shall not be located in street or tree protection area or right-of-way.
Water quality BMP(s) to be installed at the time of final landscaping.
All collected water shall be directed to the water quality BMP(s).
No water quality BMP(s) allowed in undisturbed stream buffers or tree save/critical root zone.
Work hours and construction deliveries are:
- o Monday-Friday 7:00am-7:00pm
- o Saturday 8:00am-5:00pm

I certify under penalty of law that this plan was prepared after a site visit to the locations described herein by myself or my authorized agent, under my direct supervision.

SITE PLAN NOTES:

1. SILT FENCE SHALL MEET THE REQUIREMENTS OF SECTION 171 – TEMPORARY SILT FENCE, OF THE DEPARTMENT OF TRANSPORTATION, STATE OF GEORGIA,
2. MAINTENANCE STATEMENT: EROSION CONTROL MEASURES WILL BE INSPECTED AT LEAST WEEKLY AND AFTER EACH RAIN, AND REPAIRED BY GENERAL CONTRACTOR.
3. STATEMENT: ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES WILL BE INSTALLED IF DEEMED NECESSARY BY ON-SITE INSPECTION. DISTURBED AREAS LEFT IDLE SHALL BE STABILIZED WITH TEMPORARY VEGETATION
4. AFTER 14 DAYS; AFTER 30 DAYS PERMANENT VEGETATION SHALL BE ESTABLISHED.
5. GRADED SLOPES TO BE 3 : 1 OR GREATER.
6. NO WATERS OF THE STATE EXIST WITHIN 200 FEET OF PROJECT SITE.
7. Dumpsters and/or temporary sanitary facilities shall not be located in street or tree protection area.
8. A final as-built lot survey required prior to issuance of certificate of occupancy.



A/C units screening type=
LANDSCAPE
LANDSCAPE TYPE: BOXWOOD SHRUB
LANDSCAPE HEIGHT: 30"

GROUND-MOUNTED EQUIPMENT SCREENING IS AS HIGH AS HIGHEST POINT OF EQUIPMENT BEING SCREENED (SEC. 8.2.9.B.4.).

LOT COVERAGE:

DW: 2239 SF
SW: 184 SF
PORCH: 68 SF
HOUSE: 1473 SF
DECK: 568 SF
EXIST= 4532 SF=22.2%

PROPOSED ADDITION: 584 SF

GRAND TOTAL:
5116 SF = 25.1%

ZONING: RD-18

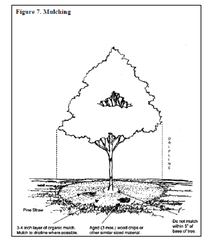
CURVE	RADIUS	LENGTH	CHORD	CH.BEARING
C1	50.00'	57.68'	54.53'	S 36°07'03"E

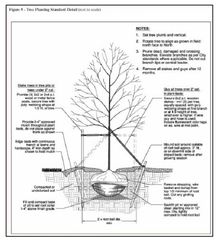
* L E G E N D *
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FFE FINISH FLOOR ELEVATION	SW SIDEWALK
FKA FORMERLY KNOWN AS	SSE SANITARY SEWER EASEMENT
IPF IRON PIN FOUND	SSCO SANITARY SEWER CLEANOUT
L ARC LENGTH	-X- FENCE LINE
LL LAND LOT	WALL
LLL LAND LOT LINE	INDICATES DIRECTION OF WATER FLOW
N NEIGHBOR'S	

FENCES TO BE CONSTRUCTED WITH FINISHED SIDE FACING TOWARDS STREET AND ADJOINING PROPERTIES (SEC. 8.2.10.)

FENCE FOOTINGS MUST BE ENTIRELY CONTAINED WITHIN PROPERTY AND CANNOT ENCROACH ONTO PROPERTY LINE (Sec.8.2.10)





9-29-2021

PROPERTY ADDRESS:
380 Crosstree Ln
Atlanta, GA 30328

LAND AREA:
20378 SF
0.468 AC
DISTURBED AREA:
14030 = 68.7%

ZONING: RD-18

0 30
SCALE 1" = 30'

SITE PLAN PREPARED FOR:
380 Crosstree Ln

LOT 52	BLOCK B UNIT 4	BREAKWATER SUBDIVISION
LAND LOT 130	17th DISTRICT	BY:
FULTON COUNTY, GEORGIA	FIELD DATE: 8-03-2021	SM
LOCATED IN SANDY SPRINGS	DRAWN DATE: 8-04-2021	SS
REFERENCE: PLAT BOOK 187, PAGE 40	ALL MATTERS OF TITLE ARE EXCEPTED, NOT TO BE RECORDED NOR USED TO CONVEY PROPERTY.	
REFERENCE: DEED BOOK 48254, PAGE 667		

THE SURVEY FROM WHICH THIS PLAN WAS CREATED CONFORMS TO TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA. SURVEY SYSTEMS & ASSOC., INC. ASSUMES NO LIABILITY OR RESPONSIBILITY FOR ERRORS OR OMISSIONS ON DEMO OR SITE PLANS. IT IS THE CLIENT'S RESPONSIBILITY TO REVIEW PLANS FOR COMPLETENESS AND ACCURACY. ANY REDLINES, COMMENTS, CORRECTIONS, ALTERATIONS, ETC. (FROM ANYONE EXCEPT THE CLIENT) SHALL BE DEEMED AS BILLABLE AND ADDITIONAL CHARGES SHALL APPLY.

SURVEY SYSTEMS ATLANTA
2156 W Park Ct, Ste D, Stone Mtn, GA 30087
COA #LSF000867, info@SurveySystemsAtlanta.com
Cell 678-591-6064 ~ Office 404-760-0010

SP: 1/25/2022 HN
4-20-22 GM

24 HR CONTACT:
TOM DWYER
770-815-8616 - CELL
770-455-1930 - OFFICE
tomdwyer@harbourtowne.net

OWNERS:
KAUSHIK KAPISTHALAM &
MATHURA GOPALAN
380 Crosstree Ln
Atlanta, GA 30328
ZONING: RD-18

RESOLUTION NO. _____

STATE OF GEORGIA
COUNTY OF FULTON

A RESOLUTION TO AUTHORIZE APPROVAL OF A METROPOLITAN RIVER PROTECTION ACT CERTIFICATE FOR PROPERTY LOCATED AT 380 CROSSTREE LANE

WHEREAS, the Georgia General Assembly adopted the Metropolitan River Protection Act ("MRPA") in 1973, which directed the Atlanta Regional Commission ("ARC") to adopt a plan to protect the Chattahoochee River Corridor and to review development proposals to ensure they are consistent with the plan; and

WHEREAS, the ARC adopted the Chattahoochee Corridor Plan in 1973 ("Plan"); and

WHEREAS, MRPA requires local governments to issue permits based on ARC findings, monitor land-disturbing activity in the corridor, and ensure that land-disturbing activity in the corridor complies with the Plan; and

WHEREAS, properties located within 2,000 feet of the Chattahoochee River are subject to MRPA; and

WHEREAS, anyone desiring to develop such property ("Applicant") must submit an MRPA Certificate Application ("Proposal") for approval; and

WHEREAS, a Proposal was submitted for property located at **380 Crosstree Lane** ("Property"); and

WHEREAS, the Applicant proposes to construct an in-law suite and two lower level offices; and

WHEREAS, the ARC completed regional review of the Proposal and found that the proposed development is consistent with the Chattahoochee River Corridor Plan;

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SANDY SPRINGS, **GEORGIA:**

1. That the Metropolitan River Protection Act Certificate Application is hereby approved; and
2. That this Resolution will serve as the Certificate.

RESOLVED this 19th day of July, 2022.

APPROVED:

_____
Russell K. Paul, Mayor

Attest:

_____
Raquel Gonzalez, City Clerk

(Seal)

SANDY SPRINGS
CITY CLERK'S OFFICE

TO: Eden Freeman, City Manager

FROM: Helen Owens, Planner III/Zoning Administrator

DATE: June 17, 2022 Submission for the July 19, 2022 City Council Meeting

ITEM: Request for Mayor and City Council Consideration of River Corridor Review RC-22-08SS for Property Located at 300 Skyridge Drive

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Recommendation:

Staff recommends approval of RC22-0008, consistent with the Chattahoochee Corridor Plan.

Background:

Properties within 2,000 feet of the Chattahoochee River are subject to the Chattahoochee River Corridor Protection Act. The regulations call for review and approval by the Atlanta Regional Commission (ARC), a public hearing and approval by the local governing authority, and issuance of a Metro River Certificate. The review focuses on whether the project is consistent with the Chattahoochee Corridor Plan, which limits clearing and impervious surface within the corridor.

Discussion:

The property owner proposes to upgrade a retaining wall, add a new retaining wall and patio to the backyard. The site is located in Vulnerability Category "D" with a proposed impervious area of 8,795 square feet. ARC reviewed the proposal and found that the project is consistent with the Chattahoochee River Corridor Plan.

Financial Impact:

N/A

Alternatives:

N/A

Review:

Helen Owens, Planner III/Zoning Administrator	Created/Initiated - 6/17/2022
Ginger Sottile, Director of Community Development	Approved - 6/18/2022
Kristin Byars Smith, Assistant City Manager	Approved - 6/20/2022
Toni Carlisle, Chief Financial Officer	Approved - 6/27/2022
Kathy Williams, Staff Attorney	Approved - 6/27/2022
Eden Freeman, City Manager	Final Approval - 7/15/2022

Attachments:

1. 300 Skyridge Drive MRPA RC-22-08SS
2. River Corridor Resolution

ATLANTA REGIONAL COMMISSION

REGIONAL REVIEW FINDING

Atlanta Regional Commission • 229 Peachtree Street NE | Suite 100 | Atlanta, Georgia 30303 • ph: 404.463.3100 fax: 404.463.3205 • atlantaregional.org

DATE: JUNE 13, 2022

TO: MAYOR RUSTY PAUL, City of Sandy Springs
ATTN TO: HELEN OWENS, ZONING ADMINISTRATOR, City of Sandy Springs
FROM: Anna Roach, Executive Director, Atlanta Regional Commission

ARC has completed a regional review of the following proposal and made the below finding. ARC reviewed the proposed project's relationship to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies.

Name of Proposal: RC-22-08SS 300 Skyridge Drive
Submitting Local Government: City of Sandy Springs

Date Opened: June 1, 2022	Date Closed: June 13, 2022

FINDING: ARC staff have completed a review of the application for a MRPA Certificate for this proposed project in the Chattahoochee River Corridor. ARC's finding is that the project is consistent with the Chattahoochee River Corridor Plan.

Additional Comments:

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW:

ATLANTA REGIONAL COMMISSION	GEORGIA DEPARTMENT OF NATURAL RESOURCE	CHATTAHOOCHEE RIVERKEEPER
NATIONAL PARK SERVICE	GEORGIA CONSERVANCY	CITY OF SANDY SPRINGS
FULTON COUNTY	RIVERLINE HISTORIC AREA	CITY OF ROSWELL

If you have any questions regarding this review, please contact Donald Shockey at (470) 378-1531 or dshockey@atlantaregional.org. This finding will be published to the ARC website at https://atlantaregional.org/plan-reviews.

APPLICATION FOR
METROPOLITAN RIVER PROTECTION ACT CERTIFICATE

1. **Name of Local Government:** City of Sandy Springs

2. **Owner(s) of Record of Property to be Reviewed:**
   Name(s): Jeffrey and Rachel Allen
   Mailing Address: 300 Skyridge Drive
   City: Atlanta **State:** Georgia **Zip:** 30350
   Contact Phone Numbers (w/Area Code):
   Daytime Phone: [redacted] **Fax:**
   Other Numbers: [redacted]

3. **Applicant(s) or Applicant's Agent(s):**
   Name(s): Jeffrey and Rachel Allen
   Mailing Address: 300 Skyridge Drive
   City: Atlanta **State:** Georgia **Zip:** 30350
   Contact Phone Numbers (w/Area Code):
   Daytime Phone: [redacted] **Fax:**
   Other Numbers: [redacted]

4. **Proposed Land or Water Use:**
   Name of Development: Allen Residence
   Description of Proposed Use: Updating retaining wall, adding retaining walls and patios to backyard

5. **Property Description (Attach Legal Description and Vicinity Map):**
   Land Lot(s), District, Section, County: Parcel ID 06 035800010061 District 59, Fulton County, location 6
   Subdivision, Lot, Block, Street and Address, Distance to Nearest Intersection: 300 Skyridge Drive, Atlanta, GA 30350 1770 ft from Ball Mill Rd.
   Size of Development (Use as Applicable):
   Acres: **Inside Corridor:** 1 acre
   Outside Corridor:
   Total: 1 acre
   Lots: **Inside Corridor:**
   Outside Corridor:
   Total:
   Units: **Inside Corridor:**
   Outside Corridor:
   Total:
   Other Size Descriptor (i.e., Length and Width of Easement):
   Inside Corridor:
   Outside Corridor:
   Total:

6. **Related Chattahoochee Corridor Development:**
   A. **Does the total development include additional land in the Chattahoochee Corridor that is not part of this application?** No
   If "yes", describe the additional land and any development plans: _____

   B. **Has any part of the property in this application, or any right-of-way or easement bordering this land, previously received a certificate or any other Chattahoochee Corridor review approval?** No
   If "yes", please identify the use(s), the review identification number(s), and the date(s) of the review(s): _____

7. **How Will Sewage from this Development be Treated?**
   A. **Septic tank** already on site
   Note: For proposals with septic tanks, the application must include the appropriate local government health department approval for the selected site.
   B. **Public sewer system** _____

8. **Summary of Vulnerability Analysis of Proposed Land or Water Use:**

Vulnerability Category	Total Acreage (or Sq. Footage)	Total Acreage (or Sq. Footage) Land Disturbance	Total Acreage (or Sq. Footage) Imperv. Surface	Percent Land Disturb. (Maximums Shown In Parentheses)	Percent Imperv. Surf. (Maximums Shown In Parentheses)
A	N/A			(90)	(75)
B	N/A			(80)	(60)
C	N/A			(70)	(45)
D	32,140 SF	11,884 SF	8,795 SF ~~5,796 SF~~ JMS 6/1/22	(50) 36.7	(30) ~~20.2~~ 27.4 JMS 6/1/22
E	11,210 SF	180 SF	0 SF	(30) 1.6	(15) 0
F	N/A			(10)	(2)
Total:	43,351 SF	12,064	8795 SF ~~5,796 SF~~ JMS 6/1/22	N/A	N/A

9. **Is any of this Land within the 100-Year Floodplain of the Chattahoochee River?** No
   If "yes", indicate the 100-year floodplain elevation: _____
   NOTE: The 100-year river floodplain is defined as the natural land surface below the one hundred- (100) year flood elevations shown in the Flood Profiles of the most recent floodplain study for the Chattahoochee River approved by the United States Federal Emergency Management Agency for each Corridor jurisdiction.
   NOTE: All river 100-year floodplain is assigned to the "E" Category; its allowable allocations can be combined with those of other "E" land in the review. Also, 100-year floodplain cannot be reanalyzed and cannot accept transfers.

10. **Is any of this land within the 500-year floodplain of the Chattahoochee River?** No
    If "yes", indicate the 500-year flood plain elevation: _____
    NOTE: The 500-year floodplain is defined as the natural land surface below the five hundred- (500) year flood elevations shown in the Flood Profiles of the most recent floodplain study for the Chattahoochee River approved by the United States Federal Emergency Management Agency for each Corridor jurisdiction.
    NOTE: Plan Standards include a 35-foot height limit above the pre-construction grade within the 500-year floodplain (includes the 100-year floodplain). Adherence to this standard must be noted on the submitted plans (see Part 2.B.(4) of the Chattahoochee Corridor Plan).

11. **The following is a checklist of information required to be attached as part of the application. Individual items may be combined.**

FOR ALL APPLICATIONS:

_X_ **Description of land in the application and any additional land in the project (attach legal description or surveyed boundaries).**

_X_ **Name, address, and phone number(s) of owner(s) of record of the land in the application. (Space provided on this form)**

_X_ **Written consent of all owners to this application. (Space provided on this form)**

_X_ **Name, address, and phone number(s) of applicant or applicant's agent. (Space provided on this form)**

_X_ **Description of proposed use(s). (Space provided on this form)**

_X_ **Existing vegetation plan.**

_X_ **Proposed grading plan.**

_X_ **Certified as-builts of all existing land disturbance and impervious surfaces.**

_X_ **Approved erosion control plan.**

_X_ **Detailed table of land-disturbing activities. (Both on this form and on the plans)**

__X__ **Plat-level plan showing (as applicable): lot boundaries; any other sub-areas; all easements and rights-of -way; 100- and 500-year river floodplains; vulnerability category boundaries; topography; any other information that will clarify the review.**

_____ **Documentation on adjustments, if any.**

_____ **Cashier's check or money order (for application fee).**

FOR SINGLE-STEP APPLICATIONS (NON-SUBDIVISION):

__X__ **Site plan.**

__X__ **Land-disturbance plan.**

FOR TWO-STEP SINGLE-FAMILY SUBDIVISION APPLICATIONS ONLY:

_____ **Concept plan.**

_____ **Lot-by-lot and non-lot allocation tables.**

12. I (we), the undersigned, authorize and request review of this application for a certificate under the provisions of the Metropolitan River Protection Act: (use additional sheets as necessary)

SEE OWNER & APPLICANT SIGNATURES ON NEXT PAGE. JMS 5/24/2022

Signature(s) of Owner(s) of Record **Date**

13. I (we), the undersigned, authorize and request review of this application for a certificate under the provisions of the Metropolitan River Protection Act:

Signature(s) of Applicant(s) or Agent(s) **Date**

14. The governing authority of The City of Sandy Springs **requests review by the Atlanta Regional Commission of the above-described use under the Provisions of the Metropolitan River Protection Act.**

Helen Owens 05/20/2022

Signature of Chief Elected Official or Official's Designee **Date**

__X__ Plat-level plan showing (as applicable): lot boundaries; any other sub-areas; all easements and rights-of-way; 100- and 500-year river floodplains; vulnerability category boundaries; topography; any other information that will clarify the review.

____ Documentation on adjustments, if any.

____ Cashier's check or money order (for application fee).

FOR SINGLE-STEP APPLICATIONS (NON-SUBDIVISION):

__X__ Site plan.

__X__ Land-disturbance plan.

FOR TWO-STEP SINGLE-FAMILY SUBDIVISION APPLICATIONS ONLY:

____ Concept plan.

____ Lot-by-lot and non-lot allocation tables.

12. I (we), the undersigned, authorize and request review of this application for a certificate under the provisions of the Metropolitan River Protection Act: (use additional sheets as necessary)

Jeff Allen [redacted] Jeff Allen 4/27/22

Rodney R Allen 04/27/22

Signature(s) of Owner(s) of Record Date

13. I (we), the undersigned, authorize and request review of this application for a certificate under the provisions of the Metropolitan River Protection Act:

Jeff Allen [redacted] Jeff Allen 4/27/22

Rodney R Allen 04/27/22

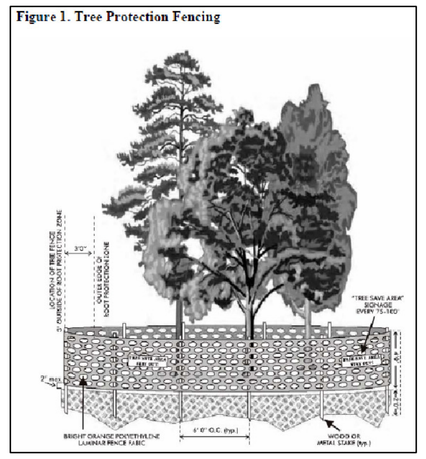
Signature(s) of Applicant(s) or Agent(s) Date

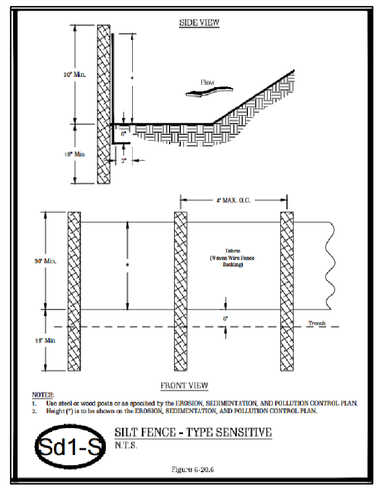
14. The governing authority of _____ requests review by the Atlanta Regional Commission of the above-described use under the Provisions of the Metropolitan River Protection Act.

Signature of Chief Elected Official or Official's Designee Date

"The existing driveway may be used as a Construction Exit provided that all construction vehicles are confined to existing paved areas on Site. Any tracking of Dirt, Silt, Mud, etc. onto street will result in an Immediate "Stop Work" Order. The "Stop Work" order will not be lifted until a Construction Exit is constructed in accordance with the current Detail."

NOTES:
Topography is based on field run data by SURVEY SYSTEMS & ASSOC., INC.
No decks, patios, or permanent structures permitted in buffers or easements.
Non-exempt activities shall not be conducted within the 25 or 50-Foot undisturbed buffers as measured from the point of wrested vegetation without first acquiring the necessary variances and permits.
Waste materials shall not be discharged to waters of the State, except as authorized by a Section 404 Permit.
The escape of sediment from the Site shall be prevented by the installation of Erosion and Sediment Control measures and practices prior to land disturbing activities.
Erosion and Sediment Control measures shall be maintained at all times.
If full implementation of the approved Plan does not provide for effective erosion control, additional Erosion and Sediment Control measures shall be implemented to control or treat the sediment source.
Any disturbed area left exposed for a period greater than 14 days shall be stabilized with mulch or temporary seeding.
The Design Professional whose signed and dated Seal appears hereon, affirms that the Site was visited prior to the preparation of this Site Plan by (himself / herself) or (his / her) authorized Agent under (his / her) supervision.
Contact the Department of Community Development through the portal to schedule a Pre-Construction Meeting with the site inspector prior to any land disturbance. (The cut-off time for next day inspection is 2pm.)

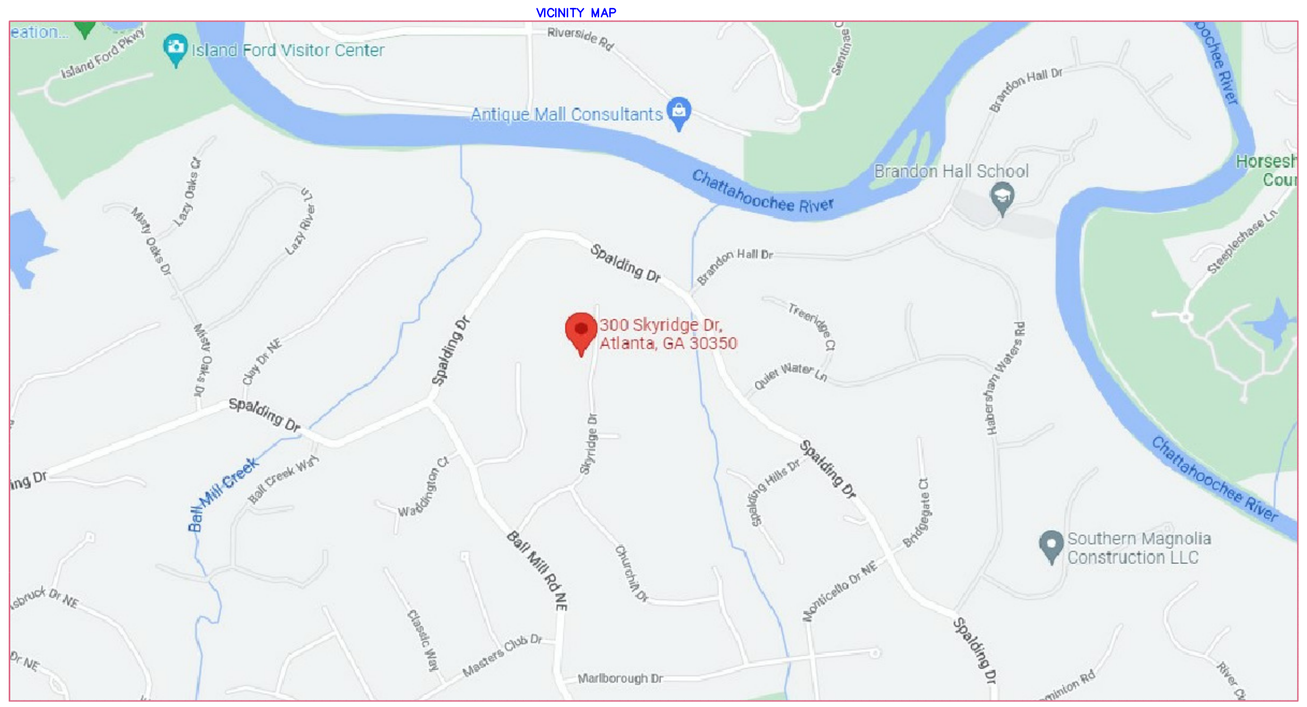




SITE PLAN NOTES:

1. SILT FENCE SHALL MEET THE REQUIREMENTS OF SECTION 171 – TEMPORARY SILT FENCE, OF THE DEPARTMENT OF TRANSPORTATION, STATE OF GEORGIA,
2. MAINTENANCE STATEMENT: EROSION CONTROL MEASURES WILL BE INSPECTED AT LEAST WEEKLY AND AFTER EACH RAIN, AND REPAIRED BY GENERAL CONTRACTOR.
3. STATEMENT: ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES WILL BE INSTALLED IF DEEMED NECESSARY BY ON-SITE INSPECTION. DISTURBED AREAS LEFT IDLE SHALL BE STABILIZED WITH TEMPORARY VEGETATION
4. AFTER 14 DAYS; AFTER 30 DAYS PERMANENT VEGETATION SHALL BE ESTABLISHED.
5. GRADED SLOPES TO BE 3 : 1 OR GREATER.
6. NO WATERS OF THE STATE EXIST WITHIN 200 FEET OF PROJECT SITE.
7. Dumpsters and/or temporary sanitary facilities shall not be located in street or tree protection area.
8. A final as-built lot survey required prior to issuance of certificate of occupancy.

VICINITY MAP





The installation of erosion and sedimentation control measures and practices shall occur prior to or concurrent with land disturbing activities.
Erosion and sedimentation control measures will be maintained at all times. If full implementation of the approved plan does not provide for e ec ve erosion and sediment control additional erosion and sediment control measures shall be implemented to control or treat the sediment source.
Additional erosion controls shall be installed as deemed necessary by the on-site inspector.
Locate and field stake all utilities, easements, pipes flood limits, stream buffers, and tree save areas prior to any land disturbing activities.
All tree protection areas to be protected from sedimentation.
All tree protection devices to be installed prior to land disturbance and maintained until final landscaping.
All tree protection fencing to be inspected daily and repaired or replaced as needed.
A final as-built lot survey required prior to issuance of Certificate of Occupancy.
A final as-built water quality certificate required prior to Certificate of Occupancy.
Dumpsters and/or temporary sanitary facilities shall not be located in street or tree protection area or right-of-way.
Water quality BMP(s) to be installed at the time of final landscaping.
All collected water shall be directed to the water quality BMP(s).
No water quality BMP(s) allowed in undisturbed stream buffers or tree save/critical root zone.
Work hours and construction deliveries are:
- o Monday-Friday 7:00am-7:00pm
- o Saturday 8:00am-5:00pm

I Pablo M. Garcia certify under penalty of law that this plan was prepared after a site visit to the locations described herein by myself or my authorized agent, under my direct supervision.

Hay or Straw Bales (Sd1-Hb)
- Place in a single row, lengthwise, on the contour.
- Embed in the soil to a depth of 4 inches.
- Secure with stakes or bars driven through the bales or by other adequate means.
- Place in areas of low rate sheet flow.
- For use on projects with a duration of three months or less.

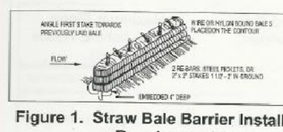


Figure 1. Straw Bale Barrier Installation Requirements

"After the permit is issued contact the department of Community Development through the online portal to schedule a Pre-Construction Meeting with the Site Inspector prior to any land disturbance, building construction, or demolition." You will also need a Building Pre-Construction Meeting -- with a Building Inspector -- which should also be requested through the portal as well.

"The escape of sediment from the site shall be prevented by the installation of erosion and sediment control measures and practices prior to Land Disturbing Activities." (This includes digging holes for porch, deck, fence piers, etc. footings.)

Where existing runoff leaves the site in a sheet flow condition, runoff shall leave the site in a sheet flow condition after development.

NO PROPOSED GRADING EXCEEDING TWO (2)' MAX 3H:1V SLOPES

NO PROPOSED GRADING WITHIN 15' OF THE REAR LOT LINE

NO GRADING IN THE SIDE AND REAR BUILDING SETBACKS

CONTACT THE CITY OF SANDY SPRINGS' DEPARTMENT OF COMMUNITY DEVELOPMENT THROUGH THE PORTAL ON-LINE TO ARRANGE A PRE-CONSTRUCTION MEETING WITH THE SITE INSPECTOR PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION OR LAND DISTURBING ACTIVITY

* L E G E N D *
NOTE: ALL ITEMS IN THIS LEGEND MAY NOT APPEAR ON THIS PLAT.

AKA	ALSO KNOWN AS	N/F	NOW OR FORMERLY
APD	AS PER DEED	NAIL	NAIL FOUND
APP	AS PER PLAT	P	PLAT (BOOK/PAGE)
BSL	BUILDING (SETBACK) LINE	POB	POINT OF BEGINNING
CP	COMPUTED POINT	POC	POINT OF COMMENCEMENT
CTP	CRIMP TOP PIPE FOUND	R	RADIUS LENGTH
D	DEED (BOOK/PAGE)	R/W	RIGHT-OF-WAY
DW	DRIVEWAY	RBF	REINFORCING BAR FOUND (1/2" UNO)
EP	EDGE OF PAVEMENT	RBS	1/2" REINFORCING BAR SET
FFE	FINISH FLOOR ELEVATION	SW	SIDEWALK
FKA	FORMERLY KNOWN AS	SSE	SANITARY SEWER EASEMENT
IPF	IRON PIN FOUND	SSCO	SANITARY SEWER CLEANOUT
L	ARC LENGTH	-x-	FENCE LINE
LL	LAND LOT		WALL
LLL	LAND LOT LINE		INDICATES DIRECTION OF WATER FLOW
N	NEIGHBOR'S		

GPS (Georgia State Plane Zone West) Coordinates for BMP's:

CO= 2252257.672UsFtE 1447906.653UsFtN

DRY WELL= 2252080.898UsFtE 1447947.337UsFtN

RAIN GARDEN= 2252114.696UsFtE 1448028.151UsFtN

FENCES TO BE CONSTRUCTED WITH FINISHED SIDE FACING TOWARDS STREET AND ADJOINING PROPERTIES (SEC. 8.2.10.)

ANY TRACKING OF DIRT, SILT, MUD, ETC... ONTO STREET WILL RESULT IN AN IMMEDIATE "STOP WORK" ORDER.

FENCE FOOTINGS MUST BE ENTIRELY CONTAINED WITHIN PROPERTY AND CANNOT ENCROACH ONTO PROPERTY LINE (Sec.8.2.10)

THE SUBJECT PROPERTY IS NOT WITHIN 200' OF WATERS OF THE STATE REQUIRING STATE AND CITY STREAM BUFFERS

Flood Plain Note and F.I.R.M. panel
This site is located within a zone X, shaded as defined by F.I.R.M. Community Panel Number(s) 13121C0152G for unincorporated Fulton County, Georgia. (09/18/2013 map)

32,140 SF in D

D: allowances are 50% land disturbance and 30% impervious, or 16,070 SF of land disturbance and 9,642 SF of impervious
*existing landscaping does not count as disturbance

LAND DISTURBANCE LOCATED IN "D"

PROP. LAND DISTURBANCE: 4,634 SF
EXISTING DISTURBANCE: 7,250 SF

"D" TOTAL LAND DISTURBANCE = 11,884 SF = 36.7%

LOT COVERAGE CALCULATIONS

LOCATED IN "D"

TOTAL SITE AREA.....0.9952 acres....43,351 sq.ft.

IMPERVIOUS SURFACE EXISTING

HOUSE.....2192 s.f.
DRIVEWAY.....1622 s.f.
DECK(S).....436 s.f.

Total existing.....7250 s.f. or 16.7% lot coverage

Changes to impervious areas:

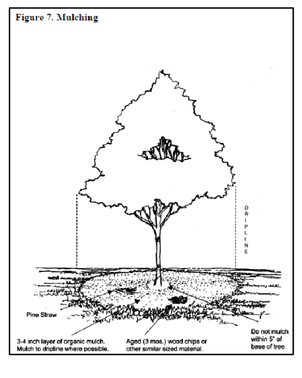
1. Driveway moved
   reduced area 100 s.f.
   added area 160 s.f.
   net added area.....60 s.f.
2. New paver patios:

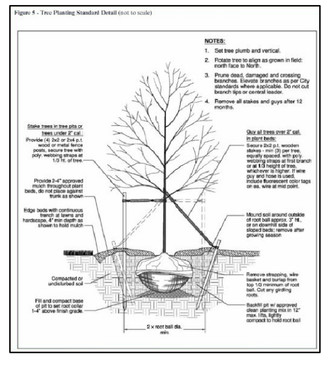
   #1.....300 s.f.
   #2.....325 s.f.
   #3.....510 s.f.
   #4.....350 s.f.

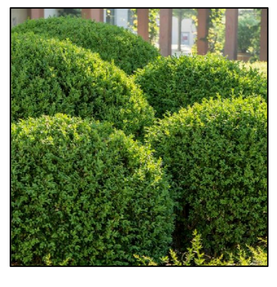
additional area...1485 s.f.

TOTAL ADDED IMPERVIOUS AREA.....1,545 s.f.

TOTAL PROPOSED IMPERVIOUS AREA.....8,796 s.f. or 20.2%







A/C units screening type=
LANDSCAPE
LANDSCAPE TYPE: BOXWOOD SHRUB
LANDSCAPE HEIGHT: 30"

GROUND-MOUNTED EQUIPMENT SCREENING IS AS HIGH AS HIGHEST POINT OF EQUIPMENT BEING SCREENED (SEC. 8.2.9.B.4.).

11,210 SF in E

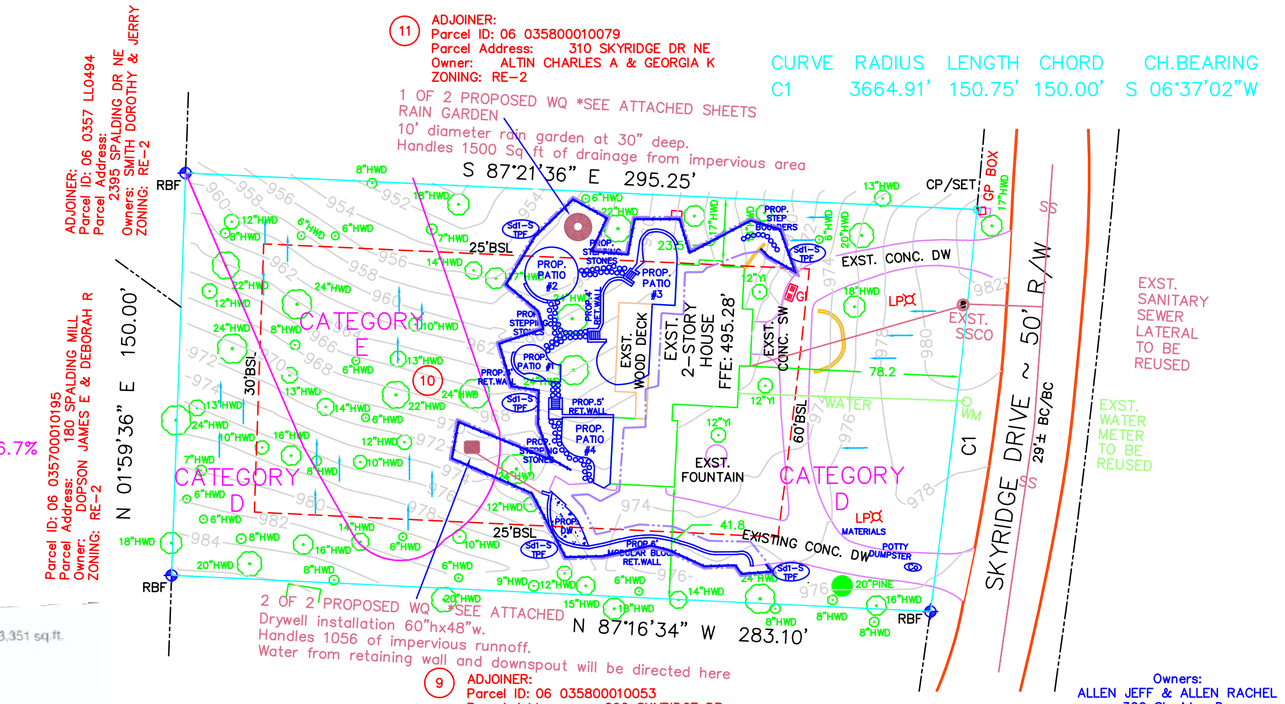
E: allowances are 30% land disturbance and 15% impervious, or 3363 SF of land disturbance and 1682 SF of impervious
*existing landscaping does not count as disturbance

LAND DISTURBANCE

LOCATED IN "E": 180 SF

IMPERVIOUS AREA

LOCATED IN "E": 0 SF



CURVE	RADIUS	LENGTH	CHORD	CH.BEARING
C1	3664.91'	150.75'	150.00'	S 06°37'02"W

MAGNETIC N

0 40
SCALE 1" = 40'

PROPERTY ADDRESS:
300 Skyridge Dr,
Atlanta, GA 30350

LAND AREA:
43,512 SF
0.998 AC

ZONING: RE-2

ARC PLAN PREPARED FOR:
300 Skyridge Dr

LOT 10	SUBDIVISION: SKYRIDGE	
LAND LOT 357&358	6th DISTRICT PARCEL ID: 06035800010061	BY:
FULTON COUNTY, GEORGIA	FIELD DATE: 11-16-2021	FM
LOCATED IN SANDY SPRINGS	DRAWN DATE: 11-19-2021	AE
REFERENCE: PLAT BOOK 103, PAGE 63 REFERENCE: DEED BOOK 60045, PAGE 353	ALL MATTERS OF TITLE ARE EXCEPTED, NOT TO BE RECORDED NOR USED TO CONVEY PROPERTY.	

THE SURVEY FROM WHICH THIS PLAN WAS CREATED CONFORMS TO TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA. SURVEY SYSTEMS & ASSOC., INC. ASSUMES NO LIABILITY OR RESPONSIBILITY FOR ERRORS OR OMISSIONS ON DEMO OR SITE PLANS. IT IS THE CLIENT'S RESPONSIBILITY TO REVIEW PLANS FOR COMPLETENESS AND ACCURACY. ANY REDLINES, COMMENTS, CORRECTIONS, ALTERATIONS, ETC. (FROM ANYONE EXCEPT THE CLIENT) SHALL BE DEEMED AS BILLABLE AND ADDITIONAL CHARGES SHALL APPLY.

PLAN: 4/14/2022 HN
REV. 4/26/2022 HN

SURVEY SYSTEMS ATLANTA
2156 W Park Ct, Ste D, Stone Mtn, GA 30087
COA #LSF000867, info@SurveySystemsAtlanta.com
Cell 678-591-6064 ~ Office 404-760-0010

24 HR CONTACT:
JEFF ALLEN
404-391-4320
jallenhorizon@gmail.com

Page 10 of 15

RESOLUTION NO. _____

STATE OF GEORGIA
COUNTY OF FULTON

A RESOLUTION TO AUTHORIZE APPROVAL OF A METROPOLITAN RIVER PROTECTION ACT CERTIFICATE FOR PROPERTY LOCATED AT 300 SKY DRIVE

WHEREAS, the Georgia General Assembly adopted the Metropolitan River Protection Act ("MRPA") in 1973, which directed the Atlanta Regional Commission ("ARC") to adopt a plan to protect the Chattahoochee River Corridor and to review development proposals to ensure they are consistent with the plan; and

WHEREAS, the ARC adopted the Chattahoochee Corridor Plan in 1973 ("Plan"); and

WHEREAS, MRPA requires local governments to issue permits based on ARC findings, monitor land-disturbing activity in the corridor, and ensure that land-disturbing activity in the corridor complies with the Plan; and

WHEREAS, properties located within 2,000 feet of the Chattahoochee River are subject to MRPA; and

WHEREAS, anyone desiring to develop such property ("Applicant") must submit an MRPA Certificate Application ("Proposal") for approval; and

WHEREAS, a Proposal was submitted for property located at **300 Sky Drive** ("Property"); and

WHEREAS, the Applicant proposes to update a retaining wall, add a retaining wall and patio; and

WHEREAS, the ARC completed regional review of the Proposal and found that the proposed development is consistent with the Chattahoochee River Corridor Plan;

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SANDY SPRINGS, **GEORGIA:**

1. That the Metropolitan River Protection Act Certificate Application is hereby approved; and
2. That this Resolution will serve as the Certificate.

RESOLVED this 19th day of July, 2022.

APPROVED:

_____
Russell K. Paul, Mayor

Attest:

_____
Raquel Gonzalez, City Clerk
(Seal)

SANDY SPRINGS
CITY CLERK'S OFFICE

TO: Eden Freeman, City Manager

FROM: Matthew Anspach, Senior Planner

DATE: June 28, 2022 Submission for the July 19, 2022 City Council Meeting

ITEM: Request for Mayor and City Council Consideration of RZ22-0002, a Zoning Map Amendment (Rezoning) from RE-1 (Residential Estate, 1 Acre Minimum) to RT-3 (Residential Townhouse, 3 Stories Maximum Height) - 6669 Peachtree Dunwoody Road (Parcel # 17 0020 LL0175)

Recommendation:

Staff recommends Approval of Zoning Map Amendment (Rezoning) RZ22-0002. The Planning Commission recommended Approval of RZ22-0002 at the June Public Hearing.

Background:

The applicant requests a Rezoning from RE-1 to RT-3. The applicant intends to build 15 single unit attached townhouses, 10 of which would be under the Cottage Court Design Pattern provided in the Development Code, which would require the development of a new east/west street.

Discussion:

Development Code Sec. 11.3.4.D. notes that conditions should be limited only to "those deemed essential to the proper development and use of the subject property, and to the safety and quality of life of the community." Staff recommends approval of RZ22-0002 without conditions as it is our recommendation that the Development Code is sufficient in this instance to ensure proper development and encourage safety and a high quality of living.

Financial Impact:

N/A.

Alternatives:

Mayor & City Council could choose to deny or add specific conditions to Zoning Map Amendment RZ22-0002.

Review:

Matthew Anspach, Senior Planner	Created/Initiated - 7/6/2022
Ginger Sottile, Director of Community Development	Approved - 7/7/2022
Kristin Byars Smith, Assistant City Manager	Approved - 7/7/2022
Toni Carlisle, Chief Financial Officer	Approved - 7/7/2022
Kathy Williams, Staff Attorney	Approved - 7/8/2022

Eden Freeman, City Manager Final Approval - 7/15/2022

Attachments:

1. RZ22-0002 Package
2. RZ22-0002 Presentation
3. RZ22-0002 Ordinance

SANDY SPRINGS
GEORGIA

P&Z STAFF REPORT

Mayor & City Council Meeting, July 19, 2022

Case: **RZ22-0002 – 6669 Peachtree Dunwoody Road**
Staff Contact: Matthew Anspach (MAnspach@SandySpringsga.gov)
Report Date: July 6, 2022

REQUEST
Request for a Zoning Map Amendment (Rezoning) from RE-1 (Residential Estate, 1 acre minimum) to RT-3 (Residential Townhouse, 3 stories maximum height).

APPLICANT		
Property Owner(s):	Petitioner(s):	Representative(s):
Michael T. Austin	Gary Hammond (Landbridge Development, LLC)	Gary Hammond

SUMMARY
The Applicant requests a Zoning Map Amendment of **6669 Peachtree Dunwoody Road (Parcel # 17 0020 LL0175)** from the RE-1 (Residential Estate, 1-acre minimum lot size) zoning district to the RT-3 (Residential Townhouse, 3 story maximum) zoning district.

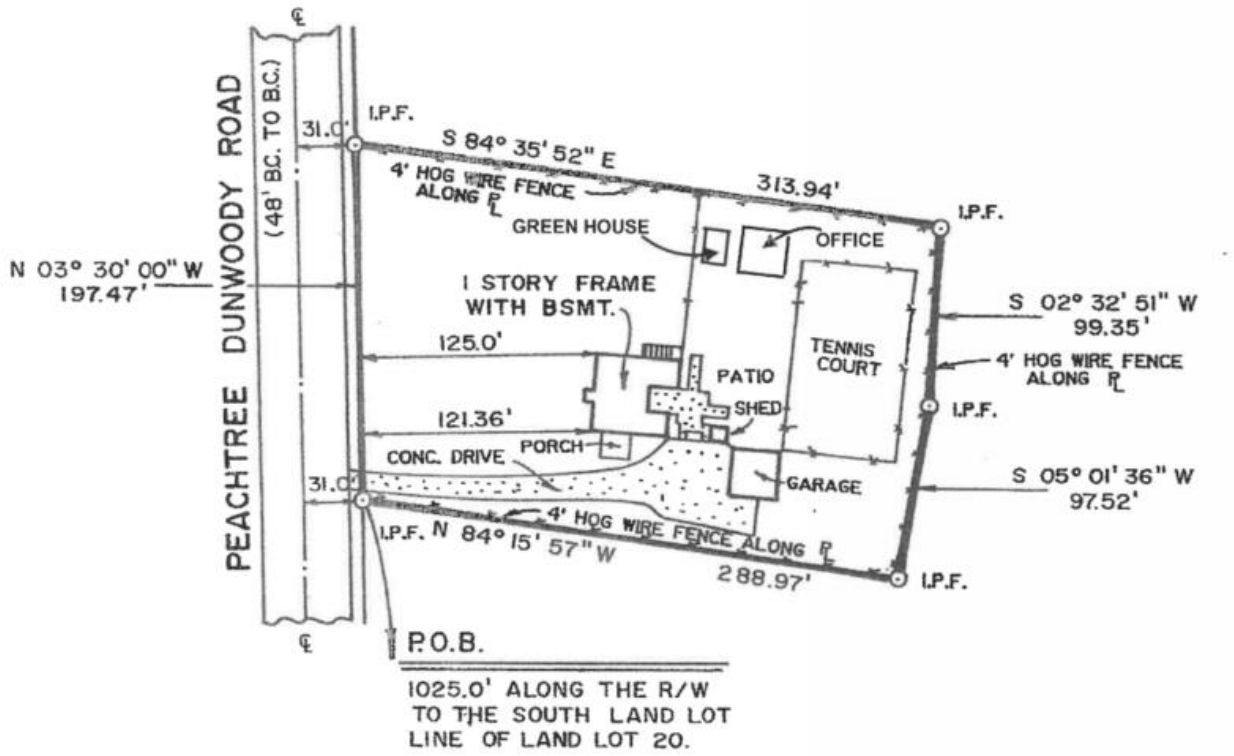
RECOMMENDATION
Department of Community Development
Staff recommends **Approval** of **Zoning Map Amendment (rezoning)** RZ22-0002.
Planning Commission (June 22, 2022)
Following Staff's presentation, the petitioner spoke. There were representatives of the neighboring community present who spoke in support of the application as they have spent time considerable time with the applicant to discuss their plans and the community's desire for quality development. **Motion:** Commissioner Settles motioned to recommend approval. Commissioner Nichols seconded the motion. The motion carried unanimously.

MATERIALS SUBMITTED AND REVIEWED
Materials: 1. Application, received April 12, 2022 ***Plans:*** 1. "*REFERENCE SURVEY FOR: NORTHPARK ASSOCIATES II, LTD*," prepared by Georgia Land Surveying Co. Inc. Land Surveyors, signed and sealed by David A. Burre, R.L.S., dated February 22, 1994, received July 19, 2021

PROPERTY INFORMATION	
Location:	6669 Peachtree Dunwoody Road (Parcel # 17 0020 LL0175)
Council District:	4 – Jody Reichel
Road frontage:	Approximately 197 feet of frontage on Peachtree Dunwoody Road
Acreage:	Approximately 1.27 acres
Current Zoning: Existing Land Uses:	RE-1 (Protected Neighborhood) Single Unit Detached Residential
Previous Zoning Cases:	Character Area Map Amendment CA21-0001 was approved.
Character Area:	Urban Neighborhood

PROCESS			
Initial Community Meeting (CMI): N/A (Post CAMA)	Second Community Meeting (CMII): April 12, 2022	Planning Commission Hearing: June 22, 2022	Mayor and City Council Hearing: July 19, 2022

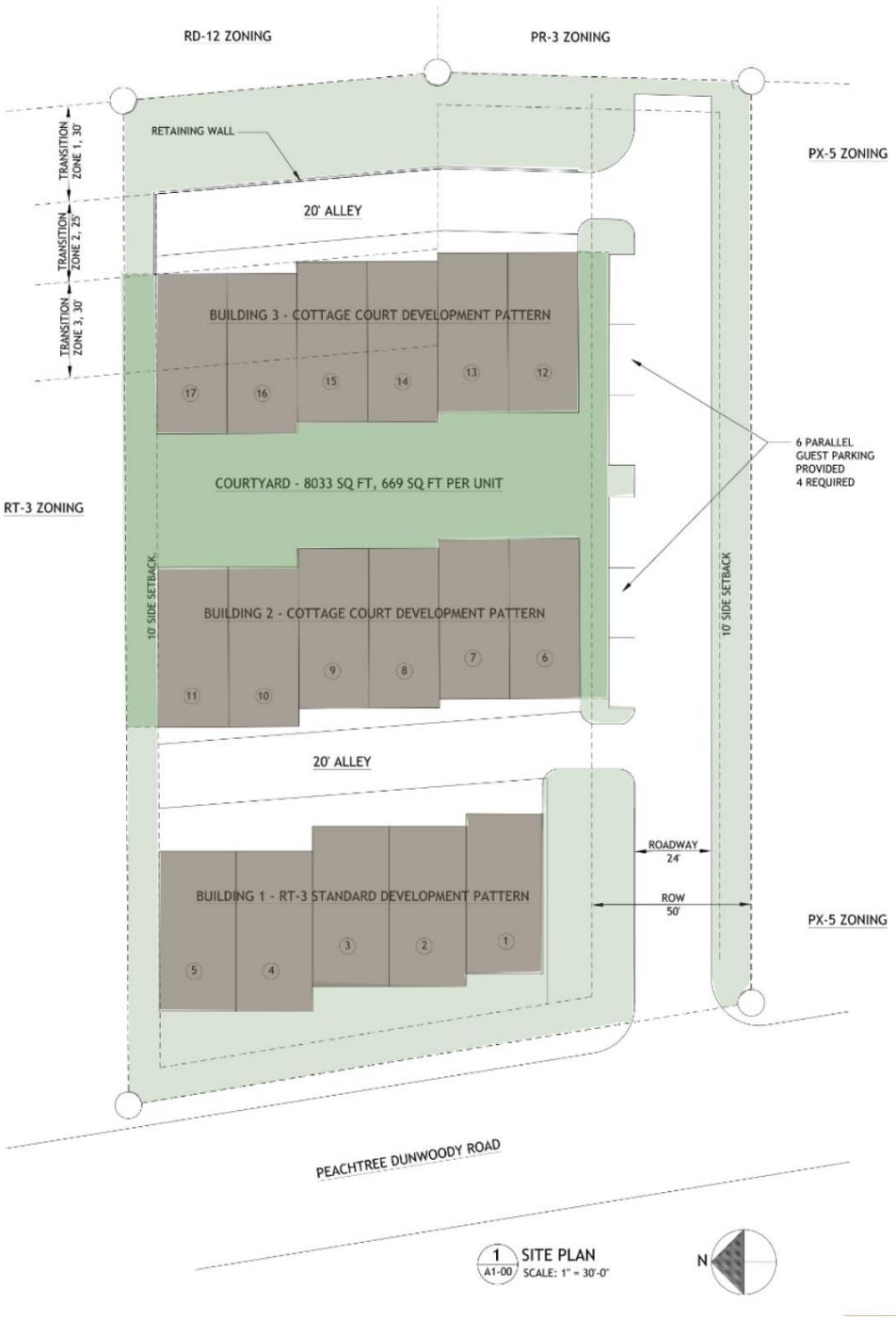
SURVEY (received March 31, 2022) (full size Survey in Package)



PROPOSED DEVELOPMENT

No site plan is required for a Zoning Map Amendment (rezoning). The goal with Zoning Map Amendments is to consider the proposed zoning and land use change, rather than the specifics of a future development.

However, the applicant has been very active with the surrounding community in attempting to determine a suitable plan for the site. The following renderings show some of the concepts that have been considered from a rendering and substantial layout perspective:





1 A1-05 BUILDING 1 STREET VIEW
1/8" = 1'-0"



2 A1-05 BUILDING 1 DRIVEWAY VIEW
1/8" = 1'-0"



1 A1-06 BUILDING 2 COURTYARD VIEW
1/8" = 1'-0"



2 A1-06 BUILDING 2DRIVEWAY VIEW
1/8" = 1'-0"



1 A1-07 BUILDING 3 COURTYARD VIEW
1/8" = 1'-0"



2 A1-07 BUILDING 3 DRIVEWAY VIEW
1/8" = 1'-0"



DRIVEWAY VIEW FROM NORTH



PEACHTREE DUNWOODY RD VIEW





COURTYARD VIEW

The following images show the existing conditions of 6669 Peachtree Dunwoody Road (Parcel # 17 0020 LL0175):



Front of parcel from Peachtree Dunwoody Road, facing east

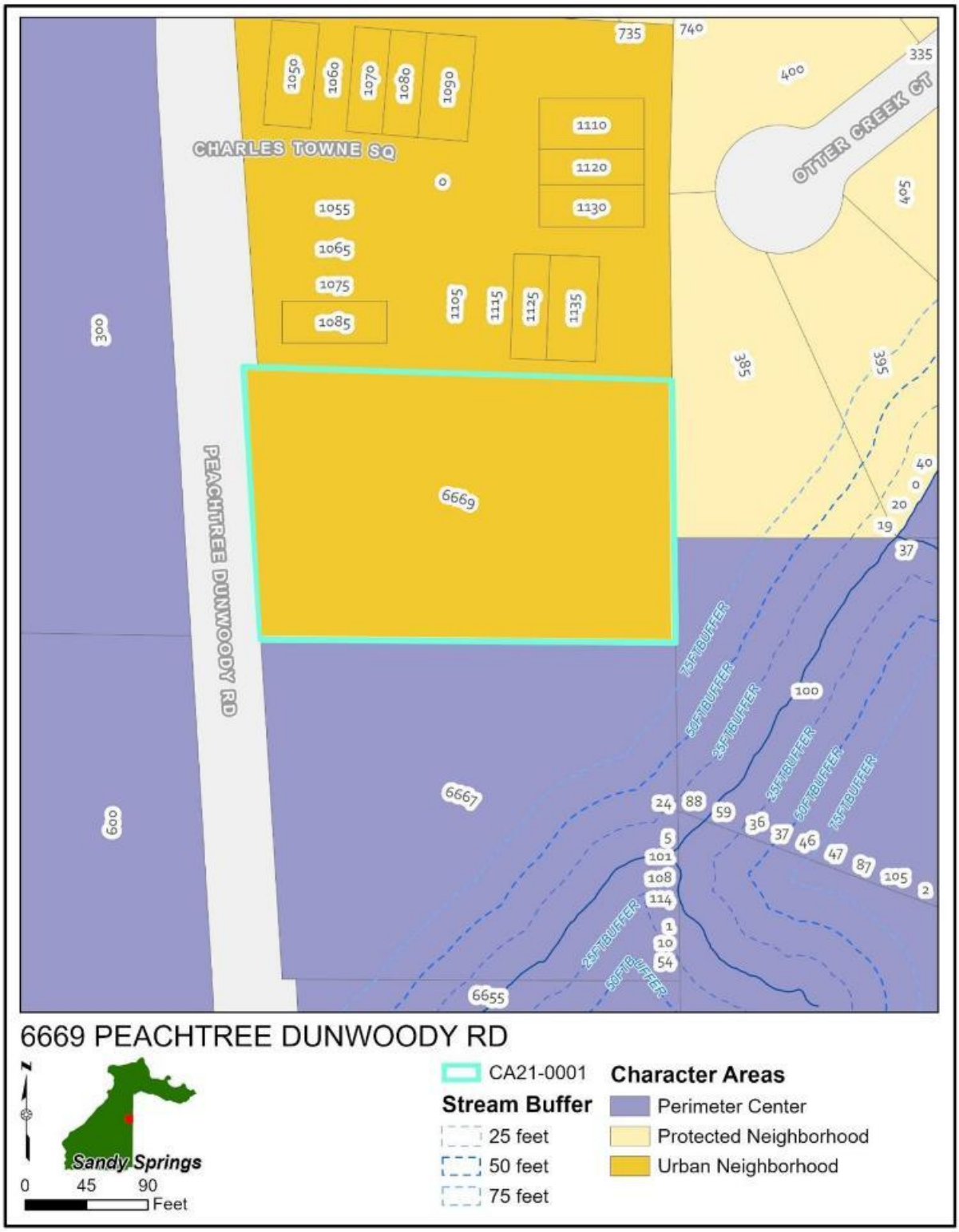


EXISTING CHARACTER AREAS, ZONING, AND LAND USES OF PROPERTY IN THE VICINITY			
Location relative to subject property	**Character Area / Zoning / Land use**	**Address(es)**	**Land area (acres) (approximate)**
North	Urban Neighborhood / RT-3 / Single unit attached residences	Drayton Hall Subdivision	1.90
Northeast	Protected Neighborhood / RD-12 / Single unit detached residence	385 Otter Creek Ct	0.62
Northeast	Neighborhood Village / RD-12 / Single unit detached residences	Glen Meadow Subdivision	Appx. 17
Southeast	Perimeter Residential / PR-3 / Multi Unit	100 Preston Woods Trl. MAA Mount Vernon (Preston Woods)	Appx. 11
South	Perimeter Mixed Use / PX-5 / Office	6655/6667 Peachtree Dunwoody Road (Newell Rubbermaid)	3.91
Southwest / West	Perimeter Mixed Use / PX-10/12	300/600 Embassy Row (Embassy Row)	12.83
PROPOSED DEVELOPMENT			
--	Perimeter Center / TBD / Multi-Unit	6669 Peachtree Dunwoody Road (Parcel # 17 0020 LL0175)	1.27

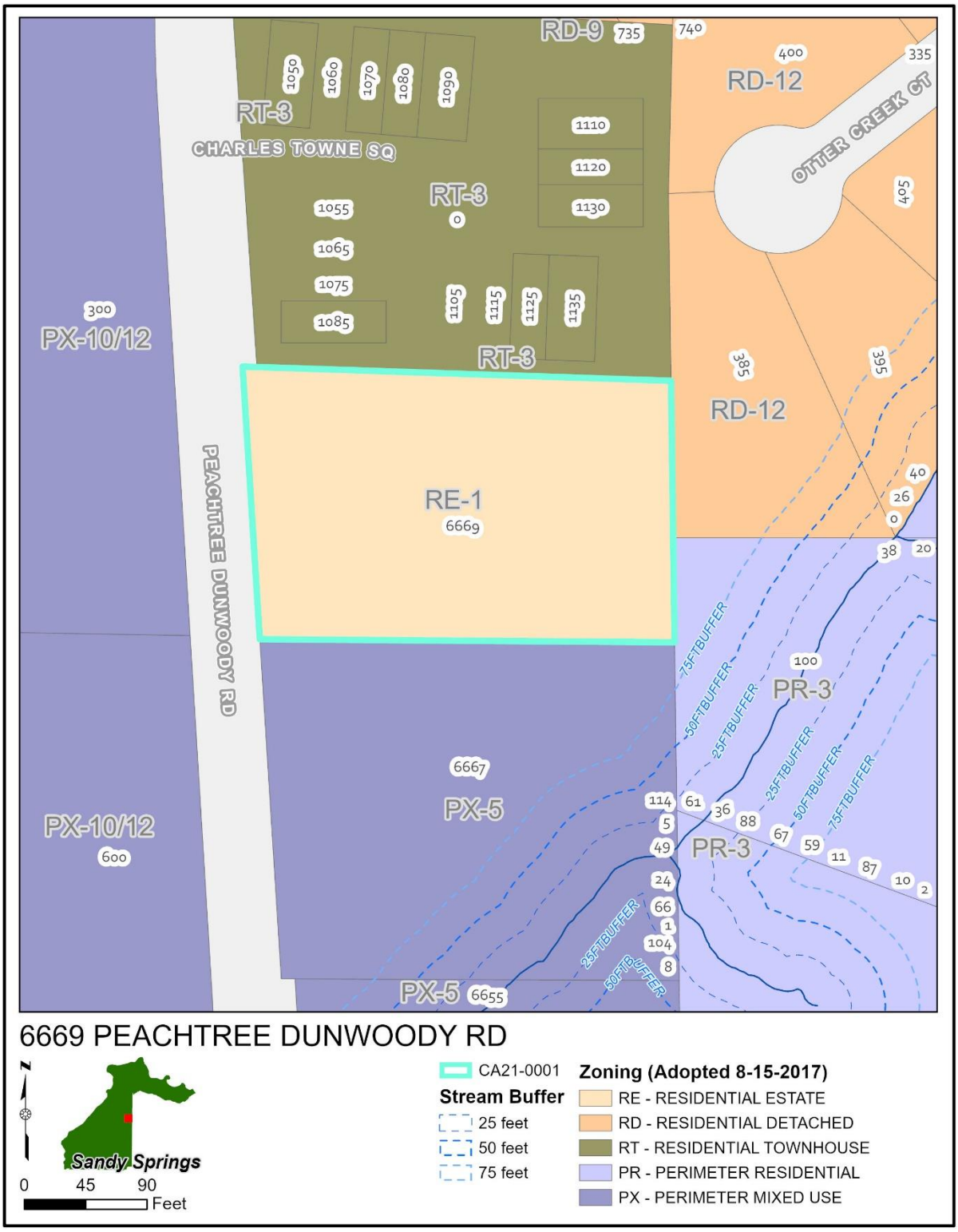
AERIAL IMAGE



CHARACTER AREA MAP



ZONING MAP


RD-9
735
740
400
335
RD-12
OTTER CREEK CT
405
1050
1060
1070
1080
1090
RT-3
CHARLES TOWNE SQ
1110
1120
1130
RT-3
0
1055
1065
1075
1085
1105
1115
1125
1135
RT-3
300
PX-10/12
385
395
RD-12
PEACHTREE DUNWOODY RD
RE-1
6669
40
26
0
38
20
75FTBUFFER
50FTBUFFER
25FTBUFFER
100
PR-3
6667
PX-5
114
61
36
88
67
59
11
87
10
2
5
49
PR-3
24
66
1
104
8
25FTBUFFER
50FTBUFFER
PX-10/12
600
PX-5
6655
6669 PEACHTREE DUNWOODY RD
N
Sandy Springs
0
45
90
Feet
CA21-0001
Stream Buffer
25 feet
50 feet
75 feet
Zoning (Adopted 8-15-2017)
RE - RESIDENTIAL ESTATE
RD - RESIDENTIAL DETACHED
RT - RESIDENTIAL TOWNHOUSE
PR - PERIMETER RESIDENTIAL
PX - PERIMETER MIXED USE

ZONING MAP AMENDMENT (REZONING) CONSIDERATIONS

Per Sec. 11.3.6.C. of the Development Code, the following list of approval criteria for a Zoning Map Amendment (Rezoning) provides guidance for making decisions on approval:

1. ***The Zoning Map Amendment corrects an error or meets the challenge of some changing condition, trend or fact.***

Finding: The proposed Zoning Map Amendment does not correct an error. However, it does meet the challenge of changing conditions, trends, and facts. The estate lot has not been an adequate zoning designation in the area---particularly facing the Peachtree Dunwoody Road corridor for many years. The nearest Residential Estate zoning to the subject property is over a half a mile away, in a direct line. As indicated in the Existing Land Uses and Zoning of Property in the Vicinity table and the Zoning Map above, most of the parcels in the vicinity of the subject properties are zoned RT-3 or denser (PX-, PR- and so on).

The subject area, Peachtree Dunwoody Road, as well as the entire Perimeter Center district, is experiencing and is expected to continue to see considerable urban development. Thus, there are changing conditions and trends in the area with which the proposed Zoning Map Amendment is consistent. The proposed Zoning Map Amendment would help increase the amount and range of housing options where appropriate within the City, keeping consistency with the housing goals of the Next Ten. The trend in the vicinity of the site is that of a more urban, in-town living along Peachtree Dunwoody Road; which is appropriate for this type of housing.

2. ***The Zoning Map Amendment substantially conforms with the Comprehensive Plan.***

Finding: The proposed Zoning Map Amendment substantially conforms with The Next Ten Comprehensive Plan. The Next Ten prioritizes mixed use redevelopment of underutilized or aging properties in commercial centers and community nodes like City Springs. As previously stated, another goal of The Next Ten is to increase housing supply and provide a range of housing choices.

There are multiple adjacent and nearby properties that fall under Urban and Protected Neighborhood Character Areas and the more intense Perimeter Center Character Area. City Council approved the Character Area to be amended from Protected Neighborhood to Urban Neighborhood in March of this year (2022). This action would indicate no less than a townhouse style development for the property which cannot be realized under the current zoning allowances offered in RE-1.

In Staff's view, the Amendment would constitute substantial conformance with the remainder of the Next Ten as it would also serve as an appropriate land use transition.

3. ***The Zoning Map Amendment substantially conforms with the stated purpose and intent of this Development Code.***

Finding: The proposed Zoning Map Amendment conforms with the stated purpose and intent of the Development Code. The purpose of the Development Code is to guide the City's future growth in alignment with the vision set forth by The Next Ten, which the proposed Zoning Map Amendment would do. The Development Code was created to help foster more predictable development results and a higher-quality public realm.

The Development Code is intended to encourage reinvestment, promote redevelopment, provide standards for compatible transitions, achieve design excellence, and promote housing options. The proposed Zoning Map Amendment would likely encourage reinvestment and redevelopment of

underutilized sites. Thus, the proposed Zoning Map Amendment substantially conforms with the stated purpose and intent of the Development Code.

For these reasons, Staff believes that the Amendment would reinforce the existing character of the area while serving as a buffer for those properties with more moderate land use intensity.

4. The Zoning Map Amendment will reinforce the existing or planned character of the area.

Finding: The subject property is in the Urban Neighborhood Area, which is intended "to allow enhancement of transitional urban neighborhoods…A variety of housing types, including urban single-family ownership options such as attached units and small lot detached units, are allowed as additional options to multi-unit living."

The planned character of Urban Neighborhood is one that "focus(es) on providing high-quality housing that enables homeownership opportunities, including a variety of residential uses (single and multi-unit)." The proposed Zoning Map Amendment will reinforce the existing redeveloping character and the proposed transitional intown character of the area. Thus, the proposed Zoning Map Amendment will reinforce the existing and planned character of the area.

Staff believes that the proposed map amendment will reinforce the existing and planned character of the area.

5. The subject property is appropriate for the development allowed in the proposed district and the use and development of adjacent properties.

Finding: The difference between the character of the property now and the character of the proposed request would likely not adversely affect properties in the vicinity. The Residential Townhouse (RT-) zoning district is the least intense zoning district within the Urban Neighborhood Character Area, and the neighboring property directly to the north is also zoned RT-3, while property to the east is slightly less intense and property to the southeast, slightly denser.

It is Staff's view that the proposed amendment would serve as a sensible and compatible land use transition based on the variety of adjacent properties' character areas and their varying development concentrations.

6. There are substantial reasons why the property must not be used according to the existing zoning.

Finding: There are substantial reasons why the subject property must not be used according to the existing zoning. The current zoning is not appropriate in terms of highest and best use, as it does not match its "parent" or Character Area, Urban Neighborhood.

The current zoning allows for a single primary home on site at a little over one acre in size. This type of housing density for a property fronting on one of Sandy Springs major thoroughfares, Peachtree Dunwoody Road, and in such close proximity to multiple MARTA stations, and the Perimeter Center District is not reasonable.

The proposed Zoning Map Amendment to RT-3 would allow for the potential redevelopment of the subject property to become entirely in line with the intent of the Character Area.

7. There is a need for the proposed use at the proposed location.

Finding: Based on the vision for Perimeter Center outlined in The Next Ten, there is a need for the proposed use at the proposed location. The applicant requests a Zoning Map Amendment (Rezoning) from the RE-1 to the RT-3 zoning classification, which would likely increase housing supply and choices, a stated goal of The Next Ten.

8. The City and other service providers will be able to provide sufficient public facilities and services including schools, roads, recreation facilities, wastewater treatment, water supply and stormwater facilities, police, fire and emergency medical services, while maintaining sufficient levels of service to existing development.

Finding: Staff does not anticipate changes in the ability of the City and other service providers to provide sufficient public facilities and services, or any lapses is maintaining sufficient levels of service to existing development. The petitioner's proposed development, however, would increase density and traffic volumes and could generate some new students, with negligible impacts to the area.

9. The Zoning Map Amendment will not significantly impact the natural environment, including air, water, noise, stormwater management, wildlife and vegetation.

Finding: Staff does anticipate that the proposed Zoning Map Amendment would temporarily impact the natural environment significantly. It does appear that there would be substantial impact to the tree canopy, though not necessarily a negative one. The site is largely undeveloped in comparison with the potential for development in the RT-3 district.

The concept provided by the applicant to date shows as many as 17 units, two alleys, a new street, as well as a required buffer which would include a Protected Neighborhood Transition Wall. The disturbance to the land would naturally increase substantially, but it is Staff's view that any negative environmental impacts and negative site considerations will be improved or mitigated due to the regulations contained in the Sandy Springs Development Code.

10. The Zoning Map Amendment will not have a significant adverse impact on property in the vicinity of the subject property.

Finding: Staff does not anticipate that the proposed Zoning Map Amendment would have a substantial adverse impact on property in the vicinity of the subject properties. As indicated in the Existing Land Uses and Zoning of Property in the Vicinity table and the Zoning Map above, most of the parcels in the vicinity of the subject properties are zoned similarly or more intense, and as stated previously, the increased density and potential traffic would have a negligible impact. Thus, the proposed Zoning Map Amendment would not likely have a significant adverse impact on property in the vicinity of the subject property.

Peachtree Dunwoody Road is a minor arterial road and any increase in traffic would theoretically be absorbed by the road's existing layout and infrastructure, in addition to any required streetscape improvements. Also, as alluded to previously, the lone interaction with a Protected Neighborhood---Glen Meadow, would be mitigated with the installation of the required Protected Neighborhood Transition Buffer.

COMMENTS FROM OTHER PARTIES

Sandy Springs Public Works:
No comment provided.

Sandy Springs Transportation Engineer:
No comment provided.

Sandy Springs City Engineer:
No comment provided.

Sandy Springs Chief Environmental Compliance Officer:
No comment provided.

Sandy Springs Arborist:
No comment provided.

Sandy Springs Sustainability Manager:
The Residential Townhouse designation would allow for a mix of housing types and a higher density, which are in line with sustainability strategies.

Sandy Springs Building Official:
No comment provided.

Sandy Springs Fire Marshal:
No comment provided.

Sandy Springs Economic Development:
No comment provided.

Sandy Springs Recreation & Parks:
No comment provided.

Fulton County Schools:
No comment provided.

Fulton County Public Services and Utilities:
No comment provided.

PUBLIC PARTICIPATION

Community Meeting I
N/A.

Per the zoning process, where a rezoning follows an amendment to the Character Area Map, only the second community meeting is required.

Community Meeting II
For the Community Meeting II there were approximately five (5) in-person and virtual attendees, including the Applicant team, the President of SSCN, at the Second Community Meeting on April 12, 2022, held both in person and virtually. Topics discussed included several site-specific questions due to the level of detail presented in the concepts provided for the Community Meeting---such as the types of homes, building materials, plantings and other uses on roofs of the buildings, setbacks, parking, and a construction timetable.

Correspondence Received
At the time of this draft, there have been no public comments.

DEPARTMENT OF COMMUNITY DEVELOPMENT RECOMMENDATION

Following review, and based on the findings, Staff recommends **Approval** of **Zoning Map Amendment** RZ22-0002, request for a Zoning Map Amendment of **6669 Peachtree Dunwoody Road (Parcel # 17 0020 LL0175)** from the RE-1 (Residential Estate, 1-acre minimum lot size) zoning district to the RT-3 (Residential Townhouse, 3 story maximum) zoning district.

Received
March 31, 2022, 3:50 PM

SANDY SPRINGS
GEORGIA

Case No.: RZ22-0002
Planner's initials:

APPLICATION

ZONING MAP AMENDMENT (REZONING) & CONDITIONAL USE PERMIT

☑ ZONING MAP AMENDMENT - OR - ☐ CONDITIONAL USE PERMIT

Application Checklist:

Page No.	Item	Completed/ Included in Submittal
2	Project Information Sheet	☒
3-6	Detailed Process and Instructions	N/A
7	Application Form	☒
8-10	Authorization and Disclosure Forms	☒
11	Letter of Intent	☒
11	Zoning Impact Analysis	☒ or N/A ☐
11-12	Conditional Use Analysis	☐ or N/A ☒
12	Traffic Impact Study	☐ or N/A ☒
12	Development of Regional Impact	☐ or N/A ☒
12	Chattahoochee River Corridor Certificate	☐ or N/A ☒
12-13	8½" x 11" copy of Survey	☒
12-13	8½" x 11" copy of Site Plan (optional for Rezoning)	☐ or N/A ☒
12-13	11" x 17" copy of Survey	☒
12-13	11" x 17" copy of Site Plan (optional for Rezoning)	☐ or N/A ☒
12-13	Two (2) full-scale copies of Survey	☒
12-13	Two (2) full-scale copies of Site Plan (optional for Rezoning)	☐ or N/A ☒
12	8½" x 11" copy of Legal Description (must be in Word format)	☒
	11" x 17" copy of Elevations and/or Sections	☒ or N/A ☐
14	Meeting Schedule	N/A
15	Fee Schedule	N/A
15	Fee Payment	☒
16	Sign Specifications	N/A
17	Sign-In Sheet Template	N/A
4	Summary of and Sign-In Sheet Completed at CMII	☒
	All documents in electronic form (email)	☒

The Director reserves the right to request additional information deemed necessary to analyze the request. Incomplete applications will not be accepted.

Planner's initials:

SANDY SPRINGS
GEORGIA

Case No.: RZ22-0002
Planner's initials

PROJECT INFORMATION SHEET

PROPERTY		
	Address(es): 6669 Peachtree Dunwoody Road, Sandy Springs, GA 30328	
	Parcel Tax ID(s): 170020 LL0175	
	Total acreage: 1.2672	Council District: 4
	Current zoning: RE-1	Current use: Single Unit
	Character Area: Urban Neighborhood	

APPLICATION		
	Purpose of the Application: Rezoning from RE-1 to RT-3	
	Check all that apply:	
	☒ Zoning Map Amendment (Rezoning)	☐ Conditional Use Permit
	Detailed request: We request the current zoning (RE-1) be changed to RT-3.	
	This new zoning will allow the construction of townhomes.	
	Petitioner: Gary R. Hammond, Jr.	
	Petitioner's address: 7000 Peachtree Dunwoody Road, Suite 4-100, Atlanta, GA 30328	
	Phone: 770-481-0853	Email: grh@grhco.com

OWNER		
	Property owner: Michael T. Austin	
	Owner's address: 2085 River North Parkway, Atlanta, GA 30328	
	Phone: 404-275-8000	Email: austinmt@comcast.net
	Signature (authorizing initiation of the process): Michael T. Austin	
	If the property is under contract, provide a copy of the contract	

- TO BE FILLED OUT BY P&Z STAFF -

Pre-Application Meeting date: 2/28/22	Anticipated Application date: 4/5/22
CMI date, time, and location: N/A (was subsequent to a CAMA (CA21-00001)	
ADDITIONAL INFORMATION NEEDED:	
SUBMITTAL ITEMS WAIVED BY DIRECTOR:	

SANDY SPRINGS™
GEORGIA

Case No.: RZ22-0002
Planner's initials

APPLICATION FORM

APPLICATION

Purpose of the Application: Rezoning from RE-1 to RT-3

Check all that apply:
☒ Zoning Map Amendment (Rezoning) ☐ Conditional Use Permit

Detailed request: We request the current zoning (RE-1) be amended to RT-3. This new zoning will allow the construction of townomes.

COMMUNITY MEETING I REPORT

Date and location of CMI: N/A - This application follows a Character Area Map Amendment Change.

Beginning time:	End time:

Summary of concerns discussed:

Does the Application address the concerns discussed at the CMI? ☐Yes ☐No

Explain: N/A - This application follows a Character Area Map Amendment Change.

- TO BE FILLED OUT BY P&Z STAFF -

Application date:	3/31/22	Tentative Planning Commission date:	6/22/22
CMII date and time:	4/12/22	Tentative Mayor and City Council date:	7/19/22

OFFICIAL REQUEST (FOR PUBLICATION):

SANDY SPRINGS
GEORGIA

AUTHORIZATION FORM – PART I

A- The property owner must fill out the following section and have it notarized. If a property has multiple owners, each owner must separately fill out a copy of the Authorization Form.

Owner states under oath that he/she is the owner of the property described in the attached legal description, which is made part of this Application.

Owner's name: Michael T. Austin	Sworn and subscribed before me this 28th day of March 2022
Address: 205 River North Parkway	Notary public:
City, State, Zip Code: Atlanta, GA 30328	Seal: D ANNE HILSMIER NOTARY PUBLIC GWINNETT COUNTY, GEORGIA MY COMMISSION EXPIRES OCTOBER 20, 2023
Email address: [redacted]	
Phone number:	
Owner's signature:	Commission expires: 10/20/2023

B- If the Applicant is *not* the current owner of the subject property:
Fill out the following section, check the appropriate statement, and have it notarized.

Applicant states under oath that:

☐ He/she is the executor or Attorney-in-Fact under a Power-of-Attorney for the owner (*attach a copy of the contract*); or

☒ He/she has an option to purchase the subject property (*attach a copy of the contract*); or

☐ He/she has an estate of years which permits the Applicant to apply (*attach a copy of the lease*)

Applicant's name: Gary R. Hammond, Jr.	Sworn and subscribed before me this 28th day of March 2022
Company name: Landbridge Development, LLC	Notary public:
Address: 7000 Peachtree Dunwoody Road Suite 4-100	Seal: D ANNE HILSMIER NOTARY PUBLIC GWINNETT COUNTY, GEORGIA MY COMMISSION EXPIRES OCTOBER 20, 2023
City, State, Zip Code: Atlanta, GA 30328	
Email address: grh@grhco.com	
Phone number: 770-481-0853	
Applicant's signature:	Commission expires: 10/20/23

SANDY SPRINGS™
GEORGIA

DISCLOSURE OF CONTRIBUTION FORM

Within the two (2) years immediately preceding the filing of this Application, have you made any campaign contributions aggregating $250.00 or more or made gifts having an aggregate value of $250.00 to the Mayor or any member of the City Council? ☐ Yes ☒ No

List all individuals or business entities which have an ownership interest in the property which is the subject of this Application:

Campaign Contributions:			
Name of Government Official	Total Dollar Amount	Date of Contribution	Enumeration and Description of Gift Valued at $250.00 or more

The undersigned acknowledges that this disclosure is made in accordance with the Official Code of Georgia, Section 36-67A-1 et. seq. Conflict of interest in zoning actions, and that the information set forth herein is true to the undersigned's best knowledge, information and belief.

Name: Michael T. Austin	
Signature: Michael T. Austin	Date: 3/28/22

Note: Each party involved in the Application must sign an individual copy of this form.

SANDY SPRINGS™
GEORGIA

DISCLOSURE OF CONTRIBUTION FORM

Within the two (2) years immediately preceding the filing of this Application, have you made any campaign contributions aggregating $250.00 or more or made gifts having an aggregate value of $250.00 to the Mayor or any member of the City Council? ☐ Yes ☒ No

List all individuals or business entities which have an ownership interest in the property which is the subject of this Application:

Campaign Contributions:			
Name of Government Official	Total Dollar Amount	Date of Contribution	Enumeration and Description of Gift Valued at $250.00 or more

The undersigned acknowledges that this disclosure is made in accordance with the Official Code of Georgia, Section 36-67A-1 et. seq. Conflict of interest in zoning actions, and that the information set forth herein is true to the undersigned's best knowledge, information and belief.

Name: Gary R. Hammond, Jr.	
Signature:	Date: 3/22/2022

Note: Each party involved in the Application must sign an individual copy of this form.

ADDITIONAL REQUIREMENTS

Letter of Intent Enclosed

Required for **all** cases

Address the following in detail, on a separate sheet:

1. Requested Zoning Map Amendment (Rezoning) and/or Conditional Use Permit
2. Factual details about the proposal:
   - Number and size of buildings
   - Square footage of gross floor area of nonresidential uses
   - Type and number of residential units
   - Number of employees and customers, number of classrooms, hours of operation, etc.

Zoning Impact Analysis (Sec. 11.3.6.C.) Enclosed

Required for **Zoning Map Amendment (Rezoning)** cases

Provide a written analysis of the impact of the proposed Official Zoning Map change with respect to each of the approval criteria in Sec. 11.3.6. Address the following in detail, on a separate sheet:

1. The Zoning Map Amendment corrects an error or meets the challenge of some changing condition, trend or fact.
2. The Zoning Map Amendment substantially conforms with the Comprehensive Plan.
3. The Zoning Map Amendment substantially conforms with the stated purpose and intent of this Development Code.
4. The Zoning Map Amendment will reinforce the existing or planned character of the area.
5. The subject property is appropriate for the development allowed in the proposed district and the use and development of adjacent properties.
6. There are substantial reasons why the property must not be used according to the existing zoning.
7. There is a need for the proposed use at the proposed location.
8. The City and other service providers will be able to provide sufficient public facilities and services including schools, roads, recreation facilities, wastewater treatment, water supply and stormwater facilities, police, fire and emergency medical services, while maintaining sufficient levels of service to existing development.
9. The Zoning Map Amendment will not significantly impact the natural environment, including air, water, noise, stormwater management, wildlife and vegetation.
10. The Zoning Map Amendment will not have a significant adverse impact on property in the vicinity of the subject property.

Conditional Use Analysis (Sec. 11.3.6.D.) Not Applicable

Required for **Conditional Use Permit** cases

Provide a written analysis of the impact of the proposed Conditional Use with respect to each of the approval criteria in Sec. 11.3.6. Address the following in detail, on a separate sheet:

1. The use is allowed as a Conditional Use in the respective zoning district (see Div. 7.2).
2. The use complies with the applicable specific use standard listed in Article 7. if any, without the granting of any Variance.
3. The use is compatible with adjacent uses in terms of location, scale, site design, hours of operation and operating characteristics.
4. Any significant adverse impacts resulting from the proposed use in the affected area will be effectively mitigated or offset.
5. The City and other service providers will be able to provide sufficient public facilities and services including schools, roads, recreation facilities, wastewater treatment, water supply and

stormwater facilities, police, fire and emergency medical services, while maintaining sufficient levels of service to existing development.

Traffic Impact Study (Sec. 11.5.1.E.4.) Not Applicable.
Required when any development generates 100 or more trips during the peak hour
Contact Jon Amsberry, City Engineer, at (770) 206-1514 or jamsberry@sandyspringsga.gov.

Development of Regional Impact Not Applicable
Required for proposals that meet the latest **thresholds** set by the Atlanta Regional Commission; see http://atlantaregional.com/land-use/developments-of-regional-impact Note: Cases subject to DRI follow a custom-tailored Meeting schedule.

Chattahoochee River Corridor Certificate Not Applicable
Required for properties located within the Chattahoochee River Corridor (within **2,000'** of the Chattahoochee River)
Contact Lindsay Walker, City Arborist, at (770) 206-1568 or lwalker@sandyspringsga.gov

Survey and Site Plan **See attached survey and approval for Zoning Map Amendment**	
Survey required for **all** cases Site Plan required for **Conditional Use Permit** cases and optional for Zoning Map Amendment (Rezoning) cases *Note: For Zoning Map Amendment (Rezoning) cases, a Site Plan is for conceptual and illustrative purposes and not likely to be conditioned. Proposed future development or specific use of the property should not be discussed in detail during this process. However, potential uses based on what is permitted in the requested zoning district should be conceptualized and discussed.*	
Provide one (1) copy printed on 11" x 17" paper and two (2) copies printed to scale no larger than 30" x 42"; also include in the electronic package. Note: the 8.5x11" is to scale The Survey and Site Plan (the latter is optional for a Zoning Map Amendment (Rezoning)) must include, at a minimum, the following:	
Basic Information	☐ Legal description (metes and bounds; should also be submitted as a separate document) ☐ Key and/or legend, site location map with North arrow, and scale ☐ Boundary survey of the subject property, which includes dimensions along property lines that match the metes and bounds of the subject property's written legal description, and clearly indicate the point of beginning ☐ Acreage of the subject property ☐ Location of the subject property's land lot lines and identification of land lots ☐ Current zoning district of the subject and adjacent properties ☐ Layout and minimum lot size of proposed single unit detached residential lots ☐ Topography on the subject and adjacent properties within 200' to assess runoff effects ☐ Location of overhead and underground electrical and pipeline transmission/conveyance lines ☐ Building setback lines and build-to zones, transitions, buffers, etc.

LANDBRIDGE
DEVELOPMENT

7000 Peachtree Dunwoody Road
Suite 4-100
Atlanta, GA 30328
Phone: (770) 481-0853
Fax: (770) 481-0854

March 31, 2022

HAND DELIVERED

Ms. Ginger Sottile
Community Development Director
City of Sandy Springs
1 Galambos Way
Sandy Springs, GA 30328

RE: Letter of Intent
Zoning Map Amendment Request
Case RZ22-0002

Dear Ms. Sottile:

Please find enclosed our Zoning Map Amendment request for property located at 6669 Peachtree Dunwoody Road, Sandy Springs, GA 30328 from RE-1 to RT-3. The Subject Property is an approximate 1.3-acre lot with a house and accessory buildings zoned RE-1 and located in the Urban Neighborhood Character Area. The Zoning Designations surrounding the property are listed as:

East (portion) – PR-3 (MAA Apartment Homes, frontage on Mount Vernon Highway)
East (portion) – RD-12 (Glen Meadow Subdivision, frontage along Otter Creek Court, leading to Peachtree Dunwoody Road)
West – PX-10/12 (frontage along Peachtree Dunwoody Road)
South – PX-5 (frontage along Peachtree Dunwoody Road)
North – RT-3 (frontage along Peachtree Dunwoody Road)

It is our understanding the Subject Property is zoned RE-1. With a change to RT-3 zoning, allowed within the Urban Neighborhood Character Area, the Subject Property will be allowed to build a For Sale Townhome Community as discussed with the adjacent neighbors during the Community Meetings. The Change to RT-3 is appropriate and reasonable.

We are proposing new townhome construction. A site plan is not currently available. The property will be residential in nature and not have a commercial component.

Sincerely,

Gary R. Hammond, Jr.
enclosure(s) Zoning Map Amendment Application

6669 Peachtree Dunwoody Road
Zoning Map Amendment Application

Zoning Impact Analysis:

1. The Zoning Map Amendment corrects an error or meets the challenge of some changing condition, trend or fact.

   The Subject Property is currently zoned RE-1 due to its current use as single unit detached home and location adjacent to the Glen Meadows Subdivision. However, the parcel's Character Area has recently changed to Urban Neighborhood which allows for a different zoning designation. The RE-1 zoning does not reflect the current situation of immediately adjacent properties or property along the Peachtree Dunwoody Road corridor (North – Townhome Development; South – Commercial Use; West – Commercial Use; East – Single Family and Multi-family Development). This parcel is surrounded primarily by high-density uses on its sides, making it unsuitable for future single unit detached residential development. Changing the zoning to RT-3 will allow the property to match the current trends in the market and immediate vicinity, fulfilling the expectation that it develops as a similarly situated property, in accordance with the Urban Neighborhood Character Area designation.

2. The Zoning Map Amendment substantially conforms with the remainder of the Comprehensive Plan.

   The Zoning Map Amendment request to change RE-1 to RT-3 will allow for land uses consistent with the Urban Neighborhood Character Area designation. This site is situated along road frontage with sidewalks that connect to Sandy Springs employment centers, transportation (MARTA stations along Peachtree Dunwoody Road), and community amenities. This allows the Subject Property to develop comparably to the neighborhood.

   According to the 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.

3. The Zoning Map Amendment substantially conforms with the stated purpose and intent of this Development Code.

   The stated purpose of the development code is to "guide the future growth of the City of Sandy Springs in alignment with the vision set forth by The Next Ten Comprehensive Plan." The Comprehensive Plan states, "The Urban Neighborhood character area includes exiting 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" and lists "Primarily or exclusively residential (small-lot single family, townhome residential, two-family units, and multi-family) with an emphasis on providing homeownership opportunities" as land uses within the Character Area. Lastly, The Comprehensive Plan specifically states "higher-density townhomes…are appropriate for and encouraged within this character area." The applicant intends to develop small-lot, for-sale townhomes, providing residents with homeownership opportunities.

Therefore, the Zoning Map Amendment substantially conforms with the stated purpose and intent of this Development Code.

4. The Zoning Map Amendment will reinforce the existing or planned character of the area.

   The property is part of the Urban Neighborhood Character Area and allows for a future use consistent with neighboring properties. Peachtree Dunwoody Road has trended toward different and more intense uses for two decades. Between Abernathy Road and Spalding Drive, the subject is one of few stand-alone, single unit lots remaining; and it is at the southern end of this stretch of road where surrounding uses are the most intense. Along Peachtree Dunwoody Road within view of the subject are several five to 17 story office buildings. About one-half mile north of the subject are newly constructed four- and five-story apartment and condominium buildings.

5. The subject property is appropriate for the development allowed in the proposed district and the use and development of adjacent properties.

   Currently, the Subject Property contains one single-family home consistent with the prior Character Area designation of Protected Neighborhood and the RE-1 zoning. The proposed RT-3 zoning will closely align the Subject Property with the adjacent properties located along Peachtree Dunwoody Road. The recently updated designation to Urban Neighborhood Character Area allows for the RT-3 zoning and the development of townhomes as proposed.

6. There are substantial reasons why the property must not be used according to the existing zoning.

   The Subject Property is one of just a few single-family lots left with frontage on Peachtree Dunwoody Road between Abernathy Road and Spalding Drive. Given development pressures, the Subject Property should not remain a single-family home when it is sandwiched between a high-density townhome development and a five-story office building.

   The Subject Property was previously under a land use covenant that restricted its development from anything other than a single-family home until 2003. If not for this restrictive covenant, the owner may have sold to Newell Brands for their headquarters located to the immediate south of the subject. With the restrictive covenant now expired, the owner should benefit from the highest and best use of their property.

7. There is a need for the proposed use at the proposed location.

   According to FMLS, there are only nine townhomes actively on the market in Sandy Springs, five of which are in the Aria subdivision off Abernathy Road and not yet finished construction. Historically low inventory, rising prices, and rapid inventory turnover indicate a market need for townhomes in Sandy Springs. The applicant intends to provide for this need with the townhome project proposed. The project is also located less than an eight-minute walk from the Sandy Springs MARTA station, providing walkability and alternate transportation methods.

8. The City and other service providers will be able to provide sufficient public facilities and services including schools, roads, recreation facilities, wastewater treatment, water supply and stormwater facilities, police, fire and emergency medical services, while maintaining sufficient levels of service to existing development.

The project's impact on schools, roads, police, fire and emergency services will be marginal given the low number of units proposed. The property is already serviced by water, police, fire, and emergency medical services. The marginal increase of units to the site will not prevent the city from maintaining sufficient levels of these services to existing development.

9. The Zoning Map Amendment will not significantly impact the natural environment, including air, water, noise, stormwater management, wildlife, and vegetation.

   The Subject Property is an approximately 1.3-acre lot with a single unit detached home. A change to the RT-3 zoning district will not significantly impact the natural environment. Any development will be required to follow the Sandy Springs Development Codes to ensure that any impacts to the natural environment comply with all laws and ordinances.

10. The Zoning Map Amendment will not have a significant adverse impact on property in the vicinity of the subject property.

    The Subject Property, as a single unit detached home, is out of character for the area. High density commercial and residential development are adjacent on all sides. The property was zoned RE-1 at the time of a major land use study in Sandy Springs and was expected to trend to high density development in the future. Although the Subject Property shares a portion of its rear property line with the Glen Meadows subdivision and its north property line with the Drayton Hall townhomes, Sandy Springs Ordinances provide for protecting adjoining neighborhoods with buffers, walls, restricted zones, and compatible zones.

    Protected Neighborhoods are protected with Neighborhood Transition Zones. For Glen Meadows, the Transition Zone will be 85 feet with the first 30 feet being a vegetative buffer and a six-foot-high wall set at the 30-foot line, followed by a 25-foot Restricted Use Zone (only accessory uses), followed by a 30-foot Compatible Massing Zone (no principal uses above two stories in height).

LEGAL DESCRIPTION

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 20 OF THE 17TH DISTRICT OF FULTON COUNTY, GEORGIA, KNOWN AS 6669 PEACHTREE DUNWOODY ROAD, ACCORDING TO THE PRESENT NUMBERING SYSTEM OF SAID COUNTY, AS SHOWN ON THAT CERTAIN PLAT OF SURVEY FOR NORTHPARK ASSOCIATES II, LTD., DATED JANUARY 5, 1988, PREPARED BY GEORGIA LAND SURVEYING CO. INC., AND BEARING THE SEAL OF JOSH L. LEWIS, III, GEORGIA REGISTERED LAND SURVEYOR NO. 1751, AND BEING MORE RECENTLY SHOWN ON SURVEY FOR MICHAEL T. AUSTIN, DATED FEBRUARY 22, 1994, PREPARED BY DAVID A. BURRE, GEORGIA REGISTERED LAND SURVEYOR NO. 1965, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT AN IRON PIN ON THE EASTERLY RIGHT OF-WAY LINE OF PEACHTREE DUNWOODY ROAD 1,025.0 FEET IN A NORTHERLY DIRECTION ALONG SAID RIGHT-OF·WAY LINE FROM THE SOUTHERLY LAND LOT LINE OF LAND LOT 20 OF THE AFORESAID DISTRICT AND COUNTY; RUN THENCE NORTH 03 DEGREES 30 MINUTES WEST ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 197.47 FEET TO AN IRON PIN; THENCE LEAVING SAID RIGHT-OF-WAY LINE RUN SOUTH 84 DEGREES 35 MINUTES 52 SECONDS EAST A DISTANCE OF 313.94 FEET TO AN IRON PIN; RUN THENCE SOUTH 02 DEGREES 32 MINUTES 51 SECONDS WEST A DISTANCE OF 99.35 FEET TO AN IRON PIN; RUN THENCE SOUTH 05 DEGREES 01 MINUTES 36 SECONDS WEST A DISTANCE OF 97.52 FEET TO AN IRON PIN; RUN THENCE NORTH 84 DEGREES 15 MINUTES 57 SECONDS WEST A DISTANCE OF 288.97 FEET TO AN IRON PIN AND THE POINT OF BEGINNING, SAID TRACT OR PARCEL BEING IMPROVED PROPERTY CONTAINING 1.360 ACRES, ACCORDING TO AFORESAID PLAT OF SURVEY.

FLOOD HAZARD NOTE:

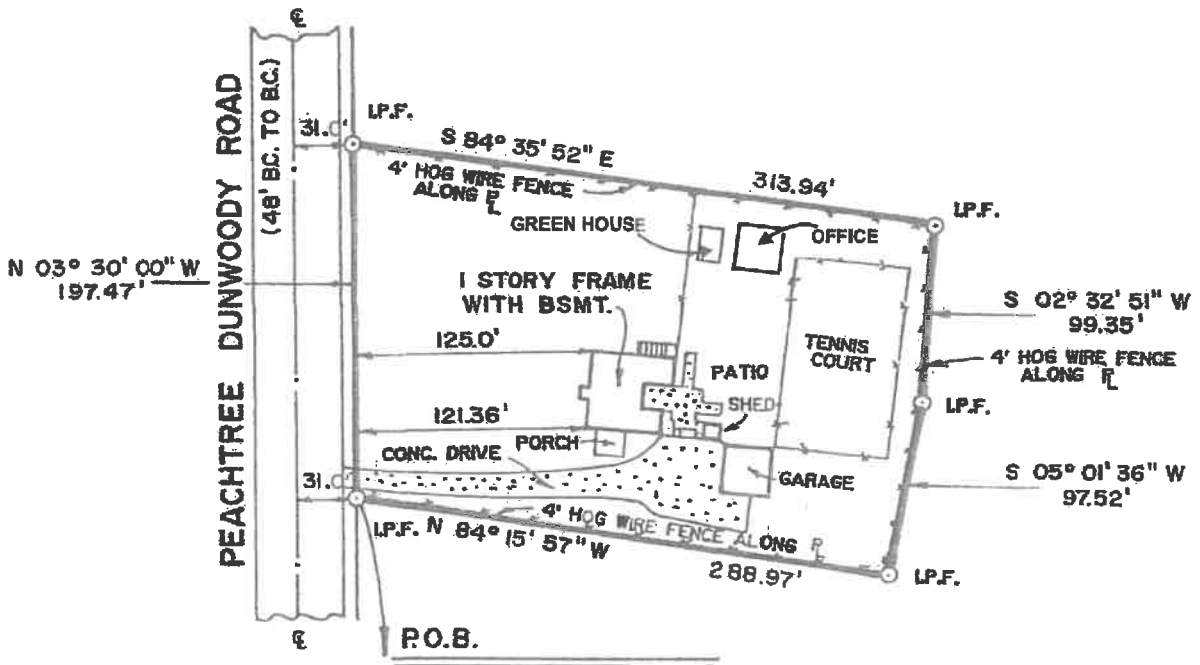
THIS PROPERTY IS NOT CONTAINED WITHIN THE LIMITS OF A FLOOD HAZARD ZONE AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP OF UNINCORPORATED FULTON CO. GEORGIA; COMMUNITY-PANEL NUMBER 133160 0075 , MOST RECENTLY REVISED AUGUST 19, 1985.

REFERENCE SURVEY:

SURVEY FOR: NORTHPARK ASSOCIATES II. LTD. PREPARED BY GEORGIA LAND SURVEYING CO. INC. DATED 1-5-88.

N

MAG.



1025.0' ALONG THE R/W TO THE SOUTH LAND LOT LINE OF LAND LOT 20.

STREET ADDRESS 6669 PEACHTREE DUNWOODY RD.

IN MY OPINION, THIS PLAT IS A CORRECT REPRESENTATION OF THE LAND PLATTED AND HAS BEEN PREPARED IN CONFORMITY WITH THE MINIMUM STANDARDS AND REQUIREMENTS OF THE LAW.

David A. Burre

GEORGIA REGISTERED No. 1965 Expires 12-31-94 LAND SURVEYOR DAVID A. BURRE

SURVEY FOR:

MICHAEL T. AUSTIN

LAND LOT 20 17th DISTRICT FULTON CO., GEORGIA

DRAWN BY:	B J K
DATE:	2-22-94
SCALE:	1" = 100'
PROJECT:	94-1823

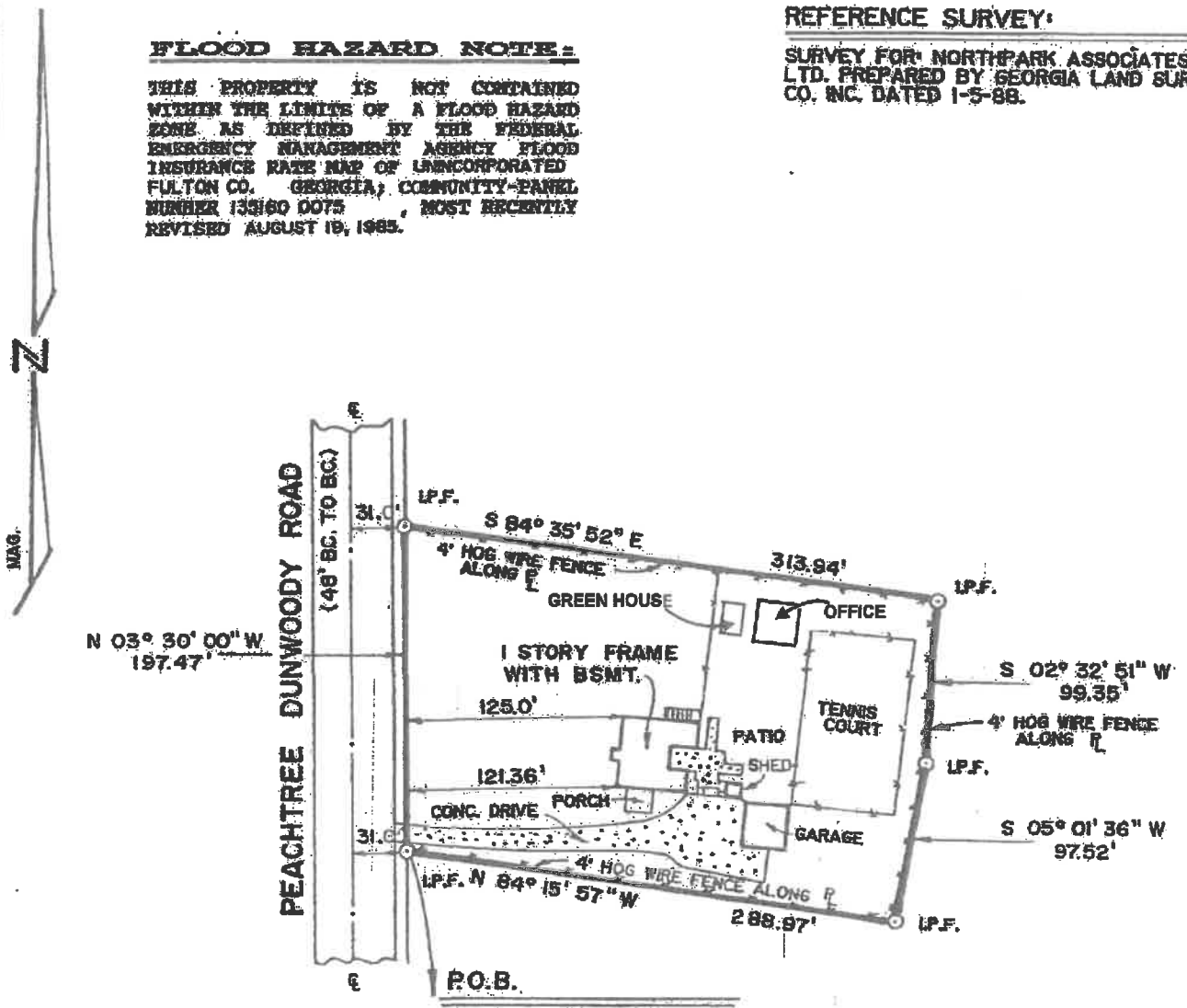
DAVID A. BURRE
ENGINEERS & SURVEYORS, INC.
11660 ALPHARETTA HWY. SUITE 100
ROSWELL, GEORGIA 30076
PHONE (404) 442-0500

FLOOD HAZARD NOTE:

THIS PROPERTY IS NOT CONTAINED WITHIN THE LIMITS OF A FLOOD HAZARD ZONE AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP OF UNINCORPORATED FULTON CO. GEORGIA; COMMUNITY-PANEL NUMBER 135160 0075 , MOST RECENTLY REVISED AUGUST 19, 1985.

REFERENCE SURVEY:

SURVEY FOR: NORTHPARK ASSOCIATES II. LTD. PREPARED BY GEORGIA LAND SURVEYING CO. INC. DATED 1-5-88.



STREET ADDRESS 6669 PEACHTREE DUNWOODY RD.

IN MY OPINION, THIS PLAT IS A CORRECT REPRESENTATION OF THE LAND PLATTED AND HAS BEEN PREPARED IN CONFORMITY WITH THE MINIMUM STANDARDS AND REQUIREMENTS OF THE LAW.

David A. Burre

GEORGIA Registered No. 1965 Expires 12-31-94 LAND SURVEYOR DAVID A. BURRE

SURVEY FOR:

MICHAEL T. AUSTIN

LAND LOT 20 17th DISTRICT FULTON CO., GEORGIA

DRAWN BY:	B J K
DATE:	2-22-94
SCALE:	1" = 100'
PROJECT:	94-1823

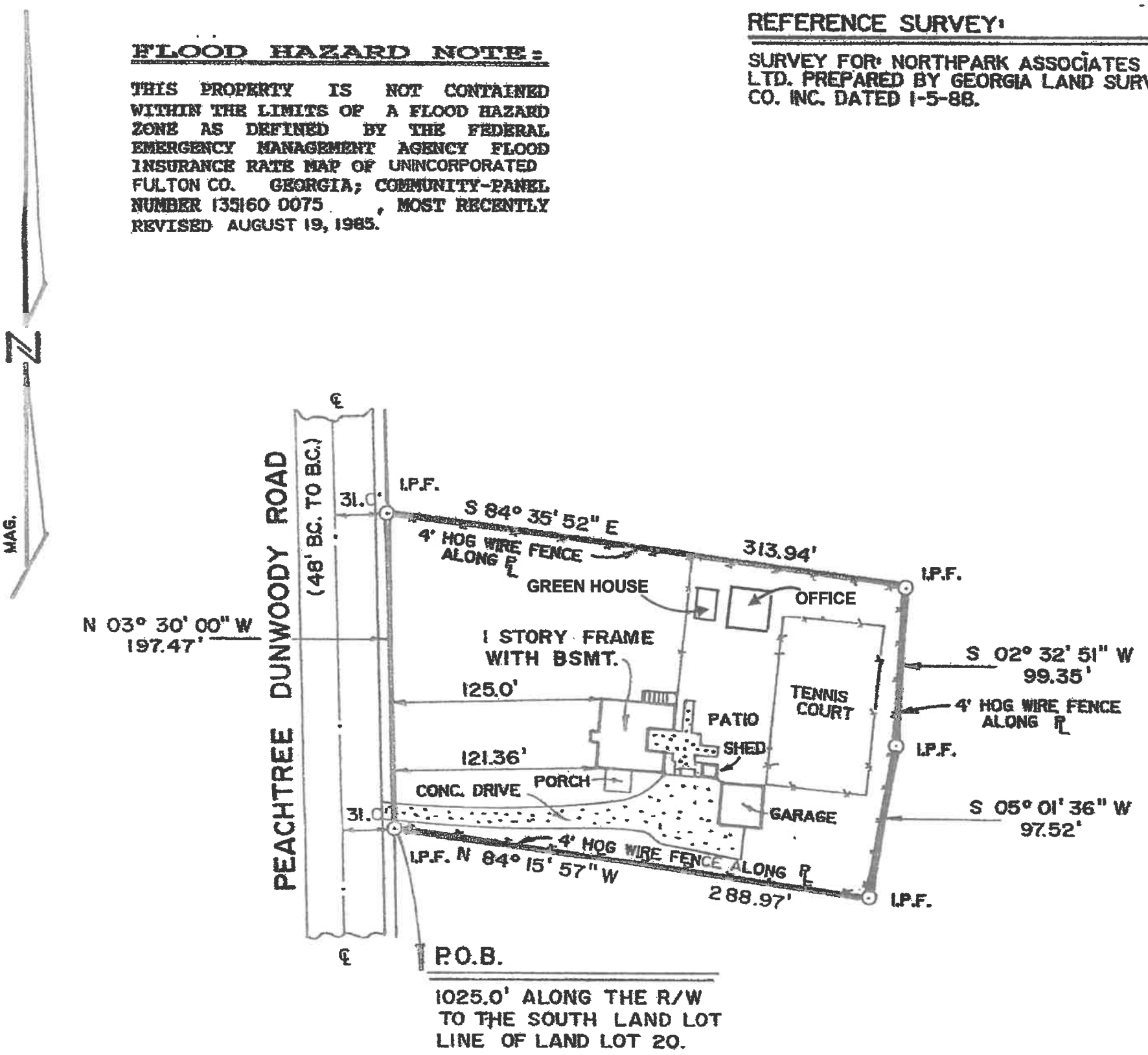
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SURVEY FOR: NORTHPARK ASSOCIATES II. LTD. PREPARED BY GEORGIA LAND SURVEYING CO. INC. DATED 1-5-88.



STREET ADDRESS 6669 PEACHTREE DUNWOODY RD.

IN MY OPINION, THIS PLAT IS A CORRECT REPRESENTATION OF THE LAND PLATTED AND HAS BEEN PREPARED IN CONFORMITY WITH THE MINIMUM STANDARDS AND REQUIREMENTS OF THE LAW.

GEORGIA REGISTERED No. 1965 Expires 12-31-94 LAND SURVEYOR DAVID A. BURRE

SURVEY FOR:

MICHAEL T. AUSTIN

LAND LOT 20 17th DISTRICT FULTON CO., GEORGIA

DRAWN BY:	B J K
DATE:	2-22-94
SCALE:	1" = 100'
PROJECT:	94-1823

DAVID A. BURRE
ENGINEERS & SURVEYORS, INC.
11660 ALPHARETTA HWY. SUITE 100
ROSWELL, GEORGIA 30076
PHONE (404) 442-0500

D'Anne Hilsmier

From: Sottile, Ginger <GSottile@SandySpringsga.gov>
Sent: Monday, February 7, 2022 10:21 PM
To: Gary Hammond; Anspach, Matthew
Cc: D'Anne Hilsmier; McIntosh-Ross, Michele
Subject: RE: 6669 Peachtree Dunwoody Road (Parcel ID 17 0020 LL0175) - Survey Requirements

Mr. Hammond:

If this survey accurately reflects the present conditions existing on the ground today, then it will be acceptable.

Ginger Sottile

Ginger Sottile
Community Development Director
City of Sandy Springs

Phone: 770.206.1577
1 Galambos Way, Sandy Springs, Georgia 30328
SandySpringsGA.gov | Facebook.com/SandySpringsGA | Twitter.com/SandySpringsGA

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From: Gary Hammond <grh@grhco.com>
Sent: Monday, February 7, 2022 3:31 PM
To: Anspach, Matthew <MAnspach@SandySpringsga.gov>
Cc: D'Anne Hilsmier <d_anne@grhco.com>; McIntosh-Ross, Michele <MMcIntosh-Ross@SandySpringsga.gov>; Horst, Alexandra <AHorst@SandySpringsga.gov>; Sottile, Ginger <GSottile@SandySpringsga.gov>
Subject: RE: 6669 Peachtree Dunwoody Road (Parcel ID 17 0020 LL0175) - Survey Requirements

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Matthew,

Can you please respond to this email?

Thanks,

Gary

From: Gary Hammond
Sent: Monday, January 31, 2022 8:56 AM
To: Anspach, Matthew <MAnspach@SandySpringsga.gov>
Cc: D'Anne Hilsmier <d_anne@grhco.com>; Michele McIntosh-Ross <MMcIntosh-Ross@SandySpringsga.gov>; Horst, Alexandra <AHorst@SandySpringsga.gov>; Sottile, Ginger <GSottile@SandySpringsga.gov>
Subject: RE: 6669 Peachtree Dunwoody Road (Parcel ID 17 0020 LL0175) - Survey Requirements

Matthew,

Is the survey used for the Character Area Map Amendment acceptable for the Zoning Change phase? I am asking now because of the lead time it may take to obtain a survey.

Thanks,

Gary

From: Anspach, Matthew <MAnspach@SandySpringsga.gov>
Sent: Friday, May 14, 2021 2:30 PM
To: Gary Hammond <grh@grhco.com>; Sottile, Ginger <GSottile@SandySpringsga.gov>
Cc: D'Anne Hilsmier <d_anne@grhco.com>; Michele McIntosh-Ross <MMcIntosh-Ross@SandySpringsga.gov>; Horst, Alexandra <AHorst@SandySpringsga.gov>
Subject: RE: 6669 Peachtree Dunwoody Road (Parcel ID 17 0020 LL0175)

Hi Gary,

See responses below in blue. Thanks.

Feedback on your experience with Planning & Zoning would be greatly appreciated. Would you mind taking a minute and answering this simple Customer Service Survey? Thank you!

Sincerely,

Matthew Anspach, AICP
Senior Planner
City of Sandy Springs

Direct: 770.206.1501 | Main: 770.350.5600
1 Galambos Way, Sandy Springs, Georgia 30328
SandySpringsGA.gov | Facebook.com/SandySpringsGA | Twitter.com/SandySpringsGA

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From: Gary Hammond <grh@grhco.com>
Sent: Friday, May 14, 2021 9:47 AM

To: Anspach, Matthew <MAnspach@SandySpringsga.gov>; Sottile, Ginger <GSottile@SandySpringsga.gov>
Cc: D'Anne Hilsmier <d_anne@grhco.com>; Michele McIntosh-Ross <MMcIntosh-Ross@SandySpringsga.gov>; Horst, Alexandra <AHorst@SandySpringsga.gov>
Subject: RE: 6669 Peachtree Dunwoody Road (Parcel ID 17 0020 LL0175)
Importance: High

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Matthew / Ginger,

Can you please respond to this email? I need to engage survey soon to make the July 6 Filing Deadline. See below in yellow and attached historical survey.

Thanks,

Gary

From: Gary Hammond
Sent: Monday, May 10, 2021 12:57 PM
To: Anspach, Matthew <MAnspach@SandySpringsga.gov>
Cc: D'Anne Hilsmier <d_anne@grhco.com>; Michele McIntosh-Ross <MMcIntosh-Ross@SandySpringsga.gov>; Sottile, Ginger <GSottile@SandySpringsga.gov>; Horst, Alexandra <AHorst@SandySpringsga.gov>
Subject: RE: 6669 Peachtree Dunwoody Road (Parcel ID 17 0020 LL0175)

Matthew,

Do you need a "redacted" copy of Purchase Agreement given that the property owner has signed the Project Information Sheet? We will also have the property owner as party to the Authorization Form too. **Provide us with the not-redacted copy. And we will redact for public consumption.**

Also, can I ask you [or Ginger] provide additional information about your survey requirements for the Character Area Map Amendment? Attached is boundary survey from 1994 which also spots all of the improvements on the property. **Do you require an updated boundary survey for the purpose of CAMA? We require an up to date survey at this point. If you can confirm that all that is there now is what was there in 1994, that's fine at this point.**

Also, there are several survey items that will be costly and time consuming and more typical for the zoning phase. **Can Sandy Springs defer items 1-4 below until AFTER the CAMA is approved: Assuming approval, Character Area Map Amendments are meant to be looked at from 30,000 feet. This should be fine.**

1. Topography on the subject and adjacent properties
2. Existing buildings with square footages and heights on the subject property
3. Existing buildings with square footages and heights on adjacent properties within 400 feet of the subject property
4. Trees and open space on the subject property

Thanks,

Gary

From: Anspach, Matthew <MAnspach@SandySpringsga.gov>
Sent: Monday, May 10, 2021 10:03 AM
To: Gary Hammond <grh@grhco.com>
Cc: D'Anne Hilsmier <d_anne@grhco.com>; Michele McIntosh-Ross <MMcIntosh-Ross@SandySpringsga.gov>; Sottile, Ginger <GSottile@SandySpringsga.gov>; Horst, Alexandra <AHorst@SandySpringsga.gov>
Subject: RE: 6669 Peachtree Dunwoody Road (Parcel ID 17 0020 LL0175)

Thanks Gary,

That all sounds good. As soon as you can, please provide any contingency contract that you can as well.

For facilities, I will say that if you can find something under a mile, that would be ideal, but ultimately the site is only about 1.5 miles away from MV School and if that is the closest venue you can find, that should suffice.

Feedback on your experience with Planning & Zoning would be greatly appreciated. Would you mind taking a minute and answering this simple Customer Service Survey? Thank you!

Sincerely,

Matthew Anspach, AICP
Senior Planner
City of Sandy Springs

Direct: 770.206.1501 | Main: 770.350.5600
1 Galambos Way, Sandy Springs, Georgia 30328
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From: Gary Hammond <grh@grhco.com>
Sent: Thursday, May 6, 2021 1:13 PM
To: Anspach, Matthew <MAnspach@SandySpringsga.gov>
Cc: D'Anne Hilsmier <d_anne@grhco.com>; Michele McIntosh-Ross <MMcIntosh-Ross@SandySpringsga.gov>; Sottile, Ginger <GSottile@SandySpringsga.gov>; Horst, Alexandra <AHorst@SandySpringsga.gov>
Subject: RE: 6669 Peachtree Dunwoody Road (Parcel ID 17 0020 LL0175)

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Matthew,

Thanks for the Teams meeting today! As discussed, please find attached the Project Information Sheet.

I am working on survey and will provide feedback on certain elements in terms of cost and time frame.

Would the Mount Vernon School be close enough to the project for CM1? My son went to school there and I still coach there so can ask about meeting facilities.

Gary

From: Sottile, Ginger <GSottile@SandySpringsga.gov>
Sent: Wednesday, May 5, 2021 7:44 PM
To: Gary Hammond <grh@grhco.com>; Horst, Alexandra <AHorst@SandySpringsga.gov>
Cc: Anspach, Matthew <MAnspach@SandySpringsga.gov>; D'Anne Hilsmier <d_anne@grhco.com>; Michele McIntosh-Ross <MMcIntosh-Ross@SandySpringsga.gov>
Subject: RE: 6669 Peachtree Dunwoody Road (Parcel ID 17 0020 LL0175)
Importance: High

Mr. Hammond:

I am so sorry, that we have dropped the ball on this one. Either Matt Anspach or Alexandra Horst will make contact with you tomorrow.

Regards,

Ginger Sottile
Community Development Director
City of Sandy Springs

Phone: 770.206.1577
1 Galambos Way, Sandy Springs, Georgia 30328
SandySpringsGA.gov | Facebook.com/SandySpringsGA | Twitter.com/SandySpringsGA

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From: Gary Hammond <grh@grhco.com>
Sent: Wednesday, May 5, 2021 4:47 PM
To: Sottile, Ginger <GSottile@SandySpringsga.gov>; Horst, Alexandra <AHorst@SandySpringsga.gov>
Cc: Anspach, Matthew <MAnspach@SandySpringsga.gov>; D'Anne Hilsmier <d_anne@grhco.com>; Michele McIntosh-Ross <MMcIntosh-Ross@SandySpringsga.gov>
Subject: RE: 6669 Peachtree Dunwoody Road (Parcel ID 17 0020 LL0175)
Importance: High

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Matthew,

I hope everything is okay. I have been trying to talk to you [or schedule a call] to better understand the CAMA process and how to fill out the Project Information Sheet. I am open all morning tomorrow and all day Friday. Please advise.

Thanks,

Gary

Gary R. Hammond, Jr.
Landbridge Development, LLC
7000 Peachtree Dunwoody Road
Suite 4-100
Atlanta, GA 30328

(770) 481-0853 work
(678) 638-4230 fax
(404) 543-0855 cell
www.landbridgedevelopment.com

From: Sottile, Ginger <GSottile@SandySpringsga.gov>
Sent: Monday, April 26, 2021 4:36 PM
To: Gary Hammond <grh@grhco.com>; Horst, Alexandra <AHorst@SandySpringsga.gov>
Cc: Anspach, Matthew <MAnspach@SandySpringsga.gov>; D'Anne Hilsmier <d_anne@grhco.com>; Michele McIntosh-Ross <MMcIntosh-Ross@SandySpringsga.gov>
Subject: RE: 6669 Peachtree Dunwoody Road (Parcel ID 17 0020 LL0175)

Mr. Hammond:

Your point of contact should be Matthew Anspach.

We only hear 5 applications per monthly meeting. At this juncture I do not anticipate this being a problem.

Regards,

Ginger Sottile
Community Development Director
City of Sandy Springs

Phone: 770.206.1577
1 Galambos Way, Sandy Springs, Georgia 30328
SandySpringsGA.gov | Facebook.com/SandySpringsGA | Twitter.com/SandySpringsGA

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(including attachments). The City of Sandy Springs is a public entity subject to the Official Code of Georgia Annotated §§ 50-18-70 to 50-18-76 concerning public records. Email is covered under such laws and thus may be subject to disclosure.

From: Gary Hammond <grh@grhco.com>
Sent: Monday, April 26, 2021 2:59 PM
To: Horst, Alexandra <AHorst@SandySpringsga.gov>; Sottile, Ginger <GSottile@SandySpringsga.gov>
Cc: Anspach, Matthew <MAnspach@SandySpringsga.gov>; D'Anne Hilsmier <d_anne@grhco.com>
Subject: 6669 Peachtree Dunwoody Road (Parcel ID 17 0020 LL0175)

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Alexandra / Ginger,

We would like to proceed with the Character Area Map Amendment for this property for the July filing. Who will be the Lead Planner we will work with? Can you please clarify the statement under Filing section that states "No more than five (5) Applications, all types included, will be accepted each month?"

Thanks,

Gary

Gary R. Hammond, Jr.
Landbridge Development, LLC
7000 Peachtree Dunwoody Road
Suite 4-100
Atlanta, GA 30328

(770) 481-0853 work
(678) 638-4230 fax
(404) 543-0855 cell
www.landbridgedevelopment.com

From: Horst, Alexandra <AHorst@SandySpringsga.gov>
Sent: Thursday, February 25, 2021 2:57 PM
To: Gary Hammond <grh@grhco.com>; Sottile, Ginger <GSottile@SandySpringsga.gov>
Cc: Anspach, Matthew <MAnspach@SandySpringsga.gov>
Subject: RE: contact information

Hi, Gary! Per Sec. 5.1.2. of the Development Code, "The Perimeter Center districts are intended to provide for an intense office neighborhood, supplemented by a variety of retail, service and commercial uses, as well as multi-unit residences. The districts also allow for civic, open space and park uses. Where these districts abut Protected Neighborhood districts, a transition area is required." Perimeter Mixed Use, Low/Mid-Rise (PX-) does not specifically require a mix of uses on each site, but a mix of uses is desirable.

Per Sec. 7.3.2.D.1.b., the definition of Independent Living is "Adults at least 55 years of age or older living within multi-family rental properties with central dining facilities that provide residents, as part of their monthly fee, access to meals and other services such as housekeeping, linen service, transportation, and social and recreational activities."

Feedback on your experience with Planning & Zoning would be greatly appreciated. Please click this link to respond to our simple Customer Service Survey. Thank you!

Sincerely,

Alexandra Horst, AICP
Planner III
City of Sandy Springs

Main: 770.730.5600 o | Direct: 770.206.1536
1 Galambos Way, Sandy Springs, Georgia 30328
SandySpringsGA.gov | Facebook.com/SandySpringsGA | Twitter.com/SandySpringsGA

City Springs – CitySprings.com | Facebook.com/CitySprings | Twitter.com/CitySprings | Instagram.com/VisitCitySprings

City Hall is located at 1 Galambos Way, Sandy Sprngs, Ga. 30328. The United States Postal Service (USPS) recognizes Sandy Springs as a legal mailing address. Residents and Businesses should use Sandy Springs in their mailing address. For business, to avoid confusion with adjacent cities and ensure proper sales tax application, please include "Sandy Springs" as the city in your business address and on websites.

From: Gary Hammond <grh@grhco.com>
Sent: Thursday, February 25, 2021 8:14 AM
To: Sottile, Ginger <GSottile@SandySpringsga.gov>; Horst, Alexandra <AHorst@SandySpringsga.gov>
Subject: RE: contact information

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Alexandra,

Thanks for your time the other day. I have a question about the PX zones - can they be used for 100% multifamily or do they require some mix of other uses? I am evaluating Perimeter Mixed Use/Low Rise/Mid Rise.

I realize that I need a Character Area Change first but am discussing the eventual plan with the property owner.

Thanks,

Gary

From: Sottile, Ginger <GSottile@SandySpringsga.gov>
Sent: Monday, February 8, 2021 8:43 AM
To: Gary Hammond <grh@grhco.com>
Cc: Horst, Alexandra <AHorst@SandySpringsga.gov>
Subject: contact information

Mr. Hammond:

Sorry for the delay, but I have copied Alexandra on this email and she can help you with your questions regarding character area map amendments and rezonings.

Ginger

Ginger Sottile
Community Development Director
City of Sandy Springs

Phone: 770.206.1577
1 Galambos Way, Sandy Springs, Georgia 30328
SandySpringsGA.gov | Facebook.com/SandySpringsGA | Twitter.com/SandySpringsGA

City Springs - CitySprings.com | Facebook.com/CitySprings | Twitter.com/CitySprings | Instagram.com/VisitCitySprings

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PURCHASE AND SALE AGREEMENT

THIS PURCHASE AND SALE AGREEMENT (this "Agreement") is made and entered into effective March 10, 2022 (the "Effective Date"), by and between **MICHAEL T. AUSTIN**, an individual, ("Seller"), and **LANDBRIDGE ACQUISITIONS, LLC**, a Georgia limited liability company, its successors and assigns ("Purchaser"). (The words/terms "Purchaser" and "Seller" shall include their respective successors, heirs, devisees, and assigns where the context requires or permits, and shall include the singular and plural, and the masculine, feminine, and neuter, as the context requires.)

RECITALS:

WHEREAS, Seller is the owner of the Property (as defined herein); and

WHEREAS, Seller agrees to sell, and Purchaser agrees to purchase, the Property (as defined herein) upon the terms and conditions herein set forth.

NOW THEREFORE, in consideration of the premises, the mutual covenants and agreements set forth herein and for other good and valuable consideration, the receipt, adequacy, and sufficiency of which are hereby acknowledged, the parties hereto, intending to be legally bound hereby, agree as follows:

1. **Certain Definitions**. When used in this Agreement, the following terms shall have the respective meanings as set forth opposite each such term:

(a) **Closing**: Shall have the meaning set forth in Section 7 of this Agreement.

(b) **Closing Date**: Shall have the meaning set forth in Section 7 of this Agreement.

(c) **Deed**: Shall have the meaning set forth in Section 7(a) of this Agreement.

(d) **Due Diligence Investigations**: Shall have the meaning set forth in Section 4 of this Agreement.

(e) **Due Diligence Period**: Shall have the meaning set forth in Section 4 of this Agreement.

(f) **Earnest Money Deposits**: Shall have the meaning set forth in Section 3(a) of this Agreement.

(g) **Escrow Agent**: Old Republic National Title Company, 1125 Sanctuary Parkway, Suite 140, Alpharetta, GA 30009, Attn: Robbie J. Dimon.

(h) **Improvements**: Shall mean all buildings, fixtures, structures, parking areas, landscaping and other improvements located in or on the Land as of the Effective Date, including all replacements or additions thereto between the Effective Date and the Closing Date.

(i) **Land**: Shall mean the land used for the Project and further described on Exhibit A attached hereto and made a part hereof, together with any and all right, title and interest of Seller in and to any land lying in the bed of any street, road, alley or avenue, open or proposed, in front of or adjoining such land, as well as any riparian or water rights, any mineral rights, air rights, all rights of way or use, servitudes,

licenses, easements, tenements, hereditaments and appurtenances now or hereafter belonging to or benefiting such land.

(j) **Laws**: Shall mean all laws, statutes, codes, acts, ordinances, orders, judgments, decrees, injunctions, rules, regulations, directions, and requirements of all governmental authorities having jurisdiction over the Property or the use or operation thereof.

(k) **Permitted Exceptions**: (i) General real estate taxes and special assessments related to the period after the Closing Date which are a lien but are not yet due and payable at the Closing Date; (ii) easements, covenants, conditions, reservations and restrictions of record as disclosed in the Title Commitment, unless objected to by Purchaser prior to the Due Diligence Period;; and (iii) any matters disclosed by the Survey, unless objected to by Purchaser prior to the Due Diligence Period.

(l) **Permitted Termination**. Shall have the meaning set forth in Section 6 of this Agreement.

(m) **Planned Use:** Shall mean the development and construction of the Property as a townhome development of no less than thirteen (13) townhomes.

(n) **Project**: Shall mean that certain townhome development to be constructed in accordance with the Purchaser's plans and specifications on the Land, together with all related utilities, roads and other off-site improvements, if any, along with the Land.

(o) **Property**: Collectively, the Land and the Improvements.

(p) **Property Agreements**: All service contracts, equipment leases and any lease with respect to the Property to which Seller or Seller's agent is a party.

(q) **Purchase Price**: Shall have the meaning set forth in Section 3 of this Agreement.

(r) **Survey**: Shall mean a survey of the Land prepared by a surveyor duly licensed in the jurisdiction in which the Land is located and certified to Purchaser and the Title Company as (i) having been prepared in accordance with ALTA/NSPS Minimum Standard Detail Requirements (2016) and (ii) otherwise meeting the requirements of Purchaser, its lender(s) and investor(s).

(s) **Title Commitment**: Shall mean a commitment for an ALTA Title Insurance Policy for the Property issued by the Title Company in an amount satisfactory to Purchaser.

(t) **Title Company**: Shall mean Old Republic National Title Insurance Company, or any other title insurance agency selected by Purchaser.

(u) **Title Policy**: Shall have the meaning set forth in Section 7 of this Agreement.

2. **Agreement to Purchase and Sell**. Upon the terms and subject to the conditions set forth in this Agreement, Seller agrees to sell and convey to Purchaser at the Closing, and Purchaser agrees to purchase and take from Seller at the Closing, all of Seller's right(s), title, estate and interest(s) in and to the Property.

3. **Consideration and Payment**. In exchange for fee simple title to the Property, Purchaser agrees to pay to Seller the sum of [redacted] (the "Purchase Price"), payable as follows:

(a) **Earnest Money**: Purchaser shall deliver earnest money deposits to the Escrow Agent (collectively the "Earnest Money Deposits") as follows, within Ten (10) business days after:

(i) The Effective Date of this Agreement, the sum of [redacted] and

(ii) The Rezoning, the sum of [redacted]

(b) **Entitlement to Earnest Money Deposits**. Subject to the Disbursement of Earnest Money paragraph below:

(i) Notwithstanding anything in this Agreement to the contrary, the full amount of the Earnest Money Deposits shall be immediately refundable to Purchaser upon the request by Purchaser to the Escrow Agent: (A) any time prior to the expiration of the Due Diligence Period; (B) in the event of any Permitted Termination (as defined in Section 6(a)); (D) in the event that all of the Closing Conditions have not been met or waived in writing by Purchaser prior to the Closing Date; (E) in the event of any material breach of this Agreement by Seller; or (F) as may otherwise be specifically set forth in this Agreement. In the event of any of the foregoing all Earnest Money Deposits and any other monies held in escrow by Escrow Agent shall be refunded to Purchaser upon demand.

(ii) Seller shall be entitled to the Earnest Money Deposits, provided the Closing Conditions have been satisfied or expressly waived in writing: (A) at Closing, which shall be credited against the Purchase Price, or (B) if the event of a default by Purchaser which results in its failure to purchase the Property.

1. Notwithstanding anything in this Agreement to the contrary, [redacted] of the Earnest Money Deposits shall be non-refundable, and Seller shall be entitled to said amount if this Agreement terminated for any reason, other than an event of default or breach by Seller, as independent consideration for entering into this Agreement.

(c) **Disbursement of Earnest Money**. Escrow Agent shall disburse the Earnest Money Deposits upon: i) Closing; ii) a subsequent written agreement of Purchaser and Seller; iii) an order of a court having jurisdiction over any dispute involving the Earnest Money Deposits; or iv) the receipt of written notice from Purchaser that one of the events set forth in Section 3(b)(i) have occurred. In addition, Escrow Agent may disburse the Earnest Money Deposits upon a reasonable interpretation of the Agreement, provided that Escrow Agent first gives all parties fifteen (15) days notice stating to whom and why the disbursement will be made. Any party may object to the proposed disbursement by giving written notice of the same to Escrow Agent within the fifteen (15) day notice period. Objections not timely made in writing shall be deemed waived. If Escrow Agent receives an objection and, after considering it, decides to disburse the Earnest Money Deposits as originally proposed, Escrow Agent may do so and send notice to the parties of Escrow Agent's action. If Escrow Agent decides to modify its proposed disbursement, Escrow Agent shall first send a new fifteen (15) day notice to the parties stating the rationale for the modification and to whom the disbursement will now be made.

(d) **Interpleader**. If there is a dispute over the Earnest Money Deposits which the parties cannot resolve after a reasonable period of time, and where Escrow Agent has a bona fide question as to who is entitled to the Earnest Money Deposits, Escrow Agent shall be entitled to, but not obligated to interplead the Earnest Money into a court of competent jurisdiction in Fulton County, Georgia. Escrow Agent shall be reimbursed for and may deduct from any funds interpleaded, its costs and expenses, including reasonable attorney's fees actually incurred. The prevailing defendant in the interpleader lawsuit

shall be entitled to collect its attorney's fees and court costs and the amount deducted by Escrow Agent from the non-prevailing defendant.

(e) **Hold Harmless**. All parties hereby agree to indemnify and hold Escrow Agent harmless from and against all claims, causes of action, suits and damages arising out of or related to the performance by Escrow Agent of its duties hereunder, except to the extent any such claims, causes of action, suits and damages arise from or are incurred as the result of the gross negligence or willful default of Escrow Agent. All parties further covenant and agree not to sue Escrow Agent for damages relating to any decision of Escrow Agent to disburse Earnest Money Deposits made in accordance with the requirements of this Agreement.

(f) **Balance of Purchase Price**. The balance of the Purchase Price, less the Earnest Money Deposits, subject to the prorations and adjustments specifically provided for in this Agreement, shall be paid by the Purchaser at Closing in immediately available certified funds.

4. **Due Diligence**.

(a) **Due Diligence Period**. For a period beginning on the Effective Date and ending five (5) business days after the Rezoning (the "Due Diligence Period"), Purchaser shall have the right upon reasonable notice to Seller, to enter upon the Property for the purpose of inspecting the condition of the Property as well as the use and operation thereof and conducting its due diligence investigation to determine the suitability of the Property for Purchaser's intended uses thereof ("Due Diligence Investigations").

(i) The right to conduct Due Diligence Investigations includes, but is not limited to, the right to review any matters disclosed in the Title Commitment and Survey, the right of Purchaser and Purchaser's agents and representatives to enter upon any portion of the Property to take measurements, make non-destructive inspections, make boundary and topographical survey maps, perform appraisals, conduct non-destructive geotechnical, environmental, groundwater, wetland and other studies required by Purchaser in its sole discretion, to determine the adequacy of utilities serving the Property, zoning matters and compliance with Laws.

(ii) Purchaser hereby agrees to protect, defend, indemnify and hold Seller harmless from and against any physical damage to property or injury to persons caused by Purchaser as a result of Purchaser's Due Diligence Investigations.

(iii) Within ten (10) days after the Effective Date, Seller shall deliver to Purchaser the following items (each to the extent available or reasonably obtainable by Seller):

(A) Any and all surveys, plats, site plans, topographical maps and/or engineering reports, maps and/or studies related to the Property, its parent parcel and/or neighboring/adjacent parcels;

(B) Any and all information regarding the zoning of the Property;

(C) Any and all environmental, geotechnical, soil boring, land study, wetland and/or flood plain reports, maps and/or studies related to the Property, its parent parcel and/or neighboring/adjacent parcels;

(D) Any and all market information, feasibility, demand, capture rate, traffic, economic, income and/or special reports and/or studies related to the Property, its parent parcel and/or neighboring/adjacent parcels;

(E) Any and all utility information (including without limitation providers and average monthly unit costs) related to the Property, its parent parcel and/or neighboring/adjacent parcels;

(F) A copy of the Seller's vesting deed for the Property; and

(G) Any and all title insurance policies and title exception documents for the Property and/or its parent parcel.

(iv)

(b) **Title**. Purchaser shall have the right to obtain a Title Commitment covering the Property along with legible and complete copies of all documents listed as exceptions therein. Purchaser shall also have the right to cause the Survey to be prepared, at Purchaser's expense, and Seller shall grant to Purchaser and its agents access to the Property to perform the Survey. Purchaser shall have until 45 days from the end of the Due Diligence Period (the "Initial Examination Date") to review the Title Commitment and the Survey and to give written notice to Seller of such objections as Purchaser may have to any matters set forth in Title Commitment or Survey. If Purchaser delivers such written notice to Seller, then for a period of ten (10) business days after receiving the written notice of objection from Purchaser, Seller shall have the right to have such matters cured at Seller's expense, either by (i) the removal of such exceptions, (ii) the procurement of title insurance endorsements, or (iii) other resolution reasonably satisfactory to Purchaser providing coverage against loss or damage as a result of such exceptions. If Seller does not, or is unwilling to, cure the matters set forth in Purchaser's objection letter to Purchaser's satisfaction within such ten (10) business day period, Purchaser may elect, in its sole discretion (to be exercised by written notice from Purchaser to Seller), to terminate this Agreement, in which event neither party shall thereafter have any further rights, duties, liabilities or obligations under this Agreement except as expressly set forth herein and the Earnest Money Deposits shall be returned to Purchaser. The Purchaser reserves the right to object, in the same manner specified above, to any new matters of title or survey that arise subsequent to the end of the Initial Examination Date and prior to the date of Closing if such matters were caused by the Seller and are unacceptable to the Purchaser.

(c) **Right to Terminate**. By written notice to Seller on or before the expiration of the Due Diligence Period, Purchaser may elect not to proceed with the purchase of the Property. Purchaser may make such election in its sole discretion for any reason. If Purchaser elects not to proceed with the purchase of the Property, then the Earnest Money Deposits shall be returned to Purchaser, and no party shall have any further rights, duties, liabilities or obligations under this Agreement except as specifically set forth herein.

5. **Representations and Warranties**.

(a) **Seller**. Seller represents, warrants and covenants to Purchaser and the Title Company, as of the Effective Date (with such representations and warranties to be re-made as of Closing) that:

(i) Seller has the right, power and authority to enter into this Agreement and to sell the Property in accordance with the terms hereof, and Seller has granted no option to any other person or entity to purchase the Property. The undersigned person executing this Agreement, whether individually or on behalf of an entity, is duly authorized to do so. This Agreement and the consummation of the transaction hereunder by, or on behalf of, Seller have been duly and validly authorized by all necessary parties including, without limitation, members, officers, shareholders, partnerships, corporations or limited liability companies.

(ii) To the best of Seller's knowledge with due inquiry , the Property complies with, conforms to and obeys all Laws existing on the date of Closing of all governmental authorities or agencies having jurisdiction over the Property, and any requirement contained in any hazard insurance policy covering the Property or board of fire underwriters or other body exercising similar functions which are applicable to the Property or to any part thereof or which are applicable to the use or manner of use, occupancy, possession or operation of the Property.

(iii) To the best of Seller's knowledge, but without additional inquiry, neither the Property nor any portion thereof violates any zoning, building, fire, health, pollution, subdivision, environmental protection or waste disposal ordinance, code, law or regulation or any requirement contained in any hazard insurance policy covering the Property; and Seller shall give prompt notice to Purchaser of any such violation which shall be received by Seller prior to Closing.

(iv) Seller has not received notice of and has no knowledge of any suits, judgments, or violations relating to or at the Property of any zoning, building, fire, health, pollution, environmental protection, or waste disposal ordinance, code, law or regulation which has not been heretofore corrected; that there is no suit or judgment presently pending or, to the best of Seller's knowledge with due inquiry of Seller, threatened which would create a lien upon the Property in the hands of Purchaser after Closing; and Seller shall give prompt notice to Purchaser of any such suit or judgment filed, entered or threatened prior to Closing of which Seller obtains actual knowledge.

(v) To the best of Seller's knowledge with due inquiry there are no known pending, threatened or contemplated eminent domain proceedings affecting the Property or any part thereof; and Seller shall give prompt notice to Purchaser of any such proceedings which occur or are threatened prior to Closing of which Seller obtains knowledge.

(vi) Seller has not received notice of and has no knowledge of pending or contemplated changes in the present status of zoning of the Property, and Seller shall give prompt notice to Purchaser of any such proposed changes of which Seller is aware prior to the Closing.

(vii) The Seller is not involved in any bankruptcy, reorganization or insolvency proceeding.

(viii) All taxes, assessments, water charges and sewer charges affecting the Property or any part thereof due and payable at the time of the Closing shall have been, or will be at Closing, paid in full. All current special assessments which are or will become a lien known to the Seller at the time of Closing on the Property shall also have been paid and discharged at Closing (in pro rata shares between Seller and Purchaser), whether or not payable in installments.

(ix) There are no leases affecting the Property, no parties in possession of the Property nor any parties entitled to possession thereof.

(x) All service contracts, if any, (except those specifically approved by Purchaser which shall be assigned to Purchaser at Closing) shall be terminated and paid in full as of the Closing Date.

(xi) The Property is or will be at Closing, subdivided as an independent and conveyable parcel in accordance with all applicable rules, regulations, zoning and ordinances.

(xii) The Property has or will have prior to Closing, a unique tax parcel number separate from other property owned by Seller.

(xiii) The Property has or will have prior to Closing vehicular and pedestrian access to a public right-of-way, specifically Peachtree Dunwoody Road.

(xiv) Hazardous Materials. To the best of Seller's knowledge with due inquiry: (i) the Property has not in the past been used and is not presently being used for the handling, storage, manufacturing, refining, transportation or disposal of "toxic material", "hazardous substances" or "hazardous waste"; (ii) there has not been and is not presently leeching or drainage of waste materials or hazardous substances into the groundwater beneath or adjacent to the Property; (iii) no buried, semi-buried or otherwise placed tanks, storage vessels, drums, or containers of any kind located on the Property used for the storage of hazardous waste, hazardous substances or toxic material; (iv) there are no asbestos containing materials located on the Property; (v) no construction material used in any improvements located at the Property contains any substance or material presently known to be a hazardous substance or toxic material; (vi) Seller has not disposed upon the Property any hazardous substances on or below the surface of the Property or within two thousand (2,000) feet of the boundary thereof including, without limitation, contamination of the soil, subsoil or groundwater; and (vii) the Property is not in violation of any law, rule or regulation of any government entity having jurisdiction thereof or which exposes Purchaser to liability to third parties. The terms "hazardous waste", "hazardous substances" and toxic material" include, without limitation, any flammable explosives, radioactive materials, hazardous materials, hazardous wastes, hazardous or toxic substances or related materials defined in the Comprehensive Environmental Response Compensation, and Liability Act of 1980, as amended (42 U.S.C. Sect. 9601 et seq.), the Hazardous Materials Transportation Act, as amended (49 U.S.C. Sect. 5101 et seq.), the Resource Conservation and Recovery Act, as amended (42 U.S.C. Sect 6901 et seq.), the regulations adopted and publications promulgated pursuant to the foregoing and any other federal, state or local environmental law, ordinance, rule or regulation. Furthermore, Seller has not received a summons, citation, directive, letter or other communication, written or oral, from any governmental authority as to any of the above environmental concerns.

(A) Without limiting the other provisions of this Agreement, Seller shall cooperate, at no cost to Seller, with Purchaser's investigation of matters relating to the foregoing provisions of this Section and provide access to and copies of all data and/or documents in Seller's or Seller's agent's possession dealing with potentially hazardous materials used at the Property and any disposal practices followed. Seller agrees that Purchaser may make inquiries of governmental agencies regarding such matters, without liability to Purchaser for the outcome of such discussions.

(xv) Seller has provided Purchaser true and complete copies of all surveys, appraisals, engineering reports and other related documentation available to Seller and all amounts due for the services performed for the same have been paid in full.

(xvi) While this Agreement is in effect, Seller shall not solicit, accept or negotiate other offers with respect to the Property or execute any deeds, easements, rights-of-way affecting the Property or subject the Property to any additional covenant, easement, restriction or encumbrance.

(xvii) Nondisclosure of Information. In consideration of, and as a material inducement to, Purchaser entering into this Agreement, Seller agrees not to disclose or permit disclosure of this Agreement, the parties involved in the Project, or any Information to third parties or to employees of Seller other than attorneys, consultants and agents who are required to have the information in order to carry out the discussions regarding this Agreement and have entered into similar confidentiality agreements. The Seller agrees that it shall take all necessary measures to protect the secrecy of and avoid disclosure or use of Information of Purchaser in order to prevent such Information from falling into the public domain or the possession of persons other than those persons authorized under this Agreement to have any such information. The provisions of this Section shall survive the Closings or any expiration or termination of

this Agreement. "Information" includes, without limitation, plans, specifications, drawings, designs, financial information, reports, contracts, emails, names of parties involved, and all record-bearing media (electronic or otherwise) containing or disclosing such information.

(b) **Purchaser**. Purchaser represents and warrants to Seller as of the Effective Date (which such representations and warranties to be re-made as of Closing) that:

(i) Purchaser has the capacity and authority to execute this Agreement and perform the obligations of Purchaser under this Agreement. All action necessary to authorize the execution, delivery and performance of this Agreement by Purchaser has been taken and such action has not been rescinded or modified.

(ii) Purchaser is not subject to any judgment or decree of a court of competent jurisdiction or governmental agency that would limit or restrict Purchaser's right to enter into and carry out this Agreement.

(iii) Neither the execution of this Agreement nor the consummation of the transactions contemplated herein will constitute a breach under any contract or agreement to which Purchaser is a party or by which Purchaser is bound or affected.

(c) **Continued Accuracy of Representations and Warranties**. The matters set forth in Section 5(a) constitute representations and warranties by Seller which are now, and shall at the Closing, be true and correct. The continued accuracy in all material respects of such representations and warranties is a condition precedent to Purchaser's obligation to close. If, during the period between the Effective Date and the Closing Date, Seller learns of, or has a reason to believe that any of its representations and warranties may cease to be true in any material adverse respect, Seller shall give prompt written notice to Purchaser (the "Seller Notice"). In the event that (i) Seller delivers the Seller Notice, or (ii) Purchaser otherwise becomes aware that any such representation or warranty has ceased to be true in any material adverse respect prior to Closing, Purchaser shall have the right, in its sole discretion, to terminate this Agreement, in which event the Earnest Money Deposits shall be returned to Purchaser, and no party shall have any further rights, duties, obligations or liabilities under this Agreement except as specially set forth herein. Purchaser shall exercise the foregoing election by written notice to Seller on or before the Closing Date. Seller's representations and warranties shall survive the Closing, and Purchaser shall not be deemed to have waived any such representation or warranty unless Purchaser executes an express, written waiver.

6. **Conditions to Closing**.

(a) Notwithstanding anything to the contrary, all of Purchaser's obligations under this Agreement, including without limitation to acquire the Property and pay the Purchase Price, are subject to the fulfillment of each of the following conditions at or prior to the Closing Date, or the express written waiver thereof by Purchaser (the "Closing Conditions").

(i) Seller shall have performed in all material respects its obligations contained in this Agreement required to be performed on or prior to the Closing Date.

(ii) The Title Company is obligated to and will in fact issue to Purchaser and its lender(s) the Title Policy in accordance with the provisions of Section 7 hereof.

(iii) Each and every representation and warranty made by Seller in this Agreement shall be true and correct in every material respect.

(iv) The Property is zoned as required for the Purchaser's desired use of the Property.

(v) Purchaser's receipt of an acceptable appraisal, in Purchaser's sole and absolute discretion, of the Property in an amount equal to or greater than the Purchase Price.

(vi) Seller and/or Purchaser having received all necessary permitting and other approvals for Purchaser's desired use of the Property including, but not limited to a Land Development Permit ("LDP") authorizing land development of the Property of no less than 13 townhomes on 24-foot wide lots. Seller and Purchaser will fully cooperate to obtain all necessary permitting and other approvals.

(vii) Written evidence from the applicable governing authority that all utilities (including, without limitation, water, sewer, electricity, service) are available and connectivity exists to serve all lots and any amenities permitted for development under the LDP as of the Closing Date.

(viii) If applicable, Seller's cure of the matters set forth in Purchaser's title objection letter to Purchaser's satisfaction.

Seller shall fully cooperate with Purchaser in accomplishing the foregoing. If any condition specified in this Section 6(a) is not timely satisfied or waived in writing by Purchaser, Purchaser shall have the right to terminate this Agreement (a "Permitted Termination"), in which event, the Earnest Money Deposits shall be returned to Purchaser and no party shall have any further rights, duties, obligations or liabilities under this Agreement except as specifically set forth in this Agreement. Notwithstanding anything to the contrary, the Closing Conditions are each an express condition precedent to Purchaser's obligations hereunder. In no event shall Purchaser be in default under this Agreement unless and until all of the Closing Conditions have been met.

(b) Seller's obligation under this Agreement to sell the Property is subject to the fulfillment at or prior to the Closing Date of each of the following conditions (or the express, written wavier thereof by Seller):

(i) Purchaser shall have performed in all material respects its obligations contained in this Agreement required to be performed on or prior to the Closing Date.

(ii) Each and every representation and warranty made by Purchaser in this Agreement shall be true and correct in every material respect.

If any condition specified in this Section 6(b) is not timely satisfied or waived by Seller, Seller shall have the right to terminate this Agreement, in which event, the Earnest Money Deposits shall be paid to Seller and no party shall have any further rights, duties, obligations or liabilities under this Agreement except as specifically set forth in this Agreement.

7. **Closing**. If all Closing Conditions are satisfied or expressly waived in writing, the closing of the transactions described in this Agreement (the "Closing") shall be held on or before **December 30, 2022**, at the offices of Purchaser's attorney in Atlanta, Georgia (or by overnight delivery service), by giving Seller at least five (5) business days' prior written notice of the time and date thereof, or, if no such notice is given, at 2:00 p.m. on such date (the "Closing Date"). If the Closing does not occur by said date, then Purchaser may extend the Closing Date for up to two (2) consecutive sixty (60) day periods (each a "Closing Extension Period") by delivering [redacted] in additional

Earnest Money Deposits to the Escrow Agent for each Closing Extension Period, which amount shall be non-refundable to the Purchaser, to extend the Closing Date as provided hereunder. Except as set forth herein, if all Closing Conditions are satisfied or expressly waived in writing and the Closing does not occur by said date unless otherwise extended, neither party shall thereafter have any further rights, duties, liabilities or obligations under this Agreement except as expressly set forth herein and the Earnest Money Deposits shall be released to Seller. If all Closing Conditions have not been satisfied or expressly waived in writing by the Closing Date (as extended by agreement), then full amount of Earnest Money Deposits shall be refundable to Purchaser on demand to Escrow Agent at any time after the Closing Date (as extended by agreement).

(a) **Conveyance**. At Closing, Seller shall deposit in escrow a good and sufficient limited warranty deed in form acceptable to Purchaser, its counsel and the Title Company, conveying to Purchaser all of Seller's rights and interest in and to the Property, free and clear of all encumbrances, except for the Permitted Exceptions, duly executed by Seller (the "Deed"). Seller shall also execute and deliver the other documents and instruments described in Section 7(e) to convey its other rights, title, and interests in the Property.

(b) **Title Policy**. On the Closing Date, the Title Company shall furnish Purchaser with an ALTA Title Policy issued by the Title Company in the amount of the Purchase Price in its customary form, with all standard exceptions removed ("Title Policy"), which shall insure title to the Property to be good in Purchaser subject only to the Permitted Exceptions. Seller shall obtain, execute and/or deliver such documents and instruments as necessary to satisfy requirements of the Title Company, to delete or remove exceptions, conditions or stipulations to the Title Policy, including but not limited to owner's affidavits, resolutions, releases, and opinions of counsel as may be required by the Title Company.

(c) **Prorations**. Property, ad valorem, and any similar taxes and assessments and rents shall be prorated as of the Closing Date with Seller being responsible for any amounts attributed to the Closing Date. Purchaser and Seller agree to re-prorate taxes and assessments after the Closing upon the receipt of the actual tax bill(s). This provision shall survive the Closing of the transaction contemplated by this Agreement. Any prorations to which Purchaser may be entitled by reason of the foregoing shall be credited against the balance of the Purchase Price to be paid at Closing.

(d) **Charges**.

(i) Seller shall be charged the following amounts at Closing: (a) one-half of any transfer tax payable upon the recording of the Deed and (b) any monetary encumbrances on the Property and recording costs for any associated releases.

(ii) Purchaser shall be charged the following amounts at Closing: (a) the cost of the Title Policy; (b) all preparation and recording costs for the Deed; (c) the cost of the Survey, and (d) one-half of the transfer tax payable upon recording of the Deed.

(iii) Each party shall pay its own attorneys' fees, except as otherwise specifically set forth herein.

(iv) If the Property is or was being taxed under an abatement or exemption that will or does result in the assessment of "rollback" taxes at or after Closing, Seller, at Seller's sole expense, shall be responsible for paying the amount of such rollback taxes whenever the same shall be assessed. This covenant shall survive Closing. Seller shall protect, indemnify, hold harmless and defend the Purchaser against any and all liabilities, claims, demands, damages, costs and expenses, including, without limitation, attorneys' fees, costs and expenses, in connection with claims for any such other commissions, finders' fees,

brokerage fees or other similar compensation that may be asserted by any person with respect to this transaction. This indemnification shall extend to any and all claims, liabilities, costs and expenses (including attorneys' fees and litigation costs) arising as a result of such claims and shall survive the Closing and the recording of the Deed.

(e) **Deliveries**.

(i) Seller shall deliver the following to Purchaser (duly executed where applicable) through escrow at or prior to the Closing, each of which shall be in form and substance acceptable to Purchaser in its judgment reasonably exercised:

(A) The Deed.

(B) A quitclaim deed from Seller in recordable form conveying to Purchaser title to the Survey description of the Property.

(C) Such other documents and instruments, including easements, as may be required by any other provision of this Agreement or as may reasonably be required to give effect to the terms and intent of this Agreement.

(D) An affidavit in form and substance reasonably satisfactory to the Title Company for the purpose of permitting the Title Company to delete the standard exceptions from the Title Policy and such other documents reasonably required by the Title Company in connection with the issuance of the Title Policy.

(E) A FIRPTA Affidavit (Certificate of Non-foreign Status) acceptable to the Title Company.

(F) A closing statement identifying the prorations required hereunder and a proration agreement if requested by Purchaser.

(G) A "drop down" certificate, updating the truth and accuracy of Seller's representations and warranties contained herein and indicating any changes which may be required to make those representations and warranties remain true and accurate; provided, however, that if any changes are indicated, then Purchaser shall have the rights as set forth in Section 5(c) above.

(H) Incumbency certificate executed by a duly authorized officer/member/partner of Seller, including the following:

(i) Address and EIN of Seller.
(ii) Name of the Officer(s) authorized to sign all of the closing documents.
(iii) Whether the Seller will affix its corporate seal or have the documents attested by a second Officer.
(iv) Current Articles of Incorporation/Organization or Certificate of Limited Partnership, together with any amendments;
(v) Current Bylaws/Operating Agreement/Partnership Agreement, together with any amendments;
(vi) Certificate of Good Standing dated within 30 days of closing;

(vii) Resolutions adopted by Seller's governing body authorizing the execution and delivery of this Agreement by Seller, the performance by Seller of its obligations hereunder, the person or Officer(s) executing all closing documents on Seller's behalf to do so, and the consummation of the transactions contemplated hereby.

(ii) Purchaser shall deliver the following to Seller (duly executed where applicable) through escrow at or prior to Closing:

(A) The Purchase Price in available funds.

(B) Resolutions adopted by Purchaser authorizing the execution and delivery of this Agreement by Purchaser, the performance by Purchaser of its obligations hereunder and the consummation of the transactions contemplated hereby.

(C) Such other documents and instruments as may be required by any other provision of this Agreement or as may reasonably be required to give effect to the terms and intent of this Agreement.

8. **Damage or Condemnation: Risk of Loss**.

(a) Commencing upon the Effective Date and extending through Closing hereunder, the Property shall remain in the same condition as on the date hereof, except, however, for natural wear and tear, condemnation, acts of God and occurrences over which Seller has no control. Seller shall not in any manner disturb, cut or remove any trees, shrubs or bushes from the Property during said period except as may be required by governmental authorities or in the reasonable judgment of Seller to prevent damage or injury or property damage, and the risk of loss for any casualty to said Property shall remain upon Seller. Seller shall maintain the current insurance for the Property against fire and other casualties normally covered by an insurance policy with extended coverage. Pending the Closing, Seller shall maintain the Property, the buildings and improvements thereon, and the mechanical equipment, and personal property of every kind used in the operation thereof in good condition and repair, and deliver the same at Closing in the same condition as presently existing, normal wear and tear excepted. Seller shall not remove any item of monetary value from the Property prior to the Closing, except for the purpose of repair or replacement, and any such repaired item or replacement item shall be included in this transaction.

(b) In the event of the institution of any proceedings, judicial, administrative or otherwise, which shall relate to the proposed taking of any substantial portion of the Property by eminent domain prior to Closing, or should a substantial portion of the Property be damaged by fire or other casualty prior to Closing, Purchaser shall have the right and option to terminate this Agreement at any time prior to Closing by giving Seller notice to such effect at any time after Purchaser's receipt of notice of any such occurrence or occurrences. Seller hereby agrees to furnish Purchaser written notification in respect thereof within forty-eight (48) hours from the Seller's receipt of any such notification. Should Purchaser so terminate this Agreement, then all Earnest Money Deposits shall immediately be returned to Purchaser and, thereupon, the parties hereto shall be released from their respective obligations and liabilities hereunder. In the event Purchaser does not elect to terminate this Agreement because of such taking or casualty, at the Closing hereof, Seller shall assign to Purchaser all of Seller's right, title and interest in any award arising out of such taking, or any insurance proceeds arising out of such fire damage or other casualty, as the case may be. For the purposes of this section, a "substantial" part of the Property shall be such a part which makes the remainder of the Property unsuitable for those uses contemplated by Purchaser.

9. **Notices**. Any notice required or permitted to be given hereunder by the parties shall be delivered personally or served by certified or registered mail or by a nationally recognized overnight carrier or by e-mail to the parties at the mailing addresses and email address set forth below, unless different addresses or email addresses are given by one party to the other:

As to Seller:

Michael T. Austin
2085 River North Parkway
Sandy Springs, GA 30328
E-mail Address: austinmt@comcast.net

As to Purchaser:

Landbridge Acquisitions, LLC
7000 Peachtree Dunwoody Road NE
Suite 4-100
Atlanta, Georgia 30328
Attn: Gary R. Hammond, Jr.
Email Address: grh@grhco.com

With Copy to:

Mary Margaret Williams
Coleman Talley LLP
109 S. Ashley Street
Valdosta, GA 31601
Email Address: marym.williams@colemantalley.com

As provided in this Section, any notice shall, for all purposes, be deemed given and received: (a) if given by email, when the email is transmitted to the party's email address specified above; (b) if hand delivered to a party, upon delivery to the party specified above; (c) if given by a nationally recognized and reputable overnight delivery service, the day on which delivery is made or attempted by such delivery service; or (d) if given by certified mail, return receipt requested, postage prepaid, upon delivery to the party specified above. Unless directed otherwise by prior written notice, counsel for Purchaser and Seller may send written notices required or permitted by this Agreement directly to the other party so long as they simultaneously provide such party's counsel with a copy of any such direct communication, such communications being expressly permitted by Purchaser, Seller and their respective counsel.

10. **Remedies**.

(a) In the event that Purchaser defaults in its obligation to proceed to the Closing of the transaction contemplated by this Agreement, Seller shall be entitled to terminate this Agreement and receive the Earnest Money Deposits as liquidated damages, in lieu of all other remedies available to Seller at law or in equity for such default. Seller and Purchaser agree that the damages resulting to Seller as a result of such default by Purchaser as of the date of this Agreement are difficult or impossible to ascertain and the liquidated damages set forth in the preceding sentence constitute Seller's and Purchaser's reasonable estimate of such damages.

(b) In the event Seller shall default in the performance of any of its covenants, agreements, warranties or obligations hereunder, Purchaser shall elect, as its sole remedy for failure to Close (except as provided below), either: (i) waive the obligations of Seller in writing; (ii) extend the time for performance by such period of time as may be mutually agreed upon in writing by the parties hereto; (iii) terminate this Agreement and recover the Earnest Money Deposits and Purchaser's actual out-of-pocket costs and expenses incurred by Purchaser in connection with this Agreement and Purchaser's Due Diligence Investigation of the Property (including, without limitation, actual and reasonable legal fees and expenses and court and other costs and expenses of negotiating and enforcing this Agreement), in which event Purchaser and Seller shall have no further obligations hereunder except under provisions of this Agreement which expressly survive the expiration or termination hereof; or (iv) take any and all legal actions necessary to compel Seller's specific performance hereunder (it being acknowledged that damages at law alone would be an inadequate remedy) to consummate the transaction contemplated by this Agreement in accordance with the provisions of this Agreement together with recovery of damages in connection therewith and costs and expense of seeking to enforce specific performance, including without limitation, court costs and actual and reasonable legal fees. If any action at law or in equity is brought to enforce or interpret the provisions of this agreement, the prevailing party shall be entitled to recover from the non-prevailing party reasonable attorney's fees, costs and expenses actually incurred in connection therewith, which fees, costs and expenses may be set by the court in the trial or appeal of such action or may be enforced in a separate action brought for that purpose and which fees shall be in addition to any other relief which may be awarded.

11. **Miscellaneous.**

(a) Tests, Borings and Examinations. Seller will permit representatives of Purchaser to enter upon the Property to conduct soil tests, borings, and any other tests, surveys, inspections, or examinations that Purchaser desires in connection with its potential purchase of the Property. Purchaser shall hold Seller harmless from any and all costs, expenses, liabilities and damages resulting from the performance of such tests, surveys, inspections, or examinations.

(b) Broker's Commission. Purchaser represents and warrants that it has neither consulted with nor used any broker in connection with this Agreement for which it shall owe a commission. Purchaser shall be responsible for and pay any commissions due any broker in connection with the purchase and sale of the Property arising through or resulting from agreement or action of Purchaser. Purchaser shall protect, indemnify, hold harmless and defend the Seller against any and all liabilities, claims, demands, damages, costs and expenses, including, without limitation, attorneys' fees, costs and expenses, in connection with claims for any such other commissions, finders' fees, brokerage fees or other similar compensation that may be asserted by any person with respect to this transaction arising through or resulting from agreement or action of Purchaser. Seller shall be responsible for and pay any commissions due any broker in connection with the purchase and sale of the Property arising through or resulting from agreement or action of Seller. Seller shall protect, indemnify, hold harmless and defend the Purchaser against any and all liabilities, claims, demands, damages, costs and expenses, including, without limitation, attorneys' fees, costs and expenses, in connection with claims for any such other commissions, finders' fees, brokerage fees or other similar compensation that may be asserted by any person with respect to this transaction arising through or resulting from agreement or action of Seller. The indemnifications set forth above shall extend to any and all claims, liabilities, costs and expenses (including attorneys' fees and litigation costs) arising as a result of such claims and shall survive the Closing and the recording of the Deed or the termination of this Agreement, as the case may be.

(c) Binding Effect. This Agreement shall be binding upon and inure to the benefit of the parties hereto and their respective successors, heirs, estates, and assigns.

(d) Assignment of Agreement by Purchaser. Purchaser shall not have the right to assign its rights and to delegate its duties under this Agreement without notice to or consent from Seller except to any party in which an affiliate of Purchaser has a 49% ownership interest. Any other assignment shall be with Seller's written consent.

(e) Unenforceability. If any provisions of this Agreement or the application thereof to any part or circumstances shall, to any extent, be invalid or unenforceable, the remainder of this Agreement shall be valid and enforceable to the fullest extent permitted by law.

(f) Section Headings. The section headings contained in this Agreement are for reference purposes only, and shall not affect in any way the meaning or interpretation of this Agreement.

(g) Time. Time is of the essence of this Agreement and in the performance of the covenants and provisions hereof.

(h) Recitals and Exhibits. All recitals and exhibits referred to in, set forth herein, and/or attached to this Agreement are hereby made a part of the substantive body of this Agreement.

(i) Date of Performance. If the date for performance of any act or deadline for required notice under this Agreement falls on a Saturday, Sunday or federal holiday, the date for such performance or required notice shall automatically be extended to the first succeeding "business day" (a day which is not a Saturday, Sunday or federal holiday).

(j) Governing Law. This Agreement shall be governed by and construed in accordance with the internal, substantive laws of the State of Georgia.

(k) Facsimile, PDF, and Counterpart Signatures. Executed facsimile or PDF copies of this Agreement or any amendments hereto shall be binding upon the parties, and facsimile or PDF signatures appearing hereon or on any amendments hereto shall be deemed to be original signatures. This Agreement may be executed simultaneously in two or more counterparts, each of which shall be deemed an original and all of which together shall constitute one and the same instrument.

(l) Further Assurances. In addition to the acts and deeds recited herein and contemplated to be performed, executed and/or delivered by Seller to Purchaser at Closing, each party mutually agrees to perform, execute and deliver, but without any obligation to incur any additional liability or expense, on or after the Closing any further deliveries and assurances as may be reasonably necessary, appropriate, convenient, useful or desirable to effectively carry out the intent of this Agreement or to further perfect the conveyance, transfer and assignment of the Property to Purchaser. Seller agrees to cooperate with Purchaser, in all reasonable respects relating to Purchaser's applications for development approvals during the term of this Agreement. This cooperation shall include, but not be limited to, the signing of any applications for approvals and/or permits, answering of questionnaires, or other actions.

(m) Possession. Seller shall grant possession of the Property to Purchaser on the date of Closing.

(n) Survival. This Agreement, and all representations and warranties of Seller and Purchaser, shall not be merged into the documents executed at Closing, and shall survive the Closing.

(o) Entire Agreements. This Agreement embodies and constitutes the entire understanding between the parties with respect to the transaction contemplated hereby, and all prior agreements, letters of intent, term sheets, proposals, offers, counter-offers, understandings, representations and statements, oral

or written, are merged into this Agreement. Neither this Agreement nor any provision thereof may be waived, modified, amended, discharged or terminated except by an instrument signed by the parties against whom the enforcement of such waiver, modification, amendment, discharge or termination is sought, and then only to the extent set forth in such instrument.

12. **Rezoning**. Purchaser and Seller hereby acknowledge and agree that (a) the Property is not currently zoned as required for the Purchaser's desired use of the Property, and (b) prior to August 31, 2022, the Property will need to be rezoned so that the Project is an allowable use on the Property under the applicable municipality's current zoning ordinance (the "Rezoning"). Seller will assist Purchaser in obtaining the Rezoning by signing and filing all necessary documents related thereto. If Purchaser obtains the Rezoning but an action is brought seeking to invalidate the Rezoning, Purchaser may, through counsel of Purchaser's choice, defend Seller and Purchaser in such action. Purchaser will be responsible for all costs associated with the Rezoning and will notify Seller of its receipt of the Rezoning from the appropriate municipality office/board. As a matter of clarification, the Rezoning is a Closing Condition under Section 6 of this Agreement, and failure to obtain the Rezoning is a Permitted Termination under Section 6 of this Agreement.

-

[Remainder of Page Intentionally Blank – Signatures on Next Page]

IN WITNESS WHEREOF, the parties have executed this Agreement as of the Effective Date.

SELLER:

~~By:~~

Name: MICHAEL T. AUSTIN

Title: OWNER

PURCHASER:

LANDBRIDGE ACQUISITIONS, LLC,
a Georgia limited liability company

By:

Name: GARY R. HAMMOND, JR.

Title: MANAGER

EXHIBIT A

LEGAL DESCRIPTION

All that certain 1.26+-_ acres, more or less, tract or parcel of land situated and lying at 6669 Peachtree Dunwoody Road in Sandy Springs, Fulton County, Georgia, as depicted on the drawing attached on the following page and incorporated herein, and being all of that certain real property possessing Tax ID #170020LL0175.

The final legal description for the Land shall be modified and finalized according to the Survey.

- Question: Timetable? Will this still be a year?
    - Answer: This could be shortened by having an approved plan within 6 months. We hope to start construction in Spring of 2023.

- Question: 2 types of bldgs. 22 vs 24 lot sizes. Pricing strategy.
    - Answer: The rear building will be smaller in size which can affect pricing.

- Question: Parking?
    - Answer: Our intent is to be able to pull in under cover of the garage without car being in the alley.

Meeting concludes.

6669 Peachtree Dunwoody Road
Character Area Map Amendment Application
Community Meeting 2
April 12, 2022

Gary Hammond, Principal
(770) 481-0853, grh@grhco.com
D'Anne Hilsmier, Applications Manager
(678) 638-4181, d_anne@grhco.com

1. Purpose of Community Meeting
    a. Review our zoning application
    b. Take questions and suggestions about our zoning application
2. Format for Meeting
    a. About 45 minutes including a 30-minute Q&A segment
    b. Joint virtual meeting with questions posted in the Zoom comments section
3. Important Considerations for Process and Timing
    a. Zoning Map Amendment from RE-1 to RT-3
    b. Zoning Calendar: Planning Commission on **6/22/2022** and conclude **7/19/2022**
4. Who we are?
5. Location Maps, Aerials/Photos
6. Sandy Springs Planning Documents
    a. Urban Neighborhood Character Area
    b. Zoning Map
    c. Allowed Use Table
7. Conceptual Site Plan
8. Conceptual Elevations
9. Question and Suggestions

SANDY SPRINGS
GEORGIA

2022 REZONING, CONDITIONAL USE PERMIT, AND CHARACTER AREA MAP AMENDMENT SCHEDULE

Pre-Application Meeting Deadline	Initial Community Meeting (CM1) Deadline	Application Filing Deadline (Typ. 1ST Tuesday)	Second Community Meeting (CM2) Deadline	Planning Commission Meeting Sign Posting Deadline	Planning Commission Meeting (Typ. 3rd Wednesday)	Mayor and City Council Meeting (3RD Tuesday)
08/31/2021	09/28/2021	**10/05/2021**	11/02/2021	12/07/2021	**12/22/2021**	**01/18/2022**
09/28/2021	10/26/2021	**11/02/2021**	11/30/2021	01/04/2022	**01/19/2022**	**02/15/2022**
11/02/2021	11/30/2021	**12/07/2021**	01/01/2022	02/01/2022	**02/16/2022**	**03/15/2022**
12/01/2021	12/29/2021	**01/04/2022**	02/01/2022	03/01/2022	**03/16/2022**	***04/19/2022**
12/29/2021	01/25/2022	**02/01/2022**	03/01/2022	04/05/2022	**04/20/2022**	**05/17/2022**
01/25/2022	02/22/2022	**03/01/2022**	04/01/2022	05/03/2022	**05/18/2022**	**06/21/2022**
03/01/2022	~~03/29/2022~~	**04/05/2022**	05/01/2022	06/07/2022	**06/22/2022**	**07/19/2022**
03/29/2022	04/26/2022	**05/03/2022**	06/01/2022	07/05/2022	**07/20/2022**	**08/16/2022**
05/03/2022	05/31/2022	**06/07/2022**	07/01/2022	08/02/2022	**08/17/2022**	**09/20/2022**
05/31/2022	06/28/2022	**07/05/2022**	08/01/2022	09/06/2022	**09/21/2022**	***10/18/2022**
06/28/2022	07/26/2022	**08/02/2022**	09/01/2022	10/04/2022	**10/19/2022**	**11/15/2022**
08/02/2022	08/30/2022	**09/06/2022**	10/01/2022	11/01/2022	**11/16/2022**	**12/20/2022**
08/30/2022	09/27/2022	**10/04/2022**	11/01/2022	12/06/2022	**12/21/2022**	***TBD***
09/27/2022	10/25/2022	**11/01/2022**	12/01/2022	*TBD*	***TBD***	***TBD***
11/01/2022	11/29/2022	**12/01/2022**	01/01/2023	*TBD*	***TBD***	***TBD***

NOTE: All meetings will have a virtual option available for attendees, if necessary, due to any continuance of a Pandemic.

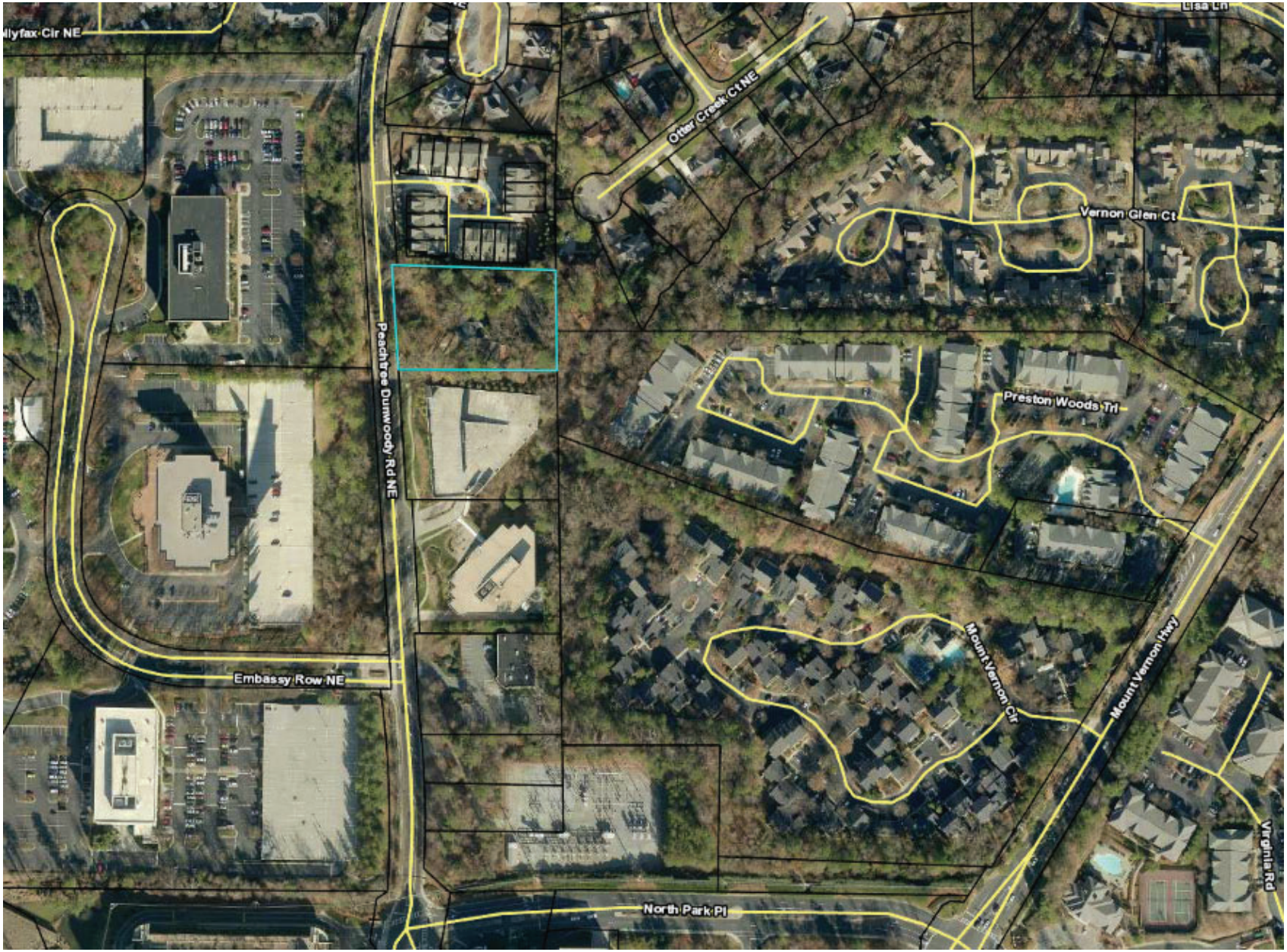
***Character Area Map Amendment requests will be placed on the April and October MCC Agendas only; bold cell used to indicate two (2) available sequences.**

The deadlines for the Pre-Application and Community Meetings are flexible at the discretion of the Director.

"Blackout Dates" for Community Meetings:

- Mayor & City Council Meetings (typically 1st and 3rd Tuesdays of the month)
- Board of Appeals Meetings (typically 1st Wednesday (after MCC Meeting) of the month)
- Federal, State, and City Observed Holidays
- Holiday Season:
    - First (full) week of January (Jan. 1-7, 2022)
    - Week of Thanksgiving (Nov. 21-25, 2022)
    - Last two (2) weeks of December (Dec. 19-23 & 26-30, 2022)
- Major Jewish Holidays:
    - Purim (Mar. 16-17, 2022)
    - Passover (Apr. 15-Apr. 22, 2022)
    - Rosh Hashanah (Sep. 25-27, 2022)
    - Yom Kippur (Oct. 4-5, 2022)
    - Sukkot (Oct. 9-11, 2022)
    - Simchat Torah (Oct. 16-18, 2022)
    - Hanukkah (Dec. 18-Dec. 26, 2022)

6669 Peachtree Dunwoody Road – Street Map



6669 Peachtree Dunwoody Road – Frontage



Aerial – 6669 Peachtree Dunwoody Road
View West



Aerial – 6669 Peachtree Dunwoody Road
View East



FLOOD HAZARD NOTE:

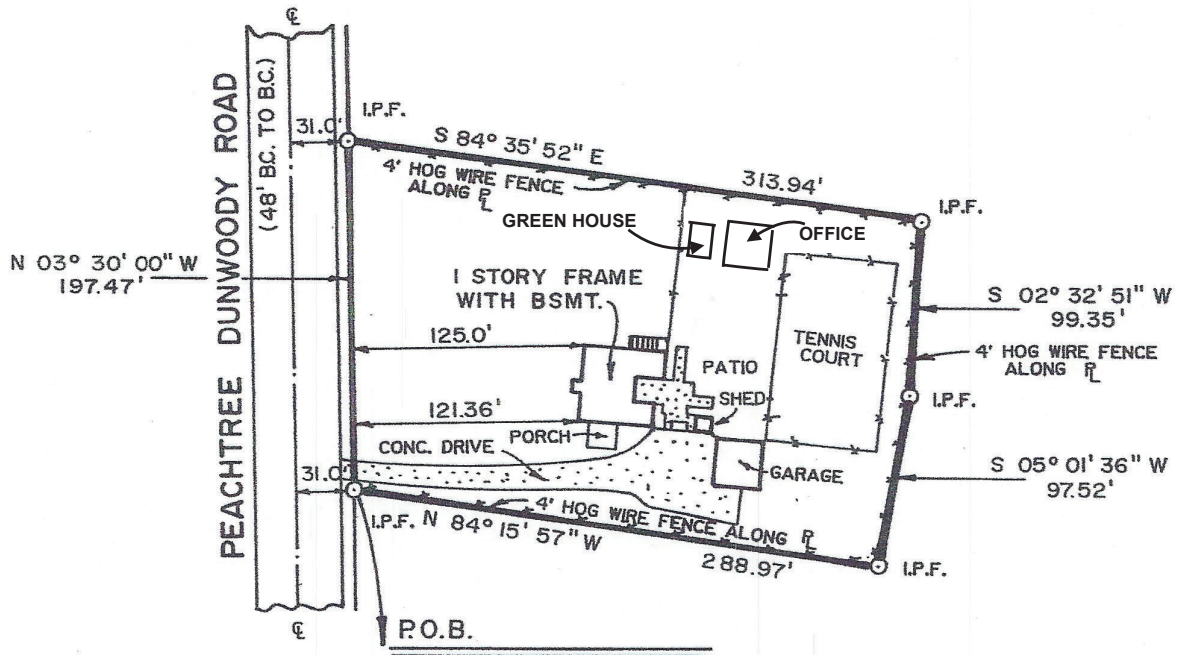
THIS PROPERTY IS NOT CONTAINED WITHIN THE LIMITS OF A FLOOD HAZARD ZONE AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP OF UNINCORPORATED FULTON CO. GEORGIA; COMMUNITY-PANEL NUMBER 135160 0075 , MOST RECENTLY REVISED AUGUST 19, 1985.

REFERENCE SURVEY:

SURVEY FOR: NORTHPARK ASSOCIATES II. LTD. PREPARED BY GEORGIA LAND SURVEYING CO. INC. DATED 1-5-88.

N

MAG.



1025.0' ALONG THE R/W TO THE SOUTH LAND LOT LINE OF LAND LOT 20.

STREET ADDRESS 6669 PEACHTREE DUNWOODY RD.

IN MY OPINION, THIS PLAT IS A CORRECT REPRESENTATION OF THE LAND PLATTED AND HAS BEEN PREPARED IN CONFORMITY WITH THE MINIMUM STANDARDS AND REQUIREMENTS OF THE LAW.

David A. Burre

GEORGIA REGISTERED No. 1965 Expires 12-31-94 LAND SURVEYOR DAVID A. BURRE

SURVEY FOR:

MICHAEL T. AUSTIN

LAND LOT 20 17th DISTRICT FULTON CO., GEORGIA

DRAWN BY:	B J K
DATE:	2-22-94
SCALE:	1" = 100'
PROJECT:	94-1823

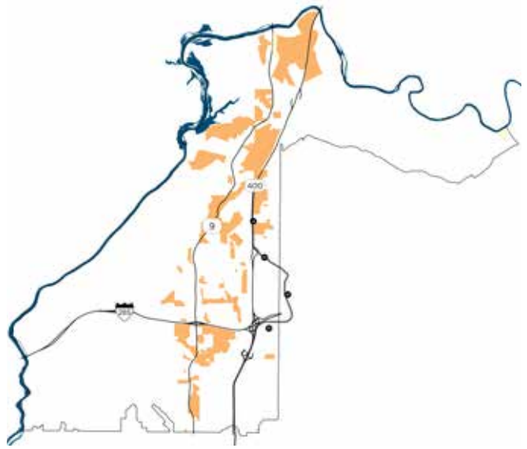
DAVID A. BURRE
ENGINEERS & SURVEYORS, INC.
11660 ALPHARETTA HWY. SUITE 100
ROSWELL, GEORGIA 30076
PHONE (404) 992-6550

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 townhome 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.




Example of urban single family homes in Davidson, NC


Condominiums in urban neighborhood Seattle, WA


Example of condominiums in Brick, NJ

LAND USES

- Primarily or exclusively residential (small-lot single family, townhome 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

IMPLEMENTATION MEASURES

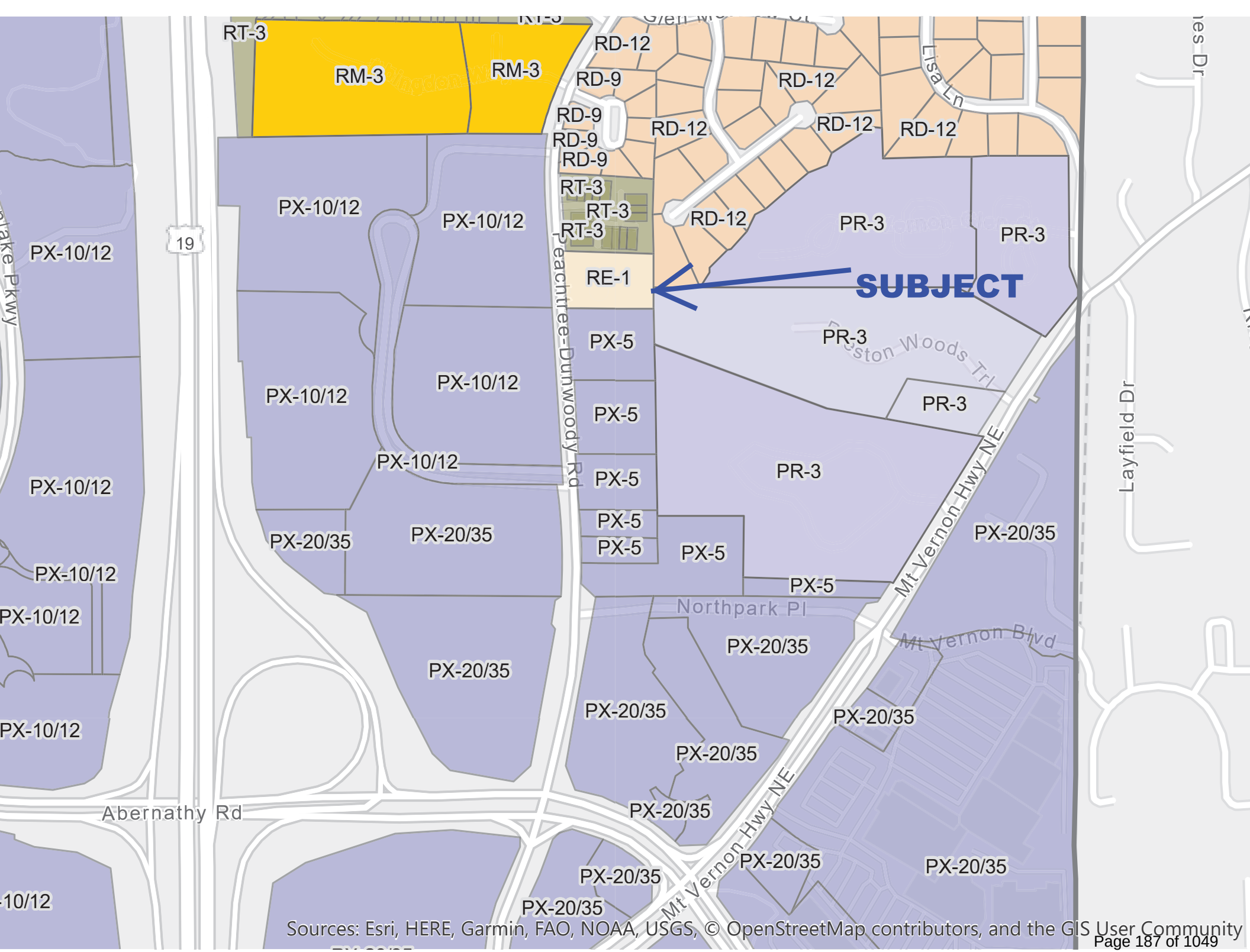
- Prepare new development regulations for residential development as part of a new Sandy Springs Development Code to implement the Comprehensive Plan and small area plans.
- Follow design standards and regulations from the Sandy Springs Development Code, once adopted.
- Implement redevelopment recommendations 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.
- Create an expanded and connected street grid in this character area.


Shared green space in urban neighborhood in Langley, WA


Townhomes in urban community in Fairfax, VA


Rendering of townhomes


Example of attached single family homes, Jordan, UT



Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

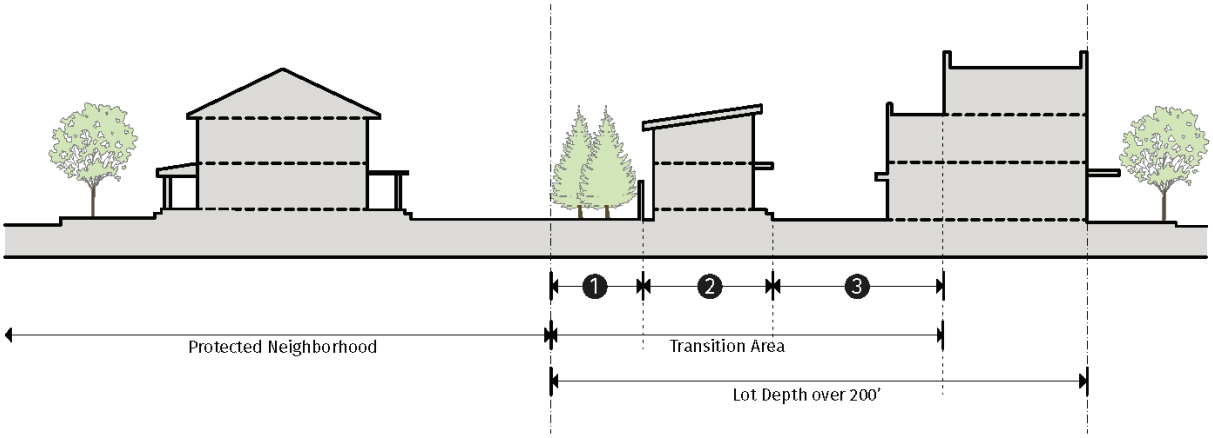
Allowed Use Table	Protected Neighborhood				Urban Neighborhood				Corridors & Nodes								Perimeter Center			
Use Category: Specific Use	RE	RD	PK	CON	RU	RT	RM	RX	ON-	OX-	CX-	SX-	TX-	CS-	IX-	CC-	PR-	PX-	PM-	Definition/ Standards
Residential Uses																				
Household Living																				Sec. 7.3.1
Single unit detached	P	P	—	—	P	P	L	—	L	L	L	L	L	L	L	L	L	L	L	Sec. 7.3.1.B
Single unit attached	—	—	—	—	—	P	P	P	P	P	P	P	P	P	P	P	P	L	L	Sec. 7.3.1.E
Multi-unit	—	—	—	—	—	—	P	P	—	—	P	P	P	P	P	P	P	P	P	Sec. 7.3.1.F
Live/work	—	—	—	—	—	—	P	P	—	—	P	P	P	P	P	—	P	P	P	Sec. 7.3.1.G
Group Living, except as listed below:	—	—	—	—	—	—	P	P	—	P	P	P	P	P	P	P	P	P	P	Sec. 7.3.2
Personal care home, up to 3 residents	L	L	—	—	P	P	P	P	—	P	P	P	P	P	P	P	P	P	P	Sec. 7.3.2.E
Personal care home, 4 or more residents	C	C	—	—	C	C	C	C	—	C	C	C	C	C	C	C	C	C	C	Sec. 7.3.2.E
Rehabilitation or Treatment Facility	—	—	—	—	—	—	—	—	—	—	—	—	—	—	C	C	—	—	—	Sec. 7.3.4
Public and Civic Uses																				
Civic																				Sec. 7.4.1
College/university	—	—	—	—	—	—	—	—	—	P	P	—	P	P	P	P	—	P	P	Sec. 7.4.1.B
Government facility	C	C	P	—	C	C	C	C	—	P	P	P	P	P	P	P	C	P	P	Sec. 7.4.1.D
Library/museum	—	—	—	—	—	—	—	—	—	P	P	P	P	P	P	P	—	P	P	Sec. 7.4.1.E
Place of assembly	—	—	—	—	—	—	—	—	P	P	P	—	P	P	P	P	—	P	P	Sec. 7.4.1.C
Place of worship	C	C	—	—	C	C	C	C	L	L	L	—	P	P	L	L	C	P	P	Sec. 7.4.1.F
Prison/correctional facility	—	—	—	—	—	—	—	—	—	—	—	—	—	—	C	—	—	—	—	Sec. 7.4.1.G
School, private (K-12)	C	C	—	—	C	C	C	C	—	L	L	-	P	P	L	L	C	P	P	Sec. 7.4.1.H

School, public (K-12)	P	P	—	—	P	P	P	P	—	P	P	-	P	P	P	P	P	P	P	Sec. 7.4.1.I
Recreation and Open Space																				Sec. 7.4.2
Cemetery/mausoleum	C	C	—	—	C	C	C	C	—	C	C	—	C	C	C	C	C	C	C	Sec. 7.4.2.B
Conservation area (up to 1 acre)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	Sec. 7.4.2.D
Conservation area (more than 1 acre)	—	—	—	P	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Sec. 7.4.2.D
Golf course	C	C	—	—	P	P	P	P	—	—	—	—	—	—	—	—	—	—	—	Sec. 7.4.2.E
Recreational facility	—	—	—	—	—	—	—	—	—	P	P	—	C	C	P	P	—	C	C	Sec. 7.4.2.I
Subdivision amenity	P	P	—	—	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	Sec. 7.4.2.G
Utilities																				Sec. 7.4.3
Minor utilities	P	P	P	—	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	Sec. 7.4.3.A.1
Major utilities	—	—	—	—	—	—	—	—	—	—	C	—	—	—	C	C	—	—	—	Sec. 7.4.3.A.2
Wireless Communications																				Sec. 7.4.4
Alternative support antenna structure and roof-mounted antenna	—	—	—	—	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	Sec. 7.4.4.B
Amateur radio antenna (up to 90 feet)	P	P	P	—	P	P	P	P	—	P	P	P	P	P	P	P	P	P	P	Sec. 7.4.4.C
Amateur radio antenna (more than 90 feet)	C	C	C	—	C	C	C	C	—	C	C	C	C	C	C	C	C	C	C	Sec. 7.4.4.C
Tower antenna	—	C	C	—	C	C	C	C	—	C	C	C	C	C	P	C	C	C	C	Sec. 7.4.4.D
Commercial Uses																				
Adult Establishment	—	—	—	—	—	—	—	—	—	P	P	P	P	P	P	—	—	—	P	Sec. 7.5.1
Animal Care																				Sec. 7.5.2
Animal care, indoor	—	—	—	—	—	—	—	—	P	P	P	P	P	P	P	P	—	P	—	Sec. 7.5.2.A

Animal care, outdoor	—	—	—	—	—	—	—	—	—	—	—	—	—	—	C	—	—	—	—	Sec. 7.5.2.A
Day Care	—	—	—	—	—	C	C	P	—	P	P	P	P	P	P	P	C	P	P	Sec. 7.5.5
Medical, except as listed below:	—	—	—	—	—	—	—	—	P	P	P	P	P	P	P	P	—	P	P	Sec. 7.5.7
Hospital	—	—	—	—	—	—	—	—	—	C	C	—	—	—	C	C	—	—	P	Sec. 7.5.7.B
Office	—	—	—	—	—	—	—	P	P	P	P	P	P	P	P	P	—	P	P	Sec. 7.5.8
Overnight Lodging																				Sec. 7.5.10
Bed and Breakfast (up to 5 rooms)	—	—	—	—	—	P	P	P	P	P	P	—	P	P	P	P	—	—	—	Sec. 7.5.10.B
Boutique hotel (6 to 30 rooms)	—	—	—	—	—	—	—	L	—	L	P	P	P	P	P	P	—	P	P	Sec. 7.5.10.C
Executive suites hotel	—	—	—	—	—	—	—	—	—	—	—	—		—	—	—	—	P	P	Sec. 7.5.10.E
Hotel (more than 30 rooms)	—	—	—	—	—	—	—	—	—	P	—	P	P	P	—	P	—	P	P	Sec. 7.5.10.D
Parking, Commercial	—	—	—	—	—	—	—	—	—	P	P	P	P	P	P	P	—	P	P	Sec. 7.5.11
Passenger Terminal	—	—	—	—	—	—	—	—	-	P	P	P	P	P	P	P	—	P	P	Sec. 7.5.12
Personal Service	—	—	—	—	—	—	—	P	P	P	P	P	P	P	P	P	—	P	P	Sec. 7.5.13
Restaurant	—	—	—	—	—	—	—	P	—	P	P	P	P	P	P	P	—	P	P	Sec. 7.5.14
Retail, except as listed below:	—	—	—	—	—	—	—	P	—	P	P	P	P	P	P	P	—	P	P	Sec. 7.5.15
Fireworks retail facility	—	—	—	—	—	—	—	—	—	—	—	—	—	—	P	P	—	—	—	Sec. 7.5.15.C
Fuel pumps, gas station	—	—	—	—	—	—	—	—	—	—	P, C	—	—	—	P, C	P, C	—	—	—	Sec. 7.5.15.D
Vehicle Sales and Rental																				Sec. 7.5.16
Minor vehicle sales and rental	—	—	—	—	—	—	—	—	—	—	—	—	L	L	P	P	—	L	L	Sec. 7.5.16
Major vehicle sales and rental	—	—	—	—	—	—	—	—	—	—	—	—	—	—	L	L	—	—	—	Sec. 7.5.16
Industrial Uses																				
Artisanal	—	—	—	—	—	—	—	—	P	—	P	P	P	P	P	P	—	P	P	Sec. 7.6.1

Heavy Industrial	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Sec. 7.6.2
Light Industrial/Manufacturing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	P	—	—	—	—	Sec. 7.6.3
Micro-producer	—	—	—	—	—	—	—	—	—	—	P	P	P	P	P	P	—	P	P	Sec. 7.6.3.A
Research and Development	—	—	—	—	—	—	—	—	P	P	P	—	P	P	P	P	—	P	P	Sec. 7.6.4
Resource Extraction	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Sec. 7.6.5
Vehicle Service and Repair																				Sec. 7.6.6
Minor vehicle service and repair	—	—	—	—	—	—	—	—	—	—	L	—	L	L	L	L	—	L	L	Sec. 7.6.6
Major vehicle service and repair	—	—	—	—	—	—	—	—	—	—	—	—	—	—	P	—	—	—	—	Sec. 7.6.6
Warehouse and Distribution, except as listed below:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	P	—	—	—	—	Sec. 7.6.7
Fireworks distributor	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Sec. 7.6.7.B
Self-service storage, mini-warehouse	—	—	—	—	—	—	—	—	—	—	C	—	—	—	P	P	—	—	—	Sec. 7.6.7.C
Waste-Related Service, except as listed below:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Sec. 7.6.8
Recycling processing center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	P	P	—	—	—	Sec. 7.6.8.B
Open Uses																				
Agriculture																				Sec. 7.7.1
Community garden	L	L	L	—	L	L	L	L	L	L	L	—	L	L	—	P	L	L	L	Sec. 7.7.1.B
Composting	—	—	—	—	—	—	—	—	—	—	—	—	—	—	P	—	—	—	—	Sec. 7.7.1.C
Plant nursery	P	—	—	—	—	—	—	—	—	—	—	—	—	—	—	P	—	—	—	Sec. 7.7.1.D
Timber harvesting	P	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Sec. 7.7.1.E
Urban farm	—	—	—	—	—	—	—	—	—	—	P	—	—	—	—	P	—	—	—	Sec. 7.7.1.F

Accessory Uses																				
Amphitheater	—	—	—	—	—	—	—	—	—	C	C	C	C	C	C	C	—	C	C	Sec. 7.8.1
Car wash	—	—	—	—	—	—	—	—	—	—	—	—	—	—	P	P	—	—	—	Sec. 7.8.2
Drive-thru facility	—	—	—	—	—	—	—	—	—	—	C	C	—	—	—	P	—	—	—	Sec. 7.8.3
Family day care home	P	P	—	—	P	P	—	—	—	—	—	—	P	P	—	—	—	P	P	Sec. 7.8.4
Farmers market	—	—	—	—	—	—	—	—	—	—	P	P	P	P	—	—	—	P	P	Sec. 7.8.5
Greenhouse, non-commercial	P	P	—	—	P	P	P	P	—	P	P	P	—	—	P	P	P	—	—	Sec. 7.8.7
Guest house	P	P	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Sec. 7.8.6
Home occupation	P	P	—	—	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	Sec. 7.8.8
Home occupation (outdoor)	C	C	—	—	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Sec. 7.8.8
Horse stable, non-commercial	P	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Sec. 7.8.9
Kennel, residential	P	P	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Sec. 7.8.10
Livestock raising	P	P	—	—	P	P	P	P	—	P	P	P	—	—	P	P	—	—	—	Sec. 7.8.11
Outdoor dining	—	—	—	—	—	—	—	P	—	P	P	P	P	P	P	P	—	P	P	Sec. 7.8.12
Outdoor storage, minor	—	—	—	—	—	—	—	—	—	—	—	—	—	—	P	P	—	—	—	Sec. 7.8.14
Outdoor storage, major	—	—	—	—	—	—	—	—	—	—	—	—	—	—	P	—	—	—	—	Sec. 7.8.15
Poultry raising	P	P	P		P	P	P	P	P	P	P	P	—	—	P	P	P	—	—	Sec. 7.8.17
Residential accessory structure	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	Sec. 7.8.22
Short-term rental	L	L	—	—	L	L	L	L	—	L	L	L	L	L	L	L	L	L	L	Sec. 7.8.16
Skywalk	—	—	—	—	—	—	—	—	C	C	C	—	—	C	C	—	—	C	C	Sec. 7.8.18
Solar panels, wind turbines, rainwater collection systems	P	P	P	—	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	Sec. 7.8.19
Swimming pool, multifamily	L	L	—	—	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	Sec. 7.8.20
Unmanned retail structures	—	—	—	—	—	—	—	—	—	—	P	P	P	P	P	P	—	P	P	Sec. 7.8.21



1	2	3
Buffer	**Restricted Uses**	**Compatible Massing**
Intended to buffer and screen with evergreen landscaping and wall. No buildings, structures or parking are allowed.	Intended to be occupied by open areas and low intensity uses, such as surface parking, alleys, landscaping, and secondary/accessory structures.	Intended to restrict the height of development so as to decrease the impact of new multi-story structures.
Permitted Structures & Activity	Permitted Structures & Activity	Permitted Structures & Activity
See Sec. 8.2.5 and Sec. 8.2.6	1. All activity permitted in Area 1.	1. All activity permitted in Areas 1 and 2.
	2. Alleys, parking and drive aisles, but not service areas or mechanical equipment, including HVAC, generators, loading, dumpsters and recycling bins.	2. All permitted uses in the applicable zoning.
	3. Accessory structures.	

	4.	Single unit detached, single unit attached where allowed by the underlying zoning district.	
	These elements must be located as far from the Protected Neighborhood as site conditions allow.		
Depth	Depth		Depth
30 feet min	25 feet min		30 feet min
	Height		Height
	2 stories/24 feet max		2 stories/24 or 28 feet max, see zoning district requirements

(Ord. of 4-17-2018(4) , §§ 6-28, 6-29; Ord. No. 2019-01-01 , § II, 1-15-2019)

ZONING PROPOSAL FOR NEW TOWNHOME DEVELOPMENT

SANDY SPRINGS, GA

6669 Peachtree Dunwoody Rd



SITE: 6669 PEACHTREE DUNWOODY RD

ZONING REQUIREMENTS - PROPOSED RT-3 ZONING CATEGORY

SINGLE FAMILY ATTACHED - RT-3
- LOT SIZE - MINIMUM 1800 SQ FT
- LOT WIDTH - MINIMUM 24 FEET

- FRONT SETBACK - 10' MIN, 30' MAX
- SIDE SETBACK - 5' MIN
- REAR SETBACK - 5' MIN

- HEIGHT - 3 STORIES, 40' MAX

SINGLE FAMILY ATTACHED - COTTAGE COURT
- LOT SIZE - MINIMUM 1200 SQ FT, MAX 1200 SQ FT FOOTPRINT
- LOT WIDTH - MINIMUM 22 FEET
- 600 SQ FT CONTIGUOUS COURTYARD PER UNIT, 40' AVERAGE WIDTH

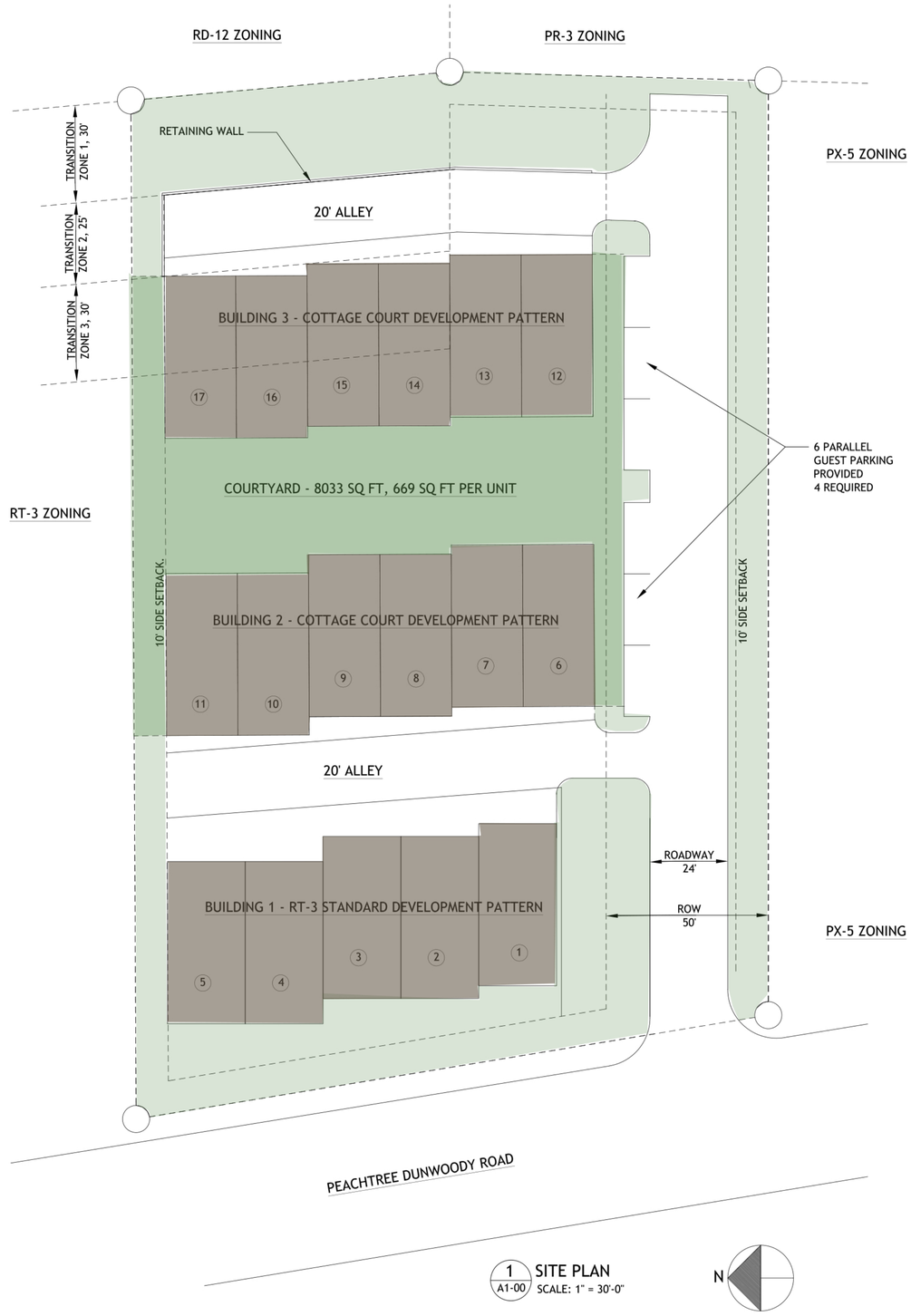
- FRONT SETBACK - 15' FROM PRIMARY STREET
- SIDE SETBACK - 10' MIN
- REAR SETBACK - 10' MIN

- HEIGHT - 3 STORIES, 40' MAX

TRANSITION BUFFER TO RD-12
- ZONE 1 - 30', NO BUILDING OR PARKING
- ZONE 2 - 25', ALLEYS AND ACCESSORY USES, MAX 2 STORIES, MAX 24 FEET TALL
- ZONE 3 - 30', ALL USES ALLOWED IN ZONING, MAX 2 STORIES, MAX 24 FEET TALL

ROAD DIMENSION
- RESIDENTIAL STREET - 50' RIGHT OF WAY, 24' DRIVE LANE
- RESIDENTIAL ALLEY - 20' RIGHT OF WAY, 14' DRIVE LANE

PARKING
- 1.75 SPACES PER ATTACHED DWELLING - 2 CAR GARAGE PROVIDED
- .2 SPACES PER ATTACHED DWELLING - 4 SPACES REQUIRED, 6 PROVIDED



1 A1-00 SITE PLAN
SCALE: 1" = 30'-0"

LANDBRIDGE DEVELOPMENT

CONCEPTUAL SITE PLAN & ZONING CALCULATIONS

wright gardner architect llc



1 A1-05 BUILDING 1 STREET VIEW
1/8" = 1'-0"



2 A1-05 BUILDING 1 DRIVEWAY VIEW
1/8" = 1'-0"

BUILDING 1 CONCEPTUAL ELEVATIONS

LANDBRIDGE DEVELOPMENT

wright gardner architect llc



1 A1-06 BUILDING 2 COURTYARD VIEW
1/8" = 1'-0"



2 A1-06 BUILDING 2DRIVEWAY VIEW
1/8" = 1'-0"

BUILDING 2 CONCEPTUAL ELEVATIONS

LANDBRIDGE DEVELOPMENT

wright gardner architect llc



1 A1-07 BUILDING 3 COURTYARD VIEW
1/8" = 1'-0"



2 A1-07 BUILDING 3 DRIVEWAY VIEW
1/8" = 1'-0"

BUILDING 3 CONCEPTUAL ELEVATIONS

LANDBRIDGE DEVELOPMENT

wright gardner architect llc



DRIVEWAY VIEW FROM NORTH



PEACHTREE DUNWOODY RD VIEW





COURTYARD VIEW

LANDBRIDGE
DEVELOPMENT

CONCEPTUAL 3D VIEWS

wright gardner architect llc

Sandy Springs – Zoning Community Meeting II

April 12th, 2022 6:00pm – Sandy Springs City Hall

Name	Address	Email / Phone #
Ray + Gayle Moss	425 Otter Creek Ct. Sandy Springs 30328	[redacted]
Michael Goltze	1080 Charles Towne Sq	
Mary Vavra	1120 Charles Towne Sq Atlanta GA 30328	
DAVID TOSS	445 OTTER CREEK CT SANDY SPRINGS 30328	
Ken + Kathy Klatt	415 OTTER CREEK CT Sandy Springs 30328	

First Name	Last Name	Email	Registration Time	Approval S	Address	City	Zip/Postal	State/Prov	Phone
Michael	Austin	a[redacted]	4/12/2022 17:41	approved	2085 River North Parkway	Sandy Springs	30328	GA	
Gary	Hammond	g[redacted]	4/12/2022 17:49	approved	7000 Peachtree Dunwoody Road, Suite 4-100	Atlanta	30328	GA	7704810853
Donald	Sizemore	d[redacted]	4/12/2022 17:58	approved	6919 Peachtree Dunwoody Rd	Sandy Springs	30328	GA	
Marissa	Kalu	m[redacted]	4/12/2022 18:17	approved	2 E Joppa Rd	Towson	21286	MD	

Mayor & City Council

July 19, 2022

SANDY SPRINGS™
GEORGIA

RZ22-0002
6669 Peachtree Dunwoody Road

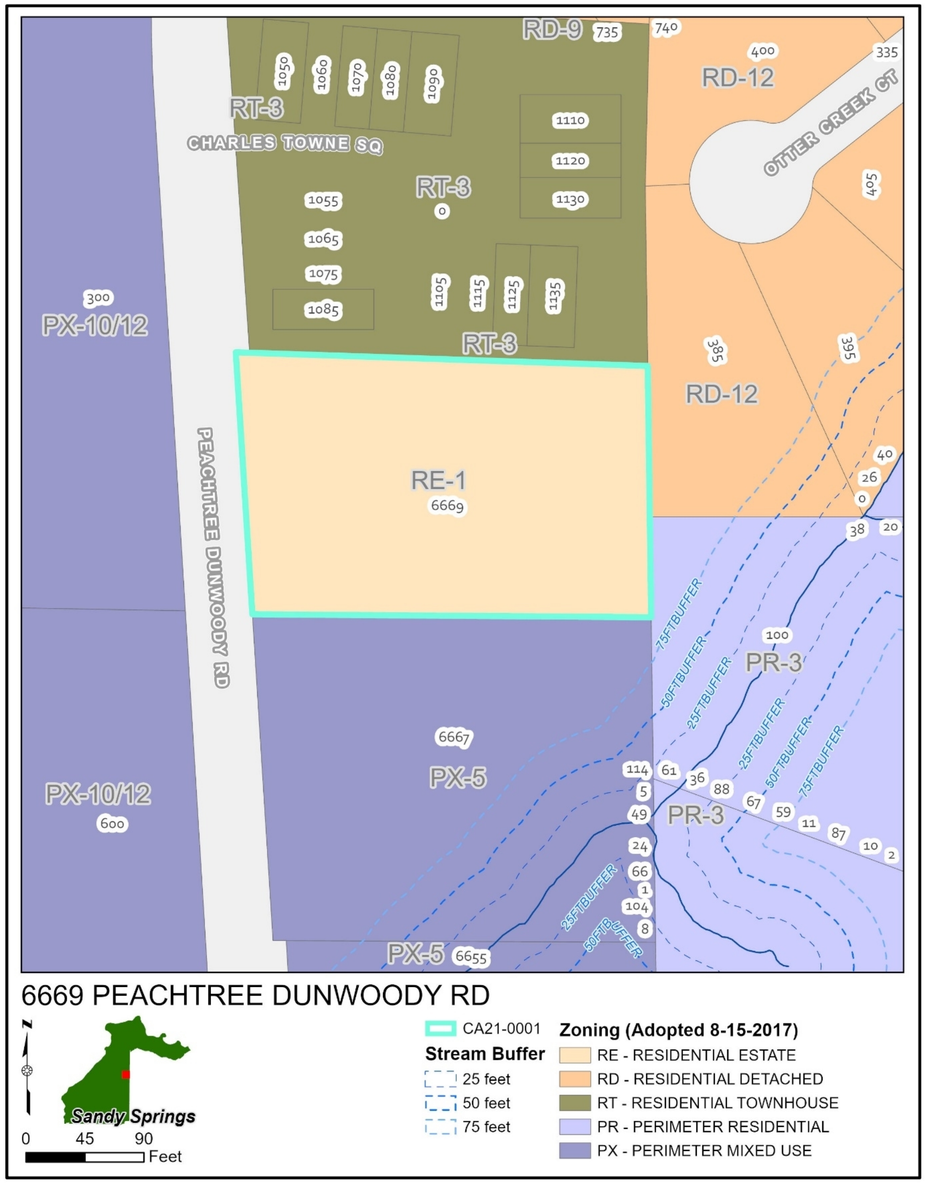
Request for a Zoning Map Amendment from RE-1 (Residential Estate, 1 acre minimum) to RT-3 (Residential Townhouse, 3 stories maximum height).

Recommendations-

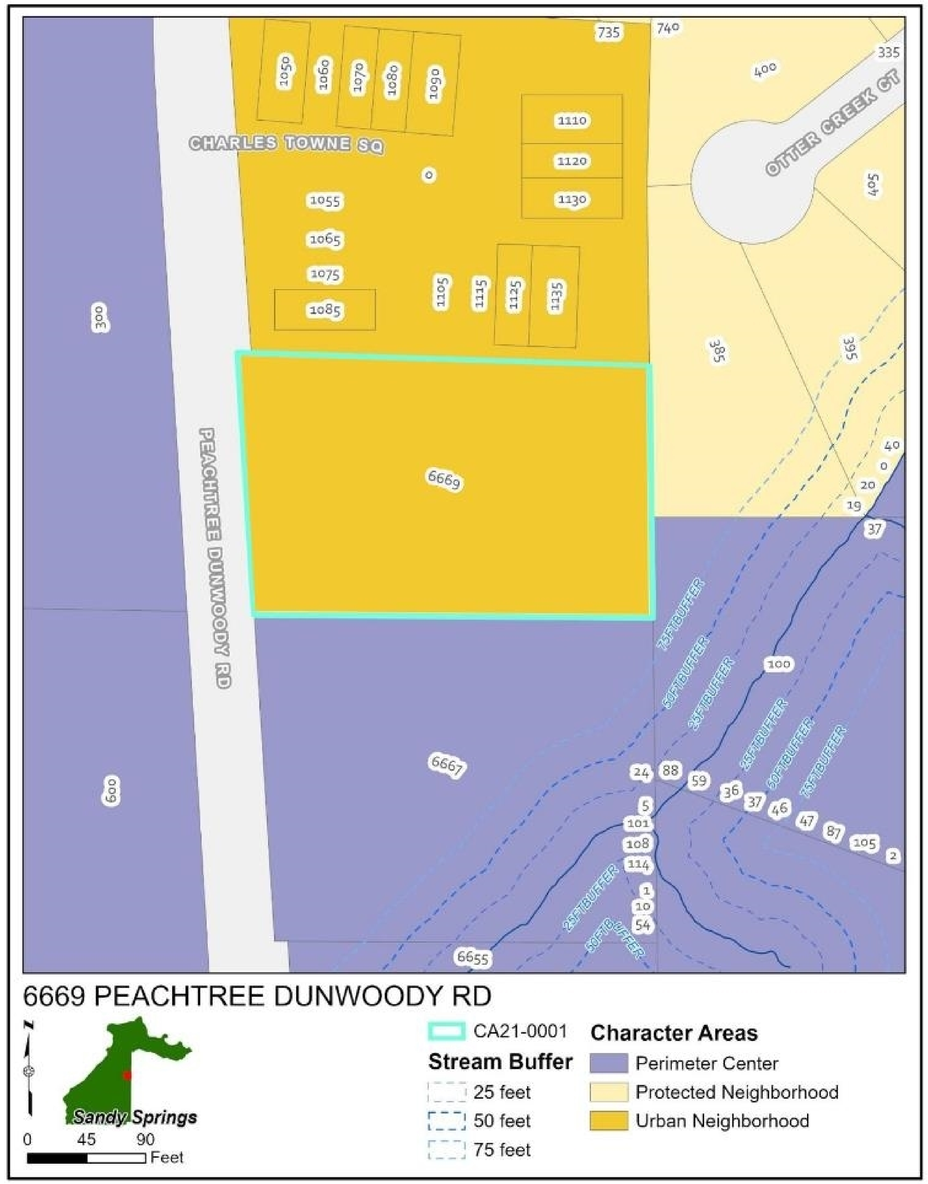
Planning Staff: Approval

Planning Commission: Approval

Zoning Map



Character Area Map



Existing Conditions

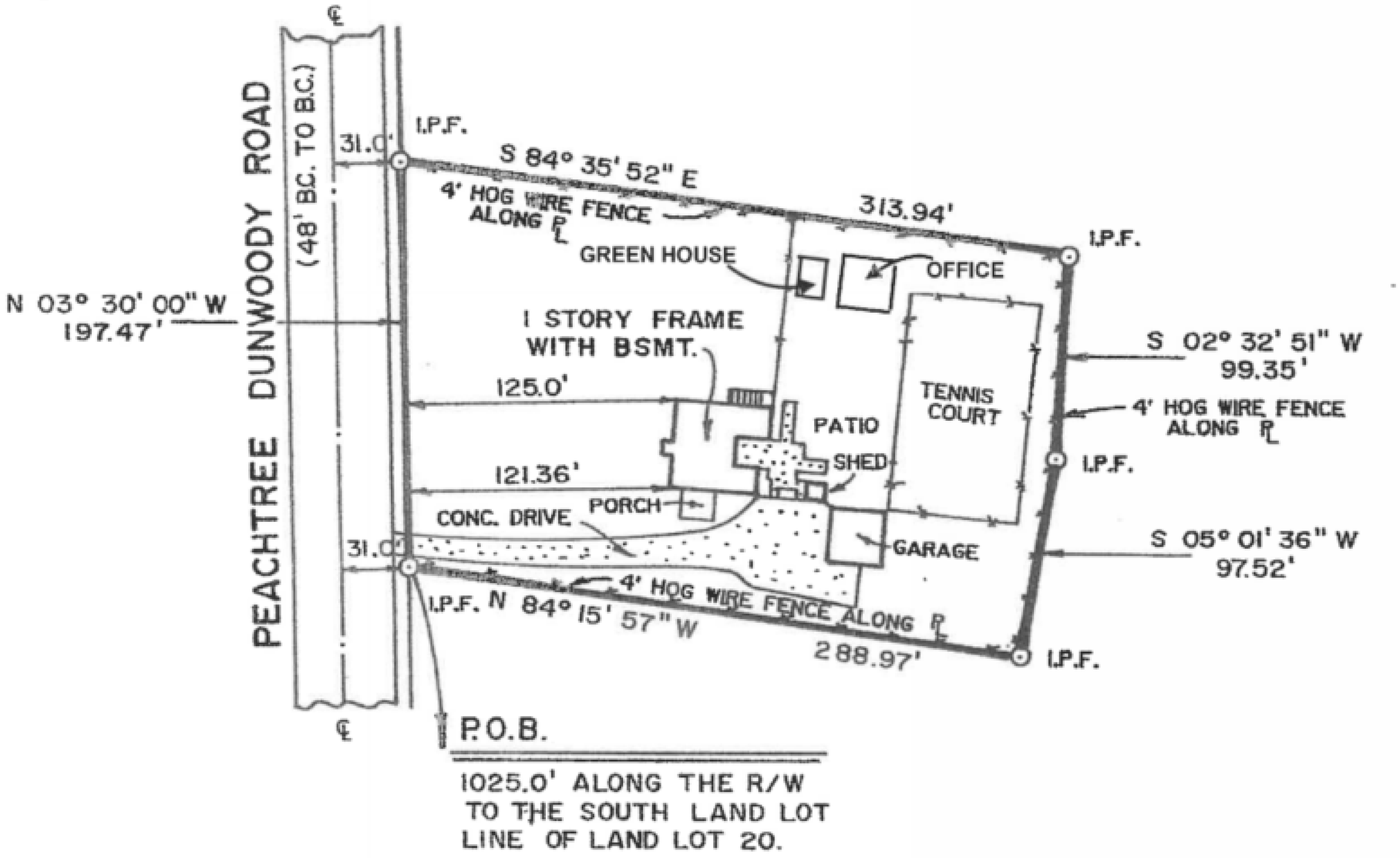


Site Conditions





Survey


PEACHTREE DUNWOODY ROAD
(48' BC. TO B.C.)
℄
℄
31.0'
I.P.F.
S 84° 35' 52" E
313.94'
4' HOG WIRE FENCE ALONG ℄
I.P.F.
GREEN HOUSE
OFFICE
N 03° 30' 00" W
197.47'
1 STORY FRAME WITH BSMT.
S 02° 32' 51" W
99.35'
125.0'
TENNIS COURT
4' HOG WIRE FENCE ALONG ℄
PATIO
SHED
I.P.F.
121.36'
PORCH
CONC. DRIVE
31.0'
GARAGE
S 05° 01' 36" W
97.52'
4' HOG WIRE FENCE ALONG ℄
I.P.F. N 84° 15' 57" W
288.97'
I.P.F.
P.O.B.
1025.0' ALONG THE R/W TO THE SOUTH LAND LOT LINE OF LAND LOT 20.


RD-12 ZONING
PR-3 ZONING
PX-5 ZONING
RETAINING WALL
TRANSITION ZONE 1, 30'
TRANSITION ZONE 2, 25'
TRANSITION ZONE 3, 30'
20' ALLEY
BUILDING 3 - COTTAGE COURT DEVELOPMENT PATTERN
17
16
15
14
13
12
COURTYARD - 8033 SQ FT, 669 SQ FT PER UNIT
6 PARALLEL GUEST PARKING PROVIDED 4 REQUIRED
RT-3 ZONING
10' SIDE SETBACK
BUILDING 2 - COTTAGE COURT DEVELOPMENT PATTERN
11
10
9
8
7
6
10' SIDE SETBACK
20' ALLEY
ROADWAY 24'
ROW 50'
BUILDING 1 - RT-3 STANDARD DEVELOPMENT PATTERN
5
4
3
2
1
PX-5 ZONING
PEACHTREE DUNWOODY ROAD
1 A1-00 SITE PLAN
SCALE: 1" = 30'-0"
N

Site Plan

Zoning Map Amendment Considerations

- The property is currently in the RE-1 District but also in the Urban Neighborhood Character Area (which contains the RT-3 zoning district). There is a similar sized property, also zoned RT-3 neighboring to the north
- Site plan is not required – goal is to consider appropriateness of proposed change in regard to potential allowed uses within proposed zoning district – in this case primarily single unit detached to single unit attached
- Concept aligns with vision for the Perimeter Center Small Area Plan
- Meets the goals of The Next Ten to help realize redevelopments which promote more compact and walkable places
- Appropriate for the current and planned character of the area

Recommendations

Following review, and based on the findings, Staff recommends **Approval** of **Zoning Map Amendment RZ22-0002**, to rezone from RE -1 to RT-3.

During its June 22, 2022 meeting, the Planning Commission recommended **Approval** of **Zoning Map Amendment RZ22-0002**, to rezone from RE-1 to RT-3.

STATE OF GEORGIA

COUNTY OF FULTON

AN ORDINANCE TO REZONE THE PROPERTY AT 6669 PEACHTREE DUNWOODY ROAD FROM RE-1 (RESIDENTIAL ESTATE, 1 ACRE MINIMUM LOT SIZE) TO RT-3 (RESIDENTIAL TOWNHOUSE, 3 STORIES MAXIMUM HEIGHT)

BE IT ORDAINED by the City Council for the City of Sandy Springs, Georgia while in regular session on July 19, 2022 at 6:00 p.m. as follows:

SECTION 1. That the Official Zoning Map, incorporated into and part of the City of Sandy Springs Development Code be amended so the property located at **6669 Peachtree Dunwoody Road (**Parcel # 17 0020 LL0175), consisting of a total of approximately 1.27 acres, as more particularly described in the attachment, be rezoned from RE-1 (Residential Estate, 1 Acre Minimum Lot Size) to RT-3 (Residential Townhouse, 3 Stories Maximum Height); and

SECTION 2. That all Ordinances or part of Ordinances in conflict with the terms of this Ordinance are hereby repealed; and

SECTION 3. This Ordinance shall become effective upon adoption by the Mayor and City Council and the signature of approval of the Mayor.

APPROVED AND ADOPTED this the 19th day of July, 2022.

Approved:

_____
Russell K. Paul, Mayor

Attest:

_____
Raquel D. Gonzàlez, City Clerk

(SEAL)

ZONING EXHIBIT

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 20 OF THE 17TH DISTRICT OF FULTON COUNTY, GEORGIA, KNOWN AS 6669 PEACHTREE DUNWOODY ROAD, ACCORDING TO THE PRESENT NUMBERING SYSTEM OF SAID COUNTY, AS SHOWN ON THAT CERTAIN PLAT OF SURVEY FOR NORTHPARK ASSOCIATES II, LTD., DATED JANUARY 5, 1988, PREPARED BY GEORGIA LAND SURVEYING CO. INC., AND BEARING THE SEAL OF JOSH L. LEWIS, III, GEORGIA REGISTERED LAND SURVEYOR NO. 1751, AND BEING MORE RECENTLY SHOWN ON SURVEY FOR MICHAEL T. AUSTIN, DATED FEBRUARY 22, 1994, PREPARED BY DAVID A. BURRE, GEORGIA REGISTERED LAND SURVEYOR NO. 1965, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT AN IRON PIN ON THE EASTERLY RIGHT OF-WAY LINE OF PEACHTREE DUNWOODY ROAD 1,025.0 FEET IN A NORTHERLY DIRECTION ALONG SAID RIGHT-OF-WAY LINE FROM THE SOUTHERLY LAND LOT LINE OF LAND LOT 20 OF THE AFORESAID DISTRICT AND COUNTY; RUN THENCE NORTH 03 DEGREES 30 MINUTES WEST ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 197. 47 FEET TO AN IRON PIN; THENCE LEAVING SAID RIGHT-OF-WAY LINE RUN SOUTH 84 DEGREES 35 MINUTES 52 SECONDS EAST A DISTANCE OF 313. 94 FEET TO AN IRON PIN; RUN THENCE SOUTH 02 DEGREES 32 MINUTES 51 SECONDS WEST A DISTANCE OF 99.35 FEET TO AN IRON PIN; RUN THENCE SOUTH 05 DEGREES 01 MINUTES 36 SECONDS WEST A DISTANCE OF 97.52 FEET TO AN IRON PIN; RUN THENCE NORTH 84 DEGREES 15 MINUTES 57 SECONDS WEST A DISTANCE OF 288.97 FEET TO AN IRON PIN AND THE POINT OF BEGINNING, SAID TRACT OR PARCEL BEING IMPROVED

PROPERTY CONTAINING 1.360 ACRES, ACCORDING TO AFORESAID PLAT OF SURVEY.

SANDY SPRINGS
CITY CLERK'S OFFICE

TO: Eden Freeman, City Manager

FROM: Matthew Anspach, Senior Planner

DATE: June 28, 2022 Submission for the July 19, 2022 City Council Meeting

ITEM: Request for Mayor and City Council Consideration of TA22-0001, an Ordinance to Amend Development Code Divisions 1.2. Districts; 4.1. District Intent Statements; and 4.4. Commercial Mixed Use (CX-)

Recommendation:

Staff recommends approval of Text Amendment TA22-0001.

Background:

When Sandy Springs completed the citywide rezoning process and related Development Code in 2017, there was an expectation that unintended errors and general oversights would be discovered over the subsequent months and years, as the new Zoning Map and Development Code were practically observed and implemented.

Discussion:

Part of the citywide rezoning and Development Code implementation included the creation of a new district titled "Commercial Mixed Use (CX-)," within the "Corridor & Nodes" Character Area. Code language in three different sections effectively establishes and lays out the height parameters of the district: "Districts Established"; "Commercial Mixed Use"; and more specifically "Height and Mass."

Staff recently realized that though property in the City is currently zoned CX-6 on the official Zoning Map, the zoning category itself (CX-6) is not listed as an option in the aforementioned sections. The only CX- category listed is CX-3 (Commercial Mixed Use, 3 stories maximum). Staff believes this discrepancy to be an oversight error and seeks to correct it by including CX-6 (Commercial Mixed Use, 6 stories maximum) as an additional district within Commercial Mixed Use.

Financial Impact:

N/A

Alternatives:

Mayor & City Council could choose not to approve Text Amendment TA22-0001, or Mayor and City Council could modify the recommended text edits included in TA22-0001.

Review:

Matthew Anspach, Senior Planner Created/Initiated - 7/6/2022

Ginger Sottile, Director of Community Development	Approved - 7/7/2022
Kristin Byars Smith, Assistant City Manager	Approved - 7/8/2022
Toni Carlisle, Chief Financial Officer	Approved - 7/12/2022
Kathy Williams, Staff Attorney	Approved - 7/12/2022
Eden Freeman, City Manager	Final Approval - 7/15/2022

Attachments:

1. TA22-0001 Staff Report
2. TA22-0001 Presentation
3. TA22-0001 Ordinance

SANDY SPRINGS
GEORGIA

P&Z STAFF REPORT
Mayor & City Council Meeting, July 19, 2022

Case: **TA22-0001 --- General Fixes (CX- District)**
Staff Contact: Matthew Anspach (MAnspach@sandyspringsga.gov)
Report Date: July 6, 2022

PURPOSE
An Ordinance to amend the following Development Code Divisions: Div. 1.2 Districts Div. 4.1. District Intent Statements Div. 4.4. Commercial Mixed Use (CX-)

RECOMMENDATION
Department of Community Development
Staff recommends **Approval** of **Text Amendment** TA22-0001.
Planning Commission (June 22, 2022)
Following Staff's presentation, the Planning Commission discussed the implications of the change and Staff provided that the zoning district currently exists on property in Sandy Springs and that the amendment would simply correct an oversight in the original Development Code text. **Motion:** Commissioner Settles motioned to recommend approval. Commissioner Kelly seconded the motion. The motion carried unanimously.

PROCESS	
Planning Commission Hearing: June 22, 2022	Mayor and City Council Hearing: July 19, 2022

PROPOSED AMENDMENT(S)

Sec. 1.2.1. – Districts Established

Corridor & Node Districts		
	Office Neighborhood: ON-3	Neighborhood Village
	Office Mixed Use: OX-3, OX-4, OX-5, OX-6, OX-8	Commercial/Mixed Use, Powers Ferry, Powers Ferry Village
	Commercial Mixed Use: CX-3, CX-6	Commercial/Mixed Use, Powers Ferry, Powers Ferry Village
	Shopfront Mixed Use: SX-3, SX-4, SX-6	Mixed Use, Powers Ferry Village
	Transit-Mixed Use: TX-4, TX-6	MARTA Transit-Oriented Development
	City Springs: CS-3, CS-4, CS-5, CS-6	City Springs
	Industrial Mixed Use: IX-3	Commercial/Mixed Use
	Commercial Corridor: CC-3	Commercial/Mixed Use, Powers Ferry Village
	North End Mixed Use: NEX-5/6, NEX-5/10/12	Mixed/Use

Sec. 4.1.3. - Commercial Mixed Use

Sec. 4.1.3. Commercial Mixed Use

The Commercial Mixed Use districts are intended to provide for a variety of retail, service and commercial uses, as well as multi-unit residences. The districts also allow for civic, open space and park uses. Where these districts abut Protected Neighborhood districts, a transition area is required. The districts include:

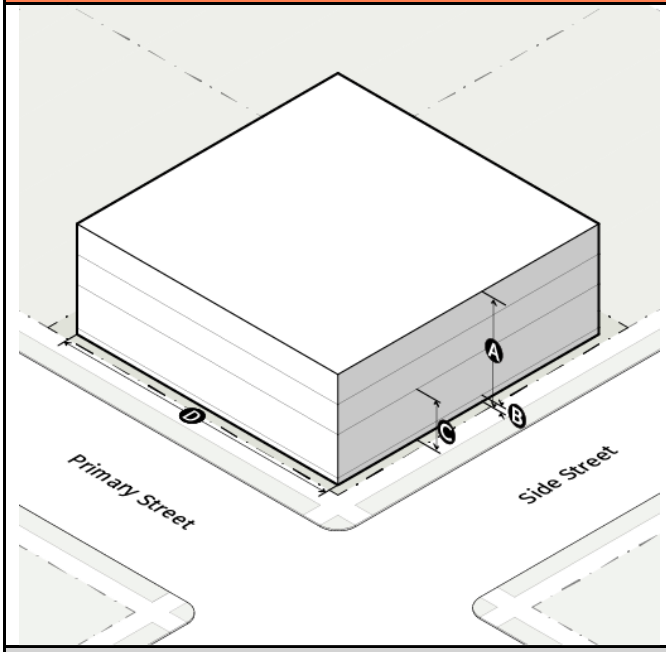
A. CX-3: Commercial Mixed Use, 3 stories maximum height

B. CX-6: Commercial Mixed Use, 6 stories maximum height

SEC. 4.4.3. - Height And Mass

(Next Page)

Sec. 4.4.3. Height and Mass

SEC. 4.4.3. HEIGHT AND MASS		
		
Building Height		
A	Maximum height	
	CX-3	3 stories max/53' max
	Adjacent to RE- or RD-	3 stories max/42' max
	CX-6	6 stories max/95' max
	Adjacent to RE- or RD-	6 stories max/84' max
	Within a transition area	2 stories/28' max
Story Height		
B	Ground floor elevation, residential	2' min/5' max
	Ground floor elevation, nonresidential	0' min/2' max
C	Ground story, residential	12' min
	Ground story, nonresidential	14' min
Building Mass		
D	Street-facing building length	300' max

BACKGROUND

When Sandy Springs completed the citywide rezoning process and related Development Code in 2017, there was an expectation that unintended errors and general oversights would be discovered over the subsequent months and years, as the new Zoning Map and Development Code were practically observed and implemented.

Part of the citywide rezoning and Development Code implementation included the creation of a new district titled "Commercial Mixed Use (CX-)," within the "Corridor & Nodes" Character Area. Code language in three different sections effectively establishes and lays out the height parameters of the district: "Districts Established"; "Commercial Mixed Use"; and more specifically "Height and Mass."

Staff recently realized that though property in the City is currently zoned CX-6 on the official Zoning Map, the zoning category itself (CX-6) is not listed as an option in the aforementioned sections. The only CX-category listed is CX-3 (Commercial Mixed Use, 3 stories maximum). Staff believes this discrepancy to be an oversight error and seeks to correct it by including CX-6 as an additional district within Commercial Mixed Use.

DEPARTMENT OF COMMUNITY DEVELOPMENT RECOMMENDATION
Following review, Staff recommends **Approval** of **Text Amendment** TA22-0001, An Ordinance to amend the following Development Code Divisions: Div. 1.2 Districts Div. 4.1. District Intent Statements Div. 4.4. Commercial Mixed Use (CX-)

Mayor & City Council

July 19, 2022

SANDY SPRINGS™
GEORGIA

TA22-0001
General Fixes

Recommendation-
Planning Staff: Approval
Planning Commission: Approval

Sections 1.2.1. Districts Established & 4.1.3. Commercial Mixed Use

Sec. 1.2.1. – Districts Established

Corridor & Node Districts		
	Office Neighborhood: ON-3	Neighborhood Village
	Office Mixed Use: OX-3, OX-4, OX-5, OX-6, OX-8	Commercial/Mixed Use, Powers Ferry, Powers Ferry Village
	Commercial Mixed Use: CX-3, CX-6	Commercial/Mixed Use, Powers Ferry, Powers Ferry Village
	Shopfront Mixed Use: SX-3, SX-4, SX-6	Mixed Use, Powers Ferry Village
	Transit-Mixed Use: TX-4, TX-6	MARTA Transit-Oriented Development

Sec. 4.1.3. Commercial Mixed Use

The Commercial Mixed Use districts are intended to provide for a variety of retail, service and commercial uses, as well as multi-unit residences. The districts also allow for civic, open space and park uses. Where these districts abut Protected Neighborhood districts, a transition area is required. The districts include:

A. CX-3: Commercial Mixed Use, 3 stories maximum height

B. CX-6: Commercial Mixed Use, 6 stories maximum height

Sec. 4.4.3. Edits

Building Height		
A	Maximum height	
	CX-3	3 stories max/53' max
	Adjacent to RE- or RD-	3 stories max/42' max
	CX-6	6 stories max/95' max
	Adjacent to RE- or RD-	6 stories max/84' max
	Within a transition area	2 stories/28' max

Recommendation

Staff recommends **Approval** of **Text Amendment TA22-0001,** general fixes to the CX- Zoning District.

At the June 22, 2022 meeting, the Planning Commission recommended **Approval** of **Text Amendment TA22-0001**, general fixes to the CX- Zoning District

STATE OF GEORGIA
CITY OF SANDY SPRINGS

AN ORDINANCE OF THE MAYOR AND COUNCIL OF THE CITY OF SANDY SPRINGS, GEORGIA TO AMEND DIV. 1.2. DISTRICTS ESTABLISHED, DIV. 4.1. DISTRICT INTENT STATEMENTS, AND DIV. 4.4. COMMERCIAL MIXED USE (CX-) OF THE SANDY SPRINGS DEVELOPMENT CODE AS FURTHER DESCRIBED BELOW; TO PROVIDE FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES

WHEREAS, the City of Sandy Springs is charged with providing for the health, safety and welfare of the citizens of the City; and

WHEREAS, the City of Sandy Springs previously adopted and amended the Development Code and has identified text amendments necessary to the proper implementation of The Next Ten Comprehensive Plan; and

WHEREAS, the Mayor and City Council have conducted a properly-advertised Public Hearing prior to adoption of this Ordinance in accordance with the Zoning Procedures Act.

NOW THEREFORE, THE MAYOR AND COUNCIL FOR THE CITY OF SANDY SPRINGS HEREBY ORDAIN AS FOLLOWS:

SECTION I: The City of Sandy Springs Development Code is hereby amended by revising certain sections as follows:

Section	Text to be Adopted		
DIV. 1.2. DISTRICTS ESTABLISHED	**Corridor & Node Districts**		
		Office Neighborhood: ON-3	Neighborhood Village
		Office Mixed Use: OX-3, OX-4, OX-5, OX-6, OX-8	Commercial/Mixed Use, Powers Ferry, Powers Ferry Village
		Commercial Mixed Use: CX-3, CX-6	Commercial/Mixed Use, Powers Ferry, Powers Ferry Village
		Shopfront Mixed Use: SX-3, SX-4, SX-6	Mixed Use, Powers Ferry Village
		Transit-Mixed Use: TX-4, TX-6	MARTA Transit-Oriented Development
		City Springs: CS-3, CS-4, CS-5, CS-6	City Springs

		Industrial Mixed Use: IX-3	Commercial/Mixed Use
		Commercial Corridor: CC-3	Commercial/Mixed Use, Powers Ferry Village
		North End Mixed Use: NEX-5/6, NEX-5/10/12	Mixed/Use

DIV. 4.1. DISTRICT INTENT STATEMENTS

Sec. 4.1.3. Commercial Mixed Use

The Commercial Mixed Use districts are intended to provide for a variety of retail, service and commercial uses, as well as multi-unit residences. The districts also allow for civic, open space and park uses. Where these districts abut Protected Neighborhood districts, a transition area is required. The districts include:

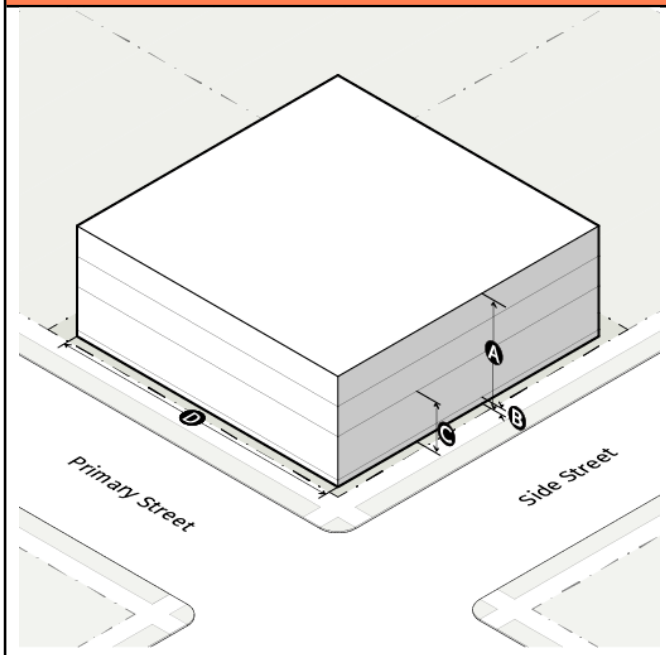
A. CX-3: Commercial Mixed Use, 3 stories maximum height

B. CX-6: Commercial Mixed Use, 6 stories maximum height

Div. 4.4. Commercial Mixed Use (CX-)

Sec. 4.4.3. Height and Mass

SEC. 4.4.3. HEIGHT AND MASS



Building Height		
A	Maximum height	

		CX-3	3 stories max/53' max
		Adjacent to RE- or RD-	3 stories max/42' max
		CX-6	6 stories max/95' max
		Adjacent to RE- or RD-	6 stories max/84' max
		Within a transition area	2 stories/28' max
	Story Height		
	Ⓑ	Ground floor elevation, residential	2' min/5' max
		Ground floor elevation, nonresidential	0' min/2' max
	Ⓒ	Ground story, residential	12' min
		Ground story, nonresidential	14' min
	Building Mass		
	Ⓓ	Street-facing building length	300' max

SECTION II: It is the intention of the City Council and it is hereby ordained by the authority of the City Council that the provisions of this Ordinance shall become and be made a part of the City of Sandy Springs Development Code, and the codifier is authorized to make the specified deletions, insertions, additions, and to insert headings, article numbers and section numbers as and where appropriate.

SECTION IV: All ordinances or parts of ordinances in conflict with this Ordinance are hereby repealed to the extent of such conflict.

SECTION V: If any section, subsection, provisions, or clause of any part of this Ordinance shall be declared invalid or unconstitutional, or, if the provisions of any part of this Ordinance as applied to any particular situation or set of circumstances shall be declared invalid or unconstitutional, such invalidity shall not be construed to

affect the portions of this Ordinance not so held to be invalid, or the application of this Ordinance to other circumstances not so held to be invalid. It is hereby declared as the intent of the City Council that this Ordinance would have been adopted in its current form without the invalid or unconstitutional provision contained therein.

SECTION VI: This Ordinance shall become effective immediately upon adoption.

APPROVED AND ADOPTED this the 19th day of July, 2022.

Approved:

_____
Russell K. Paul, Mayor

Attest:

_____
Raquel Gonzalez, City Clerk

(Seal)

SANDY SPRINGS

CITY CLERK'S OFFICE

TO: Eden Freeman, City Manager

FROM: Michele McIntosh-Ross, Planning & Zoning Manager

DATE: June 8, 2022 Submission for the July 19, 2022 City Council Meeting

ITEM: Request for the Mayor and City Council Consideration to Approve the Transmittal of the Draft Sandy Springs Next Ten Comprehensive Plan 5-year Update 2022 to the Atlanta Regional Commission and the Georgia Department of Community Affairs for Review

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Recommendation:

Staff recommends Approval of the Resolution to Transmit the Draft Sandy Springs Next Ten Comprehensive Plan, 5-year Update 2022 to the Atlanta Regional Commission ("ARC") and the GA Department of Community Affairs ("DCA") for Review.

Background:

The Georgia Department of Community Affairs requires that municipalities update their comprehensive plans every five (5) years. The DCA planning standards also require municipalities submit draft comprehensive plans, via an approved resolution, for review by the local regional planning agency before the official adoption of the final comprehensive plan.

Discussion:

Since the announced kick-off of the Next Ten 5-year Update at the Mayor and City Council meeting on January 18, 2022, we have accomplished many of the goals we set out to achieve. The Mayor appointed a fourteen-member Advisory Committee to help guide the Plan Update. The Advisory Committee met five times to discuss the components of the Plan Update and make recommendations.

The first round of public community engagement kicked off on March 28, with a Public Open House forum, followed by virtual engagement through May 9. Staff also ventured out to meet the community at the Farmers' Market, local parks, Lantern Festival, and partnered with the Community Assistance Center to conduct surveys at their Pantry, Thrift Shop, and Community Celebration event at Northwood. This round of community engagement served to inform the planning team of the community's desire for changes to the Next Ten.

A second round of public community engagement took place with a Public Open House on June 9, followed by a virtual forum until June 30. This round of engagement allowed the community to examine and comment on the draft recommendations suggested for the Next Ten 5-year Update. Based on the feedback from surveys, most respondents agree and/or are satisfied with the vision and direction described in the existing 2017 Next Ten Plan. There were recommended edits that the planning team captured and incorporated into the Next Ten 5-year Update.

The Draft Next Ten 5-year Update has been prepared and reviewed by the public. The Draft was presented to the Planning Commission on June 22, and their recommendation is for the Mayor and City Council to approve the resolution to transmit the Draft Next Ten 5-year Update 2022 to the reviewing agencies.

Financial Impact:

N/A

Alternatives:

Mayor and City Council could provide further direction to staff on desired changes to the plan, to be incorporated with the submittal to ARC and DCA.

Review:

Michele McIntosh-Ross, Planning & Zoning Manager	Created/Initiated - 7/7/2022
Ginger Sottile, Director of Community Development	Approved - 7/10/2022
Kristin Byars Smith, Assistant City Manager	Approved - 7/12/2022
Toni Carlisle, Chief Financial Officer	Approved - 7/14/2022
Kathy Williams, Staff Attorney	Approved - 7/14/2022
Eden Freeman, City Manager	Final Approval - 7/15/2022

Attachments:

1. Resolution to Transmit Next Ten 5-year Update
2. Next Ten Update Transmittal Presentation
3. 2022 Update Comprehensive Plan
4. 2022 Update Comprehensive Plan Appendix

RESOLUTION NO. _____

STATE OF GEORGIA

COUNTY OF FULTON

RESOLUTION TO AUTHORIZE THE TRANSMITTAL OF THE DRAFT SANDY SPRINGS COMPREHENSIVE PLAN, THE NEXT TEN 5-YEAR UPDATE 2022, TO THE ATLANTA REGIONAL COMMISSION (ARC) AND THE GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS (DCA) FOR REVIEW AND COMMENT

WHEREAS, the Mayor and City Council initiated a process to prepare the five-year update of the City's Comprehensive Plan, The Next Ten 5-year Update 2022 ("Plan Update"), in January, 2022; and

WHEREAS, the Mayor and City Council appointed an Advisory Committee to assist in the development of the Plan Update; and

WHEREAS, Public Hearings were held at the Sandy Springs Planning Commission on June 22, 2022, and at the Mayor and City Council Meeting on July 19, 2022; and

WHEREAS, community engagement included in-person public open house meetings, virtual input sessions, active outreach to the city parks and events; and

WHEREAS, the planning team and decision-makers have reviewed both the Regional Water Resources Plan covering our area and the Rules for Environmental Planning Criteria (O.C.G.A. 12-2-8) and taken them into consideration for this Plan Update; and

WHEREAS, The Next Ten 5-year Update Advisory Committee and the Planning Commission have recommended approval of the Plan Update to the Mayor and City Council.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SANDY SPRINGS, AS FOLLOWS:

That the Mayor and City Council of the City of Sandy Springs, Georgia, hereby submit the draft Comprehensive Plan, The Next Ten 5-year Update 2022 for the City of Sandy Springs to the Atlanta Regional Commission and the Georgia Department of Community Affairs for Regional and State Reviews.

RESOLVED this the 19th day of July 2022**.**

Approved:

_____
Russell K. Paul, Mayor

Attest:

_____
Raquel Gonzalez, City Clerk

(Seal)

The Next Ten 5-Year Update Draft Transmittal

City Council Meeting

July 19, 2022

SANDY SPRINGS™
GEORGIA



COMPREHENSIVE PLAN 5-YEAR UPDATE
SANDY SPRINGS, GEORGIA

Comprehensive Planning Overview

February	March – April	May	June	July	August – September	October
• City Council Retreat	• Advisory Committee • Public Input	• Advisory Committee • Work Session Update to Mayor and Council	• Draft Plan Update – Public Open House • Planning Commission	• Mayor and Council • Transmittal to DCA	• DCA Review	• Adoption by Mayor and City Council

The Next Ten 5-year update must be completed and reviewed by the Atlanta Regional Commission with the GA Department of Community Affairs and adopted by the Mayor and City Council by October 31, 2022.

2022 Update Community Engagement

- The 2022 Next Ten Five-Year Update process included:
  - Advisory Committee Meetings
  - Public Open Houses
  - Pop-up events
    - Sandy Springs Farmer's Market
    - City Parks
    - City and Community Events
  - Partnership with the Community Assistance Center
  - Virtual Engagement Opportunities in tandem with in-person outreach
  - Planning Commission Public Hearing
  - Mayor & City Council Work Sessions and Public Hearing

Public Open House and Online Engagement

Public Open House Workshop 1

✓March 28, 6:30pm at City Hall

Virtual Engagement Session

✓March 28 – May 9

Public Open House Workshop 2

- June 9, 6:30pm at City Hall

Virtual Engagement Session

- June 9 – June 30












COMMUNITY FEEDBACK
THE LOAD TEN



Next Steps

- July 19: City Council Public Hearing to Approve a Resolution to Transmit the Draft Plan Update to ARC/DCA
- October 18: City Council Public Hearing to Adopt the Plan Update



THE NEXT TEN

COMPREHENSIVE PLAN 5-YEAR UPDATE
SANDY SPRINGS, GEORGIA

2022



JUNE 2022

ACKNOWLEDGMENTS TO THE 2017 PLAN

CITY OF SANDY SPRINGS MAYOR & CITY COUNCIL

RUSTY PAUL, MAYOR
JOHN PAULSON, DISTRICT 1
KEN DISHMAN, DISTRICT 2
CHRIS BURNETT, DISTRICT 3
GRAHAM MCDONALD, FORMER DISTRICT 3
GABRIEL STERLING, DISTRICT 4
TIBBY DEJULIO, DISTRICT 5
ANDY BAUMAN, DISTRICT 6

ADVISORY COMMITTEE

DANIEL CENTOFANTI
STEVE LEVETAN
TODD WILLIAMS
TRISHA THOMPSON
CODY PARTIN
CHRIS BURNETT
RICHARD MUNGER
JULIAN THORNE
LISA SHUNNARAH
CLANCI JORDAN
DANA GRANTHAM
ANDY PORTER
SUSAN RILEY-HAYES
CRAIG LESSER
SUNNY PARK
ALAN ANDREW
RUSTY PAUL, MAYOR

PLANNING COMMISSION

LANE FROSTBAUM, CHAIR
ANDY PORTER, VICE CHAIR
LANE FROSTBAUM
ANDREA SETTLES
SUSAN MAZIAR
DAVE NICKLES
REED HAGGARD
CRAIG JOHNS

CITY STAFF

CITY MANAGER'S OFFICE
JOHN MCDONOUGH, CITY MANAGER
JIM TOLBERT, ASSISTANT CITY MANAGER
BRYANT POOLE, ASSISTANT CITY MANAGER
KRISTIN BYARS

COMMUNICATIONS DEPARTMENT
SHARON KRAUN, DIRECTOR
DAN COFFER
JASON GREEN
MARLA SHAVIN
SARAH WILSON

COMMUNITY DEVELOPMENT DEPARTMENT
MICHELLE ALEXANDER, DIRECTOR
JOSHUA BERRY
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RUBEN HOVANESIAN
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SANDY SPRINGS CONSERVANCY
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COMMUNITY ASSISTANCE CENTER
EDUCATION FORCE
FULTON COUNTY SCHOOL BOARD
LEADERSHIP SANDY SPRINGS
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THANKS ALSO TO PAOLA MARTINEZ, FOR PROVIDING SPANISH TRANSLATION ASSISTANCE

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TABLE OF CONTENTS

Introduction 6
- Plan Background 8
- How to Use this Document 10
- The Next Ten Process 12
- 5-Year Update Process 14
- Relationship to Other Plans 22

Report of Accomplishments 24

Community Goals 28

Sandy Springs Today 36
- Demographics 38
- Land Use 48
- Transportation 56
- Housing 62
- Economic Outlook 70
- Green Space, Natural Systems and Sustainability 74

The Next Ten: Policies and Actions 84
- Key Actions: 10 for the Next Ten 86
- Land Use & Community Character 90
  - Policies and Actions 94
  - Character Areas 112
- Transportation 136
  - Transportation Master Plan 138
- Housing 168
- Economic Outlook 180
- Green Space, Natural Systems & Sustainability 192
- Broadband 220

Community Work Program 220

Glossary 238

Image Credits 242

Appendices
- A. Report of Accomplishments
- B. Capital Improvements Element
- C. Public Engagement Summary
- D. Transportation Assessment
- E. Market Analysis
- F. Consistency with the Water District Plans and Other Environmental Regulations

Small Area Plans
- Roswell Road Small Area Plan
- Perimeter Center Small Area Plan
- MARTA Stations Small Area Plan
- Powers Ferry Small Area Plan

INTRODUCTION

As the City of Sandy Springs continues to mature and build upon its accomplishments, it is time to look ahead to the next five years and beyond. We continue to ask how we should grow and ensure efficient mobility throughout the City. What will be the character of Sandy Springs in the future? How can we continue to thrive?

2017 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. In the future, we must find the right balance:

- How do we sustain economic progress and continue to grow, while retaining our city's green character, 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 inherited from Fulton County 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 the culmination of 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.

WHY IS A 5-YEAR UPDATE TO THE COMPREHENSIVE PLAN NEEDED?

Sandy Springs is a dynamic and growing city that has experienced substantial changes since the adoption of the 2017 Next Ten. The Five Year Update represents a minor update to the 2017 Next Ten, which is prudent planning practice and a requirement of the State of Georgia. 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 fifteen 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 Five years.



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. The Next Ten process also focused on ways to achieve the plan's vision through changes to existing development regulations.

The Comprehensive Plan

The visioning process began in June 2015 with a series of community 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 and again at two citywide community meetings in November 2016. The plan was formally adopted by City Council on February 21, 2017 following review and approval by the Georgia Department of Community Affairs and the Atlanta Regional Commission.

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 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 community 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

INFORMATION GATHERING & IDEA GENERATION

AUG

Advisory Committee Meeting #1
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 & South Business Leaders
PCIDs Business Leaders
MARTA Station Rider Survey
Shopping Center Survey

2016

JAN

CONCEPTUALIZATION

City Council
Advisory Committee Meeting #2
Community Workshop

MAR

PLAN DEVELOPMENT

Roswell Road North Business Leaders
Roswell Road South Stakeholders
MARTA Station Area Community Meeting
PCIDs Business Leaders
PCIDs Stakeholders
Powers Ferry Stakeholders
City Staff
City Council (SSDC Update Only)
Advisory Committee Meeting #3

JUL

FINAL PLAN

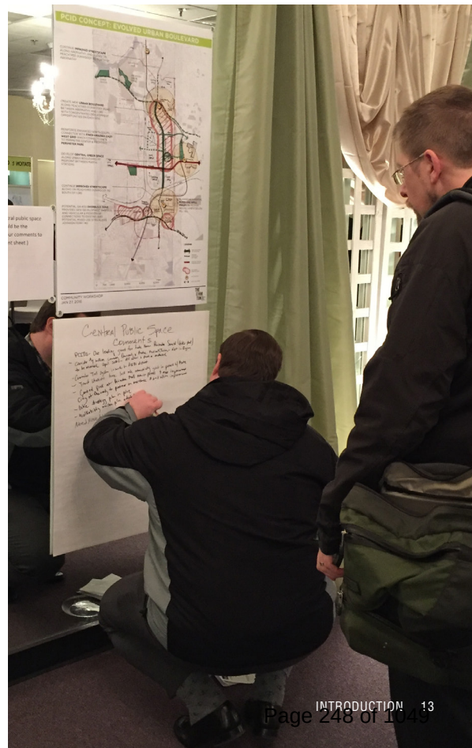
Powers Ferry Stakeholders
Community Meetings (one in July, two in November)
City Council
Advisory Committee Meeting #4
Sandy Springs Festival

DEC '16 - FEB '17

ADOPTION

Advisory Committee Meeting #5
Planning Commission
City Council
DCA/ARC Review and Approval
Council Adoption





Page 248 of 1142

5-YEAR UPDATE PROCESS

The 5-Year Update process prioritized community input in the development of an updated plan. The process included guidance from an Advisory Committee, input from the local community through two public engagement periods, multiple pop-up events at locations around the city, and review from the Mayor, Planning Commission, and City Council.

The 5-Year Update process began with a kickoff with the Mayor and City Council in January, 2022. Staff facilitated breakout sessions with the Mayor and City Council during their February Retreat. Five Advisory Committee meetings were held from March to May, 2022. In late March, a Public Open House Workshop was held where community members provided their input and feedback on updates to the plan. Following the Open House, five pop up events were held around Sandy Springs to raise awareness of the update process and to collect information and feedback for the plan. Concurrently, an online virtual engagement period was held from March 28 to May 9, 2022.

After revisions and updates to the plan were finished, a second virtual engagement period in June 2022 included a public survey and a second Open House Workshop. During and after the virtual engagement period, meetings were held with the Planning Commission, Mayor, and City Council through July.

COMMUNITY ENGAGEMENT PROCESS

2022

JAN

KICK-OFF & DEVELOPMENT OF UPDATED PLAN

Mayor and City Council Work Session (**January**)
Mayor and City Council Retreat (**February**)
Advisory Committee Meetings #1-#5 (**March, April, May**)
Virtual Engagement Series #1 (**March-May**)
Public Information Open House #1 (**March**)
Pop Up Events (**April, May**)
Mayor and City Council Work Session #1 (**May**)

JUN

PLAN REVIEW

Public Information Open House #2 (**June**)
Planning Commission Draft Presentation (**June**)
Mayor and City Council Work Session #2 (**June**)
Planning Commission Public Hearing (**June**)
Virtual Engagement Series #2 (**June**)
Mayor and City Council Public Hearing (**July**)
Draft Plan Transmittal to State & Regional Agency (**July**)

OCT

PLAN ADOPTION

Mayor and City Council Plan Adoption (**October**)

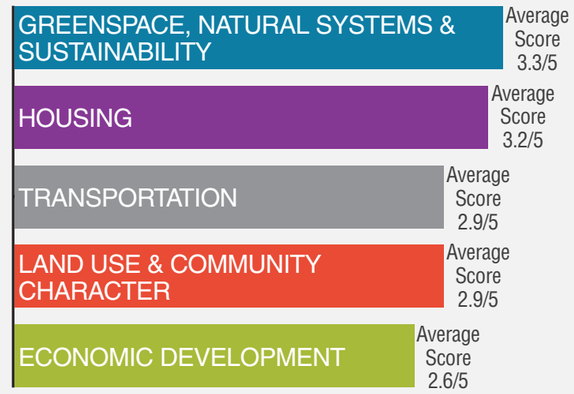
2022 COMMUNITY ENGAGEMENT

ONLINE PUBLIC ENGAGEMENT RESULTS

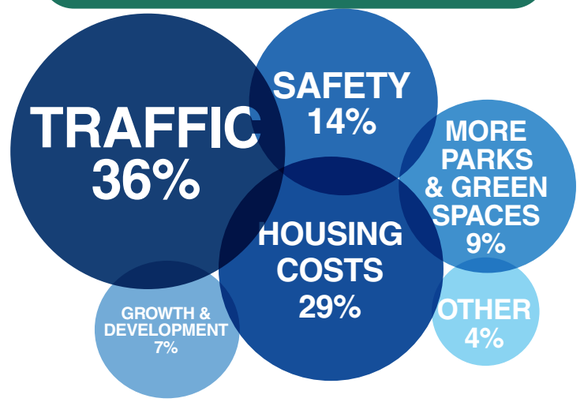
Between March 28, 2022 and May 9, 2022, as part of the first public comment period, an online public survey was open to collect feedback from the Sandy Springs community about the current state of Sandy Springs and to understand the needs, concerns, and wants of the community. We received over 520 responses across 6 surveys and collected invaluable information that has been incorporated into the 5-Year Comprehensive Plan Update.

Overall, survey respondents felt that the **most urgent areas that need to be addressed in the future are Greenspace, Natural Systems & Sustainability** and **Housing**. Respondents also noted **concerns about traffic**.

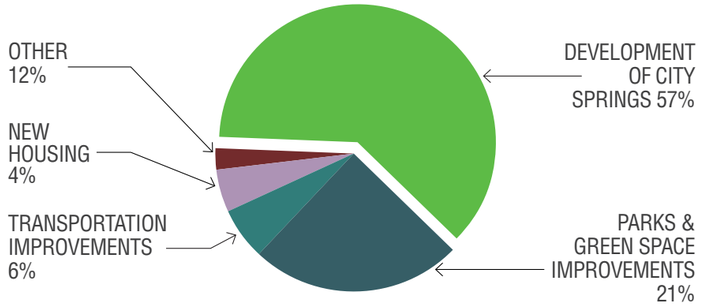
WHICH OF THESE CATEGORIES NEED THE MOST URGENT ATTENTION IN SANDY SPRINGS?



WHAT IS YOUR BIGGEST CONCERN ABOUT SANDY SPRINGS AS IT BEGINS TO UPDATE ITS COMPREHENSIVE PLAN?



WHAT HAS BEEN THE MOST POSITIVE CHANGE IN SANDY SPRINGS IN THE PAST 5 YEARS?

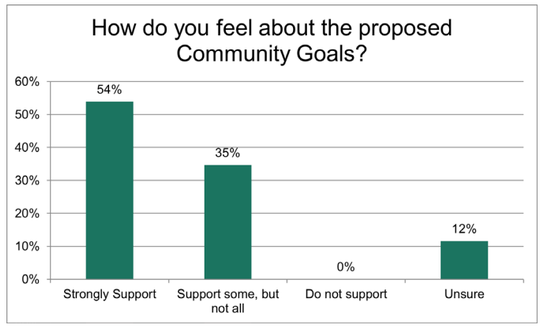


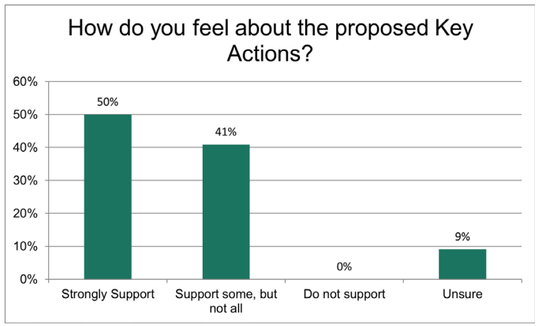
WHAT ARE THE WORDS YOU WOULD USE TO DESCRIBE SANDY SPRINGS IN THE FUTURE?

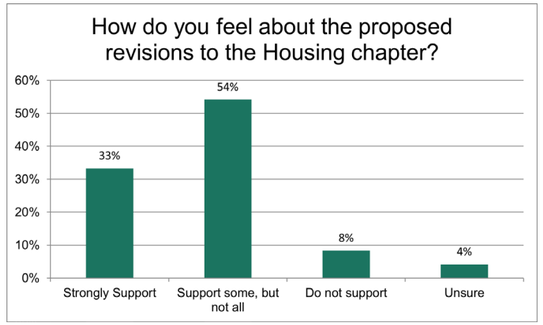


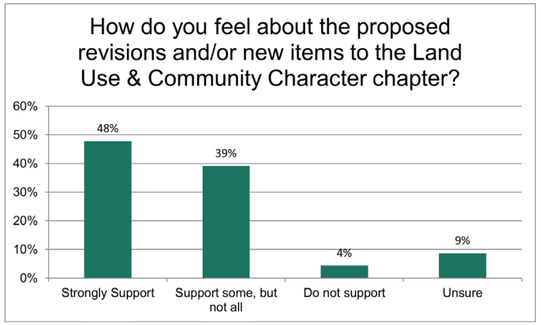
ROUND TWO ENGAGEMENT RESULTS

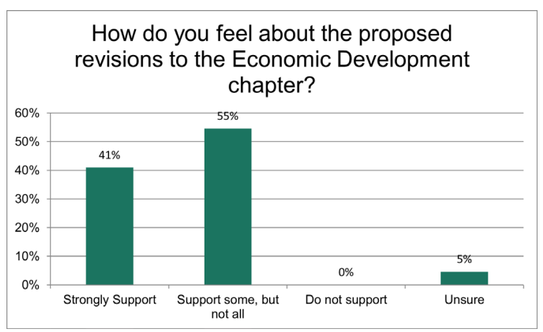
The second round of community input gathered the communities' feedback on the draft recommended updates (Plan recommendations) to the Next Ten Comprehensive Plan. Residents were invited to an in-person public open house meeting on June 9 at City Hall to examine the Plan recommendations and provide their input. Additionally, the Plan recommendations were available online with the opportunity to comment through an online survey. Below is a summary of the input.

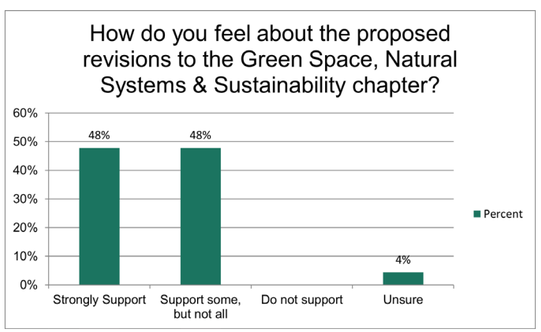












2017 COMMUNITY ENGAGEMENT: TOOLS

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.

Interactive Map



Educational Content



Online Polls



Meeting Materials



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.

Twitter



Facebook



Community Events

In addition to community 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.

Sandy Springs Festival



Mobile Workshops



We heard from many people in many ways...

1050+

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

610

COMMENTS VIA EMAIL, WEB + TEXT POLL RESPONSES

952

COMMENTS ON THE INTERACTIVE MAP

9300+

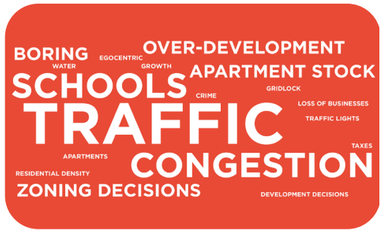
UNIQUE WEBSITE VISITORS

POLLS AND SURVEYS

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



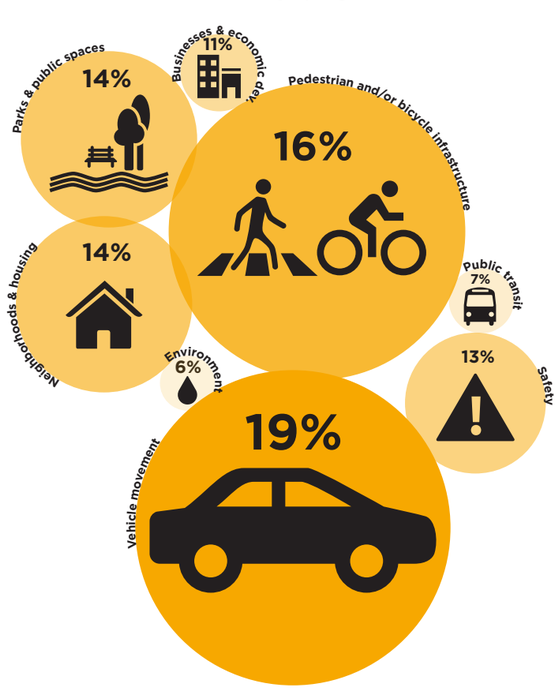
What worries you most about Sandy Springs?



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



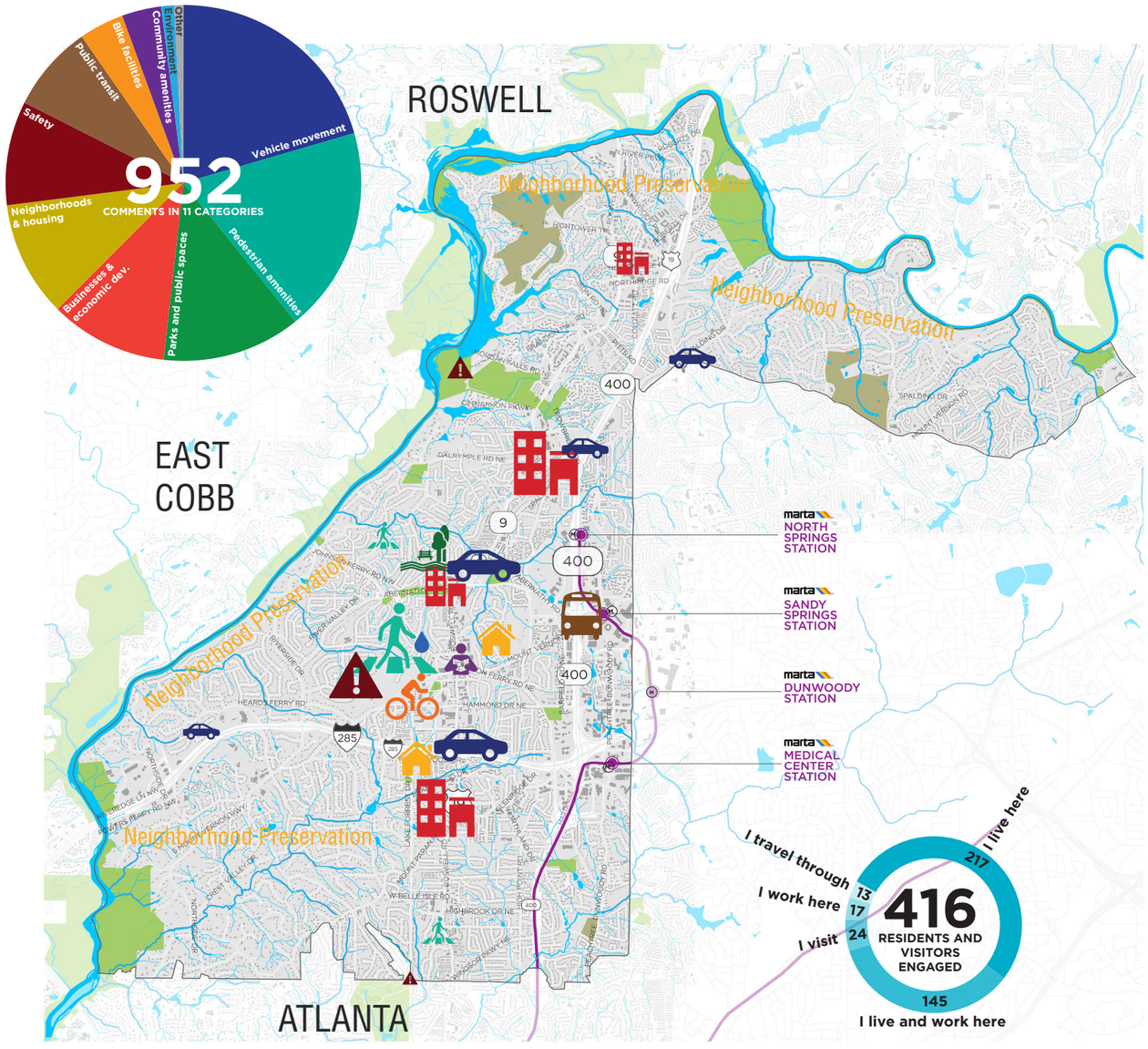
What would you prioritize for improvements over the next 10 years in Sandy Springs?



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

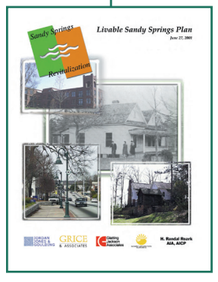
RELATIONSHIP TO OTHER PLANS

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.

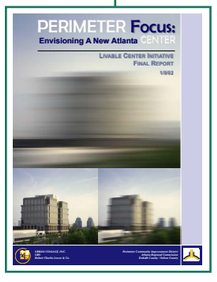
Incorporation of City

2000 | 2001 | 2002 | 2005 | 2007 | 2008 | 2010 | 2011 | 2012 | 2013 | 2014 | 2019 | 2020 | 2021

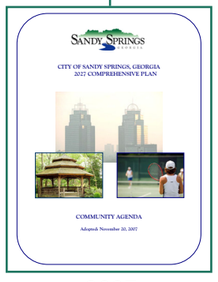


Livable Sandy Springs Plan (LCI Study)

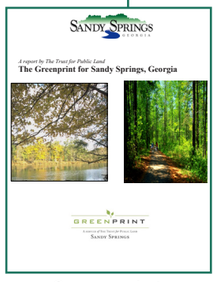
(This plan was updated 5 years and again 10 years after the original was completed)



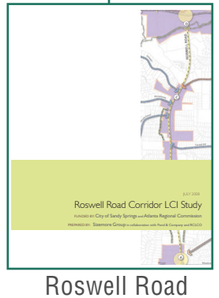
Perimeter Focus (LCI Study)



2027 Comprehensive Plan



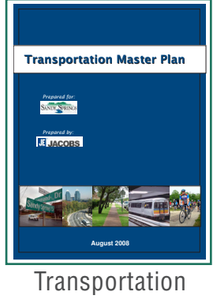
Greenprint Sandy Springs



Roswell Road Corridor (LCI Study)



Recreation and Parks Master Plan

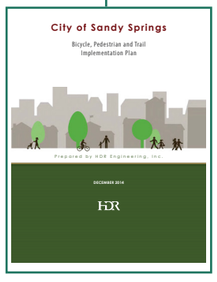


Transportation Master Plan



City Center Master Plan

(2012 - Ten Year LCI Update)



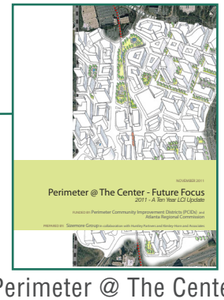
Bicycle, Pedestrian and Trail Implementation Plan



Art in Public Places Master Plan

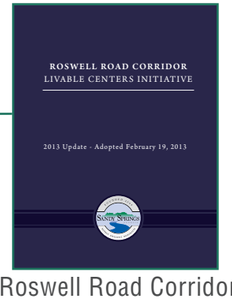


Transportation Master Plan



Perimeter @ The Center

(2011 - Ten Year LCI Update)

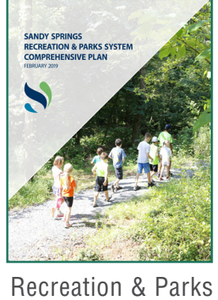


Roswell Road Corridor

(2013 LCI Update)



Trails Master Plan



Recreation & Parks Master Plan

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
2021 - North End Redevelopment Concepts Plan

REPORT OF ACCOMPLISHMENTS

The City has been busy since the 2017 adoption of the Next Ten!

The report of accomplishments is an account and progress update for all the projects listed in the Community Work Program in the 2017 Next Ten. A high-level list of accomplishments is listed on the following page, and a full list can be found in the Appendix document.

Land Use & Community Character

- Created the Sandy Springs Development Code
  - Regulated infill within existing residential neighborhoods
  - Enhanced Land use transitions and buffers
  - Created development tools to facilitate compact connected and walkable redevelopment
- Implemented a comprehensive zoning update for the City.
- Purchased property for Fire Station 5 and reconstructed Fire Station 2
- Roswell Road Access Management Plan is underway
- Roswell Road/Grogans Ferry Intersection improvement project is underway to implement vision for the Roswell Road Boulevard
- Enhanced the City's Streetscape requirements
- Sandy Springs Art in Public Places Plan

Housing

- Completed a Housing Needs Assessment
- Established height incentives within the Sandy Springs Development Code to encourage affordable housing units
- Established Economic Development incentive policy for affordable housing
- Created new development patterns within the Sandy Springs Development Code to encourage more diverse housing types.

Economic Development

- Completed a Strategic Economic Development Plan
- City Springs Master Plan Update is in process
- Completed the North End conceptual design study to envision redevelopment opportunities in underutilized shopping centers

Green Space, Natural Systems & Sustainability

- Completed a comprehensive update to the Recreation and Parks Master Plan
- Completed the Trail Master Plan. Construction anticipated to begin on the first segment in 2022.
- Acquired property adjacent to Allen Road Park and along the River at Island Ferry.
- Completed Riverfront Vision Plan to develop a strategy to improve access to the Chattahoochee River
- Conducted tree inventories on city-owned properties and established an ongoing partnership with Trees Atlanta to plant on public property and provide free front yard trees to City residents. Recognized as a Tree City of the World.
- Increased the City's Atlanta Regional Commission Green Communities certification level from Silver to Gold



Trail Master Plan Segment 2A Rendering



City Springs



City Springs

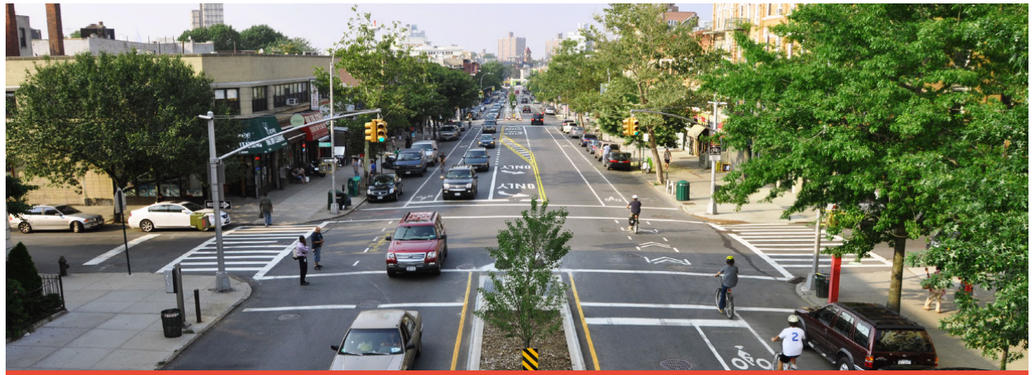
COMMUNITY GOALS: 10 FOR THE NEXT TEN

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.



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.



Indianapolis Cultural Trail, Indianapolis, IN

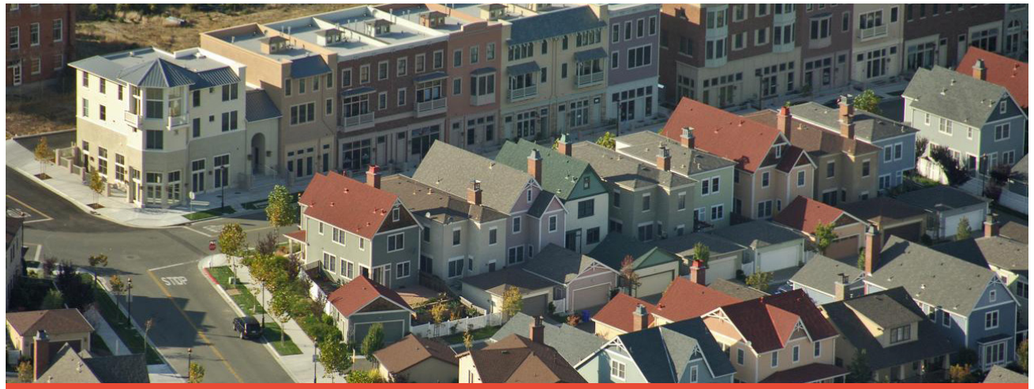
3. CONNECTIONS

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.



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.



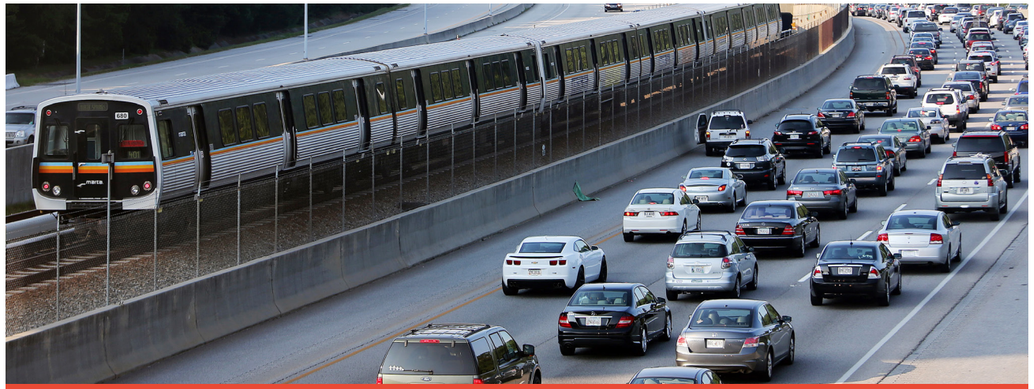
5. BALANCED COMMUNITY

Create a balanced and attainable Sandy Springs that serves as a home for all generations and income levels, and strives to be a welcoming and inclusive community. 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.



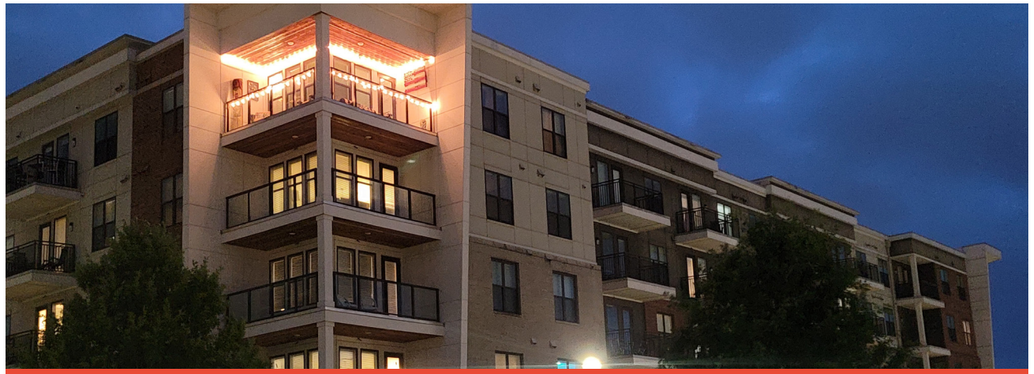
6. COMPETITIVE

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



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.



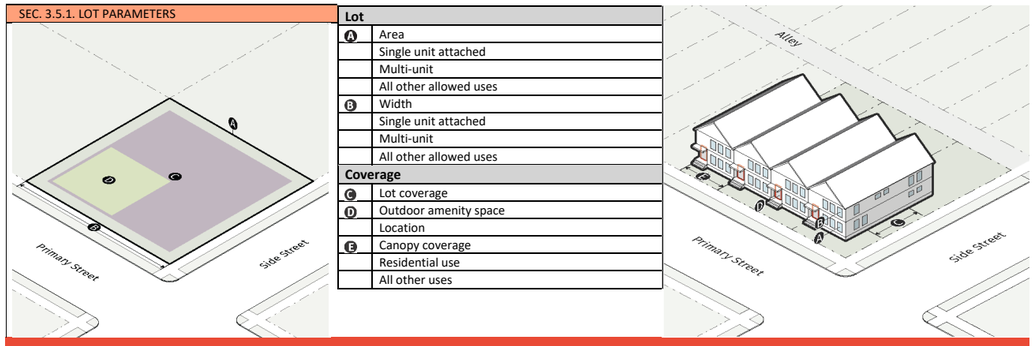
8. REDEVELOPMENT

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

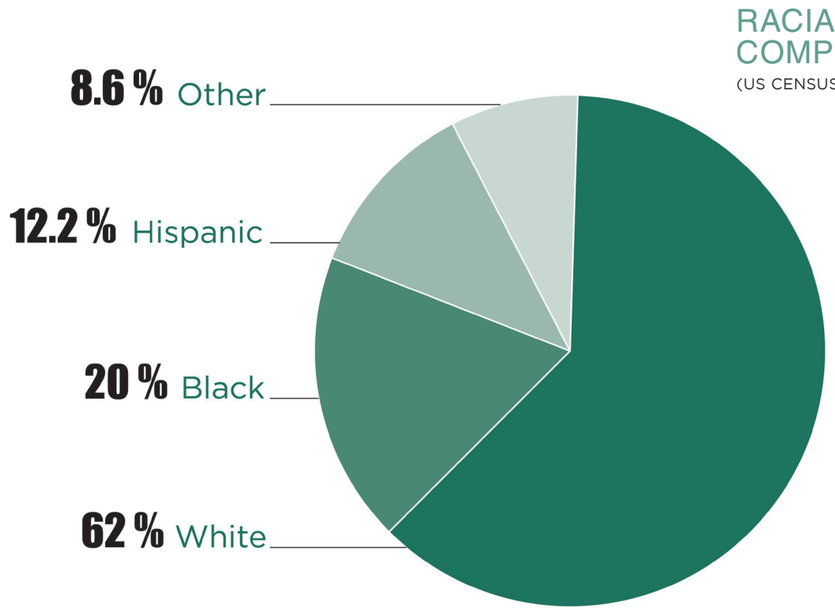
Continue to utilize the Development Code as a tool to manage development according to the community goals of the Next Ten. Review the development management tools to ensure continued functionality and consistency.

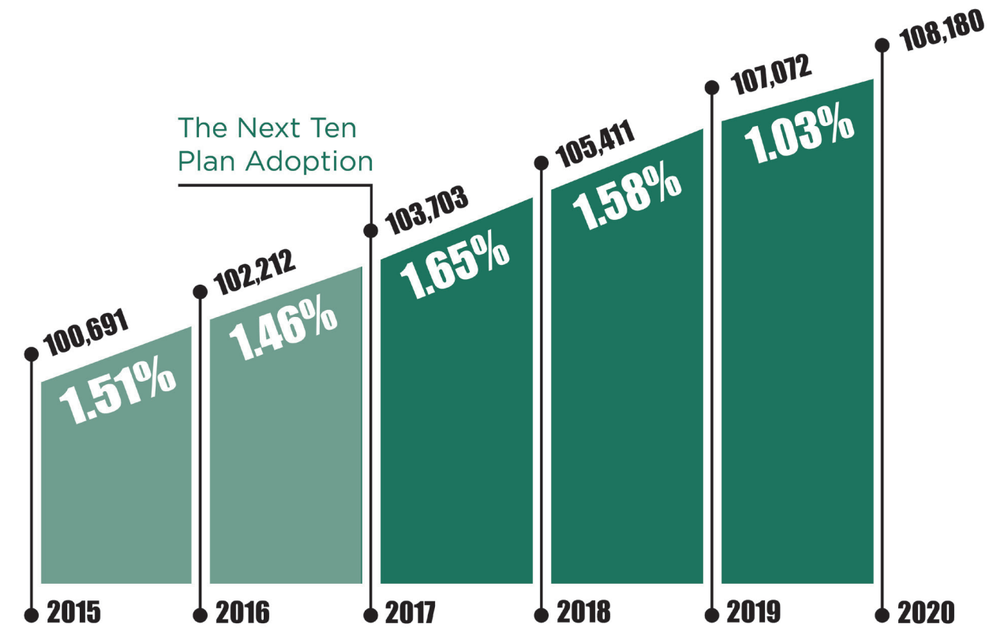
SANDY SPRINGS TODAY

DEMOGRAPHICS - UPDATES

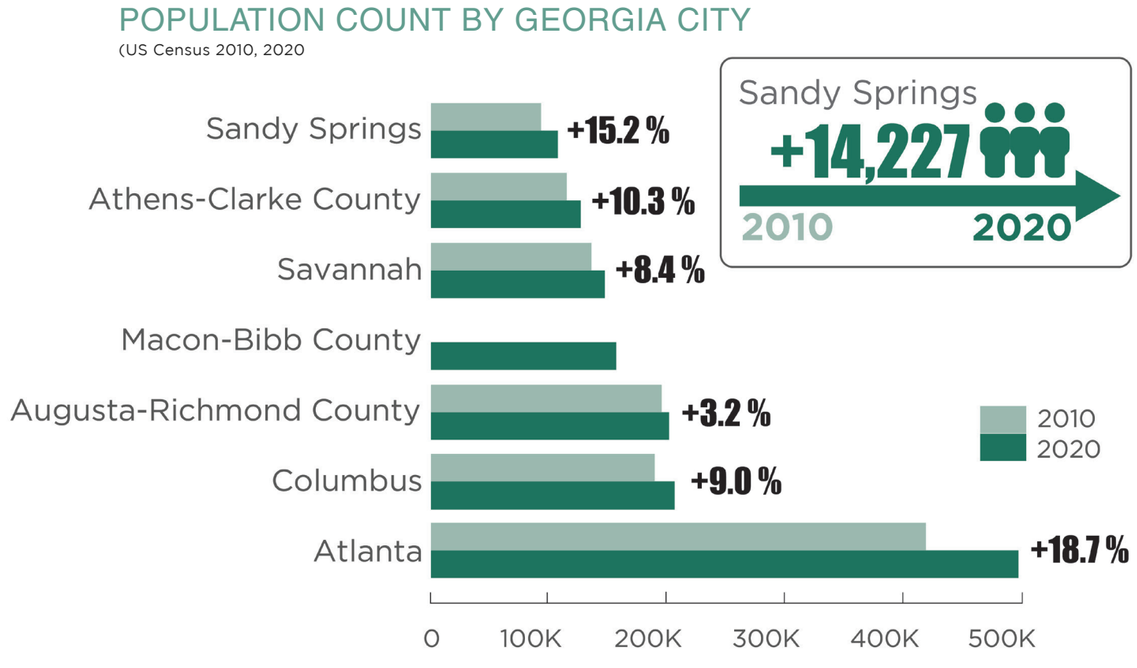
A GROWING CITY

A growing and thriving City in Georgia, Sandy Springs is a sought-after place to live and work. Now the seventh most populous city in the Atlanta metropolitan area, Sandy Springs is a diverse, inclusive, and attractive place for all. Since 2015 the population has increased by **7.44%** from 100,691 to approximately 108,180 in 2020.





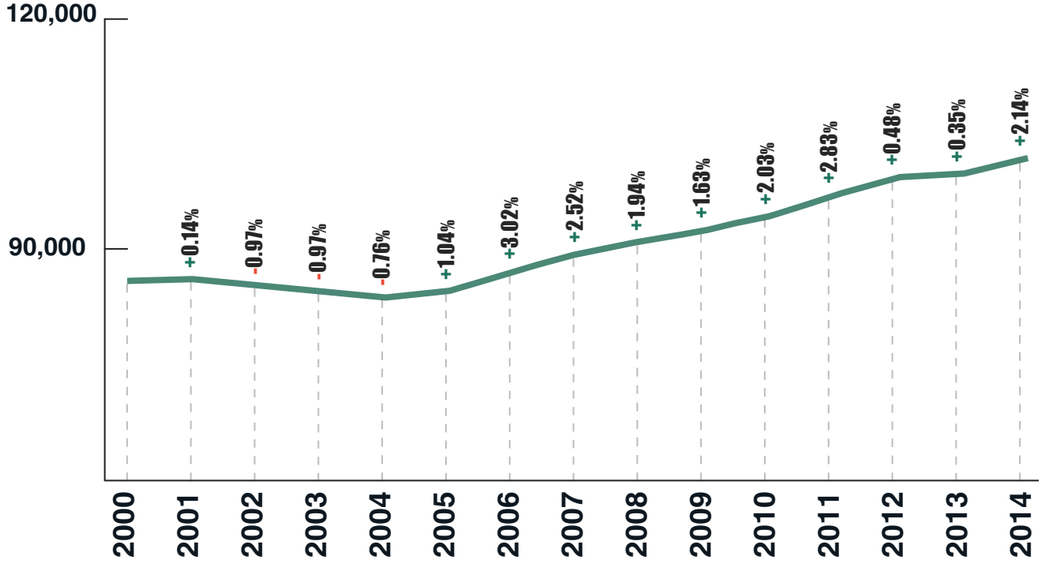
SANDY SPRINGS HISTORICAL POPULATION CHANGE
(Source: American Community Survey)



DEMOGRAPHICS (RESEARCH FROM 2017)

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

As 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 101,908 in 2014. The greater Atlanta metropolitan area grew **16.3%** during that same period.

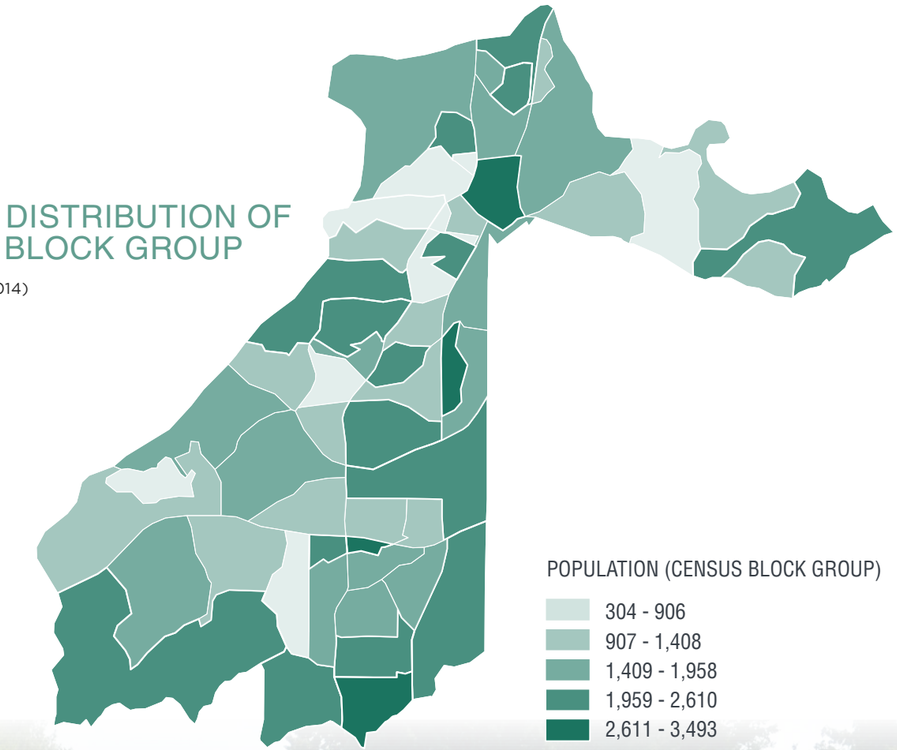


SANDY SPRINGS HISTORICAL POPULATION CHANGE

(American Community Survey 2000-2014)

GEOGRAPHICAL DISTRIBUTION OF POPULATION BY BLOCK GROUP

(American Community Survey, 2014)





Sandy Springs Festival

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

2016	2040	Projected Population Change
105,666 PEOPLE	150,879 PEOPLE	+43% 45,213 PEOPLE

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.



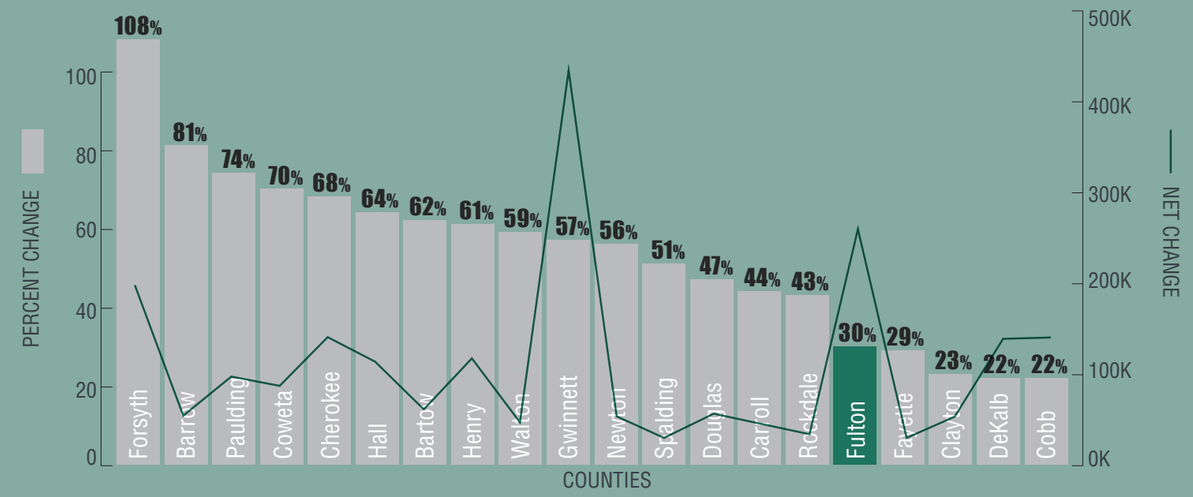
THE ATLANTA REGION

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)

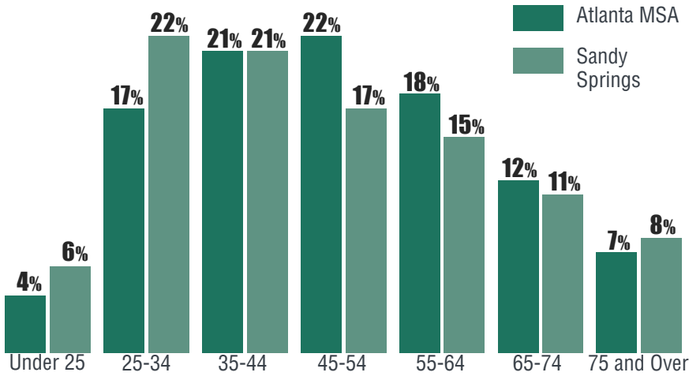


PROJECTED CHANGE IN POPULATION, 2015-2040

(Atlanta Regional Commission, 2015)

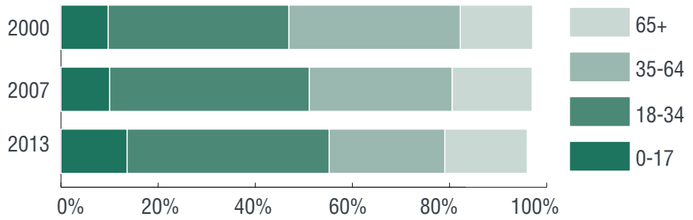
We are growing older—and younger.

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.



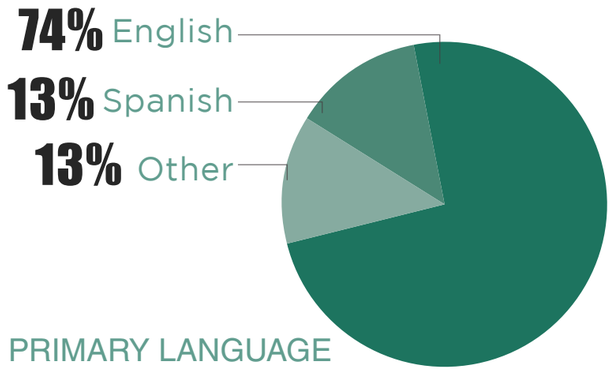
AGE: SANDY SPRINGS

(Esri Business Analysis; RCLCO)



AGE DISTRIBUTION: SANDY SPRINGS

(American Community Survey, 2009-2013; RCLCO)

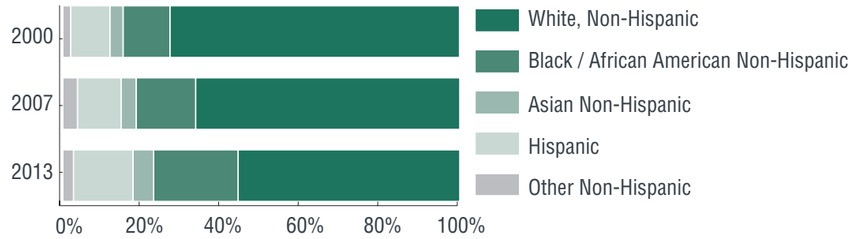


PRIMARY LANGUAGE

(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.



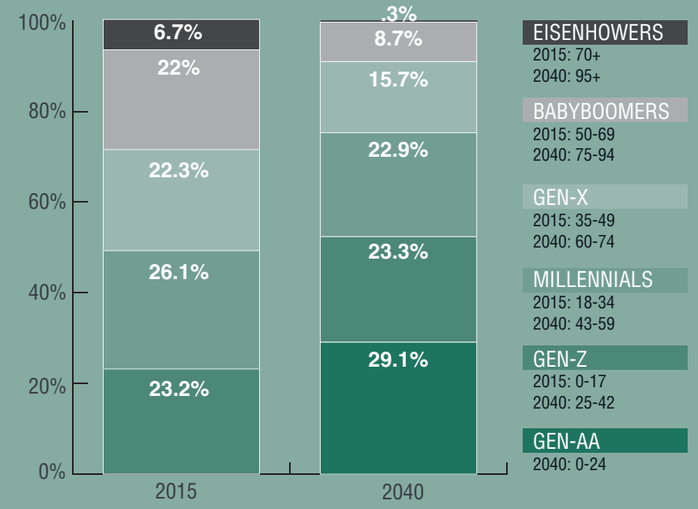
RACIAL AND ETHNIC COMPOSITION

(American Community Survey, 2009-2013; RCLCO)

THE ATLANTA REGION

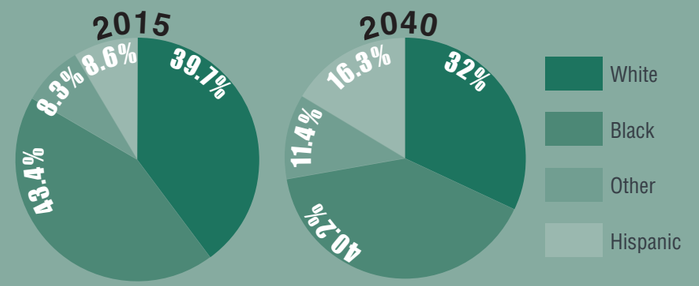
By 2040, the region will have experienced dramatic shifts in its demographic composition. The population will be:

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.

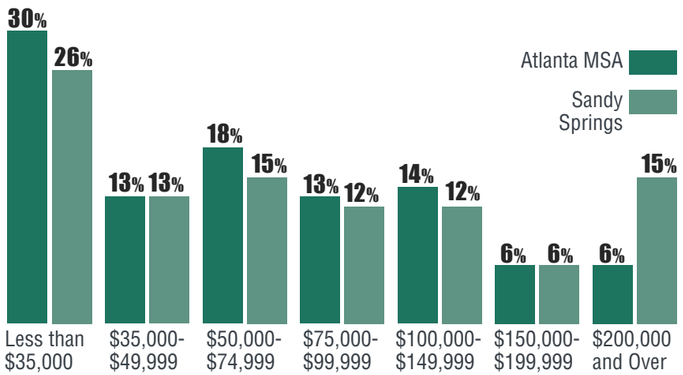
Income is high compared to the region, but income distribution is imbalanced...

Sandy Springs' median household income is considerably higher 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 households 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

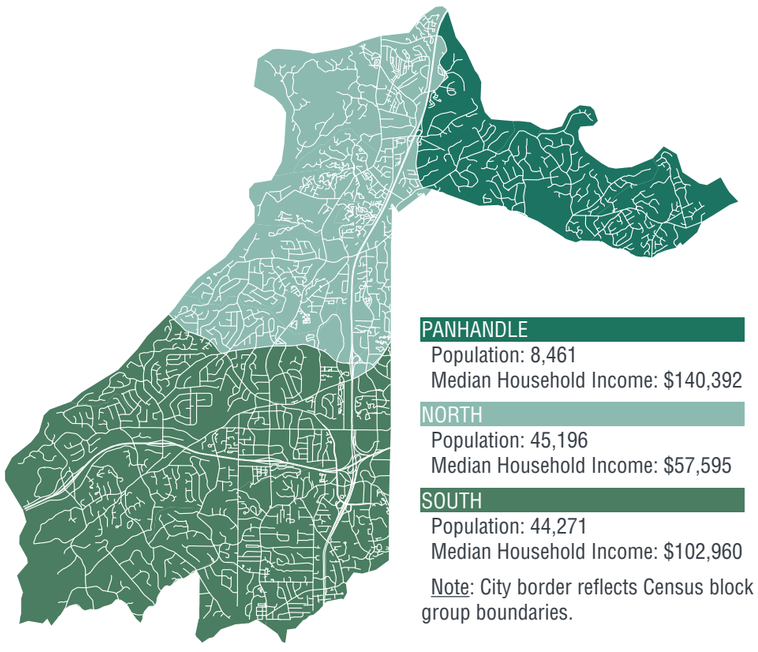
$56,889 ATLANTA MSA

$65,913 SANDY SPRINGS



HOUSEHOLD INCOME

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

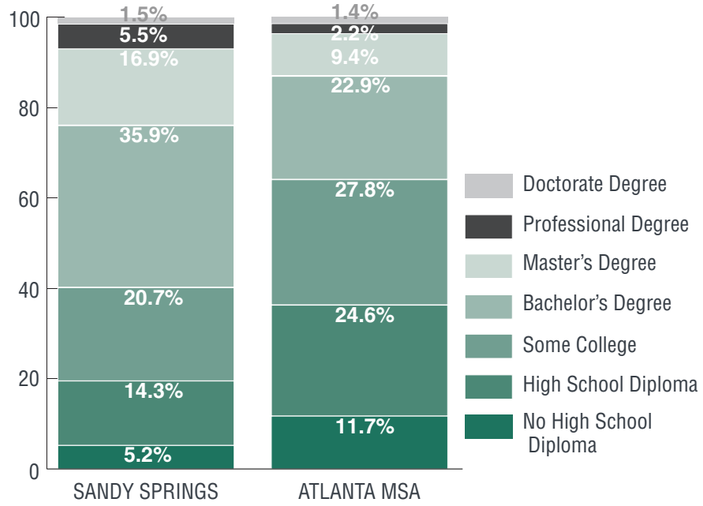


PANHANDLE
Population: 8,461
Median Household Income: $140,392

NORTH
Population: 45,196
Median Household Income: $57,595

SOUTH
Population: 44,271
Median Household Income: $102,960

Note: City border reflects Census block group boundaries.

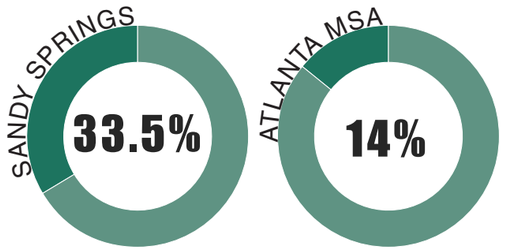


EDUCATIONAL ATTAINMENT FOR POPULATION 25 YEARS AND OVER

(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 22.9% 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 family households, and just over a quarter of households include children. However, only 66.5% of the families with children 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%).

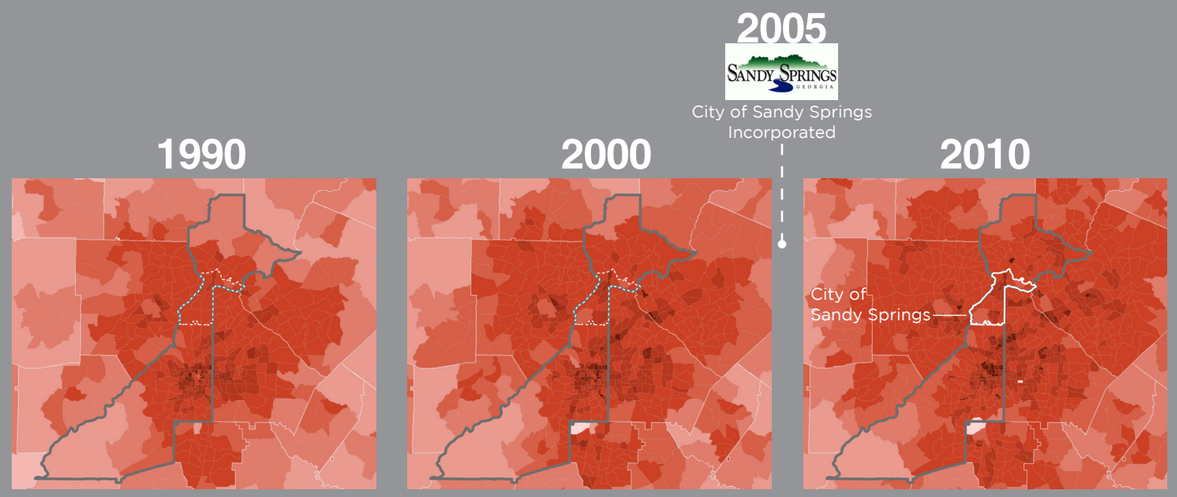
LAND USE & COMMUNITY CHARACTER

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



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 townhomes. 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 over 100,000, 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.

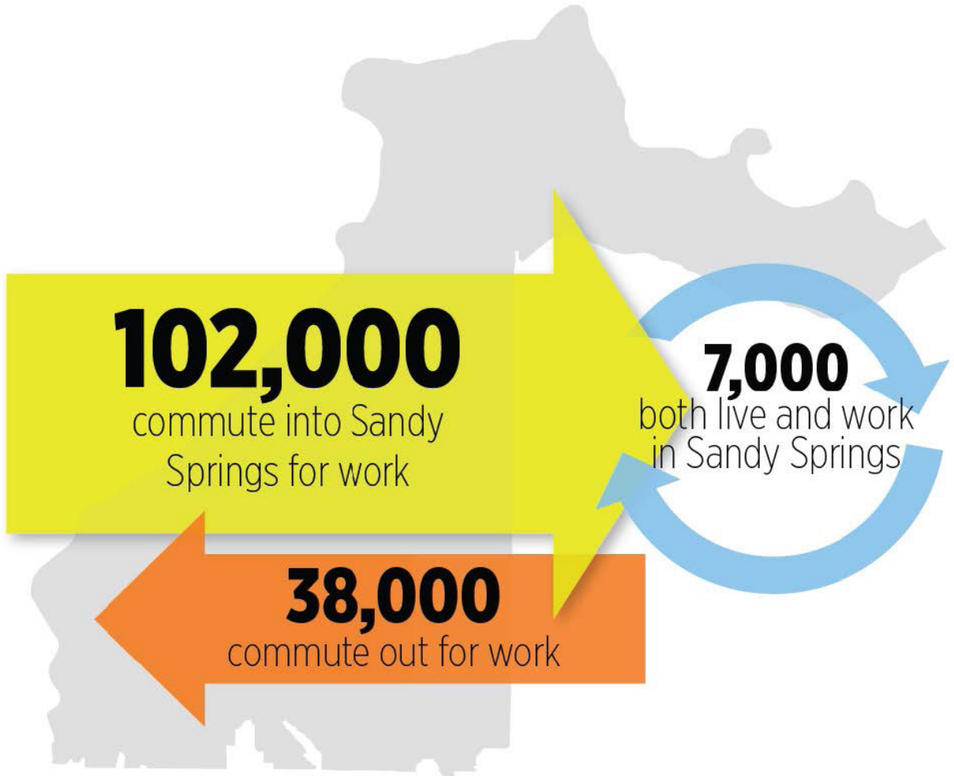


The previous zoning code did not reflect Sandy Springs and what/who we wanted to be. Those development regulations and the development review process, the legacy of Fulton County, produced a patchwork of overlays, variances and conditions of approval that no longer reflect the Sandy Springs of today. In the absence of an updated code, land use planning was 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, and time-consuming for City staff and Council, not to mention leaving residents uncertain over future land uses near them. Fortunately, the concurrent preparation of a Sandy Springs Development Code as part of the 2017 Next Ten process, combined all City development regulations into a single, easy-to-use document and brought the code in alignment with the City's policy priorities, while adding certainty and order to the development review process. The implementation of the new Development Code achieved more proactive, responsible and aspirational development regulations by providing direction for a "next generation" code to manage growth and change. A priority action and community goal for this Next Ten 5-year Update is to review the Development Code to improve its functionality, reliability and consistency.

TRANSPORTATION

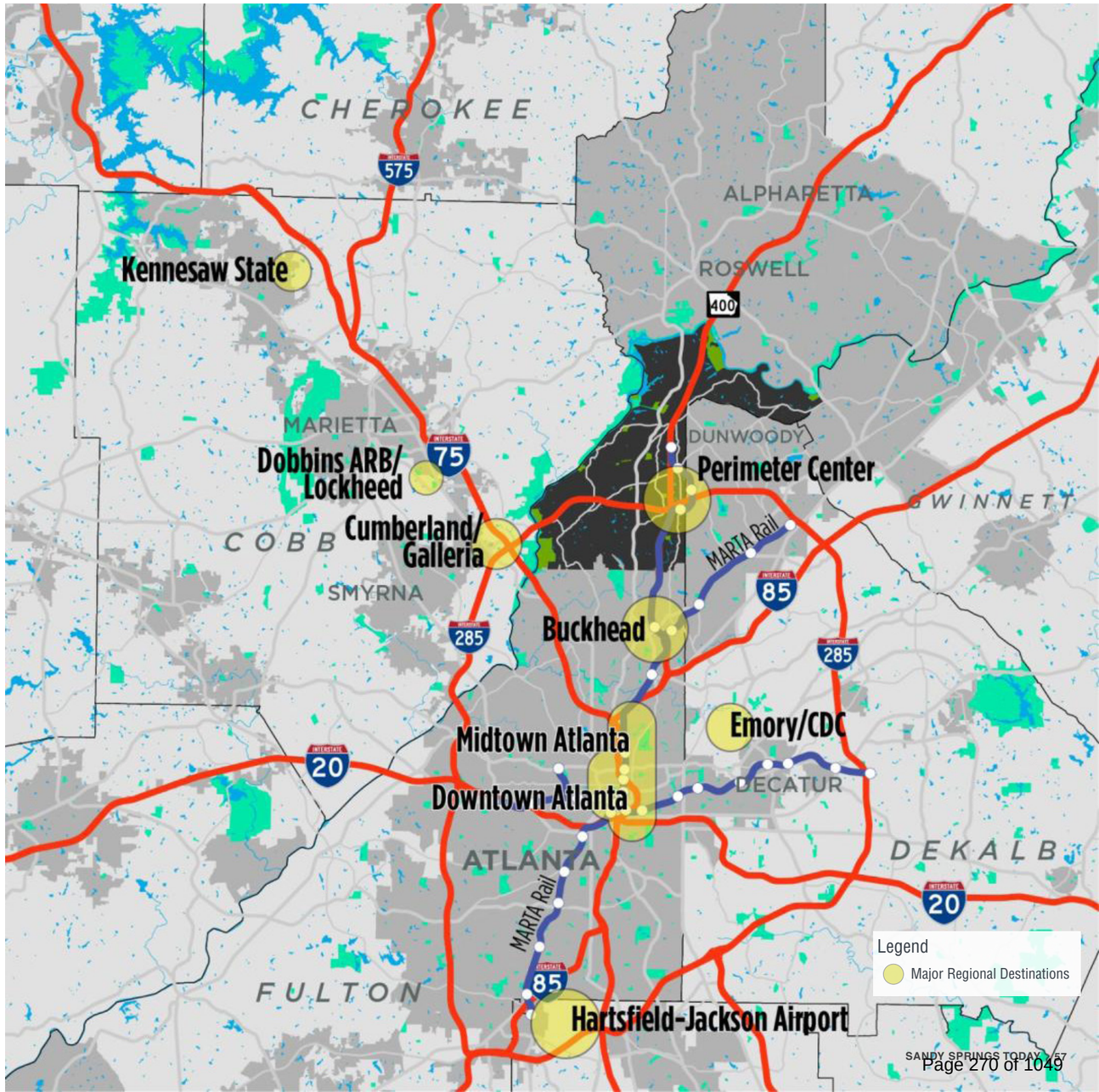
SANDY SPRINGS IS A CROSSROADS AND A DESTINATION.

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.



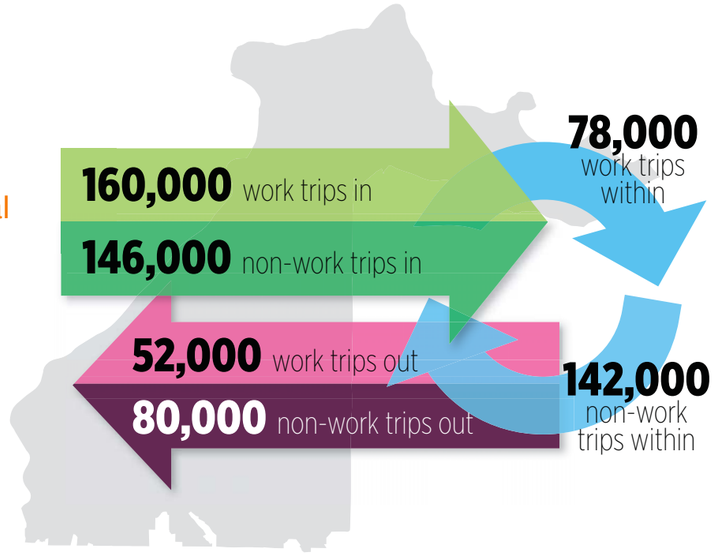
(Source: US Census Longitudinal Household Dynamics)

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.



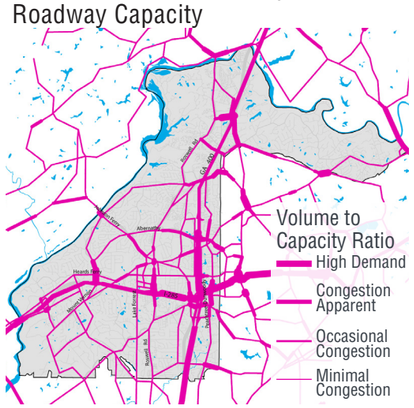
(Atlanta Regional Commission Travel Demand Forecasting Model)

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.

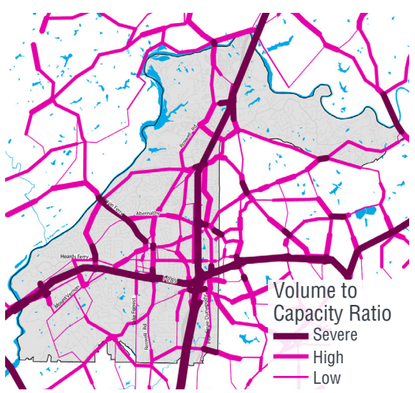
OVERALL DAILY TRAFFIC CONGESTION

How Travel Demand Compares to Roadway Capacity

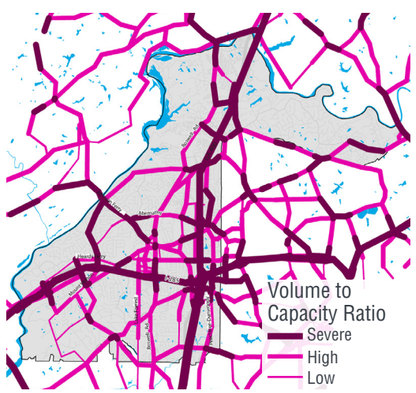


ROADWAY CONGESTION DURING PEAK TRAVEL PERIODS

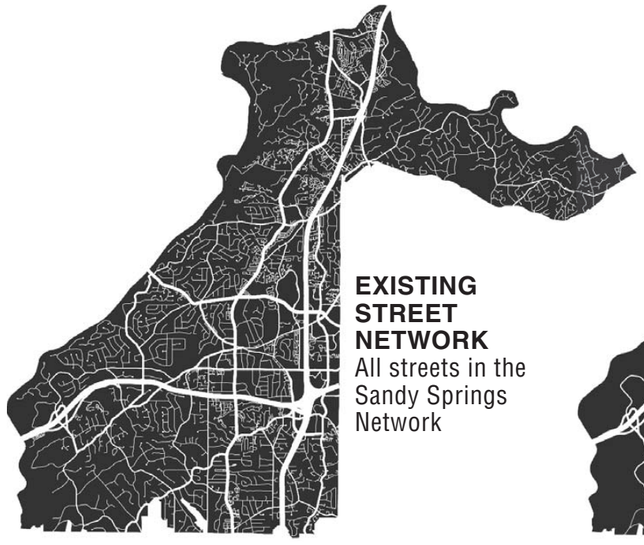
Morning Peak

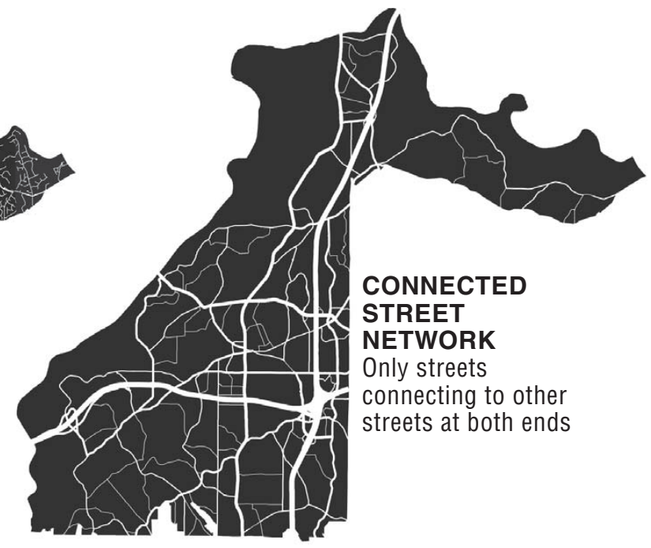


Afternoon/Evening Peak



(Source: Atlanta Regional Commission Travel Demand Forecasting Model (2015 Network)

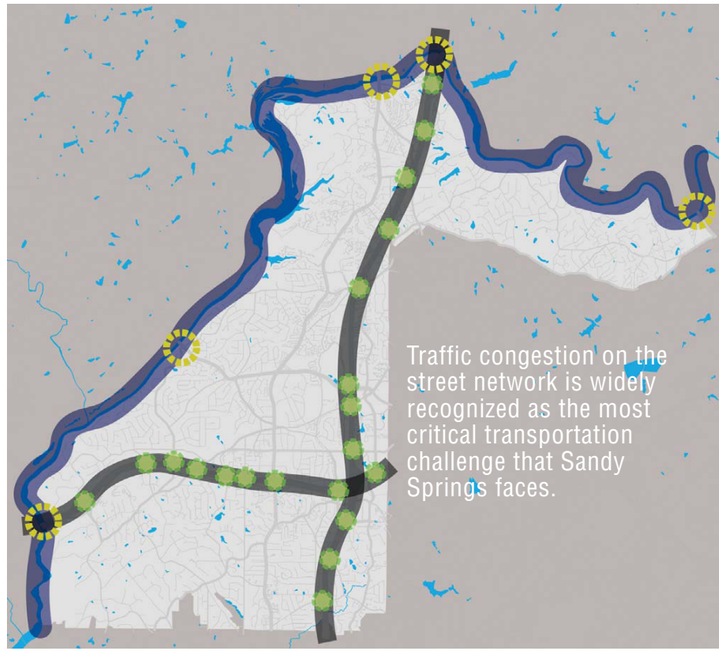




The connected street network is limited by physical barriers, with only five principal crossings of the Chattahoochee River and limited numbers of streets crossing I-285 and Georgia 400. East-west connections are especially limited, with the Abernathy-Johnson Ferry corridor being the only surface street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

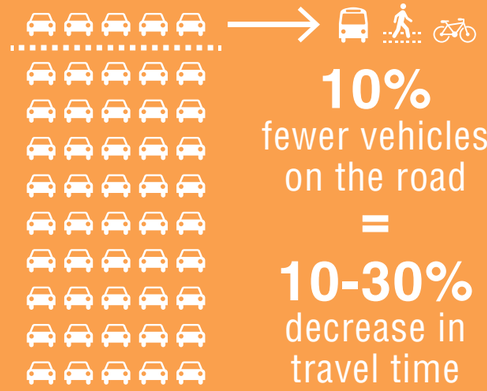
There are additional barriers to pedestrian and bicycle travel.

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

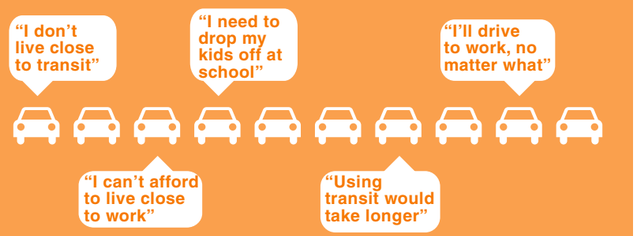
It doesn't take radical change to make a difference. Transportation industry research has shown that small reductions in vehicle traffic can yield proportionally greater relief in how the system works: giving travelers time back and a more reliable transportation system.



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.

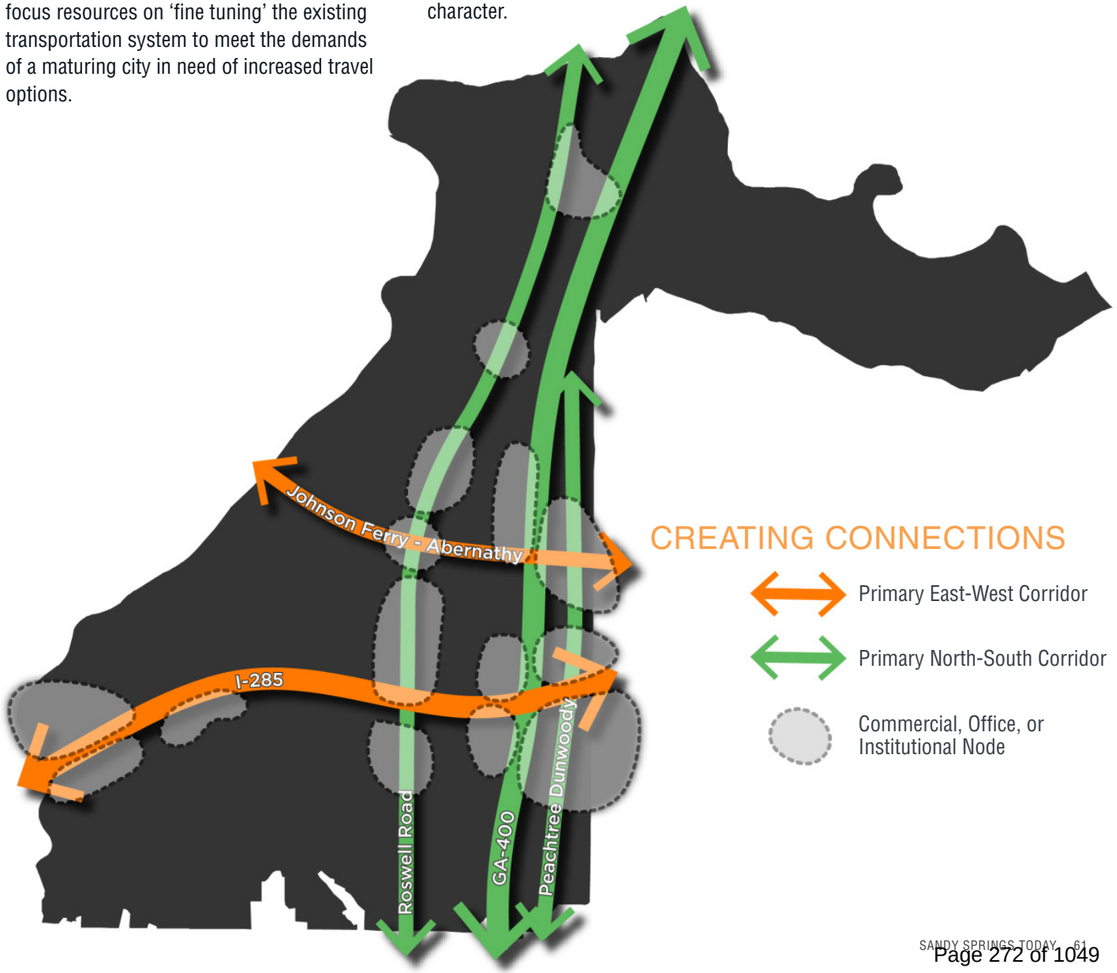
But not all of the community has the same degree of access to them. Each of these stations is adjacent to a major thoroughfare, although the degree to which residents can access these stations without driving to them varies. The city's sidewalks, trails, and bicycle facilities on these thoroughfares are not currently complete, although the City's Bicycle, Pedestrian and Trails Implementation 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 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.

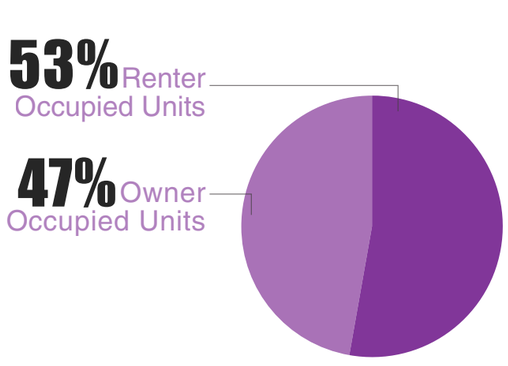
Sandy Springs is well-positioned to adopt new approaches to managing its corridors and commuting demand. Many of these approaches involve promoting a mix of land uses in select redevelopment areas to provide amenities for the city's single-family neighborhoods while still preserving neighborhood character.



HOUSING (DATA FROM 2017 NEXT TEN)

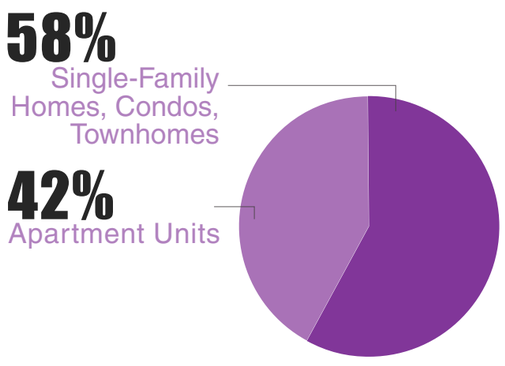
SANDY SPRINGS IS A CITY OF BOTH RENTERS AND OWNERS.

The city has more renters than owners, while single-family homes, townhomes and condominiums collectively 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.



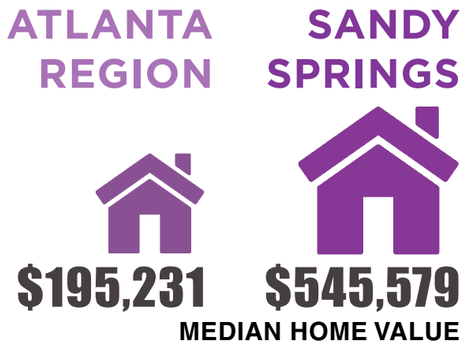
SANDY SPRINGS HOUSING UNITS BY TENURE

(American Community Survey, 2009-2013; RCLCO)



SANDY SPRINGS HOUSING UNITS BY STRUCTURE

(American Community Survey, 2009-2013; RCLCO)

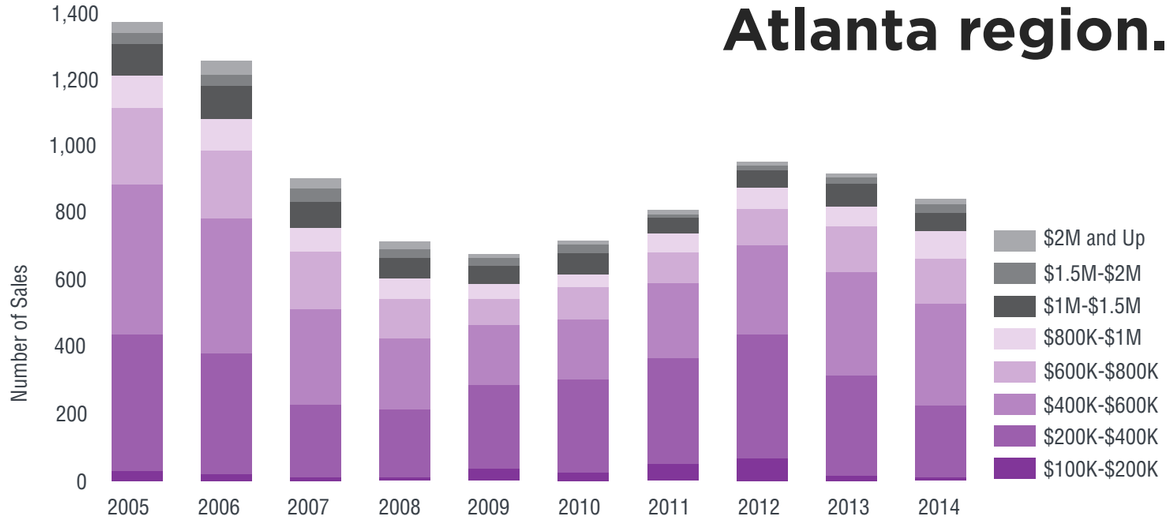


(ESRI 2015; RCLCO)

The housing stock mirrors the city's demographic divide.

Sandy Springs' population includes relatively high concentrations of both low-income and affluent households. 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:

$111,100

Affordable For-Sale Home Price:

$341,600

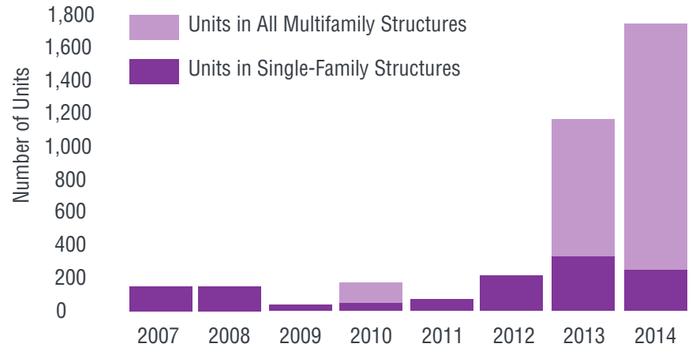
VERSUS:

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 2015 MEDIAN HOUSING VALUE:

$545,579



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: Young Professionals 18-34, No Kids	RENTERS: Mature Professionals 35-54, No Kids	RENTERS: Families 18-64, Kids	RENTERS: Empty Nesters 55-64, No Kids	RENTERS: Retirees 65+, No Kids	OWNERS: Young Professionals 18-34, No Kids	OWNERS: Mature Professionals 35-54, No Kids	OWNERS: Families 18-64, Kids	OWNERS: Empty Nesters 55-64, No Kids	OWNERS: Retirees 65+, No Kids	TOTAL
<$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 RENTERS AND OWNERS BY AGE AND INCOME

(American Community Survey, 2009-2013; RCLCO)

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.

2020 HOUSING NEEDS ASSESSMENT

The City conducted a Housing Needs Assessment in 2020 to provide a better understanding of the housing market and needs of current and future Sandy Springs residents, as well as to help elected officials, City staff, stakeholders, and community members develop a meaningful sense of the housing market, recognize key housing issues, and understand how these issues impact the City.

Homeowner Key Finding: Entry-Level Housing

Sandy Springs lacks "entry-level" single-family homeownership opportunities. 81% of single-family homes are sold above $400K, a price that is generally unaffordable to households earning less than $115K annually.

Median home prices in Sandy Springs are some of the highest in the region.

$530K
Sandy Springs

$448K
North Atlanta

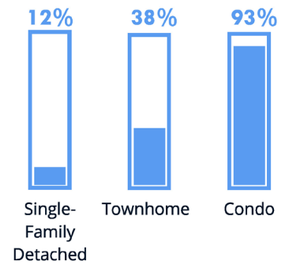
$259K
Atlanta MSA

The cost to purchase a home in Sandy Springs has increased by 7.5% annually since 2011. At this rate of appreciation:

$300K
Home value in 2011

$575K
Home value today

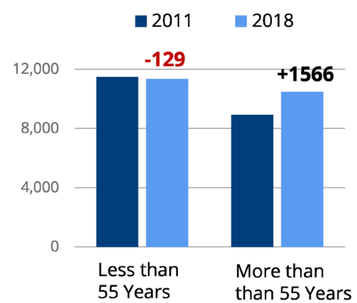
Homes sold for less than $400K are far more likely to be townhomes (38%) or condos (93%)



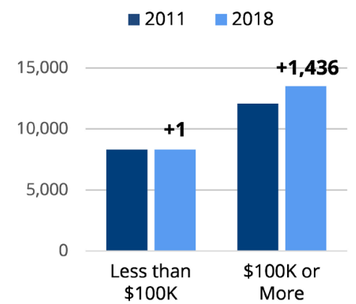
Homeowner Key Finding: Aging Population

Sandy Springs homeowners are increasingly becoming older and wealthier as for-sale housing in the City is becoming less accessible to young and middle-aged families. Citywide, households of most age groups are increasing while homeownership is primarily growing for those aged 55 and over.

The number of homeowner households older than 55 has increased by 1,566 while homeowners younger than 55 have decreased by 129.



The number of homeowner households earning more than $100K/year has grown by 1,436 while the number earning less than $100K has been stagnant.



Data sources are included within the Sandy Springs Housing Needs Assessment full report.

Renter Key Finding: Displacement Concerns

Sandy Springs is losing housing for its most vulnerable renters. This is driven by the demolition and replacement of 1,073 units of older market rate housing over the past decade and renovations of older multifamily stock which causes rent increases. As a result, renters earning less than $50K annually are leaving Sandy Springs due to increasing housing costs and decreasing housing supply.

Rental Supply Gaps Below 50% Area Median Income (AMI) & Displacement

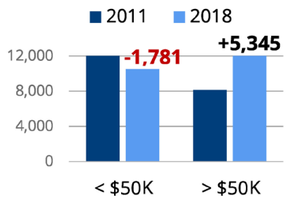
There is currently a supply gap of...

5,270 units
renting below 50% AMI

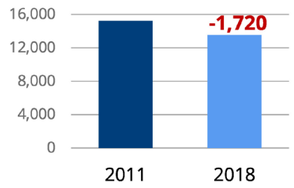
and

3,050 units
renting below 30% AMI

Renters earning less than $50K are decreasing (-1,781) and being replaced with renters earning more than $50K (+5,345).

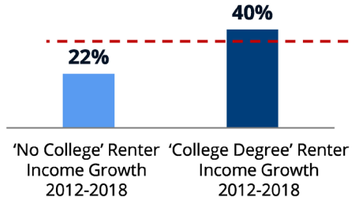


Sandy Springs has lost 1,720 multifamily units renting at less than 80% AMI due to demolition (1,073) and rent increases (647).



Rising Rents Constrain Rental Affordability

Income growth for renters without a college degree (22%) has not kept pace with rent increases (38%) since 2011 in class B/C (older) apartments, while income growth for renters with a college degree (40%) exceeded rent growth.



38%
Class B/C Apartment Average Rent Increase 2012-2018

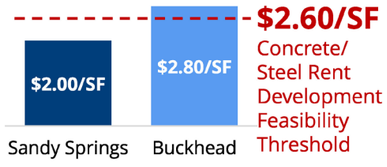
Renter Key Finding: Limited New Development

Sandy Springs' building code restrictions reduce multifamily development, prevent new renter households from moving into the City, raise housing costs, and limit the ability of the City to support new walkable, urban-style development like City Springs. The 2017 building code amendment, which requires concrete construction for buildings over three stories or buildings over 100,000 SF, makes new apartment development financially infeasible.

6,011
Multifamily units permitted 2011-2017

19
Multifamily units permitted since 2017

Rents for new construction apartments ($2.00/SF) are too low to support the concrete/steel construction required by the building code. Rents of at least $2.60/SF are required to support this construction type.



$2.60/SF
Concrete/ Steel Rent Development Feasibility Threshold

Data sources are included within the Sandy Springs Housing Needs Assessment full report.

Employer Key Finding: Workforce Attraction

Service/essential industry employers face significant recruitment and retention challenges due to high housing costs and limited public transportation. Over time, these workforce attraction concerns are likely to trickle up to moderate-income employers.

Sandy Spring's top four industries by employment (health care, administrative services, professional services, and finance):

57% of total employment in city

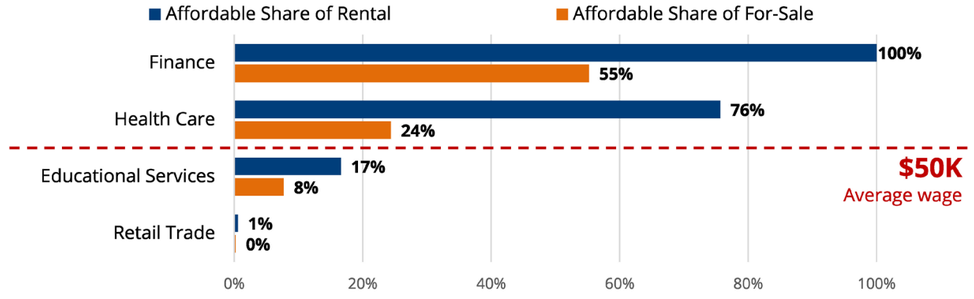
$50K - $135K in average wages

Sandy Spring's lowest paid industries (educational services, other services, retail trade, food services, and arts):

17% of total employment in city

<$50K in average wages

Local employers have reported difficulty attracting and retaining workers with wages under $50K with the available affordable share of rental and for-sale housing given as a top reason.



Employer Key Finding: Regional Employment Center

Sandy Springs' status as a net workforce importer is threatened by increased housing costs. The City's quality of life advantages, valued highly by employers, are at risk if lower- and moderate-income households cannot afford housing in Sandy Springs. Low and moderate-wage workers, forced to live outside the City due to housing cost increases, could exacerbate congestion issues.

This housing challenge is likely to grow as rents are increasing annually at 4.2% and home prices are appreciating 7.5% annually.

Only 6% of employees who work in Sandy Springs live within City boundaries

In-commuters outnumber out-commuters by more than 3-to-1, which leads to significant congestion

Data sources are included within the Sandy Springs Housing Needs Assessment full report.

ECONOMIC OUTLOOK (DATA FROM 2017 NEXT TEN)

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 20-county Atlanta region and its excellent access to GA 400, I-285, and MARTA. With neighboring Dunwoody and Brookhaven, 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:

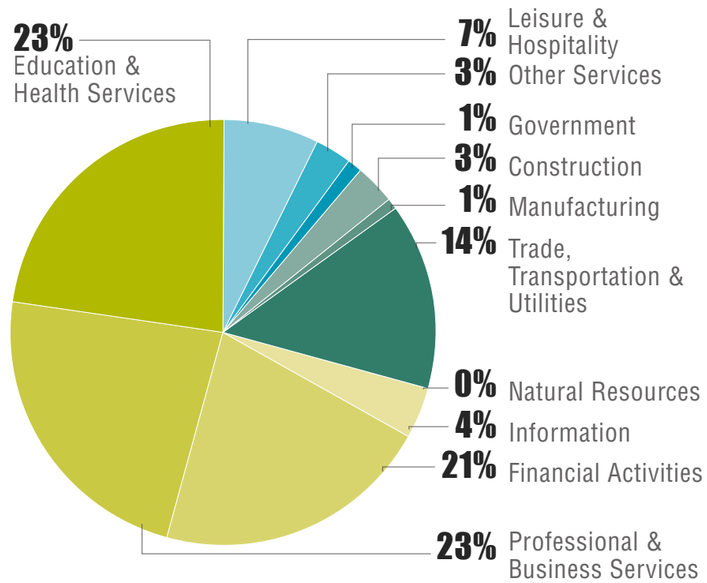
9% of the region's office space
2% of the region's retail space
5% of the region's apartment units
3% of the region's hotel rooms

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

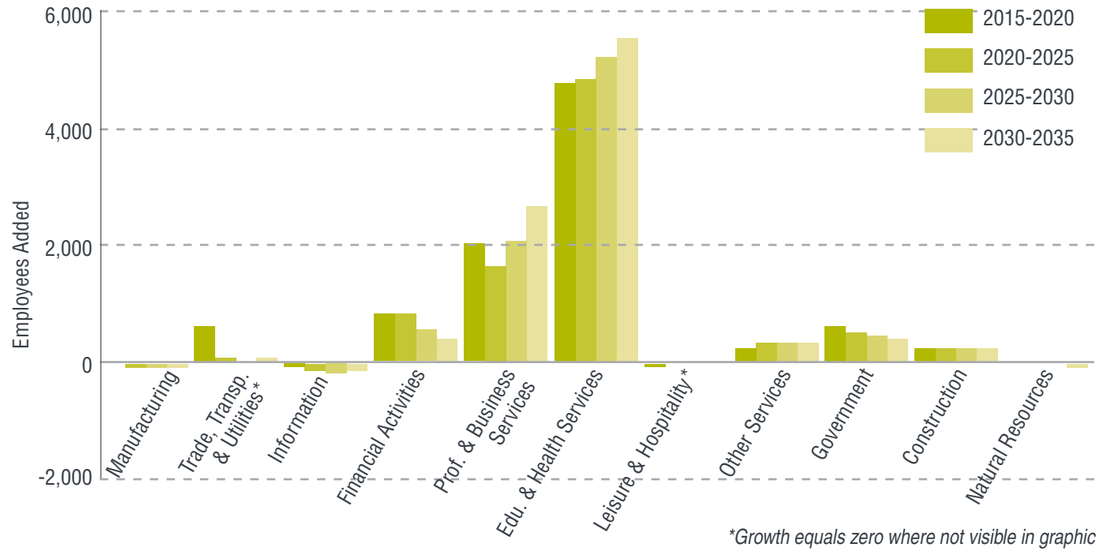
(RCLCO)

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.



*Growth equals zero where not visible in graphic

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 large 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 GA 400, and offers east-west access to DeKalb County, Gwinnett County and Cobb County, respectively, via I-285. 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 a 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 high concentrations of residents falling at either the lower or higher ends of the income spectrum. 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.

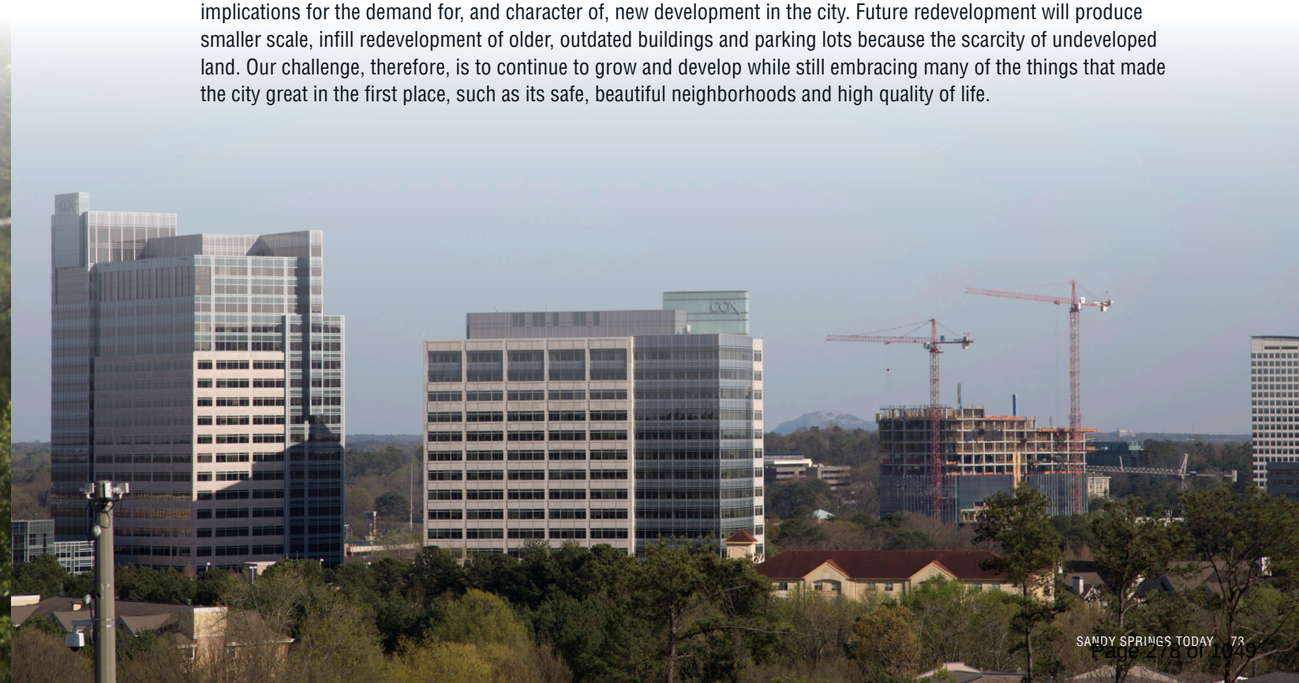


Exhibit 273 of 1049

GREEN SPACE, NATURAL SYSTEMS & SUSTAINABILITY

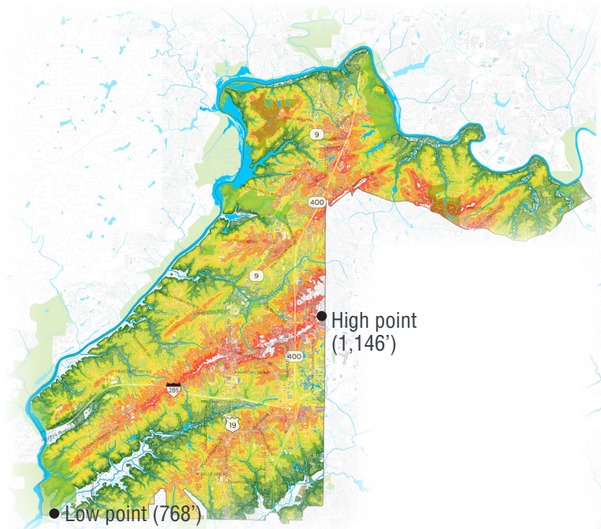
SANDY SPRINGS IS GREEN.

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:

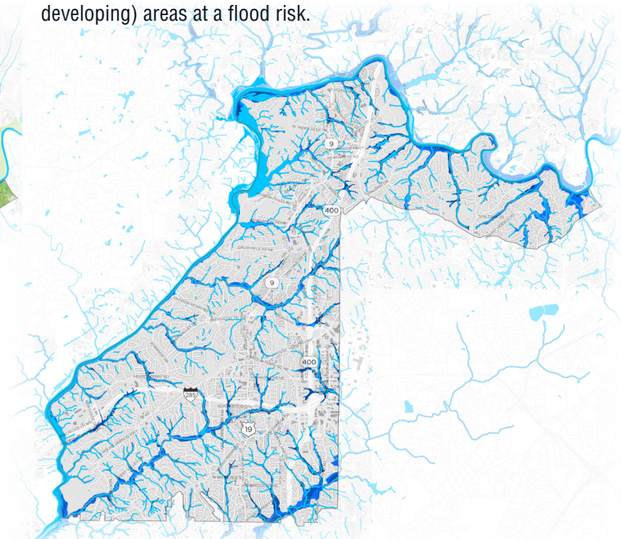
The elevation changes within Sandy Springs provide beautiful vistas and lush stream corridors, but also make it more difficult to traverse the city.



- Water Bodies (Chattahoochee River and lakes/ ponds)
- Streams (perennial)
- Streams (intermittent)
- Elevation (High / Low)

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.

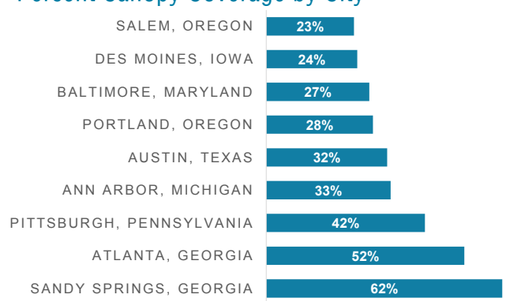


- 500-year floodplain
- 100-year floodplain
- Floodway
- Water Bodies (Chattahoochee River and lakes/ ponds)
- Streams (perennial)
- Streams (intermittent)

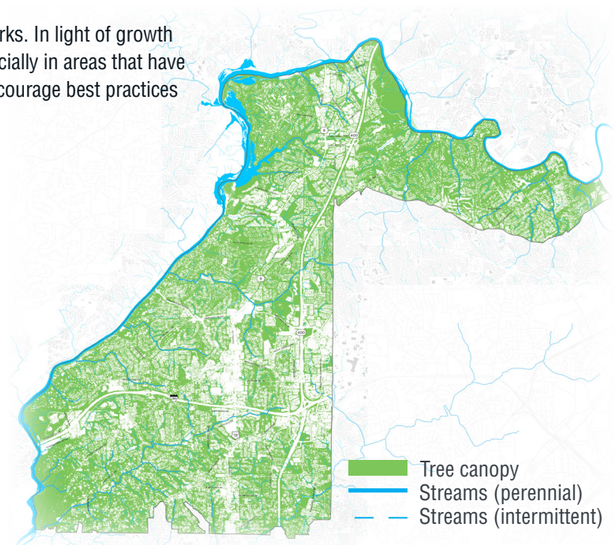
Tree Canopy:

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

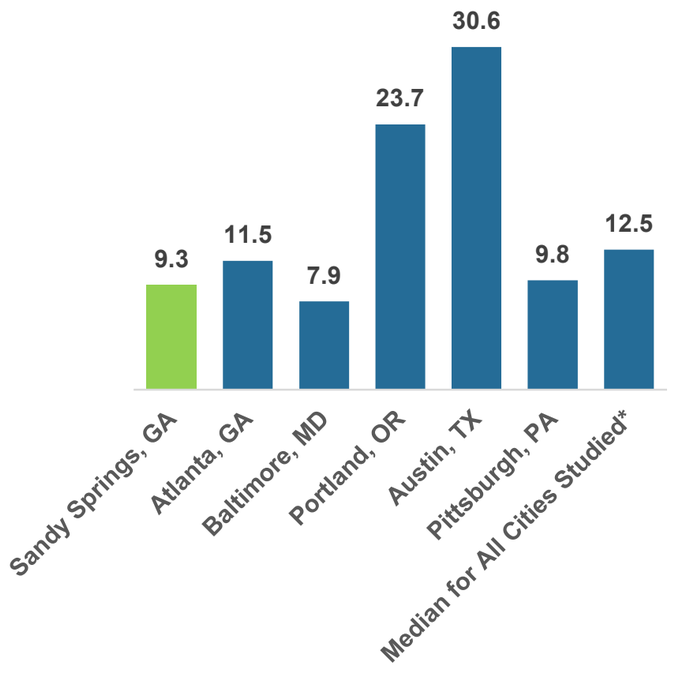


(Tree Canopy Coverage for the City of Atlanta: Methodology Definition, Geography Assessment and City Comparison, Gilliam Campbell, MRCP 2013)



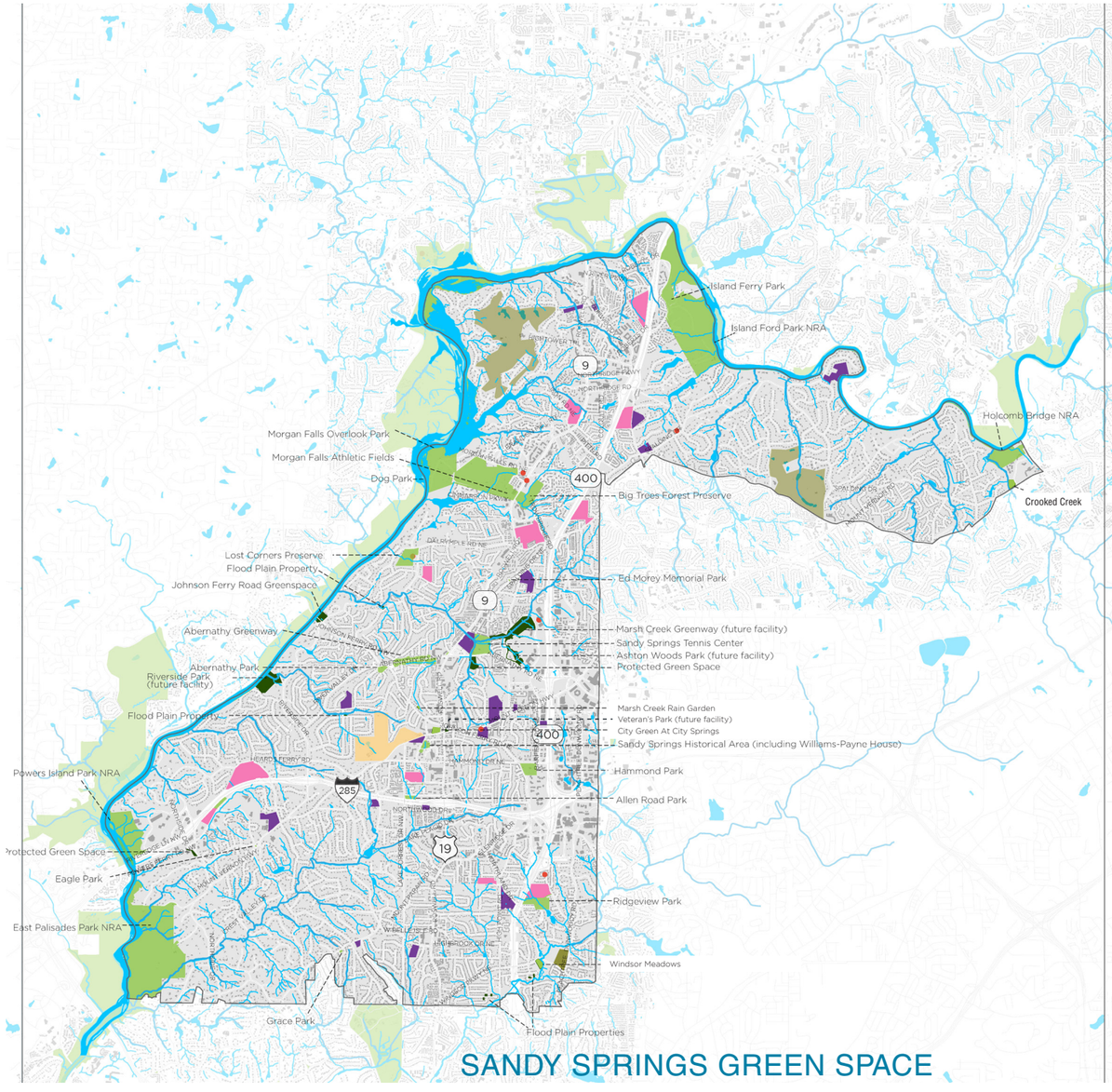


The city has many high-quality parks and recreational facilities within its borders. It is also just across the Chattahoochee River from lush National Park Service lands and other beautiful natural areas. These facilities and the programs within them add a visual and physical connection to nature, and 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.)



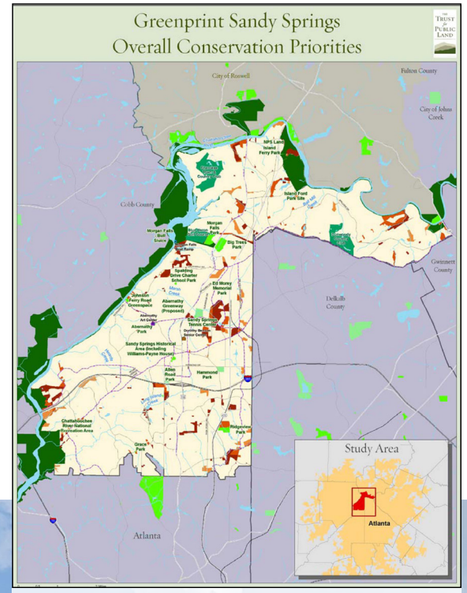
SANDY SPRINGS GREEN SPACE

- 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, bottom) with the City. Friends of Lost Corner and the Conservancy worked together to secure land for the Lost Corner Preserve (left, top). 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.



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

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 be an increasing need to design distinctive green spaces and urban public spaces that, in addition to addressing recreation and green space needs, have memorable design elements that enhance the city's overall sense of place.



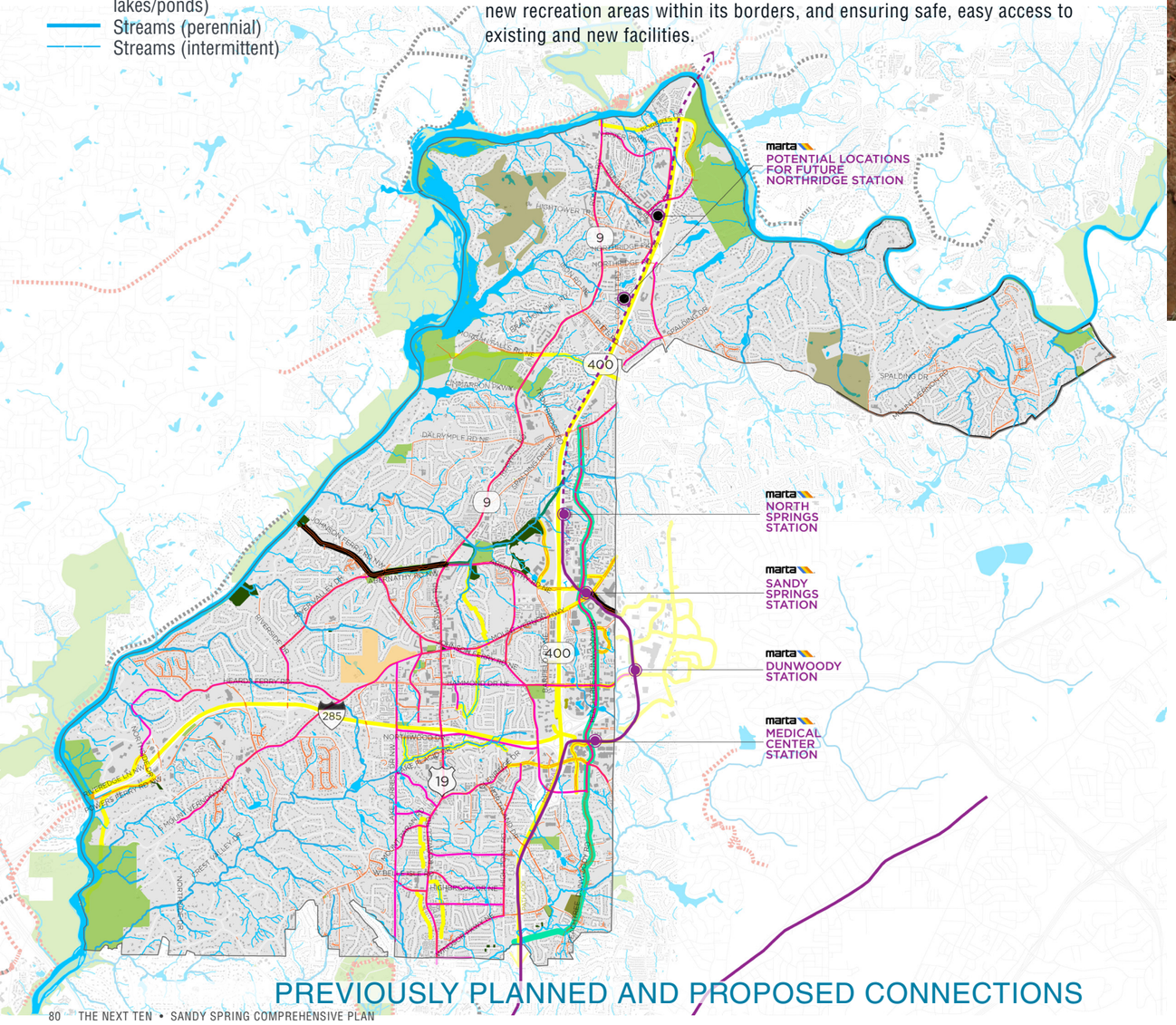
The City Green at City Springs will provides a signature space for the community to gather and relax.



- Existing sidewalks
- Existing bicycle facilities (COSS/Non-COSS)
- Existing bike/ped trails (Non-COSS)
- Planned/proposed multi-use trails
- Existing/planned greenways
- Planned pedestrian connection (Pedway)
- Planned bike network (COSS)
- Existing MARTA rail line
- Planned MARTA extension
- Future/planned parks and green spaces (COSS)
- Cemetery
- 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.



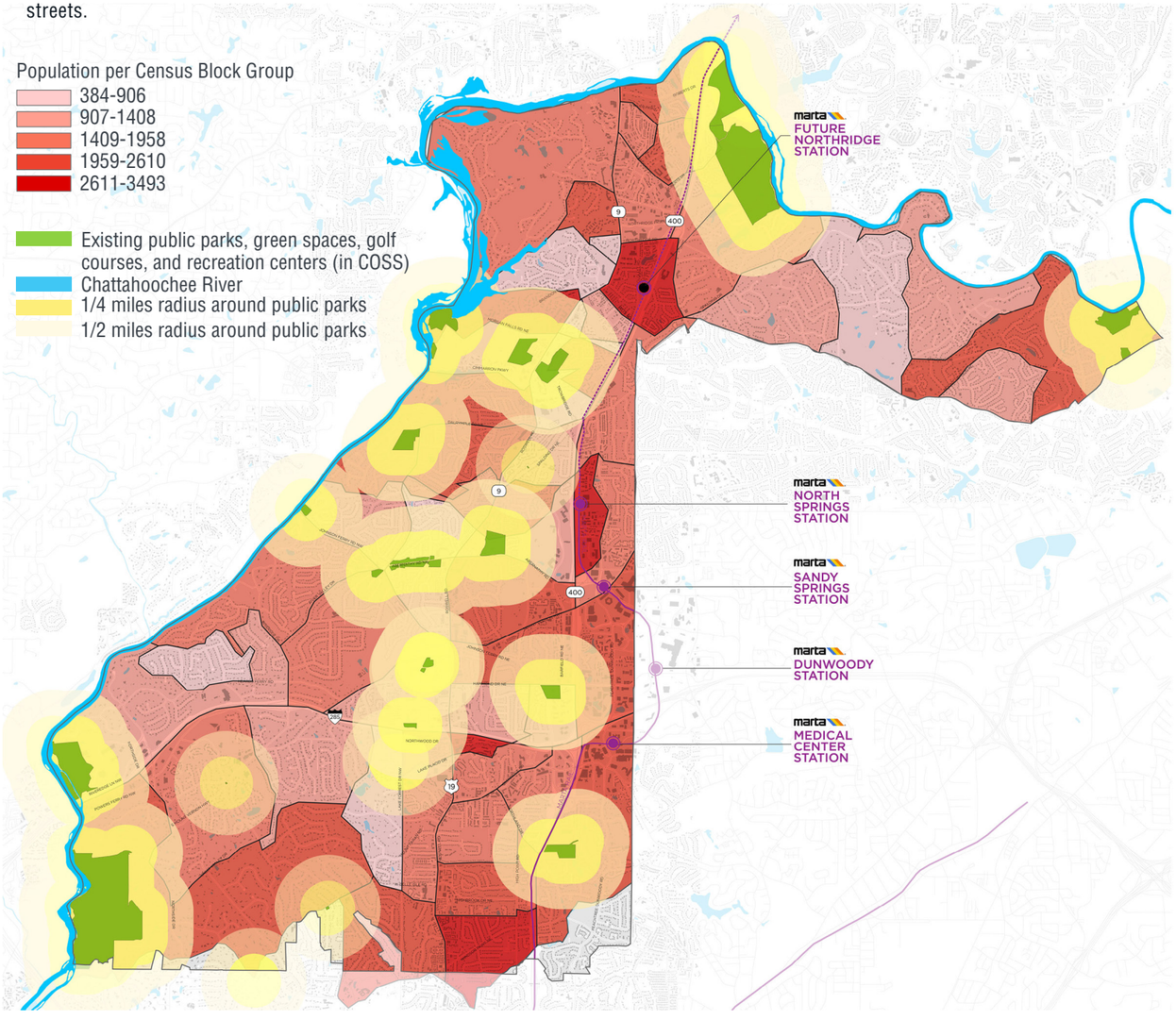
PREVIOUSLY PLANNED AND PROPOSED CONNECTIONS



An ARC Certified Green Community
Leading the Way to Sustainable Living
— CERTIFIED GOLD —

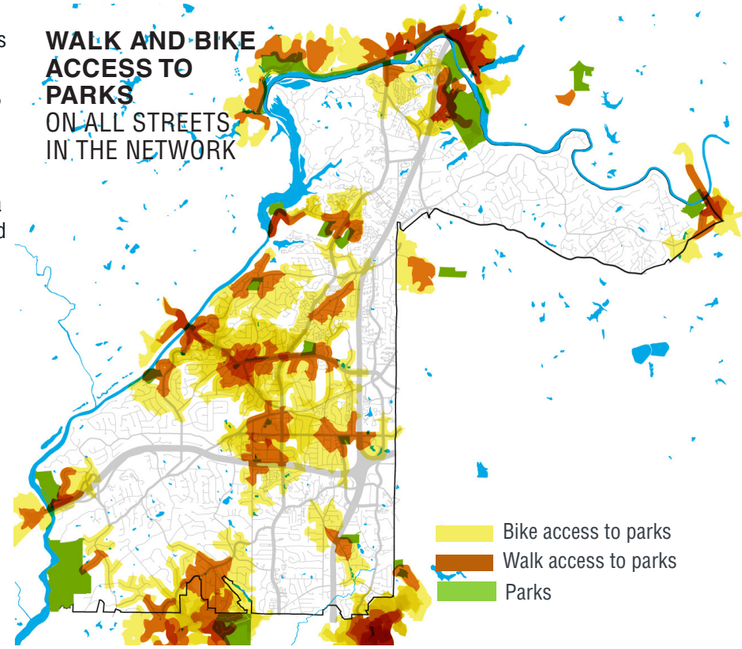
Sandy Springs is committed to sustainable growth. The City has achieved bronze certification under the Atlanta Regional Commission's Green Communities program. Moving forward, environmental sustainability must continue to be considered in all City actions, not only with regard to land use and impacts 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.

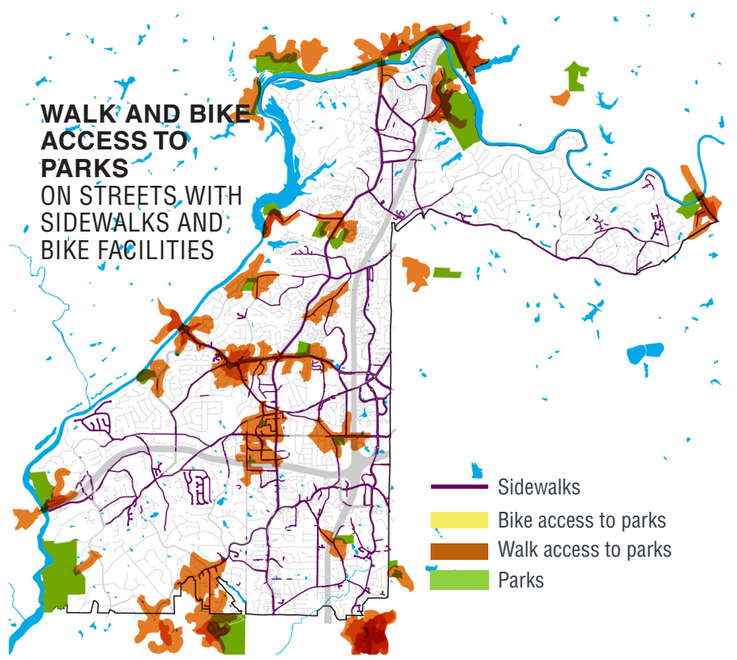


PARK ACCESS FROM EXISTING POPULATION CENTERS

Right (top and bottom): Maps showing access to existing parks within a reasonable walking (orange) and bicycling (yellow) distance (e.g., one half-mile for pedestrians and one mile for cyclists). The top graphic shows access to parks via the entire street network, while the bottom graphic shows access to parks via only those streets with existing sidewalks and bicycle facilities. The figures illustrate how access to parks is considerably more limited for residents without a car, and how complete bicycle and pedestrian systems can help to expand access to parks for all potential park users.



ACCESS TO PARKS VIA STREET NETWORK



ACCESS TO PARKS VIA EXISTING SIDEWALKS AND BIKE FACILITIES

THE NEXT TEN:
POLICIES AND ACTIONS

KEY ACTIONS: 10 FOR THE NEXT TEN

1. **Conduct a comprehensive review of the Sandy Springs Development Code** to ensure it adequately defines the expectations and standards for achieving high-quality development through a process that is orderly, predictable, clear and reliable, and focuses on the protection of Sandy Springs' neighborhoods.

2. **Revitalize Roswell Road** into a dynamic main street, through incentivizing mixed-use redevelopment in target redevelopment areas, with a focus on the North End, and through creation of a pedestrian-friendly urban 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, establishment of a multimodal urban greenway along Peachtree-Dunwoody Road, and consider modifications to allow conversion of underutilized office buildings to residential.

4. **Focus high-quality, higher-density uses** around MARTA stations.

5. **Achieve a better housing balance,** with a focus on providing encouraging a greater variety of housing types and price ranges to enable middle-income and workforce individuals to both live and work in Sandy Springs. Consider programs and policies to enhance living conditions and improving property maintenance.

6. **Begin implementation of the Hammond Drive corridor improvements between Glenridge Drive and Boylston Drive,** and continue to acquire right-of-way on an opportunity basis, in order to provide a multimodal connection between the Perimeter Center and City Springs districts.

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. **Create citywide design guidelines.**

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 canopy trees, 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, along with the policies and action steps needed to achieve the vision, are organized according to five plan elements:

- Land Use & Community Character
- 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

A. PROTECT AND ENHANCE NEIGHBORHOOD CHARACTER AND QUALITY OF LIFE

OVERALL NEEDS & OPPORTUNITIES

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

POLICIES

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]**

ACTIONS

REFERENCE TO OTHER RELEVANT POLICIES

LAND USE & COMMUNITY CHARACTER

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 a multimodal urban boulevard and greenway
- Consider comprehensive updates to the Sandy Springs Development Code
- Create Design Guidelines

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. Additionally, preservation of historic properties is important as it contributes to the long-term character of Sandy Springs. With ongoing growth and development, the City will need to continue to preserve these assets into the future.

- LU-A1 Maintain the integrity of existing single-family residential neighborhoods
- LU-A2 Limit change within existing single-family neighborhoods
- LU-A3 Continue to manage land use transitions and improve design options

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 transportation and commercial 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. REVIEW DEVELOPMENT MANAGEMENT TOOLS TO ENSURE THEY ARE FUNCTIONING AS DESIGNED TO IMPLEMENT THE VISION AND GOALS OF THE NEXT TEN COMPREHENSIVE PLAN, SMALL AREA PLANS, AND OTHER PLANNING DOCUMENTS

Existing zoning in Sandy Springs is a legacy of the time before incorporation, when the city was an unincorporated area under the jurisdiction of Fulton County. Following incorporation, the decision was made, for legal and continuity reasons, 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 regulations, zoning overlays, 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, for all participants, including residents, and help implement the vision for The Next Ten.

- LU-E1 Consider comprehensive updates to the Sandy Springs Development Code
- LU-E2 Consider creation of design guidelines



POLICIES AND ACTIONS:

LAND USE & COMMUNITY CHARACTER

A. PROTECT AND ENHANCE NEIGHBORHOOD CHARACTER AND QUALITY OF LIFE

POLICY

LU-A1 MAINTAIN THE INTEGRITY OF EXISTING SINGLE-FAMILY RESIDENTIAL NEIGHBORHOODS:

Preserve the quality of life of existing single-family neighborhoods by ensuring that single-family neighborhoods will continue to be characterized by large lots, substantial tree cover and low vehicular traffic. Protect single-family neighborhoods from the encroachment of non-residential land uses and higher-density residential uses. Within single-family neighborhoods, allow for limited infill development and one-for-one replacement of existing homes at compatible densities, while ensuring that single-family neighborhoods receive a minimal share of the city's projected population and employment increases.

ACTIONS

- Enforce clear boundaries of protected single-family neighborhoods to limit new development within these areas to compatible single-family residential uses.
- Direct growth to targeted redevelopment areas, outside of designated protected neighborhoods. **[See policies LU-B1, LU-B2, LU-C1, LU-C2 and LU-C3]**



Protected neighborhood



Single-family lot that preserves mature trees

POLICY

LU-A2 LIMIT CHANGE WITHIN EXISTING SINGLE-FAMILY NEIGHBORHOODS:

Preserve existing neighborhood character by ensuring compatible residential infill development.

ACTIONS

- Continue to 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 code minimum standards for lot coverage, lot width, lot size, setbacks, and preservation of existing trees.
- Continue to allow the subdivision of existing single-family residential lots into two or more lots only where the resulting lots meet code minimum standards for lot coverage, lot width, lot size and setbacks from the street.

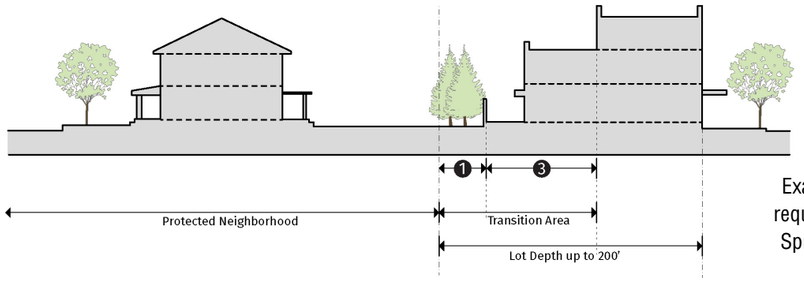
POLICY

LU-A3 CONTINUE TO MANAGE LAND USE TRANSITIONS AND IMPROVE DESIGN OPTIONS:

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

ACTIONS

- Review land use transition practicality.



Example of transitional area requirement based on Sandy Springs Development Code.

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.
- Consider modifications to the Sandy Springs Development Code to require a mix of uses with new redevelopment.
- Explore opportunities to transition strip commercial shopping centers into mixed-use, pedestrian-oriented settings through redevelopment or retrofits to existing centers.
- Create compact, walkable and mixed-use neighborhoods though the reuse of aging commercial and multifamily residential properties.
- Where appropriate, encourage the inclusion of a variety of housing types for transition to neighborhoods, with emphasis on homeownership opportunities (including multifamily condominium, townhomes and small-lot single-family houses).
- 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.
- Prohibit new large-footprint, big box retail uses citywide.



Example of a compact, walkable community, Huntersville,NC

POLICY

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.

ACTIONS

- Manage the location and quantity of parking for new development and redevelopment:
  - » 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.
  - » Encourage on-street parking in 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.
  - » Encourage shared parking arrangements between adjacent properties and businesses to the extent possible. Consider allowing increased parking maximums in a shared parking arrangement with multiple businesses.
  - » Encourage the “greening” of parking lots, including the provision of landscaped buffers along streets and incorporation of bioretention facilities, as well as the planting of trees and other vegetation within parking areas.



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

ACTIONS

- Promote interconnectivity between adjacent commercial and mixed-use parcels to minimize the need to utilize adjacent roadways for short trips:
  - » Consolidate multiple access points from major roadways into a single access point whenever feasible.
  - » Continue to align the placement of access points on both sides of the street, wherever possible.
- 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 via a connected street network, sidewalks, pedestrian pathways, trails, and internal connections within parcels.
- In designated mixed-use areas, require minimum building heights equal to at least two stories (may include high parapet or faux second story) to establish a human-scale, walkable environment.
- Prohibit auto-oriented uses—such as gas stations, automobile repair and dealerships, and drive-through uses—and self storage facilities within areas designated as mixed-use, unless the use is wrapped with desirable primary uses appropriate for the district.


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.

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 through implementation of the City Springs Master Plan.
- Encourage and incentivize the creation of mixed-use destinations along Roswell Road, with a focus on underutilized shopping centers in the North End. **[see Roswell Road Small Area Plan and North End Redevelopment Concept Studies]**
- 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 and underutilized shopping centers along Roswell Road. Due to the large number of small lots, promote the assembly of multiple parcels to enable revitalization.
- Integrate additional green space along Roswell Road, including green spaces at the Chattahoochee riverfront, between Dunwoody Place and Northridge Road, Morgan Falls Road, Dalrymple Road, City Springs, and south of I-285.



Example of a mixed-use village, West Hartford, CT



Example of a live-work district, Houston, TX

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.

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 by enabling employees to live close to their jobs, while also 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).
- 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 Center Small Area Plan.



Example of transit-oriented development, Philadelphia, PA

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.

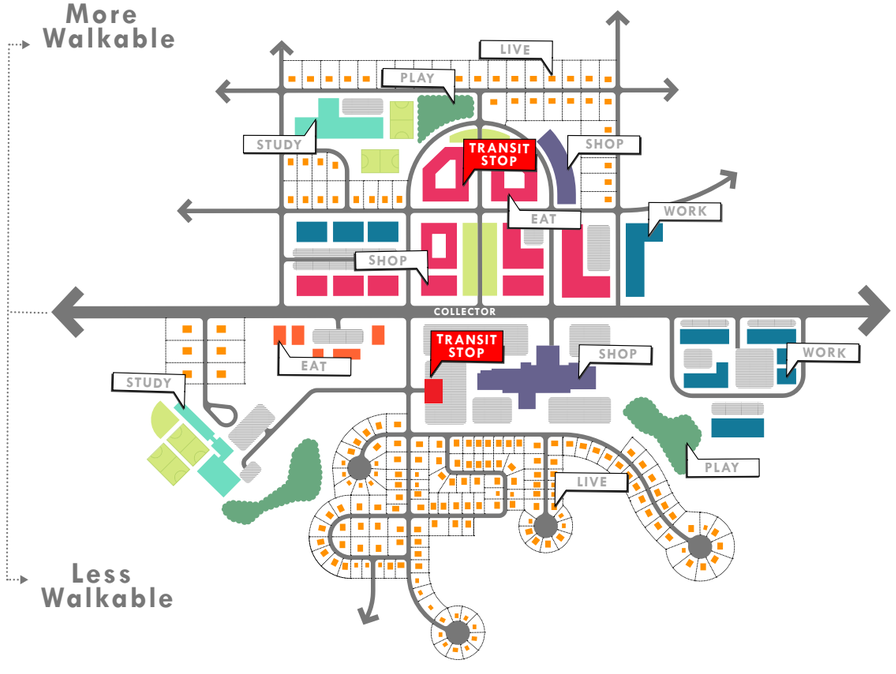
ACTIONS

- Encourage station area environments that integrate a mix of land uses, including residential and commuter- and neighborhood-serving retail to serve MARTA riders and residents.
- Ensure that the height and intensity of transit-oriented uses are greatest adjacent to each station and gradually decrease further away from the stations, with the lowest height and intensity located adjacent to residential neighborhoods.
- Establish the Sandy Springs and Medical Center MARTA stations as the focal point for larger-scale, mixed-use opportunities with proximity to transit. 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]**
- Promote and incentivize mixed-use, transit-oriented uses around the North Springs station, including strong pedestrian and bicycle access (via pedestrian and bicycle bridge) to the existing station and connections to a future PATH400 trail extension and business centers west of GA 400.
- Work with MARTA, PCIDs, and Perimeter Connects to 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).
- Incorporate community gathering places, such as pedestrian plazas, and green space 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]**
- Discuss opportunities to create Transit Oriented Development studies for MARTA stations, in partnership with MARTA and PCIDs.

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

ACTIONS

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, vibrant 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 urban boulevard with a beautifully planted median, enhanced sidewalks, and safe pedestrian crossings, while preserving existing traffic lanes. **[see Roswell Road Small Area Plan, Transportation Master Plan, and Roswell Road Access Management Plan]**
- 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 continuous public space, while preserving existing traffic lanes. **[see Perimeter Center Small Area Plan and Transportation Master Plan]**
- 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 to add street trees and incorporate continuous landscape strips between the street and sidewalk. Evaluate the Tree Fund to adequately provide funding for street trees, planting and maintenance.
- 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.



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



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

POLICY

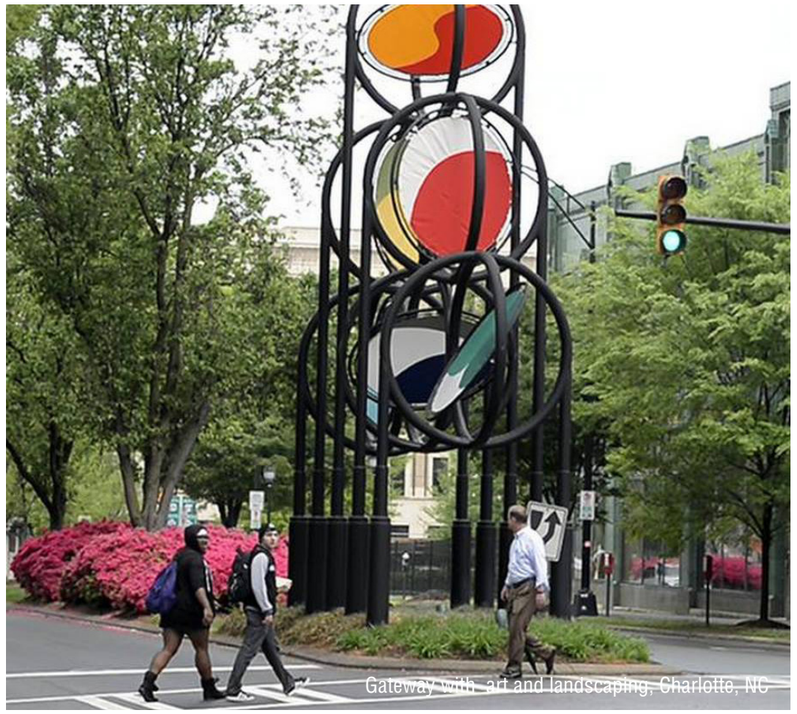
LU-D2 ENHANCE SENSE OF PLACE IN THE PUBLIC REALM: Enhance the identity and vitality of major corridors by improving their visual character and providing beautiful public spaces.

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 programming of these spaces and 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 streetscape, building design, and signage standards along major commercial corridors, such as Roswell Road and Peachtree-Dunwoody Road, to reduce the visual clutter associated with business signage and lighting while ensuring varied and distinctive building design.
- Establish a network of green streets by retrofitting the existing street network 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 or national artists to integrate permanent or rotating 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.


Public art, Indianapolis, IN


Water feature, Seattle, WA


Gateway with art and landscaping, Charlotte, NC


Public art, Lubbock, TX

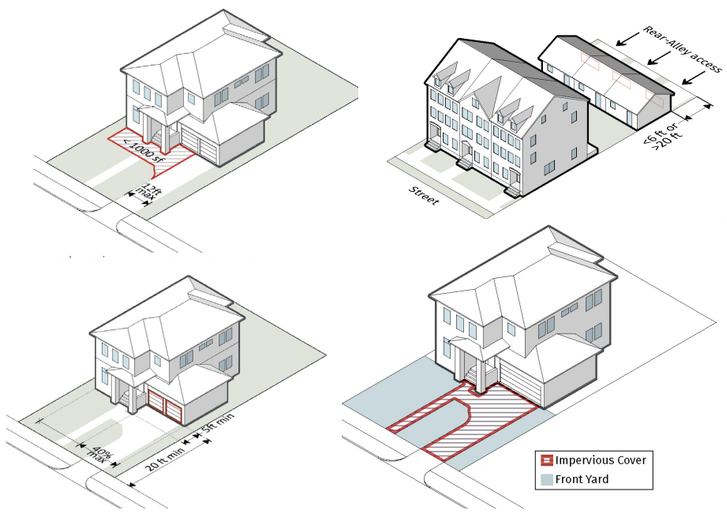

Green street, Portland, OR

E. REVIEW DEVELOPMENT MANAGEMENT TOOLS TO ENSURE THEY ARE FUNCTIONING AS DESIGNED TO IMPLEMENT THE VISION AND GOALS OF THE NEXT TEN COMPREHENSIVE PLAN, SMALL AREA PLANS, AND OTHER PLANNING DOCUMENTS

POLICY **LU-E1** CONSIDER COMPREHENSIVE UPDATES TO THE SANDY SPRINGS DEVELOPMENT CODE: Review the Development Code to identify and implement needed updates and modifications.

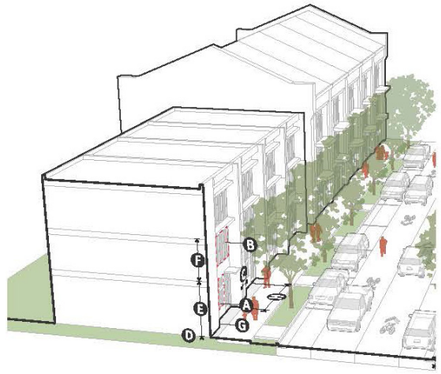
ACTIONS

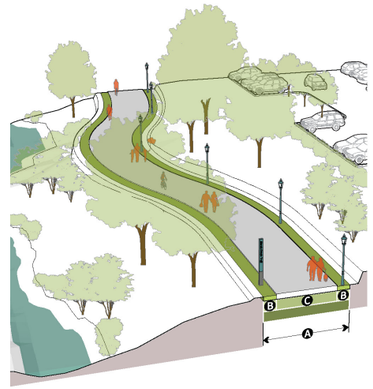
- Conduct community outreach to identify suggested areas of focus
- Evaluate recent development to identify challenges with the Code

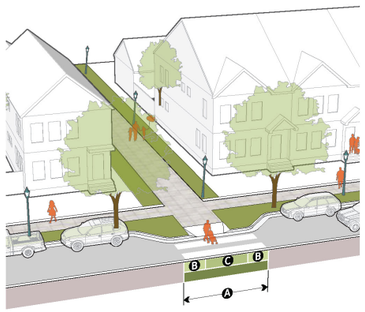


Examples from Development Code representing building frontages, placement,, etc.

Examples or urban design guidelines diagrams showing building and public realm relationships







POLICY **LU-E2** CONSIDER CREATION OF DESIGN GUIDELINES.

ACTIONS

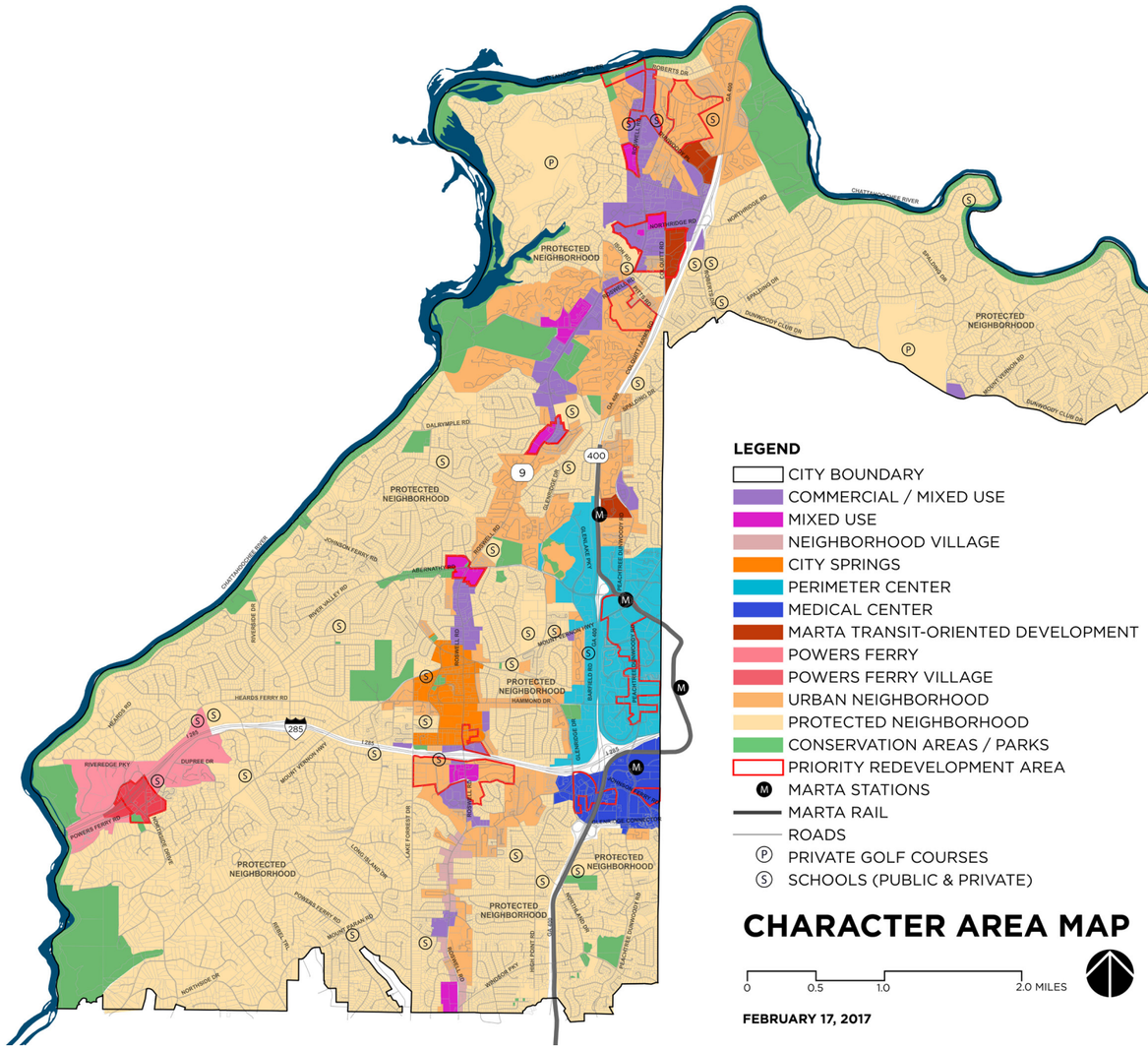
- Establish design guidelines specific to various characters and districts of the City, such as City Springs, Perimeter, North End, etc.
- Evaluate mechanisms for implementation and establish an implementation plan.

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 Area 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.

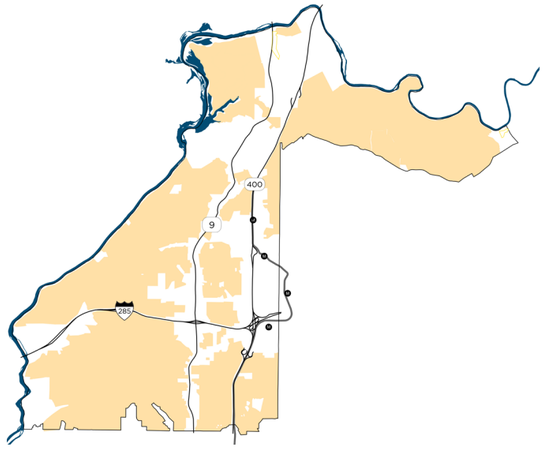


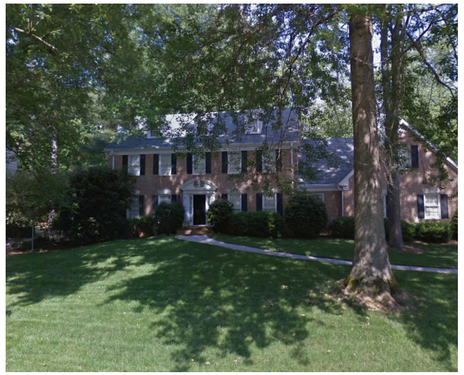
Character Area Type 1:
PROTECTED NEIGHBORHOOD

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; however, related accessory uses, including accessory dwelling units, should be permitted on single-family residential lots. 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

- Primarily single-family, detached residential and related accessory uses
- Civic uses that support residential uses, such as schools and places of worship
- Some single-family attached residential ownership is included in this character area to promote stability

IMPLEMENTATION MEASURES

- Discourage rezoning within Protected Neighborhoods.
- Enforce the 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.
- Continue to direct new growth to areas other than Protected Neighborhoods, and more appropriate for higher-density development, as depicted in the Character Area Map.



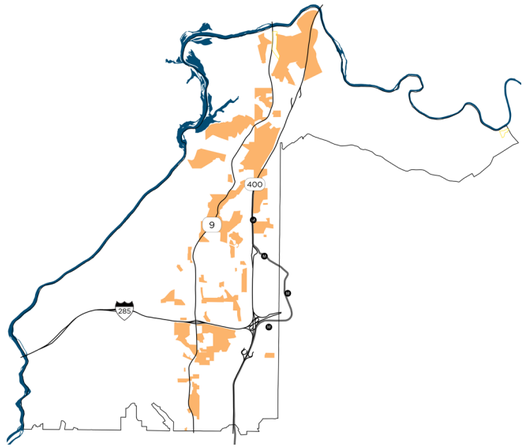
Character Area Type 2:

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 townhome 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, townhome 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

IMPLEMENTATION MEASURES

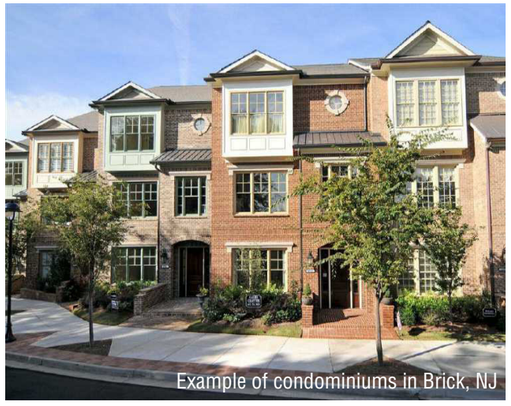
- Continue to follow standards and regulations from the Sandy Springs Development Code.
- Implement redevelopment recommendations for compact and connected residential neighborhoods along the Roswell Road corridor articulated in the Roswell Road Small Area Plan for northern Roswell Road and south of I-285.
- Create an expanded and connected street grid in this character area.


Condominiums in urban neighborhood Seattle, WA


Shared green space in urban neighborhood in Langley, WA


Townhomes in urban community in Fairfax, VA


Example of urban single family homes in Davidson, NC


Example of condominiums in Brick, NJ


Rendering of townhomes

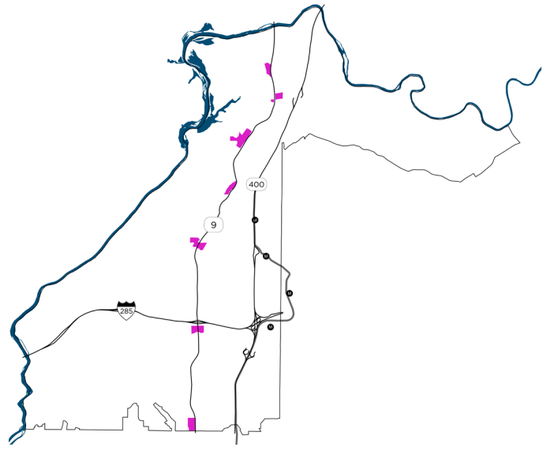

Example of attached single family homes, Jordan, UT

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 identified 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).
- Implement improvements to transform Roswell Road into an urban boulevard, per the Roswell Road Small Area Plan and Roswell Road Access Management Plan.
- Refer to the Roswell Road Small Area Plan (see appendix) for more-detailed development plans, design standards and implementation strategies.



Mixed-use building with ground floor restaurant and retail, West Hartford, CT



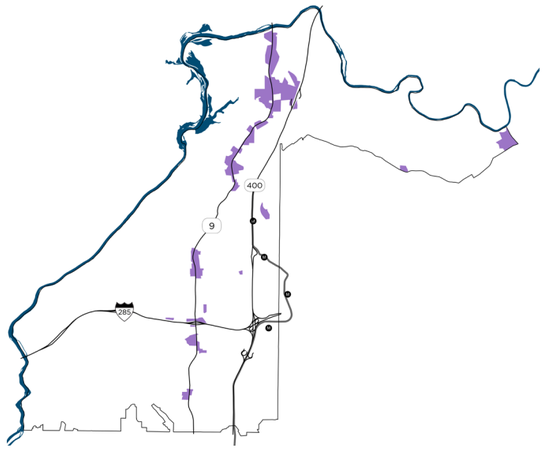
Mixed-use building, Austin, TX

Character Area Type 4:
COMMERCIAL / MIXED USE

CHARACTER AREA DESCRIPTION

The Commercial / Mixed-Use character area includes existing commercial sites along Roswell Road and other areas with commercial land uses, 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 along Roswell Road, buildings should be constructed facing a redesigned Roswell Road urban boulevard or adjacent streets, 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 at least 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
- Select hotel and office sites

IMPLEMENTATION MEASURES

- Implement the recommendations for mixed-use development included in the Roswell Road Small Area Plan (see appendix).
- Implement improvements to transform Roswell Road into an urban boulevard, per the Roswell Road Small Area Plan and Roswell Road Access Management Plan.
- Refer to the Roswell Road Small Area Plan (see appendix) for more-detailed development plans, design standards and implementation strategies.


Mixed-use buildings, Boulder, CO



Single-story commercial building with faux second story to reinforce the pedestrian scale (Alexandria, VA)



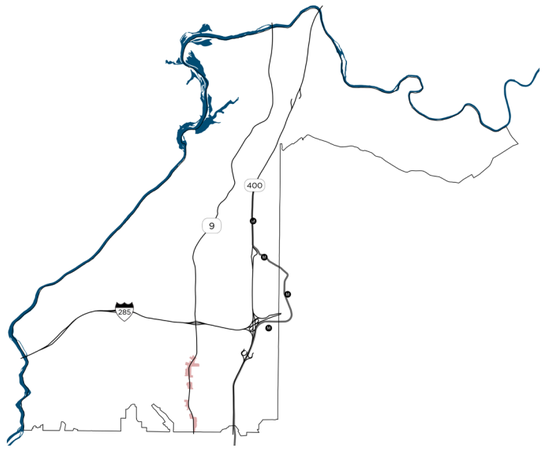
Birkdale Village, Huntersville, NC

Character Area Type 5:
NEIGHBORHOOD VILLAGE

CHARACTER AREA DESCRIPTION

The Neighborhood Village character area includes existing properties along Roswell Road, south of Glenridge Drive. This area will be defined by a walkable, village-like character with a mix of land uses arranged in either small-scale vertical mixed-use or single-story shopfronts. Land uses may include neighborhood-serving retail and commercial uses at intensities compatible with abutting or adjacent residential development, as well as some small-scale residential (such as townhomes and condominiums) or office uses located above the ground floor. In total, building heights will range from one to no more than three stories, with the lowest intensities on parcels immediately adjacent to protected neighborhoods. This character area will be characterized by its human scale and overall consistency in building design, so that it appears and feels distinct from other mixed-use nodes identified along the Roswell Road Corridor. New development and redevelopment in this area should be compact in form and interspersed with green spaces and gathering places.

To achieve a pedestrian-oriented scale and street character, buildings should be constructed facing a redesigned Roswell Road boulevard, based on a build-to line, prescribed in the Sandy Springs Development Code, to encourage an active and human-scale pedestrian environment along Roswell Road. Free-standing commercial buildings should have heights equivalent to at least 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

- Mix of uses (including small-scale residential—such as townhomes and condominiums—office uses, and ground-floor, neighborhood-serving retail/ commercial uses), not to exceed three stories in height
- Neighborhood-serving retail / commercial
- Small-scale office
- Green space

IMPLEMENTATION MEASURES

- Implement the recommendations for mixed-use development included in the Roswell Road Small Area Plan (see appendix).
- Implement improvements to transform Roswell Road into an urban boulevard, per the Roswell Road Small Area Plan and Roswell Road Access Management Plan.
- Refer to the Roswell Road Small Area Plan (see appendix) for more-detailed development plans, design standards and implementation strategies.


Retail Village, Philadelphia, PA
Image: R. Kennedy for Visit Philadelphia™



Free-standing commercial buildings with faux second stories frame a pedestrian-oriented streetscape


Huntersville, NC



Beaufort, SC

Character Area Type 6:
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 urban greenway 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.



NOTES:

- The boundaries of the Perimeter Center character area do not correspond with the boundaries of the Perimeter Community Improvement Districts, which is a taxing district.
- Refer to the Perimeter Center Small Area Plan for more-detailed concept plans, design guidelines and implementation strategies.


Example of commercial center in Reston, VA



Walkable mixed-use frontage in Ft. Collins, CO

LAND USES

- Mixed use
- Residential (multifamily residential, townhomes)
- Retail
- Office
- Hotel
- Green space
- Civic uses that support residential uses, such as schools and places of worship

IMPLEMENTATION MEASURES

- 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 Road 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 PCIDs to implement relevant PCIDs standards and guidelines, including Perimeter Public Space Standards and the Perimeter @ The Center – Future Focus 2011 LCI 10-Year Update.

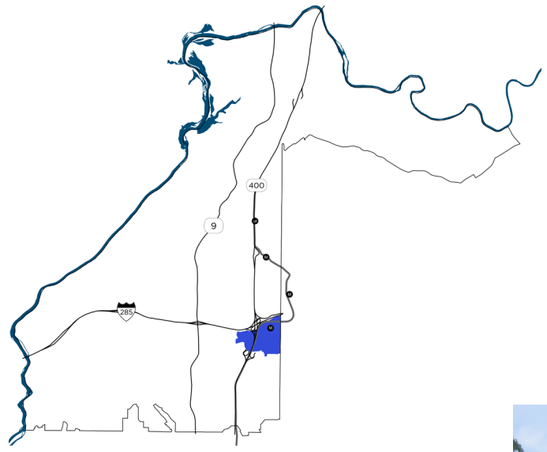

Example of public green space in Rockville, MD

Character Area Type 7:
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 affordable 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. The PATH400 trail will serve as the connecting spine of this character area.



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

LAND USES

- Mixed use
- Medical offices and other medical-related uses
- Residential (multifamily residential, townhomes)
- Retail (stand-alone or ground-floor as part of mixed-use development)
- Hotel
- Green space
- Civic uses that support residential uses, such as schools and places of worship

IMPLEMENTATION MEASURES

- 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.
- Coordinate with the PCIDs to implement relevant PCIDs standards and guidelines, including Perimeter Public Space Standards and the Perimeter @ The Center – Future Focus 2011 LCI 10-Year Update.


Transition from multifamily to townhomes Arlington, VA


Mixed-use development West Hartford, CT



Existing Northside Hospital, Sandy Springs, GA


Existing Medical Center, Sandy Springs, GA


Klyde Warren Park, Dallas, TX


Active pedestrian realm in Bethesda, MD

Character Area Type 8:
CITY SPRINGS

CHARACTER AREA DESCRIPTION

The City Springs district is 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 includes City Hall, 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 completed 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, townhomes, 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

- Update the 2012 City Center Master Plan.
- Implement recommendations for the City Springs Character Area per the recommendations of the City Springs Master Plan Update.
- Implement improvements to transform Roswell Road into an urban boulevard, per the Roswell Road Small Area Plan and Roswell Road Access Management Plan.
- Create an expanded and connected street grid in this character area.



Renderings from City Springs Implementation Plan Phase One


City Springs Implementation Plan Phase One


City Center Master Plan









Character Area Type 9:

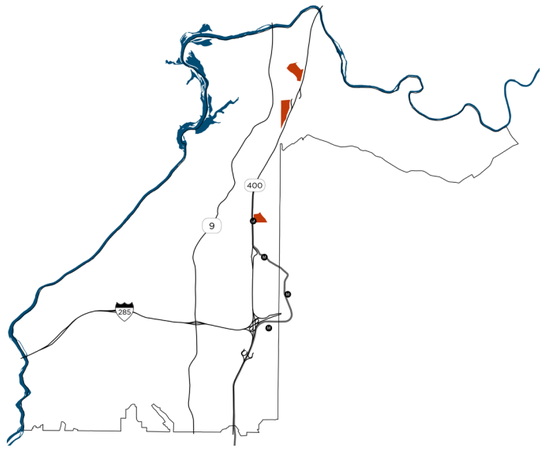
MARTA TRANSIT-ORIENTED DEVELOPMENT

CHARACTER AREA DESCRIPTION

The MARTA Transit-Oriented Development character area encompasses two MARTA station areas: the existing North Springs station area and a site identified for a potential future facility located adjacent to the Northridge Road/GA 400 interchange. Both stations and their surroundings are envisioned as environments that facilitate the use of public transit and integrate transit use into everyday patterns of living and working. While both station areas are envisioned as mixed-use neighborhoods that leverage and support access to transit while incorporating additional "missing middle" housing options (e.g., condominiums and townhomes), the visions for the two station areas are distinct. Plans for each station area will respond to the specific assets and constraints of the two station locations as well as to surrounding land uses.

As the current terminus station for the northern part of the MARTA system, the North Springs MARTA station today functions as a commuter hub, with the station and its parking structures accommodating riders arriving by car from outside of Sandy Springs. In the future, the station area will transition from an auto-oriented terminus station to an integrated transit-oriented environment that realizes the area's potential for mixed-use development. Future land uses envisioned for the area include high-quality housing (multifamily and townhomes, with an emphasis on homeownership) along Peachtree-Dunwoody Road and small-scale, commuter- and neighborhood-serving retail. Green spaces, including a pedestrian and bicycle plaza near the station and preserved natural resource areas, will be integrated into the station area. These land use transitions will be supported by improved access to the station area via Peachtree-Dunwoody Road as well as a proposed pedestrian and bicycle bridge spanning GA 400, providing more direct access to MARTA for those who live or work in the areas west of GA 400, particularly office commuters in the vicinity of Glendale Parkway.

The site identified as a potential future station area facility at Northridge is envisioned as a mixed-use, transit-oriented district and more urban setting that supports access to the station. Land uses in this area will be primarily residential, including a mix of housing types (multifamily/ condominium, townhomes and small-lot single-family homes, with an emphasis on providing homeownership opportunities), along with small-scale, commuter-and neighborhood-serving retail. Additional office uses will be accommodated within existing office areas. Access to the station will be supported by a new roadway network providing access from Northridge Road, as well as by connections to a future northern extension of the PATH400 trail. Parking for the station will be integrated into surrounding building uses, allowing for potential shared parking agreements with MARTA to provide parking for both the station and the land uses around it.



NOTES:

- Refer to the MARTA Station Areas Small Area Plan for more-detailed concept plans, design guidelines for the future Northridge station area, and implementation strategies.
- The North Springs station may be considered for greater density in the future, through review and amendment, as MARTA plans evolve.

LAND USES

- Residential (including multifamily, townhomes, small-lot single family)
- Small-scale, commuter- and neighborhood-serving retail
- Green space
- Office (future Northridge station area only)
- Supporting transportation and utility infrastructure

IMPLEMENTATION MEASURES

- Expand the roadway network around each station and improve pedestrian and bicycle facilities, in order to provide access to the stations, as described in the MARTA Station Areas Small Area Plan.
- Study the feasibility of establishing a connection to a northern extension of the PATH400 trail.
- Study the feasibility of constructing a pedestrian and bicycle bridge across GA 400.
- Work with MARTA to explore shared parking arrangements at the station areas.


Bike path to station, Charlotte NC

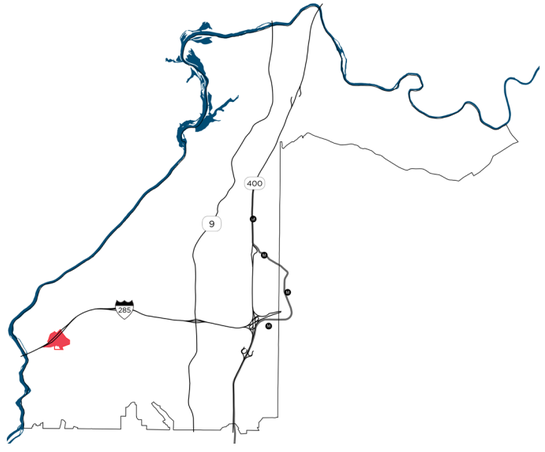

Townhomes at Station Plaza, Richmond CA


Multifamily housing with integrated parking, Plano, TX

Character Area Type 10:
POWERS FERRY VILLAGE

CHARACTER AREA DESCRIPTION

The Powers Ferry Village character area is envisioned as a consolidated "retail village" and center for commercial activity, which functions as both the heart and main street of the larger Powers Ferry area. Building on the existing hotel and supermarket in the area, the village will include walkable amenities that serve both area residents and workers while expanding options for neighborhood-serving shopping. Improved streetscapes along Powers Ferry Road, Northside Drive and New Northside Drive will enhance pedestrian and bicycle connections from surrounding residential neighborhoods to the village area. The village is envisioned to include single-story buildings (with a faux second story or high parapet) with both retail and professional office uses, lining a proposed public space and fronting Powers Ferry Road. A small area of additional office uses is envisioned north of I-285 to complement existing office uses in that area.



LAND USES

- Retail (small-scale, neighborhood-serving)
- Office (north of I-285 within existing office areas)
- Green space
- Existing hotel and commercial uses

IMPLEMENTATION MEASURES

- Refer to the Powers Ferry Small Area Plan (see appendix) for more-detailed concept plans, design standards and implementation strategies.

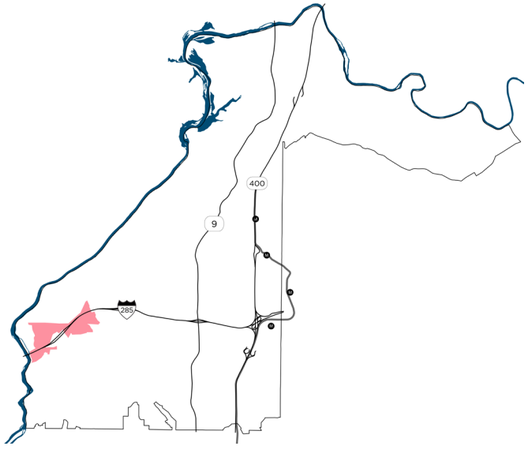


Retail Village, Philadelphia, PA
Image: R. Kennedy for Visit Philadelphia™

Character Area Type 11:
POWERS FERRY

CHARACTER AREA DESCRIPTION

This character area includes the larger Powers Ferry area on both sides of I-285, north to Riveredge Parkway and south to where Northside Drive splits. As existing office, multifamily residential and civic uses in this area are envisioned to remain, future land use changes will be limited to the integration of residential units (townhomes) into existing office uses north of I-285, in order to provide additional housing options and establish a live-work environment close to area employment, while establishing a greater mix of uses in the Powers Ferry area. The vision for this character area also includes maximizing the area's proximity to the Chattahoochee River and National Park Service land by enhancing access to these amenities from the south side of I-285. To support this vision, a proposed bicycle and pedestrian connection—a shared-use path underneath the existing I-285 overpass and parallel to the water's edge—is envisioned as way to enhance access to the Powers Island National Recreation Area and Cochran Shoals.



LAND USES

- Residential, including proposed live-work housing (townhomes) and existing multifamily residential
- Existing office uses
- Existing civic uses, including schools and places of worship

IMPLEMENTATION MEASURES

- Conduct a study to address the need and cost for new and expanded bicycle and pedestrian facilities in the Powers Ferry area, including a shared-use path connection to the Powers Island National Recreation Area and Cochran Shoals.
- Refer to the Powers Ferry Small Area Plan (see appendix) for more-detailed concept plans, design standards and implementation strategies.



Silver Spring, MD



Fairfax, VA



Existing office uses in Powers Ferry

Character Area Type 12:
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.

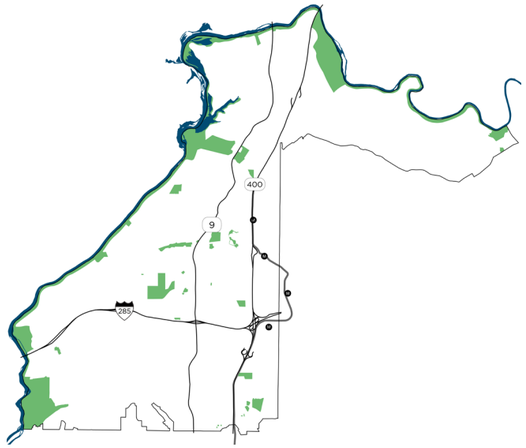
While this character area includes private golf courses, these properties will have underlying residential zoning. However, should these private properties become available or cease to serve as golf courses, the City should target acquisition of these properties as public green space. In the event that these properties redevelop, a substantial portion of the land should remain as green space.

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 the 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.







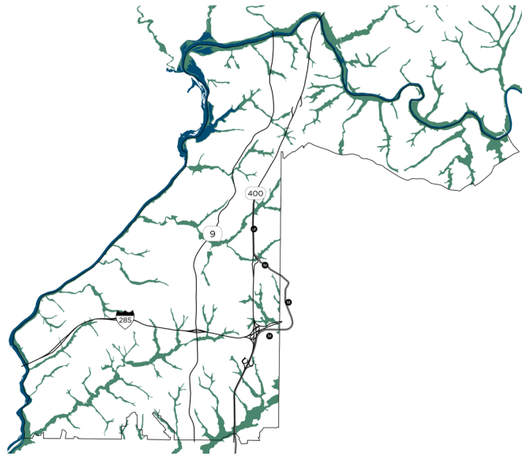
- Partner with organizations such as the Sandy Springs Conservancy, Chattahoochee Riverkeeper and other qualified organizations for the purposes of study, education and preservation efforts.

Character Area Type 13:
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.
- Establish a program to de-list endangered streams.
- Explore the implementation of the Water Enhancement Through Trees and Environmental Restoration (WETTER) program.
- Partner with organizations such as the Sandy Springs Conservancy, Chattahoochee Riverkeeper and other qualified organizations for the purposes of study, education and preservation efforts.

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.

Note: The Transportation Element of the Next Ten was not updated during the 2022 Five-Year Update. The City conducted robust public outreach to inform the Transportation Master Plan (TMP), which was adopted in 2021. The Transportation Master Plan was designed to align with the vision and goals of The Next Ten. A brief summary of the TMP can be found on the following pages.

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 both street and bicycle-pedestrian 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 strategy
- Complete the sidewalk network on major corridors and expand pedestrian facilities citywide
- Invest in and implement planned bicycle facilities
- Enhance the visibility of, and connections to, MARTA stations

TRANSPORTATION MASTER PLAN 2021

Building from the recommendations in the 2017 Comprehensive Plan, the Sandy Springs Transportation Master Plan (TMP) establishes a transportation vision for the City that enables a livable and vibrant community.

The TMP was initated in February 2020, and over a 15-month planning process, the TMP team conducted intensive technical work to understand the transportation network as it exists today and how the future may impact travel for all modes. The technical analysis was further informed by public engagement that focused on integrating the community's vision into the TMP. While all engagement was online due to the COVID-19 pandemic, engagement included a series of opportunities for the community to be involved including virtual public meetings, focus groups, and online surveys, providing great insight in the community's needs and desires.

The plan includes approximately $229,440,000 in roadway, bicycle, pedestrian, and trail, transit, and ITS projects.

The TMP was adopted in 2021 and will guide Transportation in Sandy Springs for the next 20 years. For more information on the full recommendations and policies, please review the TMP.

TMP Goals

- **Safety**: Promote a safe and connected transportation system for users of all modes
- **Maintain and Optimize System**: Reinforce, maintain, and strengthen the existing transportation network
- **Economic Vitality**: Promote eonomic development through targeted transportation investments
- **Well-Being and Environment**: Support and sustain healthy living through quality connections to the built and natural environments
- **Land Use and Transportation Integration**: Ensure that the transportation system is context sensitive and supports surrounding land uses
- **Mobility and Accessibility**: Promote an interconnected, equitable, and efficient transportation network





Notable Projects

- Sandy Springs Circle streetscape improvements (Johnson Ferry Road to Hammond Drive)
- Denmark Drive new local street (Roswell Road to Boylston Drive)
- Spalding Drive at Dalrymple Road-Trowbridge Road intersection improvements
- Northwood Drive sidewalks (Kingsport Drive to Roswell Road)
- Brandon Mill Road sidewalks (Marsh Creek to Lost Forest Drive)
- ATMS 3 & 4 adaptive signal upgrades



Examples of recently completed transportation projects

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 long-term 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 no more (or even fewer) vehicles.

The City can do this through both policy and programmatic initiatives as well as through focused 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 motivate City residents and workers 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
- T-A5 Take a proactive role in managing parking by providing staff administration and guidance for designated districts

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 three prominent barriers to east-west travel: GA 400, Roswell Road, and the Chattahoochee River. Limited crossings of both of these barriers 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 of key corridors
- T-C3 Pursue a high-occupancy managed lane strategy for the Johnson Ferry Road-Abernathy Road Corridor
- T-C4 Continue to study long-term enhancements to Hammond Drive and Mount Vernon Highway

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
- T-E3 Allow private streets only in appropriate locations

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, which is the broad and growing field of incentive-based practices used in the transportation industry to shift travel demand away from peak periods and encourage travel other than driving alone. This should focus on a shift toward travel during less congested times, as well as 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 Sandy Springs' high quality of life and community.

ACTIONS

- Establish a Transportation Demand Management (TDM) program which provides a menu of TDM incentives, amenities or services scaleable 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.



Shuttle service, Hillsboro, OR


Bicycle parking, Corvallis, OR


Covered bicycle parking, Harvard University

ACTIONS

- 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.

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.

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, in mixed-use districts and along key corridor extents.
  - » Require dedicated parking spaces for bicycles, carpools, vanpools and other vehicles that achieve last-mile connectivity from transit stations, such as Zipcars and other shared cars.
  - » 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, as described in **Policy T-A5**.
- 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.



Shared parking zone, Milpitas, CA



Parking management area, Amherst, MA

POLICY

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

Expand information on travel alternatives and provide real-time service 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 travel modes other than single-occupant vehicles. 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 remove regulatory barriers to additional mobility services, such as the following:
  - » Transportation networking companies (on-demand services such as Uber and Lyft)
  - » 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.
- Include space for premium transit in future discussions on acquisition of right-of-way.

POLICY

T-A4 SHIFT AUTO TRIPS AWAY FROM CONCENTRATED ACTIVITY CENTERS BY PROVIDING ALTERNATIVE CONNECTING TRAVEL OPTIONS:

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.

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. The City should explore partnership with MARTA as a key opportunity for utilizing existing parking facilities that may have availability, through leasing or other forms of agreement.
- 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]**



Real time information, Minneapolis, MN


Ride hail service, San Francisco, CA

POLICY

T-A5 TAKE A PROACTIVE ROLE IN MANAGING PARKING IN DESIGNATED DISTRICTS

Areas of Sandy Springs with multiple functions and activities, such as the Roswell Road corridor in the City Springs area and the Perimeter Center business district, have the highest concentrations of parking in the city. However, significant amounts of this parking may be unused at certain times of the day. By taking a leading role in inventory of available parking supply, tracking of its utilization, and guiding development to take advantage of shared parking, the City can reduce the long-term parking needs associated with new development and encourage other forms of transportation than driving, especially for short trips.

ACTIONS

- Establish a system of parking management, either through the City's existing organizational structure, through its Downtown Development Authority, or through establishment of an parking authority, to reduce the need for on-site parking on small and constrained properties on key corridors. The agency responsible for parking management would assume control of on-street parking in the City and could set pricing and enforcement policies for it.
- 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.
  - » These management districts may be used to enable new permissions for sharing and allowing remote parking, but may also be used to finance and construct publicly-owned parking that could be used to support private development.
  - » 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.
  - » 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.

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 street lighting and the visibility of sidewalks and pedestrian areas of the street.
  - » 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.
  - » Partner with transit agencies to contribute to the enhancement of 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 PCIDs, coordinate with the branded systems defined in or implemented through the District's Commuter Trail System Master Plan and Bicycle Implementation Plan.
- Partner with PCIDs and MARTA for implementation of the bicycle sharing system recommended in the PCIDs 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 PCIDs 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



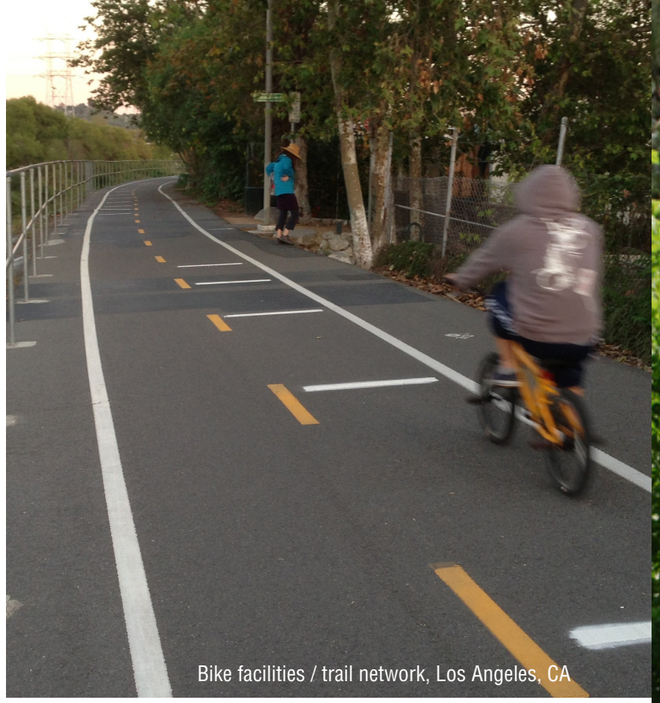
Example of a comfortable transit shelter Silver Spring, MD

ACTIONS

- 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]**



Bike facilities, Eugene, OR



Bike facilities / trail network, Los Angeles, CA

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 in the following ways:
  - » Define connections for the PATH400 Trail, both north and south of the I-285/GA 400 interchange.
  - » Partner with PCIDs 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.



PATH400 Trail, Atlanta, GA

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.

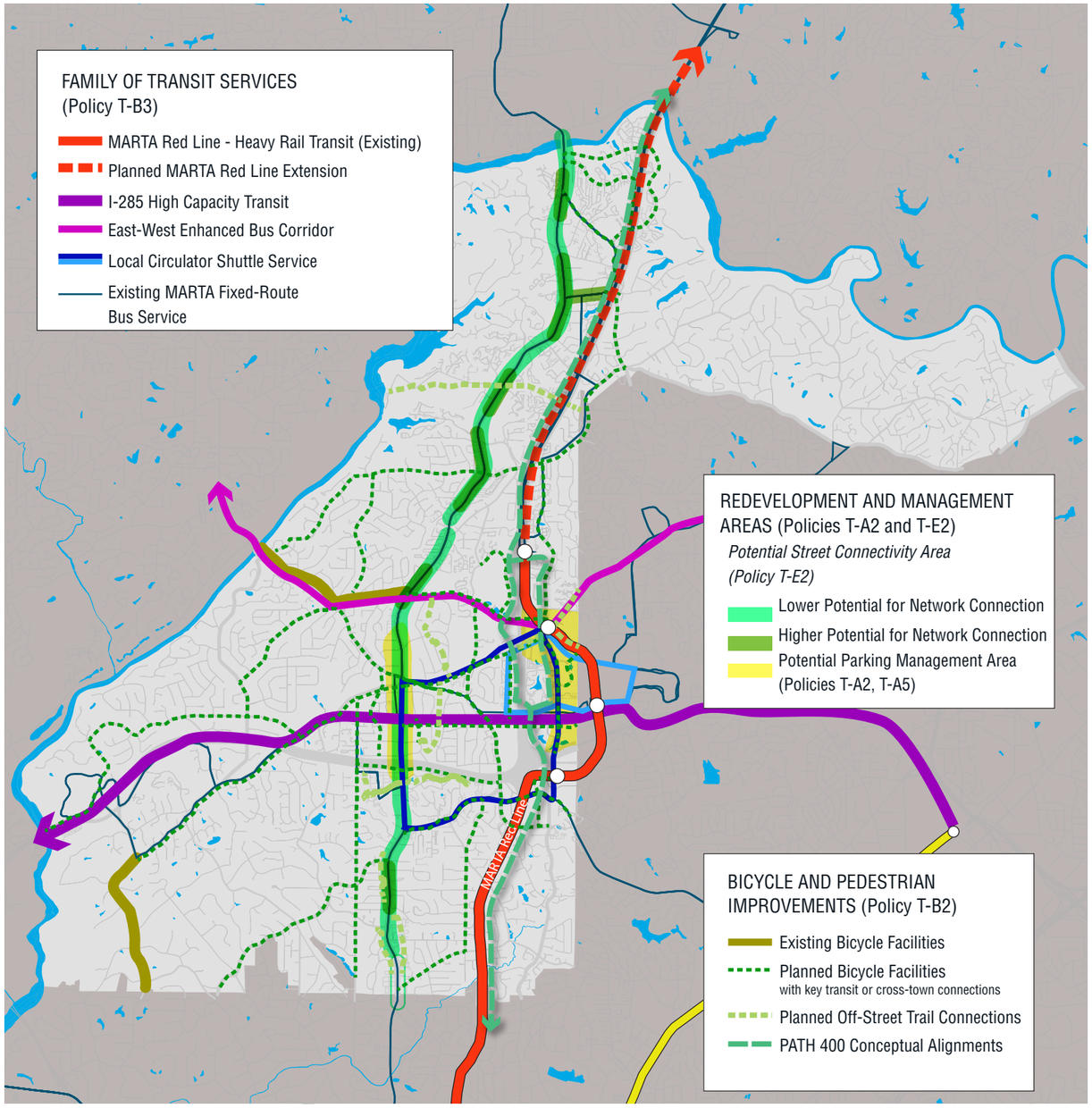
ACTIONS

- Implement premium transit service on or parallel to the I-285 corridor in partnership with MARTA, GDOT, GRTA or other appropriate partner agencies. Premium transit service:
  - » *Should connect INTO Sandy Springs, rather than running within the Interstate right-of-way itself.* This is an important factor not only for connecting riders to service, but also for realizing the potential for this transit to more effectively serve the east-west travel needs of Sandy Springs.
  - » 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 less during peak periods, with a daily span of service of at least 20 hours.
  - » Must have adequate passenger capacity to meet the substantial ridership demand forecasted for traveling east and west from the Cumberland area to and through Perimeter Center toward Doraville.
  - » Should connect to, integrate with, and be comparable to MARTA rail services and GRTA Xpress (or similar commuter bus).
- Partner with Cobb County, Dunwoody, Brookhaven and/or GRTA to provide enhanced cross-jurisdictional east-west transit services along the Mount Vernon-Abernathy-Johnson Ferry corridor. Enhanced transit services:
  - » Should provide a quality transit experience to choice riders and meet demand for peak period and all day travel by the Sandy Springs workforce. ("Choice riders" refers to potential transit riders with ready access to, or at least the economic means to afford, a private automobile.)
  - » 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,

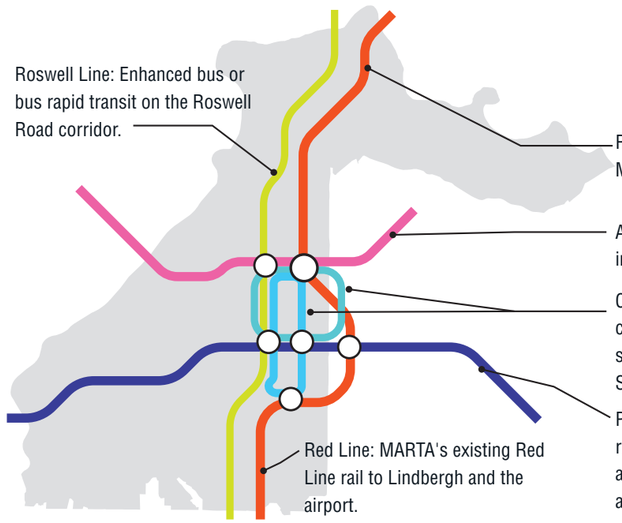
TRANSIT CHOICES

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.

MULTIMODAL TRANSPORTATION SYSTEM FRAMEWORK



FAMILY OF TRANSIT SERVICES



ACTIONS

provide limited-stop and rapid travel service, and provide a high level of rider amenity including stop accommodations, vehicles and information.

- Provide coordinated circulator service between and around major employment and entertainment destinations in Sandy Springs. Priority destinations may include Perimeter Center, the Medical Center district, City Springs center, the Gateway commercial center, Powers Ferry Landing and the commercial district at Belle Isle and Roswell Road. 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 PCIDs 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.

Appropriateness of Transit

The Family of Services recommended as a City policy on supporting transit service (and illustrated in the diagram on the preceding page) 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

PROS: High passenger capacity, can catalyze development, separated from traffic
CONS: high cost, lengthy construction, higher levels of noise and impact



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

PROS: Moderately high passenger capacity, often smaller stations and lower cost than heavy rail
CONS: Lengthy construction, at-grade rail crossings may disrupt traffic



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

PROS: Lower cost than rail, vehicles can divert when needed
CONS: Lower capacity than rail, street right-of-way may be needed



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

PROS: Can catalyze development and corridor investment
CONS: Higher cost than bus, susceptible to congestion when running in traffic



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

PROS: Travel time savings over typical local bus service
CONS: Susceptible to congestion without traffic enhancements



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

PROS: Separated from traffic, distinctive
CONS: high cost, relatively low passenger capacity, highly visible



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

PROS: Among the lowest operating costs per vehicle
CONS: Lower capacity than most other options, per-passenger costs higher than rail

RED LINE (Existing)	RED LINE (Planned Extension)	PERIMETER LINE	ABERNATHY LINE	CITY CONNECTOR	ROSWELL LINE
■	■	■			
		■			
	■	■	■		■
				■	
			■	■	■
				■	
				■	■



Complete street accommodating multiple users. Indianapolis, IN



Example of a complete street (Montreal, Canada)

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 (including street trees to provide shade for pedestrians) 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.
  - » 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]**
- Provide quality multimodal facilities on Hammond Drive. Hammond Drive is an essential east-west connection linking Perimeter Center to City Springs:
  - » 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.
  - » Require transit-supportive land uses along the corridor and plan accommodation for enhanced transit services.
- Enhance the quality of Peachtree-Dunwoody Road from Glenridge Connector to North Park Place as a pedestrian, transit and bicycle spine:
  - » 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.
  - » Achieve the vision for an urban greenway and boulevard along the Peachtree-Dunwoody corridor through installation of real-time transit and transportation service display information, continued coordination and enhancement of traffic signal systems, and adaptive signal timing based on larger regional traffic connections.
- Implement street improvements to establish a quality street with enhanced street frontages along Peachtree-Dunwoody Road north of North Park Place to the North Springs station area.
- 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 an 800-foot spacing for protected crossings on major thoroughfares (principal or minor 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 and pursue those that are feasible. 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 the North Springs MARTA station to the Glenlake Drive employment center.
- Examine opportunities for vehicle and pedestrian crossings of GA 400 in the vicinity of new MARTA stations north of North Springs and pursue those that are feasible. 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.

POLICY

T-C2 ENHANCE EAST-WEST OPERATIONS:

Increase person-trip capacity and optimize operations on east-west corridors, in order to manage congestion without having to program 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.

ACTIONS

- Continue to manage adaptive signal systems on the Abernathy Road-Johnson Ferry 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.
- Study the options for establishing the Hammond Drive corridor as an east-west connection, as described in **Policy T-C4**.

POLICY

T-C3 PURSUE A HIGH-OCCUPANCY MANAGED LANE STRATEGY FOR THE JOHNSON FERRY ROAD-ABERNATHY ROAD CORRIDOR:

Meeting east-west travel demands through Sandy Springs, especially from Cobb County across the Johnson Ferry Road bridge, will require a different approach than continuing to add lane capacity to this corridor. It must move more people without having to move more vehicles.

ACTIONS

- Form partnerships with Cobb County and the City of Dunwoody to understand potential for transit service, designation of park-and-ride facilities, and other multi-passenger transportation approaches.
- Work with transit agency partners to explore feasibility and operational requirements for this kind of service.
- Perform a feasibility study of peak-period managed lanes for the Johnson Ferry Road-Abernathy Road corridor from the Chattahoochee River to the Perimeter Center district, and potentially further east into the City of Dunwoody along Mount Vernon Highway. This study should explore the use of one lane in peak-hour direction for transit vehicles, circulator shuttles, carpool-vanpool services, and other multi-passenger vehicles, with traffic signal timing enhancements and other operational modifications as needed to allow these vehicles to operate efficiently and increase the person-moving capacity of the corridor.

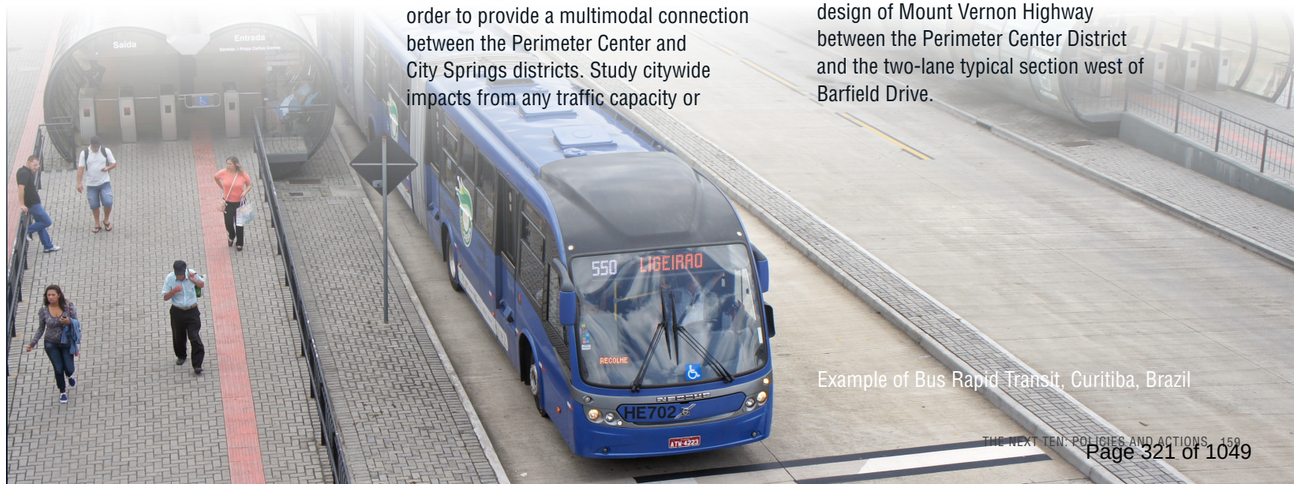
POLICY

T-C4 CONTINUE TO STUDY LONG-TERM ENHANCEMENTS TO HAMMOND DRIVE AND MOUNT VERNON HIGHWAY:

These two east-west connections between Roswell Road and the Perimeter Center district are among the City's most important, and both are currently two-lane roadways with significant changes planned or forthcoming. The City should take appropriate steps to ensure that these corridors appropriately enhance the Sandy Springs transportation network.

ACTIONS

- Study options for transforming the Hammond Drive corridor between Glenridge Drive and Roswell Road, including the Roswell Road intersection, and continue to acquire right-of-way on an opportunity basis, in order to provide a multimodal connection between the Perimeter Center and City Springs districts. Study citywide impacts from any traffic capacity or transit additions to this part of the corridor. **[Refer to the Perimeter Center Small Area Plan for greater detail on implementation of this action item]**
- Ensure appropriate transition of the design of Mount Vernon Highway between the Perimeter Center District and the two-lane typical section west of Barfield Drive.



Example of Bus Rapid Transit, Curitiba, Brazil

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 translate into the adopted street classification system for purposes of transportation project planning and programming, it will augment that 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]



Planted median, Bronx, NY



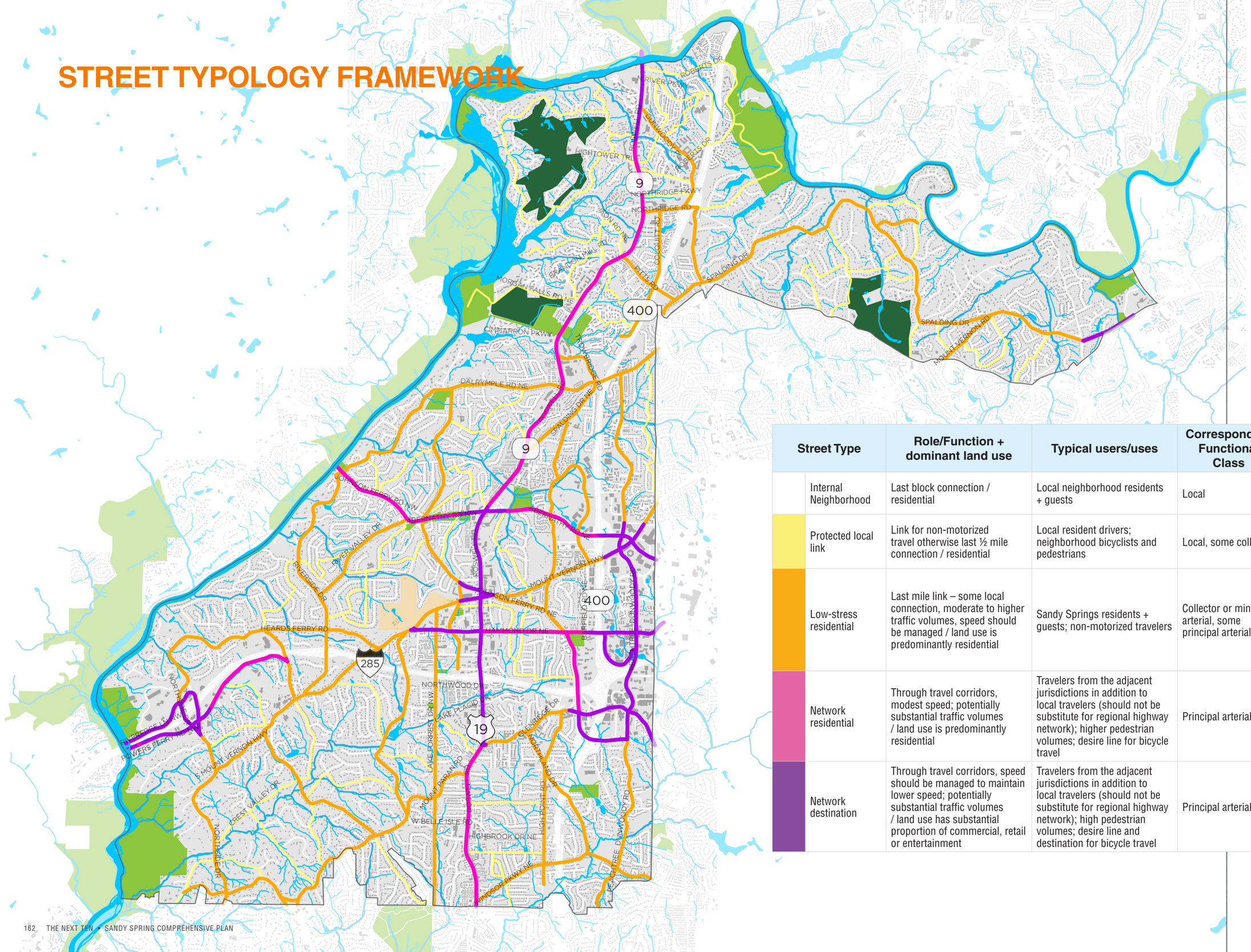
Traffic calming with roundabout and pedestrian crossing (Atlanta, GA)

ACTIONS

- 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.

STREET TYPOLOGY 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

POLICY

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. This extends the petition-based approach of the City's current traffic calming policy to allow the City to take proactive steps to install traffic calming and volume management devices.

CTIONS

- Identify traffic calming projects for the Capital Improvements Program, focusing on Protected Local Link and Low-Stress Residential 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 or other similar intersections, as identified by City staff, Council or neighbors:
  - » 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)
  - » 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).
- Maintain current policies for right-of-way dedication along key corridors such as Roswell Road.



Example of a sidewalk with enhanced landscaping, Santa Monica, CA

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 more than 1,800 feet, and no single side greater than 600 feet without a protected 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.

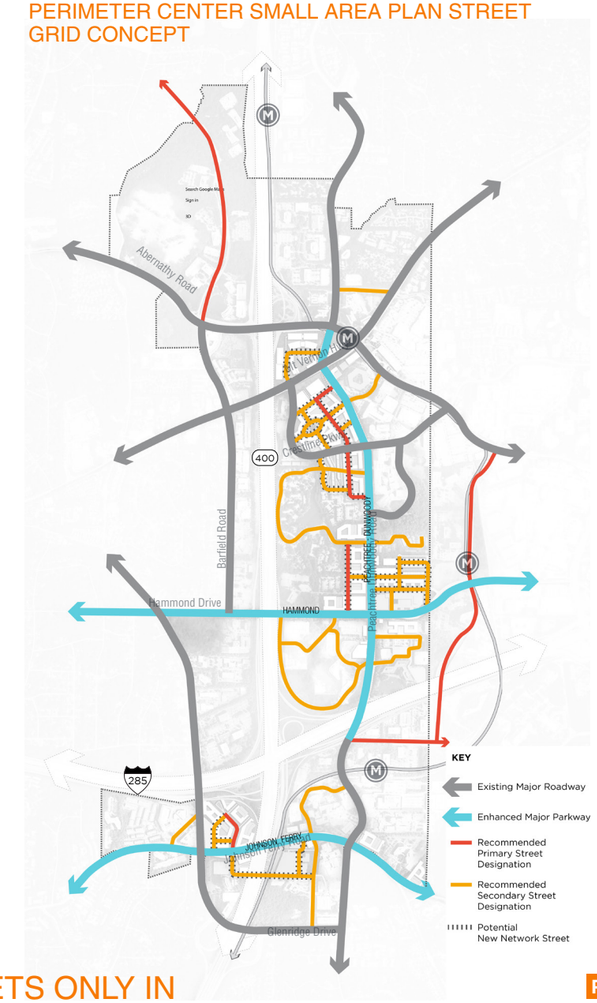
POLICY

T-E2 INCREASE CONNECTIVITY BETWEEN EXISTING NEIGHBORHOODS: Enhance connectivity—especially by pedestrians—within established areas of the city.

ACTIONS

- Expand the Pedestrian, Bicycle and Trails Implementation Plan to consider additional recreational and active living uses. 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



POLICY

T-E3 ALLOW PRIVATE STREETS ONLY IN APPROPRIATE LOCATIONS: Require streets connecting to major thoroughfares to allow public traffic vehicle movement, even if these streets are not built on public right-of-way.

ACTIONS

- Require any streets connecting to Network Destination streets in the Street Typology of Policy T-D1 to allow public traffic to pass on them. This applies even to streets that are built on private property and otherwise treated as private streets. In these cases, owners of the property must grant a transportation easement to the City for those streets.
- Disallow gated entry on any such streets that require the allowance of public traffic.
- Require all private streets, regardless of their location, to be constructed to public street standards.
- Update the Sandy Springs Development Code to include this requirements.

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 special-needs populations.

PRIORITY ACTIONS

- Preserve established single-family neighborhoods
- Increase the supply of housing and the range of housing choices
- Promote opportunities and incentives for workforce and mixed-income housing in mixed-use and targeted redevelopment areas
- Ensure zoning and Development Code regulations allow the provision of housing options to complement local employment growth and improve the city's jobs-housing balance
- Ensure zoning and Development Code regulations allow the provision of housing for seniors and special-needs populations

NEEDS & OPPORTUNITIES

A. ENCOURAGE THE PRESERVATION OF ESTABLISHED NEIGHBORHOODS

Sandy Springs' established single-family neighborhoods define much of the character of the city and are valued by residents for the quality of life they offer. City housing policy must ensure the stability of these residential assets by maintaining the character of existing residential neighborhoods and prohibiting the development of higher-density housing within protected neighborhoods.

Additionally, there are many established multi-unit neighborhoods that provide a range of housing choices and price points that should be protected. At the same time, higher-density housing of all types can and should be accommodated and incentivized where it is most appropriate; ideally, as part of mixed-use and residential redevelopment within target redevelopment areas.

- H-A1 Manage growth to locate new housing in select redevelopment areas
- H-A2 Consider additional opportunies for established neighborhood protection

B. ENCOURAGE THE PROVISION OF MORE QUALITY HOUSING AND 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. ENCOURAGE THE PRESERVATION OF ESTABLISHED 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 zoning and policies that make it more attractive to build in the target areas.

ACTIONS

- Regulate infill residential development to preserve existing single-family neighborhoods.
- Review incentive programs for projects in target redevelopment areas.

POLICY

H-A2 CONSIDER ADDITIONAL OPPORTUNITIES FOR ESTABLISHED NEIGHBORHOOD PROTECTION: Support policy that protect and improve established neighborhoods, as well as maintain their diversity and character.

ACTIONS

- Maintain single-family protected wneighborhood policies and code requirements.
- Conduct needed policy studies to evaluate opportunities for future implementation of additional protections for multi-unit neighborhoods.





Example of established single-family neighborhood, Sandy Springs, GA

B. ENCOURAGE THE PROVISION OF MORE QUALITY HOUSING AND A GREATER RANGE OF HOUSING CHOICES

POLICY

H-B1 INCREASE THE SUPPLY AND RANGE OF HOUSING CHOICES FOR MIDDLE-INCOME HOUSEHOLDS:

Encourage the provision of 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

- Focus opportunities for new residential in target redevelopment areas, especially along Roswell Road, in the Perimeter Center area, in the City Springs district, and around MARTA stations.
- 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.
- Encourage 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 housing for middle-income households.
- Coordinate with regional partners to consider regional housing policy solutions to encourage opportunities for workforce and affordable housing.
- Continue to comply with federal Community Development Block Grant program requirements, including updating the City's Consolidated Plan, preparing Annual Action Plans, and submitting annual reports on activities.
- When feasible, partner with community-based housing organizations in the pursuit of more affordable workforce housing.
- If redevelopment of aging apartment complexes is proposed, ensure redevelopment will create safe, vibrant, multi-generational mixed-use and mixed-income redevelopment.
- Consider options to enhance living conditions for existing multifamily housing, such as incentives for property improvements, resident education, and other Code Enforcement programs.



Danielson Grove pocket community, Kirkland, WA



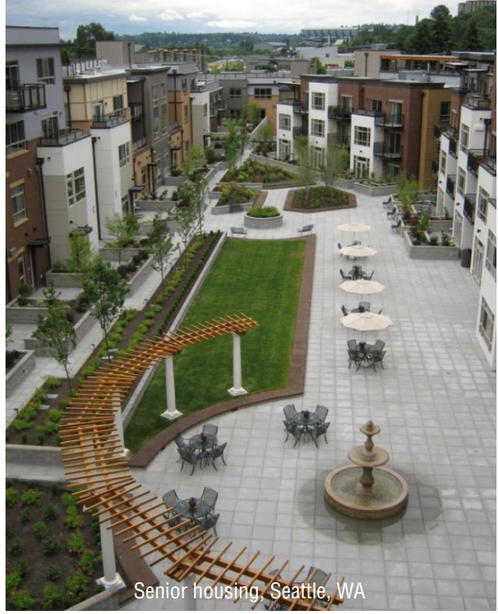
Quality workforce housing options, High Point community, Seattle, WA

Page 179 of 1029



Townhomes in urban community, Fairfax, VA




Senior housing, Seattle, WA

POLICY

H-B2 BALANCE LOCAL JOB AND HOUSEHOLD GROWTH:

Complement employment growth with zoning and Development Code regulations to encourage 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. Consider options to adaptively reuse underutilized office buildings for alternative uses, like residential.
- Evaluate Development Code height incentives to ensure equivalent height is provided to match public benefits received.

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

- Maintain relationships with 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.
- Encourage continuing care retirement communities in locations determined to be appropriate and compatible with surrounding residential neighborhoods, such as near transit and services.
- Avoid regulations and practices that would discourage the provision of housing for persons with disabilities.
- To address homelessness, utilize the existing regional homeless service referral networks.

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

- Encourage redevelopment of existing open air shopping center malls and office parks. Redevelopment should include a variety of housing typologies.
- Consider policy tools and incentives to encourage a greater mix of housing typologies in redevelopment, including small-lot single family, cottage court, etc.
- Consider modifications to the Development Code to require a greater mix of uses in redevelopment.

Policies regarding mixed-use districts are further detailed in the Land Use and Community Character element, as well as in associated small area plans.



Orenco Station, Hillsboro, OR



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

- Recruit and grow new businesses and entrepreneurs
- Attract and retain major employers in target sectors
- 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, and promote local events and destinations
- Promote redevelopment opportunities in the North End and other targeted areas
- Work closely with other departments to help clients efficiently navigate the planning and design of projects, and the development and permitting processes

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 Support and grow businesses
- ED-A2 Recruit and retain major employers
- ED-A3 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 Focus transit-oriented uses around MARTA stations and improve access to MARTA

A. BUILD ON SANDY SPRINGS' ECONOMIC SUCCESS

POLICY

ED-A1 SUPPORT AND GROW BUSINESSES:

Strategically support and grow new and existing small businesses and entrepreneurs in accordance with the recommendations of the Strategic Economic Development Plan.

ACTIONS

- 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.
- Continue to develop the Know & Grow Small Business Education Program as a targeted resource for new and existing business owners and entrepreneurs.
- Maintain and support existing independent retailers, and work to develop a Retail Strategy to attract new retail in line with the goals and priorities of the City and its residents.
- Invest in multimodal transportation access improvements so that Sandy Springs continues to be a central, convenient location for businesses and workers.
- Pursue possible expansions of incentive programs to support quality workforce housing.
- Connect existing and prospective employers with the workforce training programs offered by state and regional partners and educational institutions, including Georgia Quick Start and WorkSource Fulton.



Photo courtesy of Fred Choi

POLICY

ED-A2 RECRUIT AND RETAIN MAJOR EMPLOYERS:

Strategically attract and retain major employers in key sectors.

ACTIONS

- Continue to attract and retain major employers and corporate headquarters in identified key sectors, which in turn will support the continued growth of a high-quality local labor force.
- Update standards to achieve thoughtful infill development and public realm improvements in the Perimeter Center area, where most major employers are located.
- Continue to educate existing businesses about incentives, site selection assistance, local development, and networking opportunities.
- Continue to market the city's Economic Development Incentive Program, as well as state-level incentives, to attract new business and grow existing businesses.

POLICY

ED-A3 CULTIVATE LOCAL AND REGIONAL PARTNERSHIPS: Actively coordinate economic development activities with local and regional partners to improve the effectiveness and impact of these efforts.

ACTIONS

- 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, Select Fulton Economic Development Organization, the Sandy Springs Development Authority, 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.
- Create roundtable groups in key sectors and with small businesses, including relevant partners in the participation of these groups, to aid in the retention of industry and to work collaboratively to solve business problems.
- Work closely with other departments to help clients efficiently navigate the planning and design of projects, and the development and permitting processes.



The Sandy Springs Farmers Market at City Springs


Mercedes Benz North American Headquarters

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 and office uses, 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

- Reduce parking minimums in office parks and at open-air shopping centers.
- Consider providing additional incentives in mixed-use areas in accordance with the recommendations of the Strategic Economic Development Plan. 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.
- Continue to work with the Sandy Springs Development Authority to attract and support quality new and re-development projects in line with the City's goals for the North End and other key areas of the City.
- Manage the review and approval of new and re-development projects that are in line with City goals and priorities, and consider assigning a single point-of-contact to navigate the applicant through city processes.
- Explore opportunities to enter into public-private partnerships to redevelop target investment areas.
- Continue to invest in public streetscape improvements, including upgraded sidewalks and trails, additional pedestrian lighting, and street furniture.
- Consider updating the City's incentive program offerings and evaluate opportunities to modify the Impact Fee Program to incentivize redevelopment, with a focus on the North End.



POLICY

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.

ACTIONS

- Enhance marketing efforts for City Springs as an example of Sandy Springs' vision for the future, to excite businesses about the long-term opportunities in the greater City Springs District.
- Continue to program the public spaces at City Springs to include frequent events and activities to activate the area and support the businesses located in the district. Actively market City Springs and the District as a destination attraction for the greater metro region.
- Implement a Retail Strategy to attract a targeted mix of small businesses, retailers, and lifestyle businesses to the City Springs District.

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

POLICY

ED-C1 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.

ACTIONS

- Consider a partnership with MARTA to conduct Transit Oriented Development studies around existing 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, and employ placemaking opportunities when feasible to enhance the pedestrian experience.
- 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.
- Continue partnership with the Perimeter Community Improvement Districts to promote their Perimeter Connects program as a resource to employers and employees in the PCID area.



City Center, Lindbergh MARTA Station

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 local and regional parks, green space, and trails
- Enhance on-road links to local and regional parks and green space
- Transform Roswell Road into a green, multimodal urban 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
- Fund and incentivize green space preservation and creation
- Partner with neighborhoods, companies, and schools to develop and protect green space
- Partner with civic and non-profit organizations, such as the Sandy Springs Conservancy, Chattahoochee Riverkeeper and others, to develop and protect open 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.

- GS-A1 Acquire and protect land for green space
- GS-A2 Expand and maintain recreational opportunities
- GS-A3 Ensure access and equity
- GS-A4 Create great urban public places and spaces
- GS-A5 Preserve and interpret cultural landscapes
- GS-A6 Preserve and enhance scenic views

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.

- GS-B1 Link to and along the Chattahoochee River
- GS-B2 Cross the Chattahoochee
- GS-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.

- GS-C1 Connect the green space network within Sandy Springs
- GS-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.

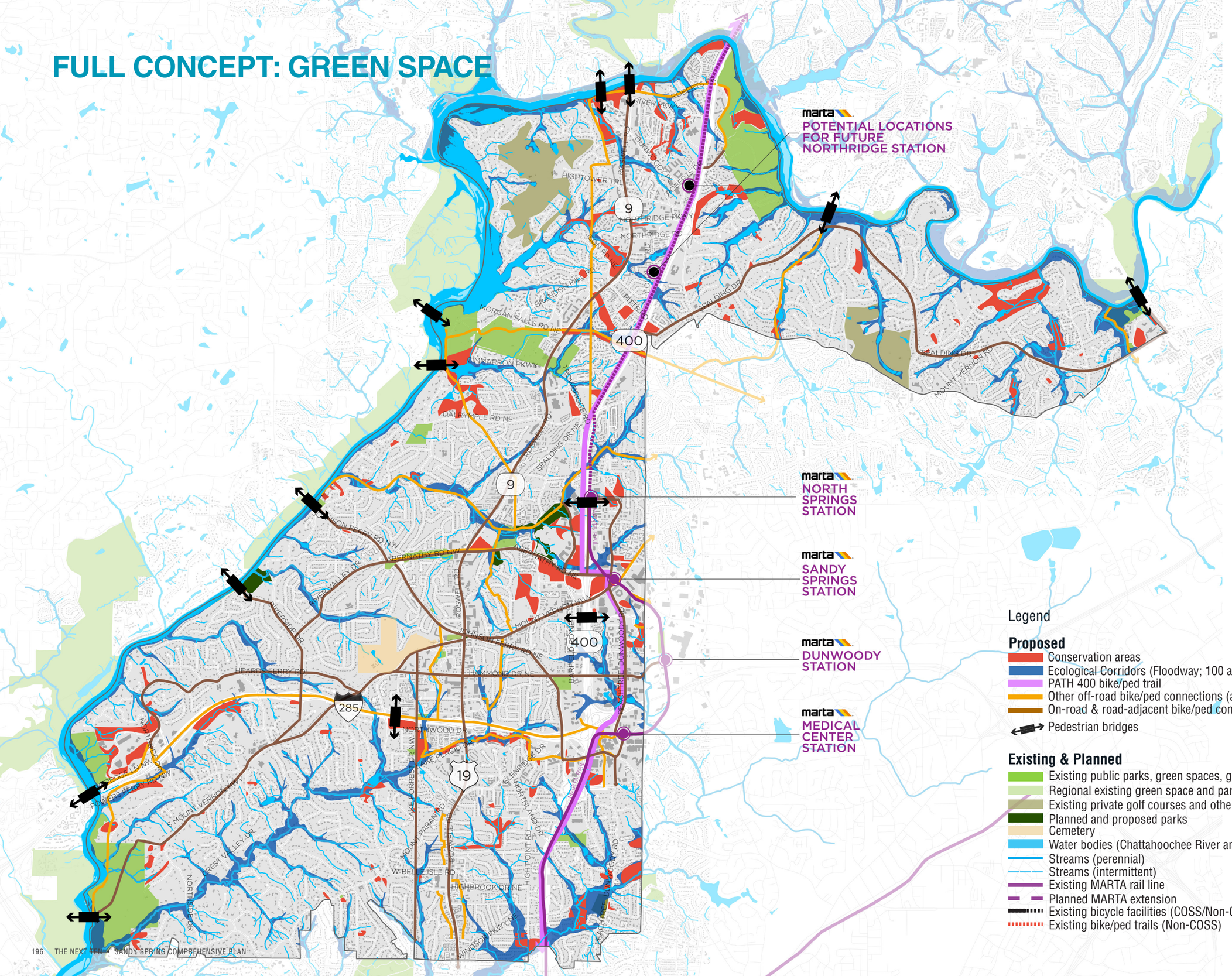
- GS-D1 Preserve and enhance the tree canopy
- GS-D2 Protect and restore the Chattahoochee River watershed
- GS-D3 Designate and protect ecological corridors
- GS-D4 Improve stormwater management
- GS-D5 Manage and improve water quality and water resources

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.

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

FULL CONCEPT: GREEN SPACE



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

POLICY

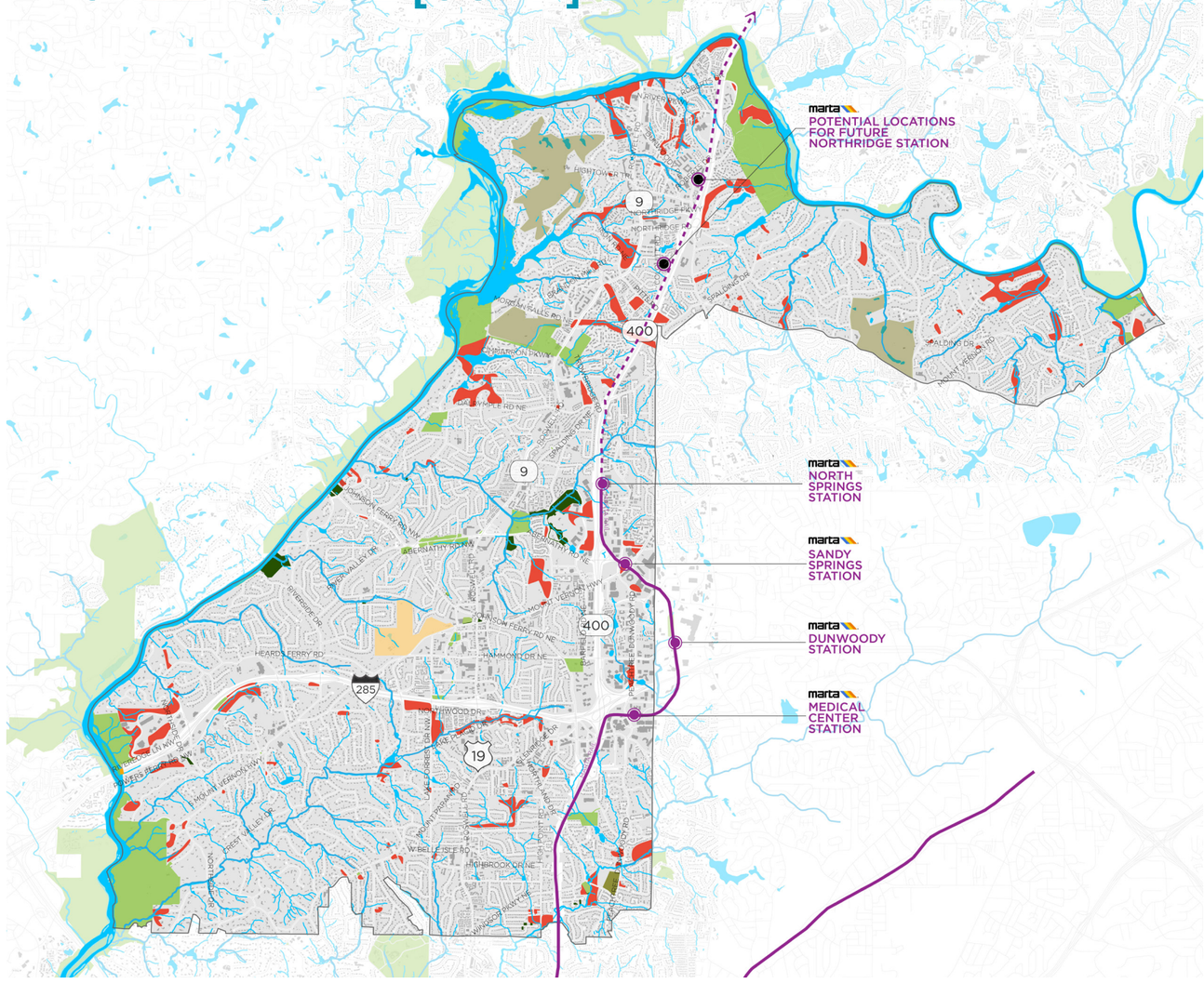
GS-A1 ACQUIRE AND PROTECT LAND FOR GREEN SPACE:

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 City-owned 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 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, Chattahoochee Riverkeeper and other organizations to identify and implement opportunities for parks and recreation.
- Develop selection criteria for the acquisition of conservation land and greenspace through purchase and acceptation of donations.
- Establish a citywide strategy to track existing green space opportunities and identify opportunities for future land conservation and green space development.

CONCEPT: CONSERVE, ACQUIRE, AND PROTECT GREEN SPACE [GS-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
- Cemetery
- Water bodies (Chattahoochee River and lakes/ponds)
- Streams (perennial)
- Streams (intermittent)
- Existing MARTA rail line
- Planned MARTA extension

POLICY

GS-A2 EXPAND AND MAINTAIN 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, as outlined in the Recreation and Parks Master Plan.
- 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

GS-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, Blackburn 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 GS-B1, GS-B2, GS-B3, GS-C1, and GS-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

GS-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 for current and future residential development in the Medical Center area.
  - » Continue to activate the City Green through programing and amenities
  - » Integrating additional green space along Roswell Road, including green spaces at the Chattahoochee riverfront, the intersections with Dalrymple Road and Morgan Falls Road, and south of I-285 as well as a potential park between Northridge Road and Dunwoody Place.
  - » 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 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

GS-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 and natural areas as part of the Sandy Springs green space network.

ACTIONS

- Identify culturally and historically-significant landscapes in the city, including the locations of important Civil War-era events and historic resources.
- 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

GS-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

- 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.
- 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.



B. CONNECT THE CITY TO ITS RIVER

POLICY

GS-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

GS-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 by 2027. Candidate footbridge locations are identified in the accompanying map ("Concept: Develop Greenways, Trails and Footbridges")



GS-B3 ACCESS AND ENJOY THE RIVER:

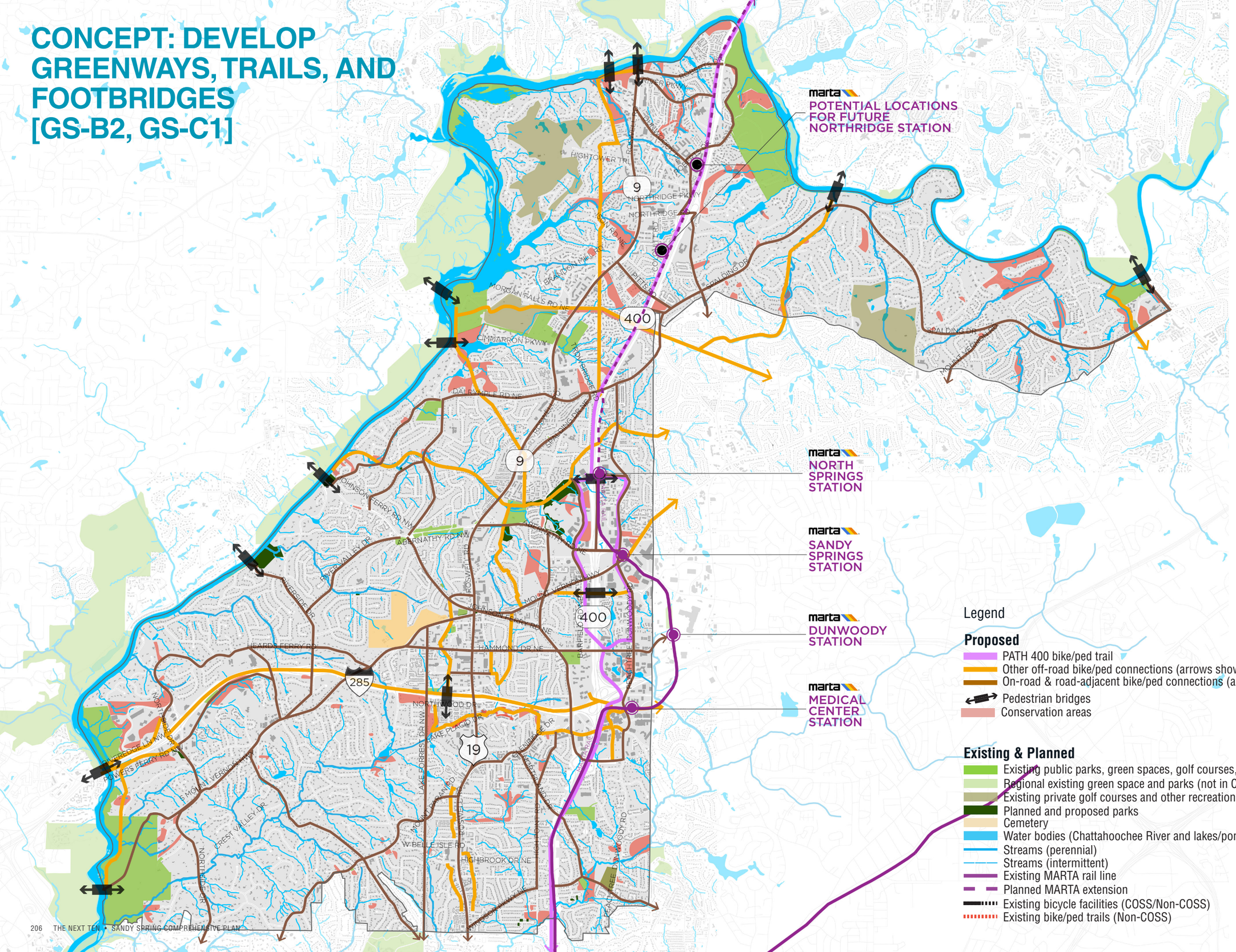
POLICY

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

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 by preserving the river corridor as a natural resource area and providing access to the river for a range of recreational activities.
- 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 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 [GS-B2, GS-C1]



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

POLICY

GS-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.
- 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 GA 400 alignment, providing connections to the North Springs MARTA station, 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.
  - » Implement the Wayfinding Plan.
- Establish 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 LU-D1 and 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 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 GS-D2]**

ACTIONS

- 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 trail recommendations of the Bicycle, Pedestrian and Trail Implementation Plan and the PCIDs Commuter Trail System Master Plan.

POLICY

GS-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 implementation of the RiverLands regional trail framework.
- 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, PCIDs, the City of Dunwoody, and the City of Brookhaven.
- Pursue opportunities to link to the Silver Comet Trail in Cobb County.

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

POLICY

GS-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.
- Implement the Urban Forest Management Plan.
- 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, Historic Trees, Buffer Trees and Protected Trees on residential properties.
- Encourage the protection of street trees and planting of new street trees along city streets.
- Explore the feasibility of an ordinance to protect historic or specimen trees.
- 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, GA 400 and other 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, in coordination with strategies identified in the Tree Canopy and Forest Management Plan.
- Continue to require the planting of trees in parking lots while striving to increase the overall quantity and quality of trees within parking lots, including improved siting of shade trees to maximize shaded area.
- Protect trees in stream and river buffer zones by enforcing existing buffer requirements.
- Consider adopting a citywide "No Net Loss of Trees" policy.
- Partner with Trees Atlanta and similar organizations to improve the Sandy Springs tree canopy.
- 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 200 trees per year in strategic locations through public and private initiatives, and endeavor to achieve this goal annually.
- Maintain the City's status as a Tree City USA and Tree Cities of the World community by continuing to meet the standards established by the Arbor Day Foundation. Continue to observe Arbor Day annually through the issuance of an Arbor Day proclamation by sponsoring tree-planting ceremonies and other community activities.

ACTIONS

POLICY

GS-D2 PROTECT AND RESTORE THE CHATTAHOOCHEE RIVER WATERSHED:

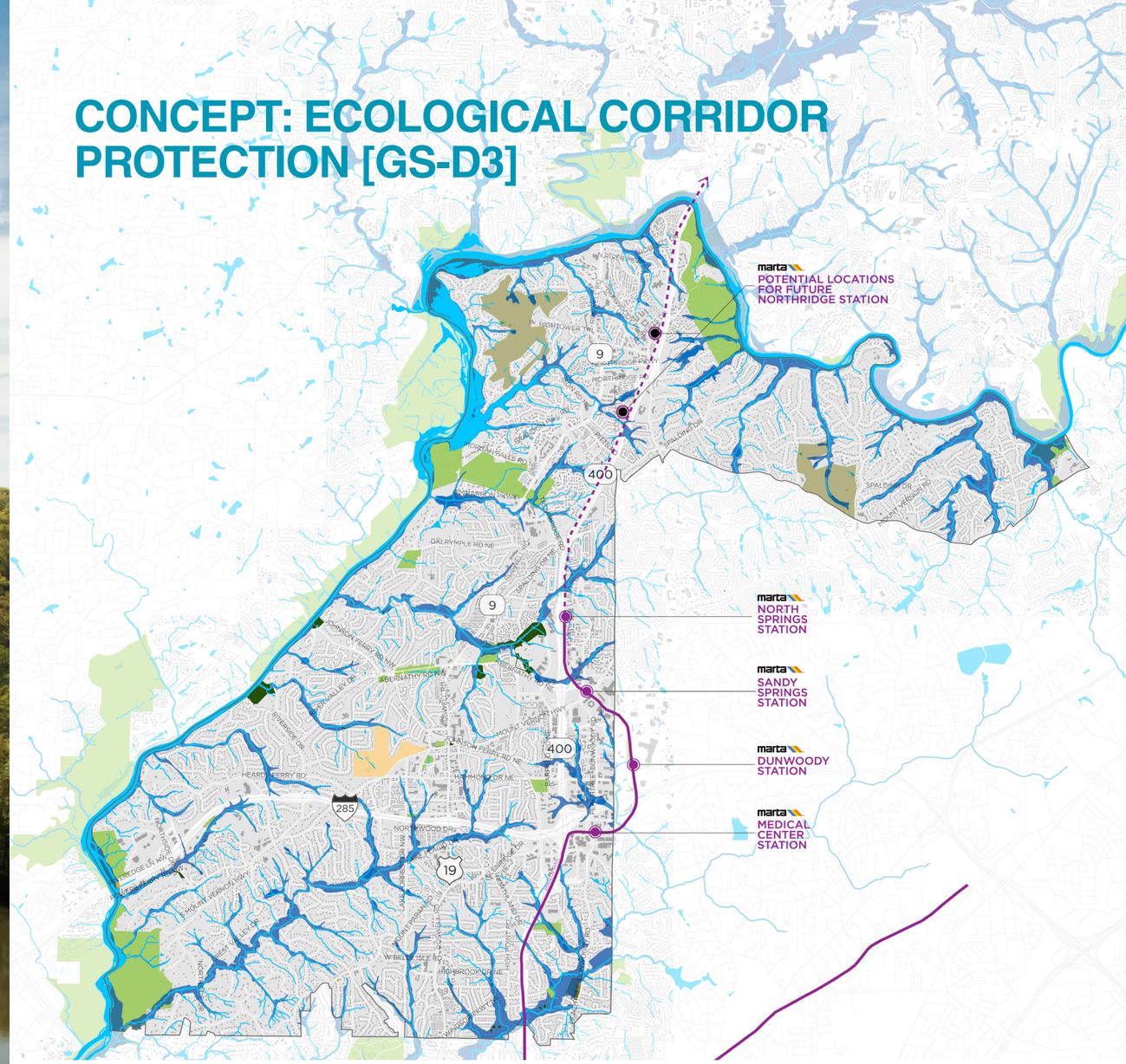
Protect and restore the Chattahoochee River, recognizing and celebrating its role as a significant water resource, habitat area, and scenic and recreational asset.

- 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, and preserve wildlife pathways to and from the river and streams.
- Encourage the restoration of stream banks and "daylighting" of buried/piped streams to establish more naturalized waterways.
- Make de-listing streams from the Georgia Department of Natural Resources Environmental Protection Division's list of impaired streams a City priority by protecting stream corridors and regularly monitoring water quality. **[See also GS-D3 and GS-D5]**
- Support and enforce all applicable federal, state, local and regional regulations governing the protection of wetlands.

ACTIONS

- Preserve existing ponds, wetlands and other water bodies in the watershed and explore opportunities to utilize these resources as green space or recreational assets, where no conflicts exist with private property ownership.
- Consider coordinating with Upper Chattahoochee Riverkeeper to preserve and protect the Chattahoochee River.

CONCEPT: ECOLOGICAL CORRIDOR PROTECTION [GS-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
- Cemetery
- Water bodies (Chattahoochee River and lakes/ponds)
- Streams (perennial)
- Streams (intermittent)
- Existing MARTA rail line
- Planned MARTA extension



POLICY

GS-D3 DESIGNATE AND PROTECT 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. **[See also Ecological Corridors character area description in Land Use and Community Character element]**
- 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.

POLICY

GS-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 green infrastructure. Where implemented, ensure appropriate maintenance of pervious surfaces to maintain stormwater management functions and effectiveness.
- Incorporate green infrastructure in City projects: 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.
- 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

GS-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.

E. FOSTER ENVIRONMENTAL SUSTAINABILITY IN ALL CITY ACTIONS

POLICY

GS-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.

CTIONS

- Strive to increase the City's certification level under the Atlanta Regional Commission's Green Communities Program to the Platinum level.
- Prepare a comprehensive citywide Sustainability Plan to establish, consolidate, update and formalize City policies to promote environmental and economic sustainability. As part of the plan, establish baseline sustainability goals and performance measures to monitor progress.
- 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.
  - Foster partnerships with local non-profits, such as the Fulton Master Gardeners, Sandy Springs Farmers Market and others as an opportunity to foster community and promote commerce from locally grown and produced products.



Farmers market, Sandy Springs



LEED Certification Plaque, Sandy Springs, GA

GS-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) in City facilities and operations 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 GS-E4]**

ACTIONS

GS-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. Consider green building certification options for renovations or new facilities.
- 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.
- Promote the planting of native, pollinator- and bird-friendly plants as part of landscape design and in green spaces.
- 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 and EarthCraft 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



POLICY

GS-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.

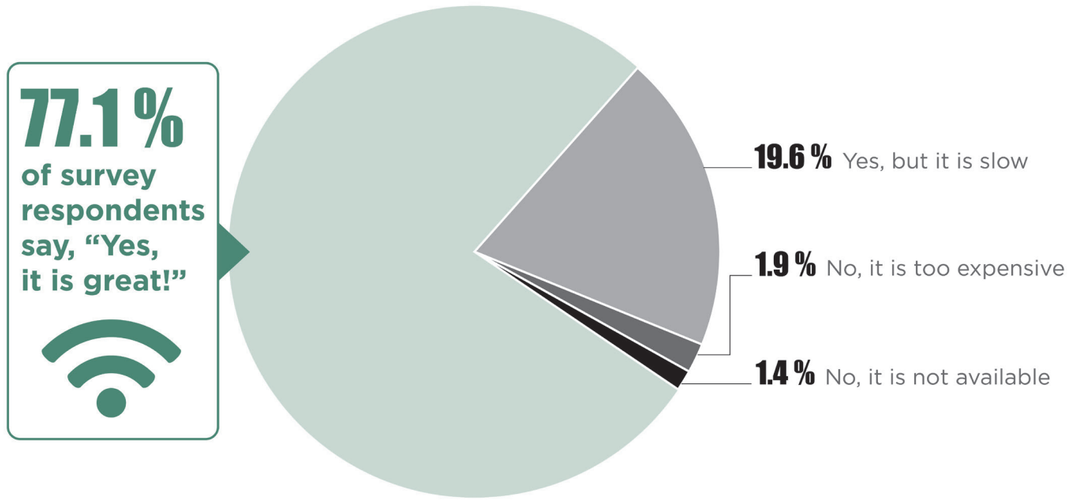
ACTIONS

- 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 B2; 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 GS-A1, GS-D1, GS-D4]**
- Encourage the adoption of alternative fuel sources citywide and by City fleets, operations and facilities.
- Support the development of a charging station network for electric vehicles.

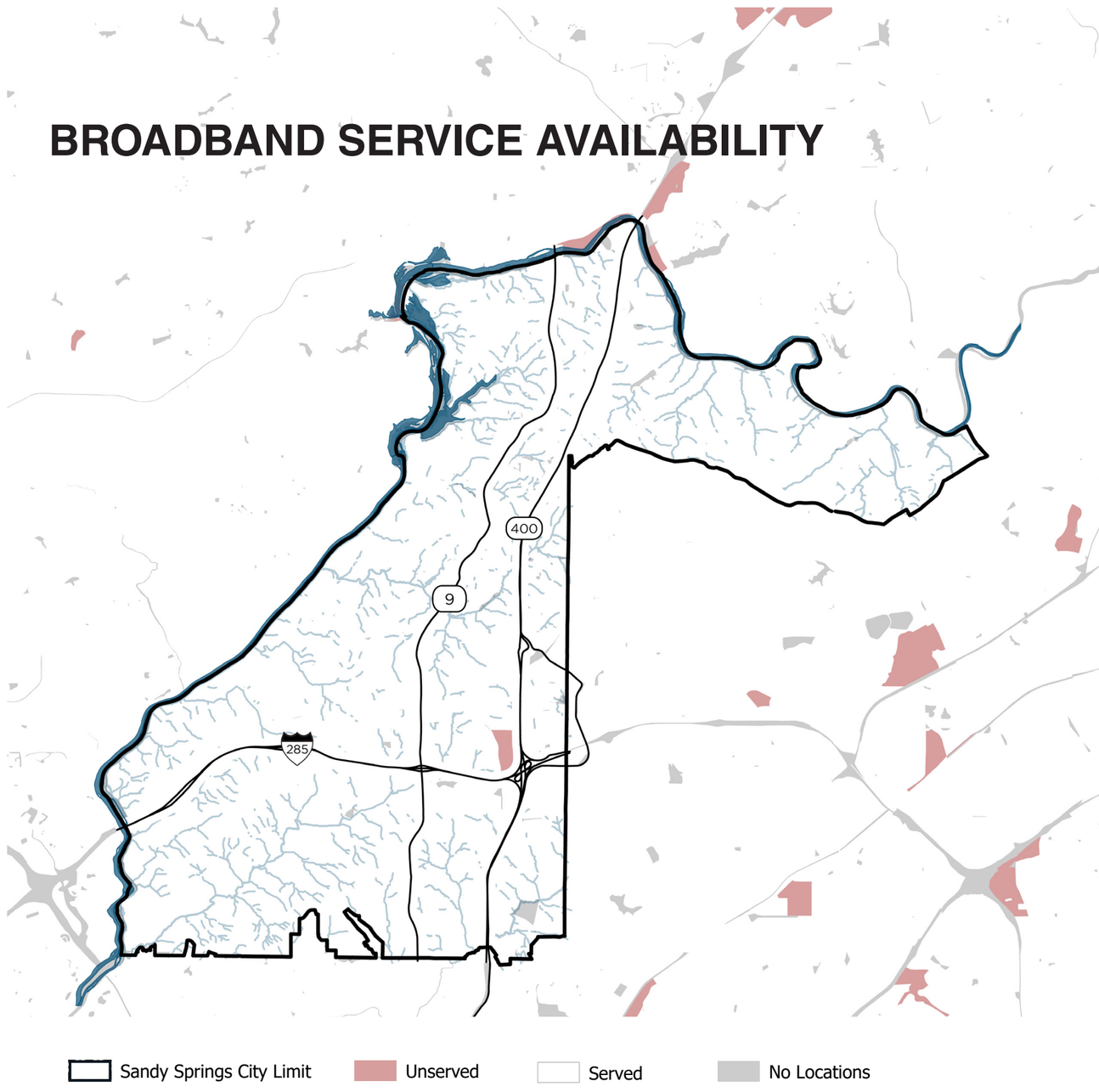
BROADBAND

Sandy Springs recognizes the importance of broadband availability and its role in enhanced community and economic development, educational attainment and social engagement. In support of the Achieving Connectivity Everywhere (ACE) Georgia Broadband Deployment Initiatives, Sandy Springs proudly offers free Wi-Fi connections to the public at City Hall and select City Parks. The graphic below illustrates how survey respondents answered a question regarding access to the internet at home.

DO YOU HAVE ACCESS TO THE INTERNET AT HOME?



BROADBAND SERVICE AVAILABILITY



COMMUNITY WORK PROGRAM

LAND USE & COMMUNITY CHARACTER

ID	Description of Activity	Timeframe 2022	2023	2024	2025	2026	Responsible Party	Estimated Cost *	Potential Funding Source
A. PROTECT AND ENHANCE NEIGHBORHOOD CHARACTER AND QUALITY OF LIFE									
No current activities associated with this set of policies.									
B. CREATE COMPACT, WALKABLE AREAS WITH A MIX OF USES									
No current activities associated with this set of policies.									
C. CREATE A SERIES OF INTERCONNECTED CENTERS, DESTINATIONS AND UNIQUE PLACES									
LU-C1-C3	Review and Update the Small Area Plans.	X	X	X			COSS Community Development	$500,000	COSS
LU-C2.1	Conduct a design study to explore feasibility of GA 400 overbuild, as recommended in the Perimeter Center Small Area Plan.					X	COSS Community Development and Public Works in partnership with PCIDs	Explore partnership opportunities with KSU	COSS
LU-C2.2	Update Perimeter Center LCI Master Plan.			X			COSS Community Development in partnership with PCIDs	$100,000	COSS: ARC; PCIDs
LU-C3.1	Prepare public/private strategy for TOD at stations in partnership with MARTA.				X	X	COSS Community Development and Public Works in partnership with PCIDs and MARTA	$150,000	COSS: MARTA; ARC; PCIDs
LU-C3.2	Work with MARTA to create detailed concept plans for the existing North Springs MARTA station area, including enhanced pedestrian and bicycle access to the station.				X	X	COSS Community Development and Public Works in partnership with MARTA	$75,000	COSS: MARTA; ARC
D. ENHANCE THE CHARACTER AND IMAGE OF MAJOR CORRIDORS									
No current activities associated with this set of policies.									

* All costs are estimates unless under contract or funds have been previously budgeted. Final costs to be determined after detailed scoping.

ID	Description of Activity	Timeframe 2022	2023	2024	2025	2026	Responsible Party	Estimated Cost *	Potential Funding Source
E. CREATE A SANDY SPRINGS DEVELOPMENT CODE TO ALIGN WITH AND IMPLEMENT THE COMPREHENSIVE PLAN									
LU-E1.1	Conduct a comprehensive review of the Development Code.	X	X				COSS Community Development	$200,000	COSS
LU-E1.2	Conduct a review of building height limitations within Corridor & Node and Perimeter Center Districts to ensure heights allow adequate ROI for development while maintaining appropriate neighborhood transitions.				X		COSS Community Development	$50,000	COSS
LU-E1.3	Consider Development Code modifications to allow conversion of existing underutilized office buildings to residential uses.	X	X				COSS Community Development	Part of Dev Code Review	COSS
LU-E1.4	Consider modifications to the Development Code to require or incentivize mix of uses for new development.	X	X				COSS Community Development	Part of Dev Code Review	COSS
LU-E2.1	Create Citywide Design Guidelines.		X	X			COSS Community Development	$300,000	COSS

TRANSPORTATION

ID	Description of Activity	Timeframe 2022	2023	2024	2025	2026	Responsible Party	Estimated Cost*	Potential Funding Source
A. BETTER MANAGE VEHICULAR TRAFFIC DEMAND TO ENCOURAGE THE USE OF ALTERNATIVE MODES									
T-A1.1	Design and Construct ATMS-5.	X	X				COSS Public Works	$300,000	COSS
B. EXPAND MOBILITY OPTIONS									
T-B2.1	Implement Sidewalk Master Plan.	X	X	X	X	X	COSS Public Works	$12,100,000	COSS / TSPLOST
T-B2.2	Establish metrics and targets for fatal and serious injury crash reduction.	X	X				COSS Public Works	Staff	
T-B2.3	Continue participation in Top End 285 Trails and Transit regional planning.	X	X	X	X	X	COSS Community Development / Public Works	Staff	
T-B2.4	SR 400 Multi-use Trail North Study.				X	X	COSS Public Works	$250,000	COSS, potential grant funds
T-B2.5	Develop and adopt Zero Deaths and Safe Systems Policy.	X	X				COSS Public Works	Staff	
T-B2.6	Develop and adopt Micromobility Policy.			X			COSS Public Works	Staff	
T-B3.1	BRT at Roswell Road Station Area Study.			X			COSS Public Works	$100,000	COSS, potential grant funds
T-B4.1	Develop Citywide Street Design Standards as part of Sandy Springs Development Code to complement Small Area Plan and Next Ten Street Typology framework.	X	X				COSS Community Development / Public Works	*Staff*	
T-B4.2	Adopt City Complete Streets Policy to accommodate all users with context-sensitive street designs.	X	X				COSS Community Development / Public Works	Staff	
T-B4.3	Complete and adopt Roswell Road Access Management Plan.	X					COSS Public Works / GDOT	$400,000	COSS, Federal Funds
T-B4.4	Implement Annual Paving Program.	X	X	X	X	X	COSS Public Works	$33,805,000	COSS, LMIG funds

* All costs are estimates unless under contract or funds have been previously budgeted. Final costs to be determined after detailed scoping.

ID	Description of Activity	Timeframe 2022	2023	2024	2025	2026	Responsible Party	Estimated Cost*	Potential Funding Source
C. IMPROVE EAST-WEST MOBILITY									
No current activities associated with this set of policies.									
D. INTEGRATE LAND USE CONTEXT AND TRANSPORTATION FUNCTION									
T-D1.1	Reconcile Inconsistencies between Development Code and Technical Manual.		X	X			COSS Public Works	Staff	
T-D2.1	Develop Powers Ferry Multimodal Circulation Plan.	X	X				COSS Public Works	$200,000	COSS
T-D3.1	Invest in software and knowledge base resources to increase City staff analysis capabilities for better reviewing projects and carrying out analysis.	X	X	X	X	X	COSS Public Works	$75,000	COSS
E. INCREASE CONNECTIVITY IN THE STREET AND MOBILITY NETWORK									
T-E2.1	Implement short-term priority projects from consolidated TSPLOST 1/CIP/ CIE.	X	X	X	X	X	COSS Public Works	To be determined based on final list.	COSS, CIE, TSPLOST 1, grant funds
T-E2.2	Amend Sidewalk Master Plan.	X	X				COSS Public Works	Staff	
T-E2.3	Design TSPLOST II Tier I Projects.	X	X	X	X	X	COSS Public Works	Total TSPLOST funds $84,760,000	TSPLOST 2021

HOUSING

ID	Description of Activity	Timeframe 2022	2023	2024	20205	2026	Responsible Party	Estimated Cost	Potential Funding Source
A. ENCOURAGE THE PRESERVATION OF ESTABLISHED NEIGHBORHOODS									
No current activities associated with this set of policies.									
B. ENCOURAGE THE PROVISION OF MORE QUALITY HOUSING AND A GREATER RANGE OF HOUSING CHOICES									
H-B1.1	Consider a housing policy study to evaluate local options to encourage opportunities for workforce and affordable housing.		X	X			COSS Community Development	$175,000	COSS
H-B1.2	Work with regional partners to consider regional housing policy solutions to encourage opportunities for workforce and affordable housing.	X	X	X	X	X	COSS Community Development	Staff	COSS; ARC
H-B1.3	Evaluate options to enhance living conditions for existing multifamily housing, such as incentives for property improvements, resident education, and Code Enforcement programs.	X	X				COSS Community Development	Staff	COSS
H-B2.1	Consider modifications to the Development Code to allow the conversion of existing underutilized office buildings to residential uses.	X	X				COSS Community Development	Staff	COSS
C. INCORPORATE RESIDENTIAL USES IN MIXED-USE AREAS									
H-C1.1	Evaluate opportunities to encourage development of single-unit housing types, like cottage-court.	X	X				COSS Community Development	Staff	COSS

ECONOMIC DEVELOPMENT

ID	Description of Activity	Timeframe					Responsible Party	Estimated Cost	Potential Funding Source
		2022	2023	2024	2025	2026			
A. BUILD ON SANDY SPRINGS' ECONOMIC SUCCESS									
ED-A1.1	Expand Know and Grow Program.	X	X	X	X	X	COSS Economic Development	Staff	COSS
ED-A1.2	Continue to promote the City Springs District and recruit businesses to this area.	X	X	X	X	X	COSS Community Development	Staff	COSS
ED-A1.3	Actively coordinate economic development activities with regional partners through networking activities, annual events and other activities.	X	X	X	X	X	COSS Economic Development, in coordination with regional partners	Staff	COSS
ED-A2.1	Identify opportunities to increase community engagement with large corporations.		X	X	X		COSS Economic Development	Staff	COSS
ED-A2.2	Evaluate existing Economic Development incentive programs.		X			X	COSS Economic Development	Staff	COSS
B. PROMOTE ECONOMIC DEVELOPMENT THROUGH TARGETED REDEVELOPMENT AND A GREATER MIX OF USES									
ED-B2.1	Identify opportunities to increase marketing for Sandy Springs local events and destinations.	X	X	X	X	X	COSS Economic Development, CREATE, VSS	Staff	COSS
C. REALIZE ECONOMIC DEVELOPMENT POTENTIAL THROUGH MULTIMODAL TRANSPORTATION IMPROVEMENTS AND TRANSIT-ORIENTED DEVELOPMENT									
ED-C1.1	Invest in multimodal transportation improvements and transit-oriented development that foster economic development.	See actions in "Transportation" and "Land Use & Community Character" Work Programs							

GREEN SPACE, NATURAL SYSTEMS & SUSTAINABILITY

ID	Description of Activity	Timeframe 2022	2023	2024	2025	2026	Responsible Party	Estimated Cost*	Potential Funding Source
A. PRESERVE, ENHANCE AND EXPAND THE CITY'S NETWORK OF GREEN SPACES, RECREATIONAL FACILITIES AND PUBLIC GATHERING PLACES									
GS-A1.1	Explore feasibility of a Recreation, Parks, and Greenspace Bond.		X	X			COSS Recreation and Parks; COSS Finance	Staff	COSS
GS-A1.2	Acquire land for parks, green space, trails and recreation facilities per the Recreation and Parks Master Plan.	X	X	X	X	X	COSS Recreation and Parks	TBD, strategic opportunities	COSS; Impact Fees
GS-A4.1	Continue the efforts toward greening Roswell Road through implementation of the Roswell Road Boulevard.	X	X	X	X	X	COSS Public Works	$9,680,000	COSS TSPLOST 2021
B. CONNECT THE CITY TO ITS RIVER									
GS-B1.1	Pursue strategic land acquisition, with a focus on providing additional Chattahoochee River access, while preserving the private property rights of the homeowners.	X	X	X	X	X	COSS Recreation and Parks	TBD, strategic opportunities	COSS Impact Fees
GS-B1.2	Pursue federal funding to support implementation of trail connections to and along the Chattahoochee River.	X	X	X	X	X	COSS Recreation and Parks	Staff	COSS; Federal Funding
GS-B2.1	Fund, design and construct at least one new footbridge across the Chattahoochee River to connect to National Park Service land.	X	X	X			COSS Public Works in partnership with GDOT and City of Roswell	$2,000,000	COSS; Federal Funding; City of Roswell
C. CONNECT PARKS, GREEN SPACE AND RECREATIONAL FACILITIES THROUGH A MULTIMODAL NETWORK OF TRAILS									
No current activities associated with this set of policies.									
D. PROTECT AND ENHANCE THE CITY'S TREE CANOPY AND WATER RESOURCES									
GS-D1.1	Evaluate opportunities to enhance the Tree Conservation Ordinance.			X	X		COSS Community Development	$150,000	COSS
GS-D1.2	Use Tree Canopy Assessments to evaluate canopy needs and priority areas for tree funds.	X	X				COSS Community Development / GIS	$150,000	COSS Tree Fund
GS-D1.3	Maintain the City's status as a Tree City USA and Tree City of the World.	X	X	X	X	X	COSS Community Development; COSS Recreation and Parks	Staff	COSS
GS-D3.1	Prepare a strategy or program for designating and implementing protection of ecological corridors, per the Ecological Corridors character area.			X			COSS Community Development	Staff	COSS
E. FOSTER ENVIRONMENTAL SUSTAINABILITY IN ALL CITY ACTIONS									
GS-E1.1	Increase the City's certification level under the ARC Green Communities Program to the Platinum Level.		X				COSS Recreation and Parks	Staff	COSS
GS-E1.2	Complete the Sustainability Master Plan.	X	X				COSS Recreation and Parks	$75,000	COSS
GS-E3.1	Create enhanced educational programs focused on green infrastructure, native plantings and pollinator habitats, and other sustainability initiatives.	X	X	X	X	X	COSS Recreation and Parks; COSS Community Development	Staff	COSS

* All costs are estimates unless under contract or funds have been previously budgeted. Final costs to be determined after detailed scoping.

5-YEAR WORK PROGRAM ADDENDUM: IMPACT FEE ELIGIBLE PROJECTS

Project Description	2022	2023	2024	2025	2026	Responsible Party (City Dept.)	Estimated Cost	Funding Source
Parks and Recreation								
4 new tennis courts at Sandy Springs Tennis Center	x	x	x	x		Recreation and Parks	$424,320	58.32% impact fees; General Fund
Old Riverside Drive Park Improvements							$721,276	Impact fees and General Fund:
1 new playground	x	x	x	x		Recreation and Parks	*$116,388*	96.24% impact fees; General Fund
1 new grassed playfield	x	x	x	x			*$155,074*	42.77% impact fees; General Fund
2 new picnic shelters	x	x	x	x			*$139,568*	92.67% impact fees; General Fund
1 new restroom building	x	x	x	x			*$310,246*	85.54% impact fees; General Fund
1 new park walking trail at Crooked Creek Park	x					Recreation and Parks	$600,000	96.24% impact fees; General Fund
Roswell Road bike/ped bridge (over Chattahoochee River)	x					Public Works	$850,000	27.74% impact fees; General Fund
Glenridge Drive sidewalks (High Point to Roswell Rd.)						Public Works	$402,300	27.74% impact fees; General Fund
Glenridge Drive Sidepath, Hammond to south of Wellington Trace	x	x	x	x		Public Works	$2,750,000	27.74% impact fees; General Fund
Lake Forrest Sidewalk	x	x	x	x		Public Works	$1,500,000	27.74% impact fees; General Fund
Johnson Ferry Rd Sidepath, Glenridge Dr to Peachtree Dunwoody Rd			x	x		Public Works	$4,010,000	27.74% impact fees; General Fund
Roberts Drive Sidepath, Roswell Rd to Dunwoody Pl			x	x		Public Works	$10,950,000	27.74% impact fees; General Fund
SR 400 Multi-Use Trail	x	x	x			Public Works	$4,400,000	27.74% impact fees; General Fund
Park Land Acquisition	x					Recreation and Parks	$4,242,375	100.00% impact fees
Public Safety								
Construct Panhandle Fire Station	x	x	x	x		Fire / Administration	$4,050,400	100% impact fees
Purchase ladder fire truck	x					Fire Rescue	$1,400,000	100% impact fees
Construct Public Safety Complex	x					Fire / Police / Administration	$38,634,728	27.74% impact fees; General Fund

Project Description	2022	2023	2024	2025	2026	Responsible Party (City Dept.)	Estimated Cost	Funding Source
Road Improvements								
Boylston Rd. Connector						Public Works	$5,860,659	28.7% impact fees; General Fund
Boylston Road at Hammond Drive Intersection and Streetscape (Phase 2)	x	x				Public Works	$4,400,000	28.7% impact fees; General Fund
Expansion of Advanced Traffic Management System (ATMS)						Public Works	$3,492,671	28.7% impact fees; General Fund
Johnson Ferry Rd. widening and intersection improvements	x					Public Works	$18,973,000	28.7% impact fees; General Fund
Abernathy Rd. road and intersection improvements						Public Works	$1,027,000	28.7% impact fees; General Fund
Roswell Road North Boulevard Project	x	x	x			Public Works	$9,680,000	28.7% impact fees; General Fund
Roswell Road at Glenridge Intersection Improvement						Public Works	$4,292,850	28.7% impact fees; General Fund
Holcomb Bridge/River Exchange @ Spalding Dr Intersection						Public Works	$3,000,000	28.7% impact fees; General Fund
Intersection - Roswell Rd. @ Roberts Dr.						Public Works	$5,500,000	28.7% impact fees; General Fund
Intersection - Roswell Rd. @ North River Pkwy.						Public Works	$1,000,000	28.7% impact fees; General Fund
Intersection - Roswell Rd. @ Morgan Falls Rd.						Public Works	$1,000,000	28.7% impact fees; General Fund
Intersection - Roswell Rd. @ Dalrymple Rd.	x					Public Works	$1,700,000	28.7% impact fees; General Fund
Intersection - Colquitt Rd. @ Pitts Rd.						Public Works	$500,000	28.7% impact fees; General Fund
Intersection - Peachtree Dunwoody Rd. @ Crestline						Public Works	$1,000,000	28.7% impact fees; General Fund
Intersection - Johnson Ferry Rd. @ Peachtree Dunwoody Rd.	x	x				Public Works	$3,300,000	28.7% impact fees; General Fund
Intersection - Roswell Rd. @ Lake Placid						Public Works	$500,000	28.7% impact fees; General Fund
Intersection - Dunwoody Pl @ Roswell Rd			x	x		Public Works	$2,000,000	28.7% impact fees; General Fund
Intersection - Northridge Rd @ Roswell Rd			x	x		Public Works	$2,200,000	28.7% impact fees; General Fund
Peachtree Dunwoody Road @ Lake Hearn Multimodal Intersection Improvements	x	x				Public Works	$5,225,000	28.7% impact fees; General Fund, PCID

TSPLOST 2017 CONSTRUCTION INITIATIVES

Project Name/ Title	Project Description
TIER ONE	
Traffic Efficiency Improvements	Provide for local intersection and traffic efficiency upgrades throughout the city
Perimeter Transit Last Mile Connectivity	Construct Perimeter Trails and acquire right-of-way for future high capacity transit linking the Perimeter CID and other alternative transportation options
Sidewalk Program	Continue filling sidewalk gaps throughout Sandy Springs
Johnson Ferry/Mt Vernon Efficiency	Construct dual roundabouts at Johnson Ferry Road and Mt. Vernon Hwy intersections, sidewalks, and will return streets to two-way traffic operations.
Mt. Vernon Multiuse Path	City Springs to Sandy Springs MARTA
Hammond Drive, Phase 1 Efficiency Improvements	Phase 1: Complete design for Hammond Drive to include 4 lanes with sidewalks, bicycle lanes, and transit lanes and acquire right-of-way.
TIER TWO	
SR 400 Trail System	Connect Path400 Trail from terminus at Loridans Drive to I-285/SR 400 interchange trail
Roberts Drive Multiuse Path	Roswell Road to Island Ford Park
TIER THREE	
Roadway Maintenance and Paving	Provide for paving and roadway maintenance throughout the city

All projects are funded through TSPLOST (approved November 8, 2016) for five years.

TSPLOST 2021 CONSTRUCTION INITIATIVES

Project Name/ Title	Project Description
TIER ONE	
Bridge Program	Bridge improvement projects
Intelligent Transportation Program	Provide fiber communications to all traffic signals, CCTV cameras, and ITS devices, as well as public safety fiber upgrades.
Sidewalk Program	Improve pedestrian access and safety by completing sidewalk gaps throughout the City and provide recreational and amenity features to local residential streets.
Johnson Ferry Rd at Peachtree Dunwoody Improvements	Increase overall safety while providing operational improvements at the Johnson Ferry Road and Peachtree Dunwoody Road intersection.
Hammond Drive Widening	Improve safety, mobility, and pedestrian/bicycle access along Hammond Drive from Boylston Drive to Glenridge Road. Phase 2 will include final design, required right-of-way acquisition and construction.
Roswell Road North Boulevard Project	Landscaped median, multi-use side path, landscape buffer, ADA compliant curb ramps, including lighting and landscaping. TSPLOST funds will also be used for safety and operational improvements at the Roswell Road and Dunwoody Place intersection.
SR400 Multi-Use Trail	PATH400 Multiuse Trail will extend the existing 5.1-mile path from Loridans Drive north to the GA400/I-285 interchange. TSPLOST funds will also be used to leverage state and federal grant opportunities.
Glenridge Dr., Hammond to south of Wellington Trace	Construction of a multi-use side path along Glenridge Drive, from Hammond Drive to the existing path, just south of Wellington Trace.
Boylston Drive Sidepath & Realignment	Safety improvement to realign the intersection of Boylston Drive and Hammond Drive. Improvements will also include adding a multi-use sidepath that runs alongside Boylston Drive.
Lake Forrest Sidewalk	Add a sidewalk on Lake Forrest Drive spanning from Mount Paran Drive to the southern city limit.
Tier 2 Sidepath / Walk Design	Provide funding to design Tier 2 Sidepath and Sidewalk projects.
TIER TWO	
Roberts Drive Sidepath, Roswell Rd to Dunwoody Pl	Construction of a multi-use side path along Roberts Drive from Roswell Road/SR9 to Dunwoody Place.
Johnson Ferry Rd. Sidepath, Glenridge Dr. to Peachtree Dunwoody Rd	Construction of a multi-use side path along Johnson Ferry Road, from Glenridge Drive to Peachtree Dunwoody Road.
TIER THREE	
Powers Ferry Sidepath, City Limits to Dupree	Safety improvement to bring a multi-use side path that runs along Powers Ferry Road from Dupree Drive to the city limits.
Roadway Maintenance and Paving	Resurface worn and uneven roads throughout the City. Funds will also be allocated to address general wear and tear issues like potholes and road buckles.

GLOSSARY & ACRONYMS

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

Activity Centers: Areas where commercial and community-based activities are concentrated

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

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.

Cultural Landscapes: A geographic area,including both cultural and natural resources and the wildlife or domestic animals therein, associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values. (Source: Charles Birnbaum/National Park Service)

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 or 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-moderate income housing within a given area. This can be accomplished through requiring 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 with 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 set aside for the use of the public for recreation. Parks may be active, which include fields, athletic fields, golf courses and similar facilities designed for gathering or for contemplation. A park must be of size or complexity to be used or visited. Simple landscaping, or a single piece of sculpture would not be considered a park without being part of a larger coordinated landscape area, or series of sculpture. The park is the backbone of any recreation and park system.

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, civic buildings, and parks) shared and accessible to the public.

Redevelop: To demolish existing buildings or to increase the overall floor area existing on a property, or both, irrespective of whether a change occurs in land use.

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.

Street Furniture: Objects and pieces of equipment installed on streets to address a range of needs, including safety/security, pedestrian comfort, wayfinding, transportation infrustrature, beautification/art, and other utilitarian/city services needs. The term may refer to benches, traffic barriers, bollards, post boxes, phone boxes, streetlamps, traffic lights, traffic signs, bus stops, tram stops, taxi stands, public lavatories, fountains, watering troughs, memorials, public sculptures, and waste receptacles, among other examples of street furniture.

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 ships, 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)
- NORC (Naturally Occurring Retirement Communities)
- PCIDs (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)

IMAGE CREDITS

Pg. 4

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Pg. 9

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Pg. 24-25

City of Sandy Springs

Pg. 27

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(Middle) Google Aerial Imagery

(Bottom) City of Sandy Springs

Pg. 30

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Pg. 31

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Pg. 32

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Pg. 33

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Pg. 34

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Pg. 36

Source Unknown

Pg. 49

Remembering Sandy Springs Facebook

Pg. 50

Google Street View Aerial Imagery

Pg. 51

(Middle) 2007 Comprehensive Plan Assessment Report

(Bottom) 2007 Comprehensive Plan Assessment Report

Pg.52

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Pg. 53

Code Studio

Pg. 78

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Pg. 79

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Pg. 99

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Pg. 101

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Pg. 102

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Pg. 103

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Pg. 107

Gensler

Pg. 109

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Pg. 111

Sandy Springs Development Code

Pg. 114

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Pg. 116

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Pg. 117

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Pg. 118

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Pg. 119

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Pg. 121

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Pg. 123

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Pg. 124

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Pg. 125

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Pg. 126

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Pg. 127

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Pg. 128

City Center Master Plan

Pg. 129

City Center Master Plan

Pg. 131

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Pg. 132

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Pg. 133

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Pg. 134

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Pg. 139

(All) City of Sandy Springs

Pg. 143

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Pg. 145

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Pg. 147

(Left Image) Nelson Nygaard/COSS. 2014

(Right Image) Nelson Nygaard

Pg. 149

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Pg. 150

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Pg. 151

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Pg. 155

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Pg. 156

Rundell Ernstberger Associates, LLC

Pg. 157

Source Unknown

Pg. 159

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Pg. 160

Nielsen Landscape

Pg. 165

Nelson Nygaard

Pg. 175

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Pg. 176

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Pg. 177

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Pg. 179

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Pg. 180

City of Sandy Springs

Pg. 185

Choi, Fred

Pg. 187

(Both) City of Sandy Springs

Pg. 189

City of Sandy Springs



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APPENDICES

June 2022





TABLE OF CONTENTS

Appendices

A. Report of Accomplishments
B. Capital Improvements Plan
C. Public Engagement Summary
D. Transportation Assessment
E. Market Analysis
F. Consistency with Regional Water Plan and Environmental Planning Criteria

A. REPORT OF ACCOMPLISHMENTS 2017-2022



Land Use & Community Character

- Created the Sandy Springs Development Code
  - Regulated infill within existing residential neighborhoods
  - Enhanced Land use transitions and buffers
  - Created development tools to facilitate compact connected and walkable redevelopment
- Implemented a comprehensive zoning update for the City.
- Purchased property for Fire Station 5 and reconstructed Fire Station 2
- Roswell Road Access Management Plan is underway
- Roswell Road/Grogans Ferry Intersection improvement project is underway to implement vision for the Roswell Road Boulevard
- Enhanced the City's Streetscape requirements
- Sandy Springs Art in Public Places Plan

Housing

- Completed a Housing Needs Assessment
- Established height incentives within the Sandy Springs Development Code to encourage affordable housing units
- Established Economic Development incentive policy for affordable housing
- Created new development patterns within the Sandy Springs Development Code to encourage more diverse housing types.

Economic Development

- Completed a Strategic Economic Development Plan
- City Springs Master Plan Update is in process
- Completed the North End conceptual design study to envision redevelopment opportunities in underutilized shopping centers

Green Space, Natural Systems & Sustainability

- Completed a comprehensive update to the Recreation and Parks Master Plan
- Completed the Trail Master Plan. Construction anticipated to begin on the first segment in 2022.
- Acquired property adjacent to Allen Road Park and along the River at Island Ferry.
- Completed Riverfront Vision Plan to develop a strategy to improve access to the Chattahoochee River
- Conducted tree inventories on city-owned properties and established an ongoing partnership with Trees Atlanta to plant on public property and provide free front yard trees to City residents. Recognized as a Tree City of the World.
- Increased the City's Atlanta Regional Commission Green Communities certification level from Silver to Gold

LAND USE AND COMMUNITY CHARACTER

ID	Description of Activity	Department	Status Completed/ underway/ postponed/ cancelled	Notes
A. PROTECT AND ENHANCE NEIGHBORHOOD CHARACTER AND QUALITY OF LIFE				
LU-A2.1	Conduct detailed study of approaches to regulating residential infill within existing single-family residential neighborhoods.	COSS Community Development / Code Studio	Completed	Sandy Springs Development Code adopted 8/15/2016
LU-A2.2	Prepare and adopt development regulations to management residential infill and land use transitions, as part of creation of a Sandy Springs Development Code.	COSS Community Development / Code Studio	Completed	Sandy Springs Development Code adopted 8/15/2017
LU-A3.1	Prepare rollout plan and communications plan for new code after the Sandy Springs Development Code is adopted.	COSS Community Development / Communications	Completed	
LU-A3.2	Prepare new applications, checklists, instructions, and user guides after the Sandy Springs Development Code is adopted.	COSS Community Development	Completed	P&Z Applications updated annually, Community Development GIS updated as needed
B. CREATE COMPACT, WALKABLE AREAS WITH A MIX OF USES				
LU-B1.1	Establish zoning tools to facilitate compact, mixed-use redevelopment where appropriate (as part of Sandy Springs Development Code).	COSS Community Development / Code Studio	Completed	Sandy Springs Development Code adopted 8/15/2017
LU-B1.2	Revise development regulations to facilitate compact, connected and walkable redevelopment (per Small Area Plan design standards and as part of Sandy Springs Development Code).	COSS Community Development / Code Studio	Completed	Sandy Springs Development Code adopted 8/15/2017

LAND USE AND COMMUNITY CHARACTER

ID	Description of Activity	Department	Status Completed/ underway/ postponed/ cancelled	Notes
C. CREATE A SERIES OF INTERCONNECTED CENTERS, DESTINATIONS, AND UNIQUE PLACES				
LU-C1.0	As part of a Sandy Springs Development Code, create new zoning to implement small area plan recommendations for Roswell Road, Perimeter Center, MARTA station areas, and Powers Ferry as well as subsequent phases of City Springs Development.	COSS Community Development / Code Studio	Completed	Sandy Springs Development Code adopted 8/15/2017; new Zoning Map amended 4/17/2018
LU-C1.1	Rezone parcels identified as redevelopment nodes along Roswell Road.	COSS Community Development / Code Studio	Completed	Sandy Springs Development Code adopted 8/15/2017; new Zoning Map amended 4/17/2018
UL-C1.2	Fund and prepare a Market and Feasibility Study for clusters of parcels identified as redevelopment nodes in the Roswell Road Small Area Plan.	COSS Economic Development	Completed	North End Conceptual Design Study focused on four underutilized shopping centers along Rowell Road. Other redevelopment nodes from the SAP have not been prioritized at this time.
LU-C1.3	Update City Center LCI Master Plan (5 year update due 2017)	COSS Community Development	Completed	5 Year LCI Update: City Springs District (Formally City Center) adopted 1/16/2018
LU-C1.4	Update Roswell Road LCI Master Plan (10 year update due 2018)	COSS Community Development	Completed	5 Year LCI Update: Roswell Road Corridor adopted 1/16/2018
LU-C2.1	Fund and prepare a Market and Feasibility Study for clusters of parcels identified as redevelopment sites in the Perimeter Center Small Area Plan.	COSS Economic Development	Postponed	Not prioritized at this time
LU-C2.2	Conduct a design study to explore feasibility of GA 400 overbuild, as recommended in the Perimeter Center Small Area Plan.	COSS Public Works / Recreation and Parks in coordination with PCID and GDOT	Postponed	This item was postponed due to the GDOT work in the immediate area
LU-C2.3	Update Perimeter Center LCI Master Plan (5 year update due 2017)	COSS Community Development	Postponed	PCIDs updated LCI in 2017, but the City did not take action on it at the time.

LAND USE AND COMMUNITY CHARACTER

ID	Description of Activity	Department	Status Completed/ underway/ postponed/ cancelled	Notes
C. CREATE A SERIES OF INTERCONNECTED CENTERS, DESTINATIONS, AND UNIQUE PLACES (continued)				
LU-C3.1	Prepare public/private strategy for TOD at stations in partnership with MARTA	COSS Community Development	Postponed	Not prioritized at this time
LU-C3.2	Issue RFPs for the preparation of detailed concept plans for the existing North Springs and future Northridge MARTA station areas.	COSS Community Development	Cancelled	A station at Northridge is no longer under consideration in MARTA's BRT project.
LU-C3.3	Work with MARTA to create detailed concept plans for the existing North Springs MARTA station area, including enhanced pedestrian and bicycle access to the station.	COSS Community Development / MARTA	Postponed	Not prioritized at this time
LU-C3.4	Work with MARTA to create detailed concept plans for the future Northridge MARTA station area, including enhanced pedestrian and bicycle access to the station from surrounding and commercial areas, including integration of the PATH400 trail into the station area.	COSS Community Development	Postponed	A station at Northridge is no longer under consideration in MARTA's BRT project.
LU-C4.0	Study and plan locations for replacement of fire stations 1, 2 and 4, as well as replacement of the Panhandle satellite station.	Fire/Administration	Completed/ Underway	620 Morgan Falls Road purchased in 2020 will house future fire station #1. Fire station #2 has been rebuilt. Fire Station #5 (Panhandle) is underway

LAND USE AND COMMUNITY CHARACTER

ID	Description of Activity	Department	Status Completed/ underway/ postponed/ cancelled	Notes
D. ENHANCE THE CHARACTER AND IMAGE OF MAJOR CORRIDORS				
LU-D1.1	Create a Roswell Road Urban Boulevard Streetscape Design and Implementation Plan, per Roswell Road Small Area Plan, to advance Roswell Road urban boulevard implementation. Study to include right-of-way survey and acquisition needs, phasing options for engineering and construction, and design plans to a suitable level of completion for project programming.	COSS Public Works / Community Development in coordination with GDOT	Underway	The Roswell Road Access Management Plan is underway and expected to be adopted in October 2022. This plan will be the next step in the process in developing better access management that is an element of the urban boulevard vision. There are several projects on Roswell Road that are incorporating streetscape and access management improvements at certain locations.
LU-D1.2	Begin right-of-way and/or easement acquisition for Roswell Road urban boulevard, where needed.	COSS Public Works	Underway	Roswell Road/Grogans Ferry intersection project has acquired ROW/easement for streetscape and access management for intersection project. It does include the entire corridor. This project only addresses improvements at one intersection along the corridor. Additional actions to follow with completion of LU-D1.1
LU-D1.3	Implement streetscape design and construction by road segment along Roswell Road urban boulevard, where sufficient right-of-way is available, as recommended in the Roswell Road Small Area Plan. The streetscape will include sidewalks, landscape buffers, and sidepaths.	COSS Public Works	Underway	Roswell Road/Grogans Ferry intersection project is under construction for streetscape and access management for intersection project. This project only addresses improvements at one intersection along the corridor. Additional actions to follow with completion of LU-D1.1
LU-D1.4	Apply for available funding sources for Roswell Road urban boulevard implementation, such as LCI implementation funds for City Springs section and Transportation Alternatives (or successor) funding. Consider state infrastructure bank (GTIB) grant/loan program as well as federal surface transportation/safety funds.	COSS Public Works	Underway	City has submitted an application for 2021 TIP Solicitation for the Roswell Road North Boulevard Project (between Chattahoochee River and Dunwoody Place) to implement an urban boulevard in the North End.

LAND USE AND COMMUNITY CHARACTER

ID	Description of Activity	Department	Status Completed/ underway/ postponed/ cancelled	Notes
D. ENHANCE THE CHARACTER AND IMAGE OF MAJOR CORRIDORS (continued)				
LU-D1.5	Prepare Peachtree-Dunwoody Road urban boulevard and greenway detailed design plan, as recommended in the Perimeter Center Small Area Plan.	COSS Public Works / Community Development in coordination with PCID	Postponed	TS131 does not include all elements called for in the Perimeter Center Small Area Plan. TS131 will add a sidepath along Peachtree Dunwoody Road between Hammond Drive and Mount Vernon Highway but has not kicked off yet; as part of T0021, in conjunction with PCIDs, bike and pedestrian improvements are programmed on Peachtree Dunwoody Road between Lake Hearn Drive NE and Hammond Drive; some design work has been completed, but the project is on hold
LU-D1.6	Implement Peachtree-Dunwoody urban boulevard and greenway as per detailed design.	COSS Public Works	Postponed	Task dependent on completion of LU-D1.5
LU-D1.7	Evaluate Tree Fund to adequately provide funding for street trees, plantings, and maintenance.	COSS Recreation and Parks	Complete	Conducted tree assessments for parks and rights-of-way. Established tree fund accounts for invasive removal, maintenance, planting, etc.
LU-D2.1	Partner with Art Sandy Springs to create a public art plan.	COSS Community Development	Completed	Sandy Springs Art in Public Places Plan adopted 10/6/2020
E. CREATE A SANDY SPRINGS DEVELOPMENT CODE TO ALIGN WITH AND IMPLEMENT THE COMPREHENSIVE PLAN				
LU-E1.1	Create and adopt a Sandy Springs Development Code that enhances the design quality of development citywide and effectively implements the planning priorities articulated in the Comprehensive Plan and associated small area plans.	COSS Community Development	Completed	Sandy Springs Development Code adopted 8/15/2017

ECONOMIC DEVELOPMENT

ID	Description of Activity	Department	Status Completed/ underway/ postponed/ cancelled	Notes
A. BUILD ON SANDY SPRINGS' ECONOMIC SUCCESS				
ED-A1.1	Conduct an annual assessment of progress toward achieving the objectives identified in the 2012 Economic Development Plan.	COSS Economic Development	Cancelled	This project was canceled and replaced by another project. ED staff completed a consultant-led Strategic Economic Development Plan in 2020 as a new and updated guiding document
ED-A1.2	Revise development regulations to facilitate compact, connected and walkable redevelopment and mixed use (as part of Sandy Springs Development Code).	COSS Community Development	Completed	Sandy Springs Development Code adopted 8/15/2017
ED-A1.3	Continue to promote the City Springs District and recruit businesses to this area.	COSS Economic Development	Ongoing	This task is ongoing. The City Springs district continues to be a popular area for business and residents to locate. City staff is currently working with Pond as the lead consultant on a City Springs Master Plan Update.
ED-A1.4	Continue to promote the Opportunity Zone Tax Credits program, as part of a strategy to encourage businesses to locate in the city.	COSS Economic Development	Complete	This program is complete. The Opportunity Zone is a DCA program with a 10-year designation and concluded in 2020. Several businesses in the OZ area applied for the tax credit program and were approved. We did not reapply.
ED-A1.5	Actively coordinate economic development activities with regional partners through networking activities, annual events and other activities.	COSS Economic Development, in coordination with regional partners, as identified in policy ED-A2	Ongoing	Economic Development staff continue to work collaboratively with local and regional partners on strategic economic development activities.

ECONOMIC DEVELOPMENT

ID	Description of Activity	Department	Status Completed/ underway/ postponed/ cancelled	Notes
B. PROMOTE ECONOMIC DEVELOPMENT THROUGH TARGETED REDEVELOPMENT AND A GREATER MIX OF USES				
ED-B1.1	Conduct financial analysis and prepare a strategy for public/private investment and incentive packages. Include a housing strategy for improving the local labor market.	COSS Community Development / COSS Economic Development	Complete	This program is complete. We have both business and housing incentives in place, however we are reviewing both policies this year.
ED-B2.1	As part of Sandy Springs Development Code, create zoning to implement mixed-use redevelopment and consider the use of additional incentives such as density bonuses and reduced parking minimums in target redevelopment areas.	See LU-E1.1 in "Land Use and Community Form" Work Program	Completed	Sandy Springs Development Code adopted 8/15/2017
ED-B2.2	Consider the establishment of a Tax Allocation District (TAD) for redevelopment nodes identified in the Roswell Road Small Area Plan. 2017: Create redevelopment plan per DCA 2018: Establish TAD	COSS Community Development / COSS Economic Development	Complete	This task is complete. We have reviewed the option of a TAD for the North End and are not proceeding at this time.
C. REALIZE ECONOMIC DEVELOPMENT POTENTIAL THROUGH MULTIMODAL TRANSPORTATION IMPROVEMENTS AND TRANSIT-ORIENTED DEVELOPMENT				
ED-C1.1	Invest in multimodal transportation improvements and transit-oriented development that foster economic development.	See actions in "Transportation" and "Land Use & Community Form" Work Programs	Ongoing	Refer to the Transportation Master Plan for more detailed information.

HOUSING

ID	Description of Activity	Department	Status Completed/ underway/ postponed/ cancelled	Notes
A. PRESERVE ESTABLISHED SINGLE-FAMILY NEIGHBORHOODS				
H-A1.1	Implement measures to preserve established single-family neighborhoods.	See LU-A2.1 - LU-A2.2 in "Land Use and Community Character" Work Program	Complete	Adopted with the Sandy Springs Development Code
B. PROVIDE MORE QUALITY HOUSING AND OFFER A GREATER RANGE OF HOUSING CHOICES				
H-B1.1	Adopt a workforce housing definition and policy. Analyze options and prepare a white paper, including financial feasibility.	Mayor and Council / COSS Community Development	Complete	Conducted Housing Needs Assessment
H-B1.2	As part of Sandy Springs Development Code, establish zoning to encourage both more housing and a greater range of housing choices, including workforce housing.	See LU-E1.1 in "Land Use and Community Character" Work Program	Complete	Sandy Springs Development Code includes a range of housing choices and provides bonus height incentives for workforce housing
H-B1.3	Adopt a workforce housing ordinance specifying the number/percentage of units to be set aside as workforce housing and the size of projects to which this requirement applies.	Mayor and Council / COSS Community Development	Cancelled	Shifted focus to incentivizing the inclusion of workforce housing units via the creation of bonus height incentives in appropriate zoning districts
H-B1.4	Prepare update to the City's Consolidated Plan per HUD requirements. Include housing resources program as part of update.	COSS Community Development	Complete	Maintained focus on sidewalk and connectivity accessibility at this time
H-B3.1	Provide resources and assistance to encourage the redevelopment of older apartment complexes to include greenspace, small-lot, cottage style single family homes, and other owner occupied housing where feasible.	Mayor and Council / City Manager's Office / COSS Community Development	Cancelled	Shifted focus to redevelopment of underutilized shopping centers

HOUSING

ID	Description of Activity	Department	Status Completed/ underway/ postponed/ cancelled	Notes
C. INCORPORATE RESIDENTIAL USES IN MIXED-USE AREAS				
H-C1.1	As part of the Sandy Springs Development Code, establish zoning to encourage inclusion of residential uses as part of mixed-use redevelopment in applicable character areas.	See LU-E1.1 in "Land Use and Community Character" Work Program	Complete	Residential uses included as part of mixed-use redevelopment in applicable character areas and zoning districts in the Sandy Springs Development Code

GREEN SPACE, NATURAL SYSTEMS, AND SUSTAINABILITY

ID	Description of Activity	Department	Status Completed/ underway/ postponed/ cancelled	Notes
A. PRESERVE, ENHANCE, AND EXPAND THE CITY'S NETWORK OF GREEN SPACES, RECREATIONAL FACILITIES, AND PUBLIC GATHERING PLACES				
GS-A1.1	Prepare a comprehensive update to the Recreation and Parks Master Plan, per recommendations in the Green Space, Natural Systems and Sustainability Element. See also GS-D3.1	COSS Community Development / Recreation and Parks	Completed	Adopted 02/2019
GS-A1.2	Define and implement dedicated funding program/strategy for the acquisition, development and maintenance of land and rights-of-way for parks, trails and other green space. See also GS-D3.1	Mayor and Council; City Manager; COSS Community Development / Recreation and Parks / Public Works	Underway	Using Capital Improvement budget and Impact Fees Applied for 2021 GOSP grant for trail Segment 2A
GS-A1.3	Prepare an acquisition plan to acquire land for parks, green space, and recreation facilities, per comprehensive update to the Recreation and Parks Master Plan	COSS Community Development / Recreation and Parks	Completed	Included in Rec & Parks Master Plan
GS-A1.4	Acquire land for parks, green space, trails and recreation facilities per comprehensive update to Recreation and Parks Master Plan.	COSS Community Development / Recreation and Parks	Underway	Recently acquired property at Island Ferry Rd and 75-85 Allen Rd
GS-A1.5	Conduct a study of culturally- and historically-significant landscapes, and scenic views	COSS Community Development in collaboration with Heritage Sandy Springs	Cancelled	Not prioritized at this time.

GREEN SPACE, NATURAL SYSTEMS, AND SUSTAINABILITY

ID	Description of Activity	Department	Status Completed/ underway/ postponed/ cancelled	Notes
B. CONNECT THE CITY TO ITS RIVER				
GS-B1.1	Develop an Access Strategy Plan to identify opportunities to improve access to the Chattahoochee River National Recreation Area from Sandy Springs as well as trail connections along the river (joint effort with National Park Service)	COSS Recreation and Parks / Public Works in partnership with National Park Service	Completed	Riverfront Vision Plan completed 12/2021
GS-B1.2	Pursue federal funding to support implementation of trail connections to and along the Chattahoochee River	COSS Recreation and Parks / Public Works in partnership with National Park Service / COSS Finance	Underway	Applied for GOSP grant (State) Considering SLAP grant for trail along Roberts Drive Considering LWDF grant in the future
GS-B2.1	Fund, design and construct at least one new footbridge across the Chattahoochee River to connect to National Park Service land.	COSS Recreation and Parks / Public Works in partnership with National Park Service, City of Roswell and/or Cobb County	Underway	Pedestrian bridge to Roswell at Roswell Rd (T0035): Construction expected to begin 11/2022
C. CONNECT PARKS, GREEN SPACES, AND RECREATIONAL FACILITIES THROUGH A MULTIMODAL NETWORK OF TRAILS				
GS-C1.1	Prepare Peachtree-Dunwoody Road urban greenway detailed design plan, as recommended in the Perimeter Center Small Area Plan	See LU-D1.5 in "Land Use and Community Form" Work Program	Underway	See Transportation Master Plan Sidepath considered instead of urban greenway

GREEN SPACE, NATURAL SYSTEMS, AND SUSTAINABILITY

ID	Description of Activity	Department	Status Completed/ underway/ postponed/ cancelled	Notes
D. PROTECT AND ENHANCE THE CITY'S TREE CANOPY AND WATER RESOURCE				
GS-D1.1	Use 2016 Tree Canopy update to assess canopy needs and priority areas for tree funds	COSS Community Development / GIS	Underway	Using 2019 Tree Canopy Study to plan planting program
GS-D1.2	Conduct a tree inventory to assess the health and species of trees in public rights-of-way and on City owned land. Identify historic and/or specimen trees	COSS Community Development / GIS	Completed	Maintenance Plan based on survey to be completed in FY2023
GS-D1.3	Establish a tree planting program to fulfill goal of adding 200 trees per year (in strategic locations as identified through the Tree Canopy study) through public and private initiatives.	COSS Community Development/Public Works	Completed	Agreements with Trees Atlanta result in at least 300 trees planted annually
GS-D1.4	Maintain the City's status as a Tree City USA community.	City Manager; Community Development	Underway	Application filed annually Became a Tree City of the World in 2020
GS-D3.1	Prepare a strategy or program for designating and implementing protection of ecological corridors, per policy GS-D3 and the Ecological Corridors character area. See also GS-A1.1 and GS A1.2.	COSS Community Development	Underway	Will be incorporated in Environmental Sustainability Plan (2023)
GS-D4.1	Develop a stormwater management / Low-Impact Development Best Practices outreach and design program, based on the new stormwater manual	COSS Community Development	Completed	Green Infrastructure Policy adopted 12/2021 GI Manual for residential sites published 10/2021
E. FOSTER ENVIRONMENTAL SUSTAINABILITY IN ALL CITY ACTIONS				
GS-E1.2	Increase the City's certification level under the ARC Green Communities Program to the Platinum Level.	COSS Community Development in coordination with other City departments	Underway	Gold achieved in 2019 Seeking Platinum in 2023

TRANSPORTATION

ID	Description of Activity	Department	Status Completed/ underway/ postponed/ cancelled	Notes
A. BETTER MANAGE VEHICULAR TRAFFIC DEMAND TO ENCOURAGE THE USE OF ALTERNATIVE MODES				
T-A1.1	Prepare PCID parking study to include management area feasibility assessment. • Establish study boundary for parking management district and conduct feasibility assessment; establish district through ordinance in partnership with MARTA. • Update zoning requirements to incorporate parking management	COSS Community Development / Public Works / Partner Cities	Cancelled	Not prioritized at this time.
T-A2.1	Conduct a survey in partnership with PCID/Perimeter Connects and ARC to identify barriers to greater TDM use within the Perimeter district.	COSS Community Development / Public Works	Cancelled	PCID partners with Perimeter Connects to address TDM use within Perimeter. No City action needed at this time.
T-A2.2	Prepare wayfinding plan for Medical Center area with cost estimates for design and fabrication	COSS Community Development / Public Works	Underway	A wayfinding plan for the Medical Center area was completed in 2021 in conjunction with Medical District Safety Study. More detailed cost estimates needed for implementation.
T-A2.3	In partnership with PCID, design sign packages and secure locations for wayfinding installation in the Perimeter Center business district	COSS Community Development / Public Works	Underway	Citywide Wayfinding Plan (2020) implementation in progress. This plan is not focused on PCID only.
T-A2.4	In partnership with PCID, fabricate and install wayfinding system from Item T-A2.7; conduct evaluation of performance and effectiveness of the way finding system	COSS Community Development / Public Works	Underway	Citywide Wayfinding Plan (2020) implementation in progress. This plan is not focused on PCID only.
T-A2.5	Develop and adopt a formal process for permitting private construction efforts and managing/correlating city construction projects to reduce traffic impacts, best accommodate access, and reduce safety concerns.	COSS Community Development / Public Works	Complete	Public Works' projects are vetted through the planning process that emphasizes safety and mobility. All Public Works projects are formally reviewed through the City's LDP process. Private construction efforts are coordinated with Public Works to ensure consistency with city projects

TRANSPORTATION

ID	Description of Activity	Department	Status Completed/ underway/ postponed/ cancelled	Notes
B. EXPAND MOBILITY OPTIONS				
T-B1.1	Identify locations, develop cost estimates for, and install three bicycle parking and service hubs (referred to in PCIDs Bicycle Implementation Strategy as 'Spoke-Point Pavilions') in key Perimeter Center locations	COSS Public Works	Cancelled	Not prioritized at this time.
T-B1.2	Design, prepare cost estimates and secure ROW for MARTA North Springs Station pedestrian bridge across Georgia 400, coordinating with construction schedule for I-285/GA 400 interchange project. 2019: Design 2020: ROW 2021: Target construction year	COSS Public Works	Cancelled	This project has been removed. The GDOT SR 400 Express Lanes project would preclude a bridge across SR 400 at this location.
T-B1.3	Amend Capital Improvement Program to incorporate priority projects identified in Last Mile Connectivity Stud	COSS Public Works	Completed	Two last mile connectivity projects were added to 2016 TSPLOST list.
T-B1.4	Work with MARTA to identify a preferred alignment for the PATH 400 trail extension relative to a new rail station location at Northridge Road.	COSS Public Works	Cancelled	A station at Northridge is no longer under consideration in MARTA's BRT project. A trail study is part of the TMP 10 year program.
T-B2.2	Add short-term bicycle parking in the City Springs/City Center Master Plan area. Short-term bicycle parking is defined as open racks placed in street right-of-way adjacent to sidewalks, near building entrances, and in easily accessible locations inside parking structures, lots, and stations in the broader City Springs district. Provide a target of 200 spaces.	COSS General Fund	Completed	Bicycle parking installed with City Springs campus development
T-B2.3	Implement Sidewalk Master Plan	COSS Public Works	Ongoing	Sidewalk Master Plan is implemented through current CIP and TSPLOST projects. $12 million was approved for sidewalk projects in the 2021 TSPLOST. 8.72 miles of sidewalk have been constructed between 2017 and 2021, excluding those projects constructed at City Springs.

TRANSPORTATION

ID	Description of Activity	Department	Status Completed/ underway/ postponed/ cancelled	Notes
B. EXPAND MOBILITY OPTIONS (continued)				
T-B2.4	Perform Vision Zero study and develop plan to reduce fatalities and serious injury crashes within the city to zero by 2020.	COSS Public Works	Cancelled	The City has completed an annual analysis focused on the highest crash locations in the City and locations that have a higher occurrence of fatal and severe crashes. To address these locations, several studies have developed projects that reduce the potential for future fatal and severe crashes including Medical District Safety study, Abernathy and Roswell Road Safety Study, North End Safety Study (underway), Roswell Road Access Management Plan (underway), and Transportation Master Plan. Reducing fatal and serious injury crashes is a complex challenge at the local, regional, state and federal level and it takes more than a few years to achieve. While reducing these types of crashes has become a priority at all levels of government in the past few years, the nation is still seeing an annual increase in these types of collisions.
T-B3.1	Prepare east-west transit feasibility and ridership demand study in partnership with Cobb County (first phase of an overall study approach for management of personal mobility on this corridor; second phase is in Action Item T-C2.1).	COSS Public Works / Cobb Community Transit / MARTA / GRTA	Completed	Cross County Commuter Strategies Tech Memo was completed March 2018. Several TDM and zoning recommendations were made to manage travel demand as population and employment grows in the areas. This effort involved COSS only; it did not include Cobb County, MARTA, and GRTA.
T-B3.2	Prepare operations and feasibility study for transit service based on recommendations of COSS-led Phase I Last Mile Connectivity Study to be completed in 2016.	COSS Public Works / PCIDs / Cities of Brookhaven and Dunwoody	Completed	The Mount Vernon Hwy Transit Feasibility Study was completed in 2018. Next steps were identified if the City desired to move forward with providing transit service. This effort involved COSS only; it did not include PCID, City of Brookhaven, and City of Dunwoody.

TRANSPORTATION

ID	Description of Activity	Department	Status Completed/ underway/ postponed/ cancelled	Notes
B. EXPAND MOBILITY OPTIONS (continued)				
T-B3.3	Conduct feasibility study for short-term I-285 transit with stops in the City Springs and Powers Ferry areas. This is intended as a means of promoting mobility options to and from the Cumberland/Galleria area and SunTrust Park	COSS Community Development / Public Works	Underway	Brookhaven led and completed the I-285 Top End Bus Rapid Transit Feasibility Study in 2019. MARTA is currently reviewing connections from Sandy Springs to Cumberland/Galleria through their current Bus Network Redesign study.
T-B4.1	Develop Citywide Street Design Standards as part of Sandy Springs Development Code to complement Small Area Plan and Next Ten Street Typology framework.	COSS Community Development / Public Works	Completed	Citywide cross section based on the Street Typology framework and construction requirements were adopted in the City's Technical Manual in 2017.
T-B4.2	Adopt City Complete Streets Policy to accommodate all users with context sensitive street designs	COSS Community Development / Public Works	Postponed	Complete Streets Policy has not been adopted. TMP included recommendation to formalize current complete street efforts into formal policy.
T-B4.3	Conduct a planning study of potential locations for access consolidation, with outreach to community members and property owners	COSS Community Development / GDOT	Underway	Roswell Road Access Management Plan is underway and expected to be adopted in October 2022.
T-B4.4	Adopt access management policy based on Roswell Road Small Area Plan.	COSS Public Works / GDOT	Underway	Roswell Road Access Management Plan is underway and expected to be adopted in October 2022. Interparcel access requirements included with the Development Code adopted 08/15/2016

TRANSPORTATION

ID	Description of Activity	Department	Status Completed/ underway/ postponed/ cancelled	Notes
C. IMPROVE EAST-WEST MOBILITY				
T-C2.1	Begin use of mesoscopic model, originally developed in 2015 to help determine extents of impacts by developments on a localized scale.	COSS Public Works; COSS Community Development		The Citywide Model was updated in 2020 with the TMP update. Public Works does not use the model to analyze development impacts. Community Development question
T-C3.1	Prepare feasibility study for Abernathy-Johnson Ferry Managed Lane corridor (second phase of an overall study approach for management of personal mobility on this corridor; first phase is in Action Item T-B3.1	COSS Public Works	Cancelled	Removed from consideration during the analysis and evaluation process of the TMP.
T-C4.1	Complete necessary right-of-way acquisition on Hammond Drive corridor between Roswell Road and Glenridge Drive.	COSS Public Works	Underway	ROW acquisition is underway. 30 parcels have been acquired.

TRANSPORTATION

ID	Description of Activity	Department	Status Completed/ underway/ postponed/ cancelled	Notes
D. INTEGRATE LAND USE CONTEXT AND TRANSPORTATION FUNCTION				
T-D1.1	Adopt Street Design Standards (per Action TB-4.1) as part of the Sandy Springs Development Code and integrate into the development review process	Mayor and Council / COSS Community Development	Completed	Sandy Springs Development Code adopted 8/15/2016
T-D2.1	Establish criteria for traffic calming program based on Street Typology and streets prone to cut-through traffic and traffic traveling at neighborhood-inappropriate speeds; prepare cost estimates for projects.	COSS Public Works	Cancelled	Traffic Calming program applies only to neighborhood (local) streets and has established criteria. Traffic calming projects are evaluated when requested by a neighborhood. Cost estimates are prepared for recommended solutions.
T-D2.2	Develop a signage and wayfinding plan for managing traffic on surface streets in the Powers Ferry area that may be connecting to Cobb County via Powers Ferry Road or Interstate North Parkway.	COSS Public Works in partnership with GDOT	Underway	COSS Economic Development created a Citywide Wayfinding Plan in 2020. The City is also working the GDOT to develop City branding on bridges over I-285.
T-D3.1	Implement improved developer tools to streamline private infrastructure delivery with public delivery through Capital Improvement Program.	COSS Public Works / Community Development	Cancelled	Not prioritized at this time.
T-D3.2	Create guidelines for performing and reporting transportation impacts, including acceptable methodologies, thresholds for impacts, and mitigation measures. Potentially include new regulations such as adequate facilities and establish performance metrics.	COSS Community Development	Cancelled	Not prioritized at this time.
T-D3.3	Invest in software and knowledge base resources to increase City staff analysis capabilities for better reviewing projects and carrying out analysis	COSS Public Works	Completed	City provides ArcGIS, AutoCAD, synchro, Nitro and traffic management center software to carry out analysis and review projects.
E. INCREASE CONNECTIVITY IN THE STREET AND MOBILITY NETWORK				
T-E2.1	Implement short-term priority projects from consolidated CIP/CIE.	COSS Public Works	Ongoing	The City has implemented 6 of projects from the 2016 consolidated CIE list. Several other projects are under construction.

B. CAPITAL IMPROVEMENTS ELEMENT



RESOLUTION No. 2021-10-126

Reading: October 19, 2021

STATE OF GEORGIA
COUNTY OF FULTON

RESOLUTION FOR THE ADOPTION OF THE CAPITAL IMPROVEMENTS ELEMENT (CIE)

WHEREAS, the City of Sandy Springs has prepared an Annual Update to a Capital Improvements Element and Work Program; and

WHEREAS, the Annual Update of the Capital Improvements Element and Work Program was prepared in accordance with the Development Impact Fees Compliance Requirement and the Minimum Planning Standard and Procedures for Local Comprehensive Planning established by the Georgia Planning Act of 1989, and a public hearing was held on August 17, 2021 at City Hall; and

WHEREAS, the Annual Update of the Capital Improvements Element and Work Program was approved by the Atlanta Regional Commission Regional Development Center on September 29 of 2021.

BE IT THEREFORE RESOLVED, that the Mayor and City Council of the City of Sandy Springs does hereby adopt the annual update of the Capital Improvements Element and Work Program covering the five-year period 2018-2022, as per the requirements of the Georgia Planning Act of 1989.

1.

The Mayor and City Council of the City of Sandy Springs do hereby approve the Resolution for the Adoption of the 2018-2022 Capital Improvements Element (CIE).

2.

This Resolution is effective October 19, 2021; and

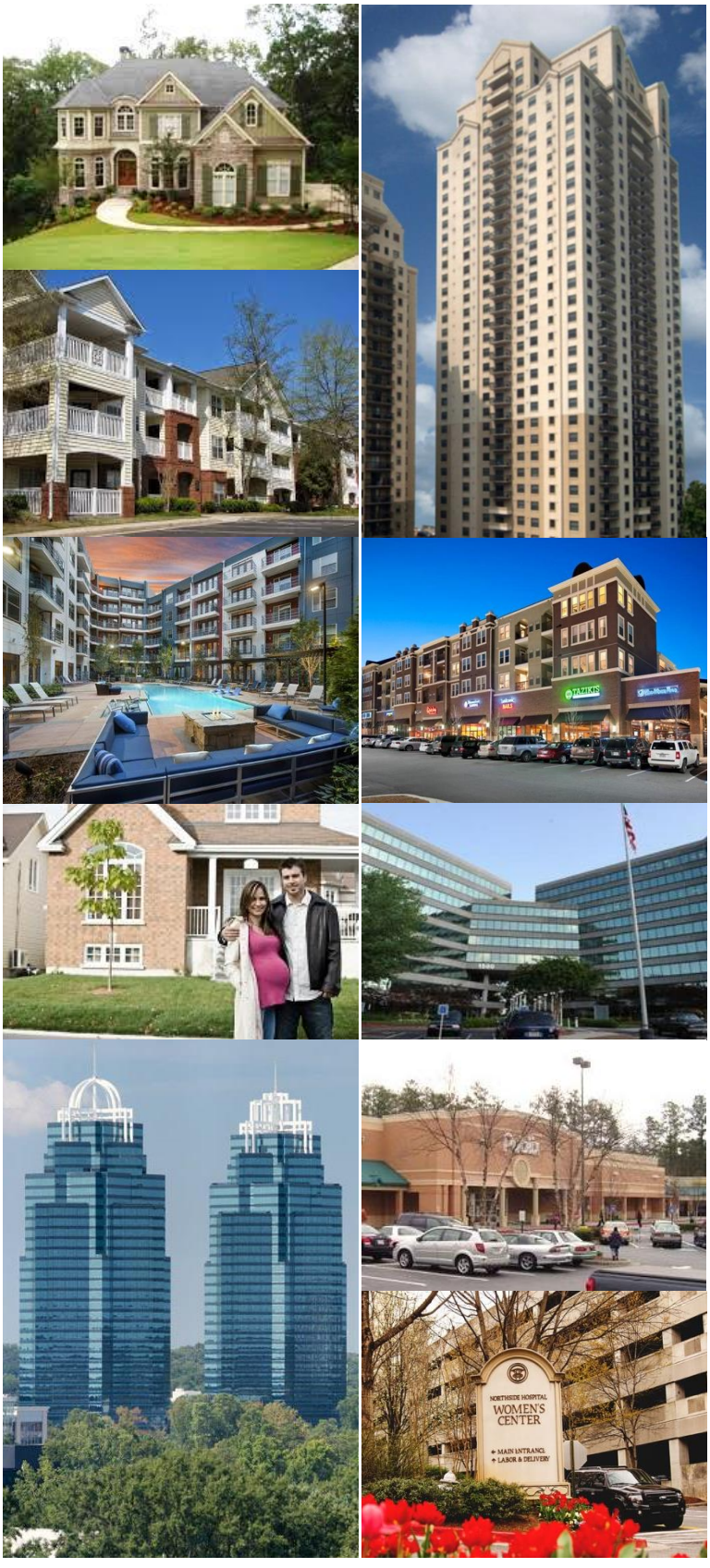
RESOLVED this the 19th day of October, 2021.

Approved:

Russell K. Paul, Mayor

Attest:

Raquel D. González, City Clerk
(Seal)



SANDY SPRINGS
GEORGIA

Impact Fee Program Update

CAPITAL IMPROVEMENTS ELEMENT

Adopted

October 18, 2016



ROSS+associates

urban planning & plan implementation

in association with

amec foster wheeler

Sandy Springs Impact Fee Program Update

CAPITAL IMPROVEMENTS ELEMENT

Table of Contents

Introduction 1

- Impact Fees Authorized 1
- Categories for Assessment of Impact Fees 1
- Editorial Conventions 3

Forecasts 4

- Population and Housing Unit Forecasts 5

Table 1: Population, Housing and Employment Forecasts 5

- Employment Forecasts 5
- Service Area Projections 5

Table 2: Service Area Forecasts 6

Parks and Recreation Facilities 7

- Introduction 7

Parks and Recreation Components 7

Table 3: Existing Park and Recreation Component Inventory 7

- Service Area 8
- Level of Service 8

Table 4: Level of Service Conversion 9

- Forecasts for Service Area 9

Table 5: Existing and Future Demand 10

Impact Fee Eligibility 10

Table 6: Future Park Facility Impact Fee Eligibility 11

Future Costs 12

Table 7: Future Costs to Meet Future Demand 12

Multi-Use Path System 13

- Service Area 13
- System Improvements 13

Table 8: Planned Path System Improvements 16
- Level of Service 18
Table 9: Level of Service Calculation 18
- Forecasts for Service Area 18

Future Demand 18
Table 10: New Growth Demand Calculation 18
Future Costs 18
Table 11: Future System Improvement Costs 19

Public Safety 20
- Introduction 20
- Service Area 20
- Level of Service 20

Fire Protection 20
Law Enforcement 20
Existing and Planned Improvements 20
Table 12: Public Safety System Improvements 21
Service Level Calculations 21
Table 13: Level of Service Calculation 22
- Forecasts for Service Area 22

Future Demand 22
Table 14: Future Demand Calculation 23
Table 15: Future Public Safety Facility Projects 24
Future Costs 24
Table 16: Project Costs to Meet Future Demand 25

Road Improvements 27
- Introduction 27
- Service Area 27
- Level of Service Standards 27
- Level of Service Adopted 29
- Road Improvement Costs 29

Table 17: Road Projects and Estimated Costs – Current Dollars and Net Present Value 30
- Eligible Costs 31

Table 18: Eligible Cost Calculation - Road Projects 31

Exemption Criteria 32

Annual CIE Review and Reports 33

- Annual CIE Update 33
- CIE Amendments 33

Community Work Program 34

Glossary 38

The **Appendix** follows the Glossary and includes:

- Population Forecasts
- Housing Forecasts
- Employment Forecasts
- Traffic Demand

Introduction

The purpose of a Capital Improvements Element (CIE) is to establish where and when certain new capital facilities will be provided within a jurisdiction and the extent to which they may be financed through an impact fee program. This document represents an update to Sandy Spring's Capital Improvements Element, which will be adopted as an amendment to its Comprehensive Plan. The City's original Capital Improvements Element was adopted in 2007 and its impact fee program became effective March 1, 2008, through adoption of the City's Impact Fee Ordinance.

As required by the Georgia Development Impact Fee Act ("State Act" or "DIFA"), and defined by the Department of Community Affairs in its Development Impact Fee Compliance Requirements, the CIE must include the following for each capital facility category for which an impact fee may be charged:

- a **projection of needs** for the 20+ year planning period—2016 to 2040;
- the designation of **service areas**—the geographic area in which a defined set of public facilities provide service to development within the area;
- the designation of **levels of service** (LOS)—the service level that is being and will be provided;
- a **schedule of improvements** listing impact fee related projects and costs for the 20+ year planning period;
- a description of **funding sources** for the 20+ year planning period.

Additionally, in accordance with the State Act and DCA's Development Impact Fee Compliance Requirements, a policy statement regarding potential impact fee exemptions is included in this CIE if the City wishes to adopt or apply such exemptions in the future.

Impact Fees Authorized

Impact fees are authorized in Georgia pursuant to O.C.G.A. §36-71-1 et seq., the *Georgia Development Impact Fee Act* (DIFA), and are administered by the Georgia Department of Community Affairs pursuant to Chapter 110-12-2, *Development Impact Fee Compliance Requirements,* of the Georgia Administrative Code. Under DIFA, the City can collect money from new development based on that development's proportionate share—the 'fair share'—of the cost to provide the facilities needed specifically to serve new development. This includes the categories of roads, public safety and parks & recreation. Revenue for such facilities can be produced from new development in two ways: through future taxes paid by the homes and businesses that growth creates, and through an impact fee assessed as new development occurs.

Categories for Assessment of Impact Fees

To assist in paying for the high costs of expanding public facilities and services to meet the needs of projected growth and to ensure that new development pays a fair and reasonable proportionate share of the costs of public facilities, Sandy Springs has developed this CIE for the following public facility categories authorized by the Georgia Development Impact Fee Act:

- Parks, open space and recreation;
- Public safety (including fire protection and law enforcement); and
- Road improvements.

The chapters in this Capital Improvements Element provide population and employment forecasts and detailed information regarding the inventory of current facilities and planned improvements, the levels of service, current estimates of project costs, and the impact of new growth and development on the specific capital improvements within each public facility category.

The following table shows the facility categories that are eligible for impact fee funding under DIFA and that are included in this report. The service area for each public facility category—that is, the geographical area served by the facility category—is also given, along with a description of the factors upon which the level of service to be delivered for each facility category is based.

Overview of Impact Fee Program Facilities

	Parks and Recreation		Public Safety	Road Improvements
	Park Facilities and Components	Multi-Use Path System		
Eligible Facilities	Park acres and recreation components such as ballfields, tennis courts and recreation structures	Interconnected system of paths, sidewalks & bicycle trails	Fire stations, fire trucks & heavy police vehicles; warning sirens & radio towers; administrative & training space	Road projects creating capacity for Sandy Springs residents and workers
Service Area	Citywide	Citywide	Citywide	Citywide
Level of Service Standard Based on …	Number of acres and number of recreation components per dwelling unit	Length of trail per 2040 day/night population	Floor area and number of vehicles per 2040 day/night population	LOS "D" for entire road network
Historic Funding Source(s)	Impact Fees, General Fund	General Fund	Impact Fees, General Fund	Impact Fees, General Fund

Terms used in the **Overview Table**:

Eligible Facilities under the State Act are limited to capital items having a life expectancy of at least ten years, such as land, buildings and certain vehicles. Impact fees cannot be used for the maintenance, supplies, personnel salaries, or other operational costs, or for short-term capital items such as computers, furniture or most automobiles. None of these costs are included in the impact fee system.

Service Areas are the geographic areas that the facilities serve, and the areas within which the impact fee can be collected. Monies collected in a service area for a particular category may only be spent for that purpose, and only for projects that serve that service area.

Level of Service Standards are critical to determining new development's fair share of the costs. The same standards must be applied to existing development as well as new to assure that each is paying only for the facilities that serve it. New development cannot be re-

quired to pay for facilities at a higher standard than that available to existing residents and businesses, nor to subsidize existing facility deficiencies.

Funding Sources for capital improvements have historically been General Fund tax collections, net of any grants received (if any), and impact fees. Impact fees will continue to be used to fund all or a portion of eligible impact fee costs. Tax collections include the City's normal annual property tax levy and any special levies for debt instruments (such as bonds) that are intended to provide funding for impact fee projects in whole or in part.

Editorial Conventions

This report observes the following conventions:

The capitalized word 'City' applies to the government of Sandy Springs, the City Council or any of its departments or officials, as appropriate to the context. An example is "the City has adopted an impact fee ordinance".

The lower case word 'city' refers to the geographical area of Sandy Springs, as in "the population of the city has grown".

The same conventions are applied to the words 'County' and 'county', 'State' and 'state'.

Single quote marks (' and ') are used to highlight a word or phrase that has a particular meaning or refers to a heading in a table.

Double quote marks (" and ") are used to set off a word or phrase that is a direct quote taken from another source, such as a passage or requirement copied directly from a law or report.

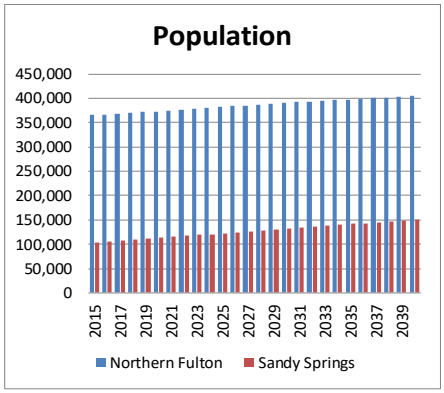
Numbers shown on tables are often rounded from the actual calculation of the figures for clarity, but the actual calculated number of decimal points is retained within the table for accuracy and further calculations.

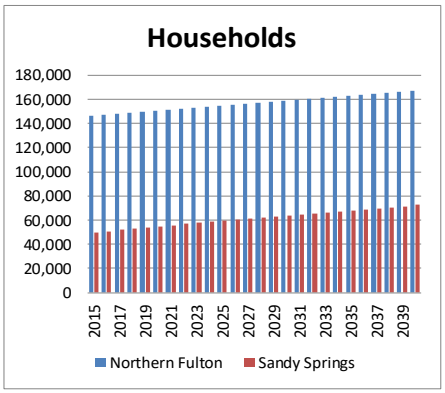
Forecasts

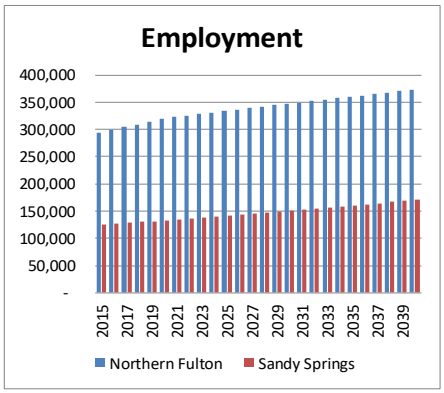
In order to accurately calculate the demand for future services in Sandy Springs, new growth and development must be quantified in future projections. These projections include forecasts for population, households, housing units, and employment over the next 20+ years to 2040. The projections provide the base-line conditions from which the current (2016) Level of Service calculations are produced. Also, projections are combined to produce what is known as 'day/night population'. This is a method that combines resident population and employees to produce an accurate picture of the total number of persons that rely on certain 24-hour services, such as fire protection. The projections used for each public facility category are specified in each public facility chapter.

This chapter presents a summary of the forecasts that have been identified as the most likely for Sandy Springs, based on an analysis of past trends and market demand projections prepared for the City by Robert Charles Lesser & Company (RCLCO) in 2015.[1] The results are detailed in the attached Appendix.

Continuing past trends, Sandy Springs is expected to continue to grow at a faster pace than its immediate neighbors to the north with regard to population, households and jobs. Its neighbors—Roswell, Milton, Alpharetta, Mountain Park and John's Creek— contain the preponderance of population and housing units in the 6-city Northern Fulton area, but are expected to grow collectively at a slower pace than Sandy Springs, which is expected to increase by 43% in both population and households between 2016 and 2040.







	Northern Fulton	Sandy Springs
2016	366,783	105,666
2040	404,617	150,879
Increase	10%	43%

	Northern Fulton	Sandy Springs
2016	147,119	50,693
2040	166,818	72,375
Increase	13%	43%

	Northern Fulton	Sandy Springs
2016	298,805	126,910
2040	372,916	170,980
Increase	25%	35%

Northern Fulton includes Sandy Springs along with Roswell, Alpharetta, Milton, Mt. Park and John's Creek. ARC Regional projections interpolated by ROSS+associates.

Over the coming 20+ years, the city is expected to increase its share of all residents among the six cities from 28.8% to 37.3%, and grow from 34.5% to 43.4% of all households. Sandy Springs is also forecast to increase its dominance in employment in the area, adding 44,070 new jobs by

[1] *Sandy Springs Comprehensive Plan: RCLCO Market Report*, Robert Charles Lesser & Company, October 29, 2015.

2040 compared to the job increase among all of the other Northern Fulton cities of 30,041, while increasing Sandy Springs's share of area employment from 42.5% to almost 46%.

For a more detailed description of the methodologies considered in preparing the population, household, housing unit and employment forecasts, see the Appendix to this report. The forecasts cover the 2016 to 2040 time frame in order to be consistent with *The Atlanta Region's Plan* 2040 timeframe prepared by the Atlanta Regional Commission (ARC).

Population and Housing Unit Forecasts

Table 1 presents the forecasts for population for each year from 2016 to 2040 and provides the forecasts for households and housing units over the same period. The figures shown are, in essence, mid-year estimates reflecting Census Bureau practice. In other words, the increase in population between 2016 and 2040 would actually be from July 1, 2016 to July 1, 2040.

The population forecasts represent a projection of the annual population figures reported by the Census Bureau through 2014, guided by the 'high' and 'low' projections in the market report. The number of households is calculated based on the most recently reported average household size in the city, and divided into the population forecasts. Since households are synonymous with 'occupied housing units', the total number of housing units is calculated by applying an occupancy rate to account for vacant units.

Table 1: Population, Housing and Employment Forecasts

	Population	Households	Housing Units	Jobs
2016	105,666	50,693	56,226	126,910
2017	107,545	51,744	57,392	128,496
2018	109,425	52,772	58,532	130,102
2019	111,305	53,791	59,663	131,728
2020	113,186	54,809	60,792	133,374
2021	115,067	55,824	61,918	135,041
2022	116,948	56,776	62,973	136,729
2023	118,830	57,699	63,997	138,438
2024	120,712	58,603	65,000	140,167
2025	122,595	59,494	65,988	141,919
2026	124,477	60,373	66,963	143,693
2027	126,361	61,246	67,931	145,489
2028	128,244	62,108	68,887	147,307
2029	130,128	62,952	69,824	149,148
2030	132,013	63,776	70,738	151,012
2031	133,898	64,594	71,645	152,899
2032	135,783	65,402	72,541	154,809
2033	137,669	66,202	73,428	156,744
2034	139,555	67,010	74,325	158,703
2035	141,441	67,831	75,235	160,684
2036	143,328	68,682	76,179	162,692
2037	145,215	69,564	77,157	164,726
2038	147,102	70,473	78,166	166,785
2039	148,990	71,409	79,204	168,869
2040	150,879	72,375	80,275	170,980

Employment Forecasts

Table 1 also shows the forecasts for employment growth in Sandy Springs, from 2016 to 2040. The employment figures were arrived at through an analysis combining the employment projections for Sandy Springs by the Atlanta Regional Commission and the midpoint between the 'high' and 'low' demand projections derived from the market report.

Service Area Projections

In Table 2 the service area forecasts are presented for a single citywide service area measured in two ways: citywide housing units (which quantifies Parks and Recreation service demands), and citywide day/night population (for the public safety services categories, fire and law enforcement).

The 'day/night' population calculation is a combination of the population and future employment projections. The use of day/night popula-

tion in impact cost and impact fee calculations is based upon the clear rational nexus between persons and services demanded on a 24-hour basis.

The day/night population is used to determine Level of Service standards for facilities that serve both the resident population and business employment. The police department, for instance, protects one's house whether or not the residents are at home, and protects stores and offices whether or not they are open for business. Thus, this 'day/night' population is a measure of the total services demanded of a 24-hour service provider facility and a fair way to allocate the costs of such a facility among all of the beneficiaries.

Table 2: Service Area Forecasts

Year	Housing Units (Recreation & Parks)	Day/Night Population (Public Safety)
2016	56,226	232,576
2017	57,392	236,041
2018	58,532	239,527
2019	59,663	243,033
2020	60,792	246,560
2021	61,918	250,108
2022	62,973	253,677
2023	63,997	257,268
2024	65,000	260,879
2025	65,988	264,514
2026	66,963	268,170
2027	67,931	271,850
2028	68,887	275,551
2029	69,824	279,276
2030	70,738	283,025
2031	71,645	286,797
2032	72,541	290,592
2033	73,428	294,413
2034	74,325	298,258
2035	75,235	302,125
2036	76,179	306,020
2037	77,157	309,941
2038	78,166	313,887
2039	79,204	317,859
2040	80,275	321,859
Increase:	**24,049**	**89,283**

The figures on Table 2 are the figures that will be used in subsequent public facility category chapters for Parks and Recreation, and for Public Safety services.

Impact fees for the Road Improvements category are not population based, but based on vehicle trip generation data. As described in the Appendix of this report, future growth and development in the city will account for almost 29% of all city-generated traffic on Sandy Springs's roads by 2040.

Parks and Recreation Facilities

Introduction

Public recreational opportunities are available in Sandy Springs through a number of parks and their related recreation components operated by the City of Sandy Springs Recreation and Parks Department, as well as the City's multi-use path system.

Parks and Recreation Components

Table 3: Existing Park and Recreation Component Inventory

Description	Number of Acres
Park/Facility Name	
Abernathy (Art Center) Park	3.70
Abernathy Greenway Park - North	7.75
Abernathy Greenway Park - South	14.00
Abernathy Veterinary Property - Greenspace	4.17
Allen Road Park	3.20
Big Trees Forest Preserve	20.00
City Springs	1.00
Crooked Creek Park	4.90
Eagle Park	0.10
Ed Morey Pocket Park	0.13
Grace Park	0.46
Hammond Park	13.71
Island Ford Park	10.46
Johnson Ferry Rd. Greenspace - South	4.13
Johnson Ferry Rd. Greenspace - North	4.79
Kitty Hawk Greenspace	0.50
Lost Corners Preserve	24.00
Marsh Creek Park	2.20
Morgan Falls Ball Fields	27.26
Morgan Falls Overlook Park	27.81
Morgan Falls River Park/Dog Park	3.42
Old Riverside Park	23.23
Powers Ferry Greenspace	3.00
Ridgeview Park	20.72
Sandy Springs Historic Site (Heritage Green Park)	5.21
Sandy Springs Tennis Center	27.66
Windsor Meadows Park	5.00
Total Park Acres:	***262.51***

Description	Number of Components
Recreation Components	
Baseball/Softball Field	10
Soccer Field	1
Basketball Court (outdoor)	3
Multi-Purpose Field	4
Tennis Court	30
Recreation Center	1
Community Building	1
Restroom Building	4
Consessions/RR Buildings	3
Playground	9
Picnic Shelter	13
Park Walking Trail	9
Community Pavilion	1
Grassed Playfield (Free Play Area)	1

Demand for city parks and their related recreational facilities (such as ball fields, playgrounds and picnic shelters) are almost exclusively related to the city's resident population. Businesses make some incidental use of public parks for office picnics, company softball leagues, etc., but the use is minimal compared to that of the families and individuals who live in the city.

The parks and recreation component impact fee is therefore based on future residential growth. (The city's path system, in contrast, serves both the residents and employees in the city, and is discussed in a subsequent section of this chapter.)

Table 3 provides an inventory of the acreage of parks and number of components under the control of the Recreation and Parks Department in 2016.

Service Area

All parks and recreation components are operated as a citywide system. Facilities are provided equally to all residents, and often used on the basis of the programs available, as opposed to proximity of the facility. For instance, children active in competitive sports play games at various locations, based on scheduling rather than geography. Other programs are located only at certain centralized facilities, to which any Sandy Springs resident can come. Thus, the entire city is considered a single service area for parks and recreation.

Level of Service

Level of Service standards for park lands and their related recreational components have been adopted by the City in the Recreation and Parks Master Plan (2007), and are shown in Table 4.

For most facilities, the adopted Level of Service (LOS) standards are expressed in terms of the number of people each acre of land or recreation component is intended to serve. In some cases, the LOS is indicated as the number of components 'per park'. For the latter, the number of people served by 'per park' components is calculated using the current inventory for each component type divided into the current population. In all cases, the LOS 'per population' standards can be recalculated as the number of housing units served by each acre or component based on the city's number of people living in an average household (the average household size). Since impact fees are assessed at the time a building permit is issued (and the impact fee will be applied to residential uses), the LOS then must be converted to a 'per housing unit' basis.

Table 4 shows how the adopted level of service for each recreation component is converted from a 'per population' basis to a 'per housing unit' basis. First, the currently adopted LOS of 1 per a 'certain number of people' for each component is converted to one component per 'X' housing units using the city's current average household size. This number is then divided into '1' to produce the 'per housing unit' figure. By way of example, the adopted LOS for basketball courts is 1 court per 20,000 people. That number—20,000—is divided by the 2016 average household size to convert 'people' into 'housing units'. The result is the converted standard of 1 court per 10,642 housing units. By dividing the component (1) by the number of housing units it serves results in the portion of a basketball court that serves 1 housing unit (0.000094).

[Reversing the calculation, 0.000094 times 10,642 housing units yields 1 basketball court.]

Table 4: Level of Service Conversion

Component Type*	Adopted Level of Service**	Level of Service per "X" Housing Units***	Level of Service per Each Housing Unit****
Park Land (acres)	1 acre per 160 population =	1 acre per 85 Housing Units =	0.0117457 for each Housing Unit
Baseball/Softball Field	1 per 8,000 population =	1 per 4,257 Housing Units =	0.0002349 for each Housing Unit
Soccer Field	1 per 12,000 population =	1 per 6,385 Housing Units =	0.0001566 for each Housing Unit
Basketball Court (outdoor)	1 per 20,000 population =	1 per 10,642 Housing Units =	0.0000940 for each Housing Unit
Multi-Purpose Field	1 per 40,000 population =	1 per 21,284 Housing Units =	0.0000470 for each Housing Unit
Tennis Court	1 per 2,500 population =	1 per 1,330 Housing Units =	0.0007517 for each Housing Unit
Swimming Pool	1 per 30,000 population =	1 per 15,963 Housing Units =	0.0000626 for each Housing Unit
Community Pavilion	1 per 50,000 population =	1 per 26,606 Housing Units =	0.0000376 for each Housing Unit
Recreation Center	1 per 30,000 population =	1 per 15,963 Housing Units =	0.0000626 for each Housing Unit
Community Building	1 per 105,666 population =	1 per 56,226 Housing Units =	0.0000178 for each Housing Unit
Restroom Building	1 per 26,417 population =	1 per 14,057 Housing Units =	0.0000711 for each Housing Unit
Consessions/RR Buildings	1 per 35,222 population =	1 per 18,742 Housing Units =	0.0000534 for each Housing Unit
Playground	1 per 11,741 population =	1 per 6,247 Housing Units =	0.0001601 for each Housing Unit
Picnic Shelter	1 per 8,128 population =	1 per 4,325 Housing Units =	0.0002312 for each Housing Unit
Park Walking Trail	1 per 11,741 population =	1 per 6,247 Housing Units =	0.0001601 for each Housing Unit
Grassed Playfield (Free Play)	1 per 105,666 population =	1 per 56,226 Housing Units =	0.0000178 for each Housing Unit
Canoe/Kayak Launch	1 per 105,666 population =	1 per 56,226 Housing Units =	0.0000178 for each Housing Unit
Maintenance Facility	1 per 105,666 population =	1 per 56,226 Housing Units =	0.0000178 for each Housing Unit

* Includes existing park facilities as well as facilities that are recommended in the Recreation and Parks Master Plan.

** Level of Service adopted in Recreation and Parks Master Plan: 1 acre per 160 population (park land) & 1 component per population shown. (Exception: Components shown after 'Recreation Center' are based on the current inventory and population due to the Master Plan's use of 'per park' or 'per field' vs. 'per population' standard for these components .)

*** Converted using average population per housing unit in 2016.

**** "1" divided by the number of housing units for each component under 'Level of Service per "X" Housing Units' column.

■ Forecasts for Service Area

Existing and Future Demand Table 5 shows the current and future demand in land and recreation components based on the LOS standards adopted by the City and shown on Table 4.

Existing demand is calculated in order to determine if there are currently more than enough facilities to serve the current (2016) population or if there is a shortfall requiring future facilities to be built to serve today's population.

For the number of acres and facilities to meet future population needs, the increase in housing units between now and 2040 is multiplied by each level of service standard to produce the future demand. The 'new units' figure in the footnote is the citywide increase taken from Table 2.

Table 5: Existing and Future Demand

Component Type	Adopted LOS per Housing Unit	Existing Demand (2016)*	New Growth Demand (2016-40)**
Park Land (acres)	0.0117457	660.41	282.47
Baseball/Softball Field	0.0002349	13.21	5.65
Soccer Field	0.0001566	8.81	3.77
Basketball Court (outdoor)	0.0000940	5.28	2.26
Multi-Purpose Field	0.0000470	2.64	1.13
Tennis Court	0.0007517	42.27	18.08
Swimming Pool	0.0000626	3.52	1.51
Community Pavilion	0.0000376	2.11	0.90
Recreation Center	0.0000626	3.52	1.51
Community Building	0.0000178	1.00	0.43
Restroom Building	0.0000711	4.00	1.71
Consessions/RR Buildings	0.0000534	3.00	1.28
Playground	0.0001601	9.00	3.85
Picnic Shelter	0.0002312	13.00	5.56
Park Walking Trail	0.0001601	9.00	3.85
Grassed Playfield (Free Play)	0.0000178	1.00	0.43
Canoe/Kayak Launch	0.0000178	1.00	0.43
Maintenance Facility	0.0000178	1.00	0.43

* 2016 Housing Units = 56,226
** New Units (2040) = 24,049

Note that 'demand' figures are expressed in decimals rather than whole numbers. This allows a high level of accuracy when dealing with cost allocations between existing residents and future growth. For instance, a particular new facility may in part meet a current need and in part serve future growth; each would be responsible for their 'fair share' of the cost. As will be seen, however, ultimately recreation component needs are converted to whole numbers.

Impact Fee Eligibility

New parks and recreation components are eligible for impact fee funding only to the extent that the improvements are needed to specifically serve new growth and development, and only at the level of service applicable citywide. Table 6 shows the number of new park acres and recreation components that are needed to satisfy both current and future needs of the city's residents, and the extent to which fulfillment of those needs will serve future growth demand.

The table begins with the current inventory of park lands and components, and the 'existing' demand for those components to meet the needs of the current (2016) population based on the adopted level of service standards (from Table 5). The 'excess or (shortfall)' column compares the existing demand to the current supply of park acres and recreation components.

Where an 'excess' is identified, that means that more land or components (or portions of components) exist than are needed to meet the recreation needs of the current population, and those 'excesses' create capacity to meet the recreational needs of future growth. Conversely, a 'shortfall' indicates that there are not enough acres or components (or portions of components) to meet the recreational needs of the current population based on the adopted LOS.

Table 6: Future Park Facility Impact Fee Eligibility

Component Type	Current Inventory	Existing Demand	Excess or (Shortfall)	New Growth Demand	Net Total Needed	Total Needed*	% Impact Fee Eligible
Park Land (acres)	262.51	660.41	-397.91	282.47	680.38	680.38	41.52%
Baseball/Softball Field	10	13.21	-3.21	5.65	8.86	9	62.77%
Soccer Field	1	8.81	-7.81	3.77	11.57	12	31.39%
Basketball Court (outdoor)	3	5.28	-2.28	2.26	4.54	5	45.20%
Multi-Purpose Field	4	2.64	1.36	1.13	-0.23	-	0.00%
Tennis Court	30	42.27	-12.27	18.08	30.34	31	58.32%
Swimming Pool	0	3.52	-3.52	1.51	5.03	5	30.13%
Community Pavilion	1	2.11	-1.11	0.90	2.02	3	30.13%
Recreation Center	1	3.52	-2.52	1.51	4.03	4	37.66%
Community Building	1	1.00	0.00	0.43	0.43	1	42.77%
Restroom Building	4	4.00	0.00	1.71	1.71	2	85.54%
Consessions/RR Buildings	3	3.00	0.00	1.28	1.28	2	64.16%
Playground	9	9.00	0.00	3.85	3.85	4	96.24%
Picnic Shelter	13	13.00	0.00	5.56	5.56	6	92.67%
Park Walking Trail	9	9.00	0.00	3.85	3.85	4	96.24%
Grassed Playfield (Free Play)	1	1.00	0.00	0.43	0.43	1	42.77%
Canoe/Kayak Launch	1	1.00	0.00	0.43	0.43	1	42.77%
Maintenance Facility	1	1.00	0.00	0.43	0.43	1	42.77%

* For recreation components: 'Net Total Needed' (fraction) rounded to whole number.

The next column on Table 6, labeled 'new growth demand', shows the total demand in land and components specifically to meet future growth needs (from Table 5), and the 'net total needed' to meet all existing and future needs combined. A current 'excess' in facilities reduces the need for new facilities because the 'excess' is already available to serve new growth. A 'shortfall', however, adds to new growth's needs with facilities to bring the current population up to the adopted level of service required to be available to all—both current and future residents.

For example, the City has 4 multi-purpose fields but the adopted level of service indicates that only 2 fields and a portion of a 3rd (0.64 or 64%) are needed to serve the current population, leaving the remainder of the 3rd field (.36) and all of the 4th field available to serve future growth. Future growth, however, will only need a total of 1.13 fields to fully satisfy its needs, based on the adopted LOS. Since 1.36 existing fields are currently available, there is excess capacity (.23) of fields, and no new fields are therefore needed to meet future demand. Accordingly, any new multi-purpose fields that are added to the city's existing inventory are not impact fee eligible.

On the other hand, the City has only 10 ball fields where, mathematically, 13.21 in field capacity is needed to serve current needs, leaving a 'shortfall' in capacity of 3.21 ball fields. New growth will need 5.65 ball fields for itself, to which is added the current population's shortfall for a total of 8.86 to provide for both current and future needs. Rounded to 9 new ball fields, new growth needs only 62.77% (the 5.65 fields) of the total to satisfy its own demand.

Future Costs

Table 7 presents the estimated cost calculations for both the land acquisition and recreation component projects proposed and the maximum extent to which the project costs are impact fee eligible.

The figures in the 'components proposed' column are drawn from the 'total needed' column in Table 6. The 'total cost (2016)' figures on the Table are converted to 'new growth share (2016)' dollars based on the percentage that each improvement is impact fee eligible. Note that this affects most of the recreation components to the extent that partial components identified in the 'net total needed' column of Table 6 had to be rounded to whole components, creating an 'overage' portion of each facility type.

Table 7: Future Costs to Meet Future Demand

Component Type	Components Proposed	Net Cost per Unit*	Gross Cost per Unit**	Total Cost (2016)	% Impact Fee Eligible	New Growth Share (2016)	Net Present Value***
Land							
Park Land	680.38	$ 317,800	$ 317,800	$ 216,224,228	41.52%	$ 89,769,542	$ 103,181,229
		Subtotal Land Acquisition		***$ 216,224,228***		***$ 89,769,542***	***$ 103,181,229***
Recreation Components							
Baseball/Softball Field	9	$ 317,800	$ 387,716	$ 3,489,444	62.77%	$ 2,190,377	$ 2,985,795
Soccer Field	12	$ 254,300	$ 310,246	$ 3,722,952	31.39%	$ 1,168,477	$ 1,592,800
Basketball Court (outdoor)	5	$ 82,700	$ 100,894	$ 504,470	45.20%	$ 227,998	$ 310,793
Multi-Purpose Field	0	$ 203,400	$ 248,148	$ -	0.00%	$ -	$ -
Tennis Court	31	$ 95,400	$ 116,388	$ 3,608,028	58.32%	$ 2,104,085	$ 2,868,167
Swimming Pool	5	$ 3,813,289	$ 4,652,212	$ 23,261,060	30.13%	$ 7,008,633	$ 8,435,895
Community Pavilion	3	$ 349,551	$ 426,453	$ 1,279,358	30.13%	$ 385,475	$ 463,974
Recreation Center	4	$ 7,000,000	$ 8,540,000	$ 34,160,000	37.66%	$ 12,865,650	$ 15,485,653
Community Building	1	$ 600,000	$ 732,000	$ 732,000	42.77%	$ 313,091	$ 376,850
Restroom Building	2	$ 254,300	$ 310,246	$ 620,492	85.54%	$ 530,794	$ 638,887
Consessions/RR Buildings	2	$ 381,400	$ 465,308	$ 930,616	64.16%	$ 597,065	$ 718,653
Playground	4	$ 95,400	$ 116,388	$ 465,552	96.24%	$ 448,034	$ 610,733
Picnic Shelter	6	$ 57,200	$ 69,784	$ 418,704	92.67%	$ 388,024	$ 467,043
Park Walking Trail	4	$ 94,350	$ 115,107	$ 460,428	96.24%	$ 443,102	$ 604,012
Grassed Playfield (Free Play)	1	$ 127,110	$ 155,074	$ 155,074	42.77%	$ 66,328	$ 90,415
Canoe/Kayak Launch	1	$ 63,555	$ 77,537	$ 77,537	42.77%	$ 33,164	$ 39,918
Maintenance Facility	1	$ 222,442	$ 271,379	$ 271,379	42.77%	$ 116,074	$ 139,712
		Subtotal Recreation Component Construction		***$ 74,157,094***		***$ 28,886,371***	***$ 35,829,300***
			Totals:	**$ 290,381,322**		**$ 118,655,914**	**$ 139,010,530**

* Sandy Springs Recreation and Parks Master Plan (2007). Present value (in 2016 dollars) calculated using 2007-2016 average annual Construction cost Index, rounded up to nearest ten or one hundred dollars, as appropriate.

** Includes contingency at 15% and architectural/engineering services at 7%, except for land acquisition.

*** Construction dates vary. NPV based on CPI, BCI or CCI as appropriate, in an average construction year of 2025.

To calculate the Net Present Value of the impact fee-eligible cost estimate for non-construction improvements (the new park land), the currently estimated 2016 cost is inflated to the target year

using the U.S. Department of Labor's 10-year average Consumer Price Index (CPI) and then is reduced using the Net Discount Rate. For the construction of the recreation components, the NPVs are calculated by increasing the current (2016) estimated construction costs using the Engineering News Record's (ENR) 10-year average building cost inflation (BCI) rate for buildings (such as recreation centers) and the average construction cost inflation (CCI) rate for all other projects. All project costs are then reduced to current dollars using the Net Discount Rate.

Multi-Use Path System

Public recreational opportunities are available in Sandy Springs through a number of parks and park-related recreation components maintained by the City. These facilities were addressed in the previous section of this chapter. In addition, the City has planned an extensive system of multi-use paths for walking, jogging and bicycling to serve the recreational needs of residents and workers as they move throughout the city to these parks and other destinations. This path system falls under the public facility category in Georgia's Development Impact Fee Law for "Parks, open space and recreation areas and related facilities".

■ Service Area

The City's multi-use path system is planned and operates as an inter-related citywide system. Thus, the entire city is considered a single service area for the path system as are all other City parks and recreation facilities.

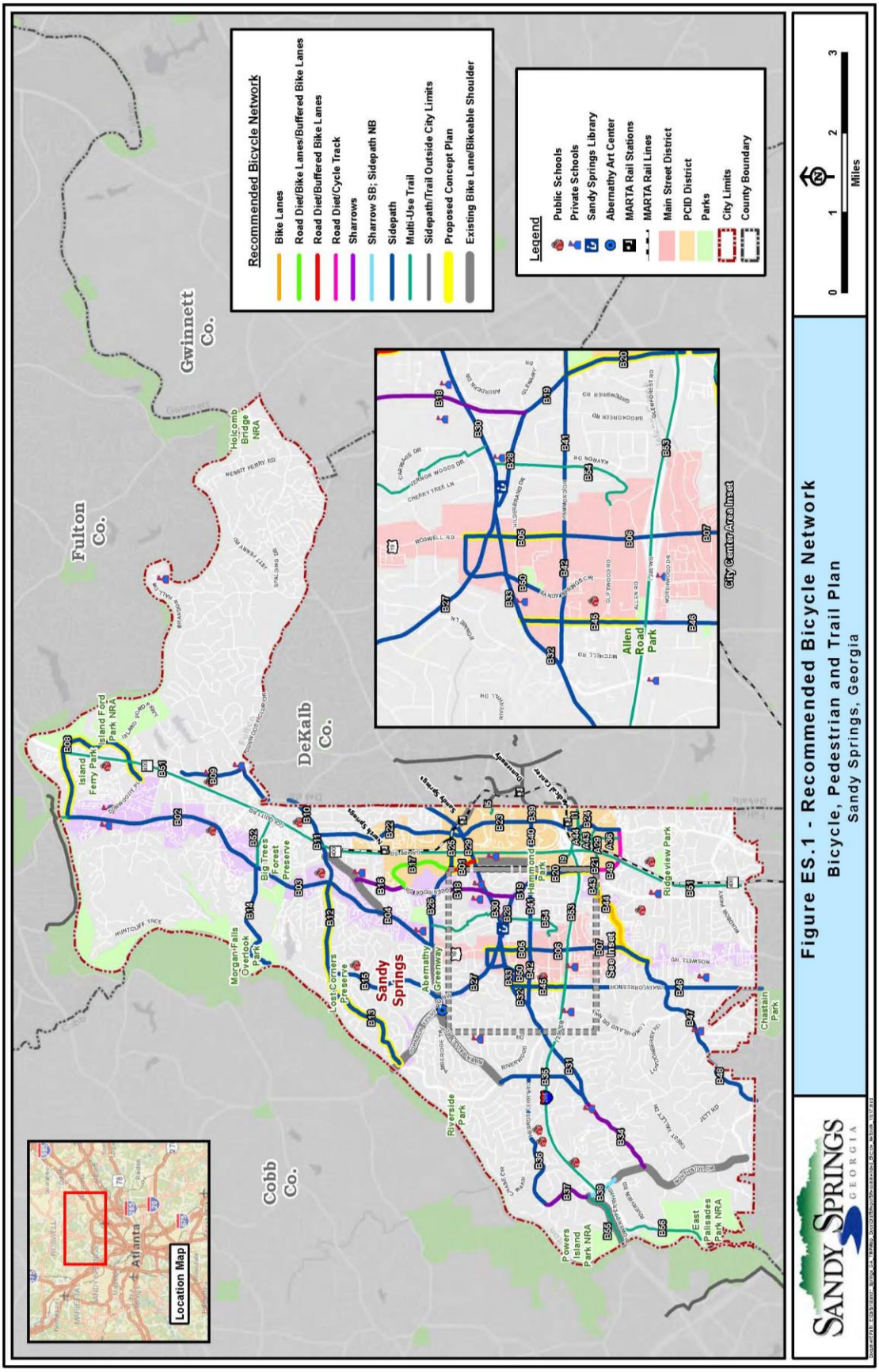
■ System Improvements

Sandy Springs' path system is designed to connect residential areas to schools, parks and other community uses, business centers, and to each other. Unlike parks and recreational components such as ball fields, picnic pavilions and community centers that are commonly viewed as 'residential' amenities; the City's multi-use paths are intended to be used by residents and local employees alike. There is thus a clear benefit to businesses as residents access the shops and offices in the city using the paths and employees take advantage of the paths to walk or exercise on their time off, to walk to lunch or a shop nearby, or to access local parks or recreation facilities.

The maps on the following pages are taken from the City's *Bike, Pedestrian and Trail Implementation Plan* (2014) and illustrate the multi-use path system, which incorporates an interrelated bicycle component and a pedestrian component as well as linkages to existing path assets. The system is planned to be completed by 2040.

Following the maps, Table 8 shows the length and estimated cost of each multi-use path project that is planned throughout the city, and needed to complete the system for the city's residents and businesses today and for future growth over the coming 20+ years. Table 8 also includes path projects from the 2013 Sandy Springs LCI 10-Year Update, the FY16 Capital Sidewalk Program, and the FY16 Annual Budget. In miles, the planned system improvements will involve an additional 97.54 miles (515,003 lineal feet).

The project costs shown on Table 8 have been updated to 2016 dollars from the costs included in the 2014 plan using the average ENR Construction Cost Index (CCI), as applicable based on the year each original cost estimate was made, and are rounded to the nearest hundred dollars.


Recommended Bicycle Network
Bike Lanes
Road Diet/Bike Lanes/Buffered Bike Lanes
Road Diet/Buffered Bike Lanes
Road Diet/Cycle Track
Sharrows
Sharrow SB; Sidepath NB
Sidepath
Multi-Use Trail
Sidepath/Trail Outside City Limits
Proposed Concept Plan
Existing Bike Lane/Bikeable Shoulder
Legend
Public Schools
Private Schools
Sandy Springs Library
Abernathy Art Center
MARTA Rail Stations
MARTA Rail Lines
Main Street District
PCID District
Parks
City Limits
County Boundary
Miles
Fulton Co.
Gwinnett Co.
DeKalb Co.
Cobb Co.
Sandy Springs
City Center/Area Inset
Location Map
Atlanta
Figure ES.1 - Recommended Bicycle Network
Bicycle, Pedestrian and Trail Plan
Sandy Springs, Georgia
SANDY SPRINGS GEORGIA

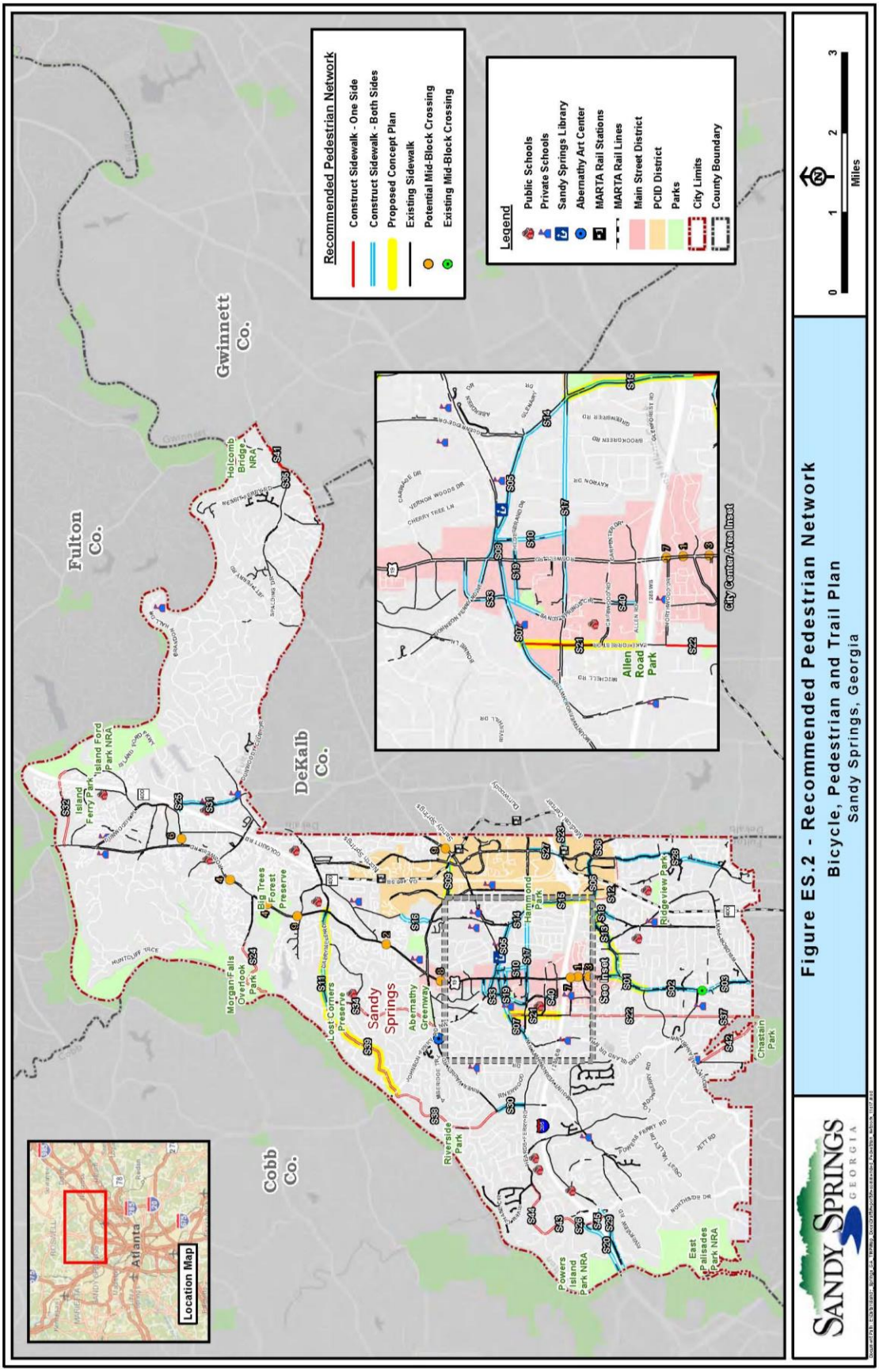

Recommended Pedestrian Network
Construct Sidewalk - One Side
Construct Sidewalk - Both Sides
Proposed Concept Plan
Existing Sidewalk
Potential Mid-Block Crossing
Existing Mid-Block Crossing
Legend
Public Schools
Private Schools
Sandy Springs Library
Abernathy Art Center
MARTA Rail Stations
MARTA Rail Lines
Main Street District
PCID District
Parks
City Limits
County Boundary
0 1 2 3
Miles
Fulton Co.
Gwinnett Co.
DeKalb Co.
Cobb Co.
City Center Area Inset
Allen Road Park
Holcomb Bridge NRA
Island Ford Park NRA
Island Ferry Park
Big Trees Forest Preserve
Morgan Falls Overlook Park
Lost Corners Preserve
Sandy Springs
Abernathy Greenway
Hammond Park
Ridgeview Park
Chastain Park
Riverside Park
East Palisades Park NRA
Powers Island Park NRA
Location Map
Atlanta
Figure ES.2 - Recommended Pedestrian Network
Bicycle, Pedestrian and Trail Plan
Sandy Springs, Georgia
SANDY SPRINGS GEORGIA

Table 8: Planned Path System Improvements

Project*	Start / End Point	Project ID	Linear Feet	Cost**
Abernathy Rd. Bicycle Project	Mount Vernon/Perimeter to Barfield	B25	3,062	$ 1,118,900
Abernathy Rd. Bicycle Project	Barfield to Roswell Rd.	B26	5,386	$ 2,166,500
Abernathy Rd. Sidewalks	Peachtree Dunwoody to Barfield	S09	1,109	$ 171,700
Barfield Rd. Bicycle Project	Abernathy to Mount Vernon	B01	1,795	$ 82,200
Bluestone Bicycle Project	Hilderbrand to Sandy Springs Pl.	----	470	*$ 99,500*
Boylston Dr. Sidewalks	Mount Vernon to Hammond	S10	2,904	$ 528,700
Brandon Mill Rd. Bicycle Project	Dalrymple to Abernathy/Johnson Ferry	B15	7,762	$ 3,133,100
Brandon Mill Rd. Sidewalks	Dalrymple to Abernathy/Johnson Ferry	S34	5,438	*$ 1,486,875*
Carpenter Dr. Sidewalks	Allen Rd. to Cliftwood Dr.	--	1,405	*$ 1,074,825*
Central-Mall Trail	Central Pkwy to City Limits (East)	I5	528	$ 172,500
Dalrymple Rd. Bicycle Project	Spalding/Trowbridge to Wildercliff	B12	8,395	$ 3,378,700
Dalrymple Rd. Sidewalks	Roswell Rd. to Wildercliff	S11	6,178	*$ 1,620,125*
Dudley Ln. Sidewalks	Powers Ferry to City Limits	S42	3,749	$ 755,500
Dunwoody Club Dr. Sidewalks	Spalding Dr. to Ex. Walk at Fenimore Cir.	--	1,310	*$ 425,750*
Glenlake Pkwy Bicycle Project	Glenridge to Abernathy/Barfield	B17	5,227	$ 240,000
Glenridge Connector Bicycle Project	Glenridge to Johnson Ferry	B21	739	$ 292,900
Glenridge Connector Bicycle Project	Johnson Ferry to Peachtree Dunwoody/Glenridge	B49	3,749	$ 351,900
Glenridge Connector Sidewalks	Glenridge to Peachtree Dunwoody/Glenridge	S12	3,802	$ 769,400
Glenridge Dr. Bicycle Project	Hammond to I-285 E Glenridge Off Ramp	B20	3,485	$ 1,392,800
Glenridge Dr. Bicycle Project	Spalding to Glenlake	B16	3,326	$ 5,000
Glenridge Dr. Bicycle Project	Glenlake to Johnson Ferry/Glenairy	B18	7,498	$ 11,100
Glenridge Dr. Bicycle Project	Johnson Ferry/Glenairy to Hammond	B19	1,584	$ 640,100
Glenridge Dr. Bicycle Project	Johnson Ferry to High Point	B43	211	$ 89,500
Glenridge Dr. Bicycle Project	High Point to Roswell Rd.	B44	4,910	$ 128,000
Glenridge Dr. Sidewalks	High Point to Roswell Rd.	S13	2,165	$ 402,300
Glenridge Dr. Sidewalks	Johnson Ferry/Glenairy to Hammond	S14	1,373	$ 248,300
Glenridge Dr. Sidewalks	Hammond to I-285 E. Glenridge Off Ramp	S15	2,798	$ 514,000
Glenridge Dr. Sidewalks	Glenlake to Abernathy	S16	3,749	$ 693,200
Glenridge Drive Trail	Royervista Johnson Ferry	A24	1,584	$ 1,024,100
Hammond Dr. Bicycle Project	City Limits to Peachtree Dunwoody	B39	1,109	$ 450,000
Hammond Dr. Bicycle Project	Peachtree Dunwoody to Barfield	B40	2,640	$ 2,089,000
Hammond Dr. Bicycle Project	Barfield to Roswell Rd.	B41	5,755	$ 2,325,500
Hammond Dr. Bicycle Project	Roswell Rd. to Mount Vernon	B42	3,696	$ 1,481,400
Hammond Dr. Sidewalks	Glenridge to Sandy Springs Cir.	S17	6,653	$ 1,335,800
Heards Ferry Rd. Bicycle Project	Northside/Winterthur to Riverside	B36	9,293	$ 3,749,100
Heards Ferry Rd. Sidewalks	Northside/Winterthur to River Chase	S44	3,379	*$ 734,800*
High Point Rd. Sidewalks	Glenridge to Tamarisk	S18	1,373	$ 247,600
Hildebrand Dr. Sidewalks	Sandy Springs Cir. to Boylston	S19	2,006	$ 365,900
Hollis Cobb Cir. Trail	Johnson Ferry to Parking Garage Driveway	A43	1,056	$ 679,100
Hollis Cobb Cir. Trail	Parking Garage Driveway to Peachtree Dunwoody	A44	528	$ 215,600
I-285 Trail	Northside to SR 400	B53	24,130	$ 9,710,700
Interstate North Pkwy Sidewalks	Northside/New Northside to City Limits	S20	3,379	*$ 870,925*
Interstate North Pkwy Trail	City Limits (West) to Northside	B55	4,118	$ 1,661,400
Johnson Ferry Rd. Bicycle Project	Glenridge/Glenairy to Roswell Rd.	B28	3,590	$ 1,435,000
Johnson Ferry Rd. Bicycle Project	Roswell Rd. to Abernathy	B27	5,386	$ 2,162,900
Johnson Ferry Rd. Sidewalks	Peachtree Dunwoody to Glenridge	S06	317	*$ 114,600*
Johnson Ferry Rd. Sidewalks	Glenridge/Glenairy to Sandy Springs Cir.	S05	4,118	$ 829,500
Johnson Ferry Rd. Sidewalks	Old Johnson Ferry to Peachtree Dunwoody	S36	1,109	$ 200,900
Johnson Ferry Rd. Trail	Glenridge to Peachtree Dunwoody/Glenridge	A29	3,379	$ 2,177,600
Lake Forrest Dr. Bicycle Project	Mount Vernon to Northwood	B45	4,118	$ 1,648,200
Lake Forrest Dr. Bicycle Project	Northwood to City Limits	B46	12,408	$ 4,983,200
Lake Forrest Dr. Sidewalks	Mount Vernon to Allen	S21	2,429	$ 493,400
Lake Forrest Dr. Sidewalks	Northwood to Long Island	S22	6,600	$ 1,329,300
Lake Forrest Dr. Sidewalks	Long Island to City Limits	S37	3,907	$ 788,600
Lake Hearn Dr. Sidewalks	Peachtree Dunwoody to City Limits	S23	1,373	$ 206,900
Lake Hearn-Medical Ctr Trail	Peachtree Dunwoody to City Limits (East)	I1	1,478	$ 377,300
Lakeside-Medical Ctr Trail	NW Corner of SR 400 Interchange to Hollis Cobb Cir.	I9	1,795	$ 6,069,200
Livable Sandy Springs Trail	Carpenter to Abernathy	B54	10,032	$ 4,034,900
Meridian Mark Rd. Trail	Glenridge Connector/Johnson Ferry	A36	1,795	$ 603,700
Morgan Falls Rd. Bicycle Project	Roswell Rd. to End	B14	8,026	$ 3,229,400
Morgan Falls Rd. Sidewalks	Harbor Pointe to End	S24	4,118	$ 760,200
Morgan Falls Trail	Roswell Rd. to City Limits (East)	B52	3,643	$ 1,465,400
Mount Paran Rd. Bicycle Project	Roswell Rd. to Powers Ferry	B47	6,917	$ 2,788,400
Mount Paran Rd. Bicycle Project	Powers Ferry to City Limits	B48	6,283	$ 2,527,800

Project*	Start / End Point	Project ID	Linear Feet	Cost**
Mount Vernon Hwy Bicycle Project	Lisa to Barfield	B29	5,122	$ 2,902,000
Mount Vernon Hwy Bicycle Project	Barfield to Johnson Ferry	B30	5,544	$ 2,231,100
Mount Vernon Hwy Bicycle Project	Northside to Powers Ferry/Mount Vernon	B34	5,914	$ 8,800
Mount Vernon Hwy Bicycle Project	Powers Ferry to City Limits	B31	5,491	$ 2,205,400
Mount Vernon Hwy Bicycle Project	Heards Ferry to Lake Forrest	B32	3,802	$ 1,535,800
Mount Vernon Hwy Bicycle Project	Lake Forrest to Johnson Ferry	B33	3,168	$ 1,279,500
Mount Vernon Hwy. Sidewalks	Long Island to Roswell Rd.	S07	4,435	$ 890,600
Mount Vernon Hwy Sidewalks	Roswell Rd. to Johnson Ferry	S08	1,109	$ 204,900
Nesbit Ferry Sidewalks	Coles Way S. to Ex. SW	--	628	$ 204,100
Northridge Rd. Sidewalks	Roberts to Dunwoody / GA400 S Northridge Off Ramp	S25	845	$ 126,300
Northside Dr. Bicycle Project	Winterthur/Heards Ferry to Riveredge	B37	3,274	$ 4,900
Northside Dr. Bicycle Project	Interstate North/New Northside to to New Northside	B38	2,112	$ 1,691,300
Northside Dr. Sidewalks	Winterthur/Heards Ferry to Riveredge	S43	2,165	$ 431,700
Northside Dr. Sidewalks	Riveredge to Interstate North/New Northside	S26	1,214	$ 227,400
Northside Dr. Sidewalks	Interstate North / New Northside to Powers Ferry	S45	686	$ 105,800
Northwood Dr. Sidewalks	Kingsport to Roswell Rd.	--	478	*$ 250,950*
Peachtree Dunwoody Bicycle Project	Spalding/Gables to Mount Vernon	B22	9,926	$ 3,992,000
Peachtree Dunwoody Bicycle Project	Spalding/Gables to Mount Vernon	B23	4,752	$ 1,922,600
Peachtree Dunwoody Bicycle Project	Spalding/Gables to Mount Vernon	B24	6,072	$ 2,448,200
Peachtree Dunwoody Sidewalks	Spalding/Gables to Mount Vernon	S27	686	$ 142,100
Peachtree Dunwoody Sidewalks	Glenridge Connector to Windsor	S28	2,059	$ 378,900
Pedestrian Trail	Mount Vernon to Sandy Springs Pl.	----	1,000	$ 148,200
Powers Ferry / River Trail	City Limits (Southwest) to Northside	B56	9,610	$ 3,869,800
Powers Ferry Sidewalks	City Limits to New Northside	S29	2,587	$ 476,800
Riverside Dr. Bicycle Project	Dalrymple/Wildercliff to Johnson Ferry	B13	7,814	$ 3,151,200
Riverside Dr. Bicycle Project	River Valley to Mount Vernon	B35	6,019	$ 3,130,800
Riverside Dr. Sidewalks	Dalrymple/Wildercliff to Johnson Ferry	S39	6,653	$ 1,222,500
Riverside Dr. Sidewalks	Johnson Ferry to River Valley	S38	7,181	*$ 1,986,650*
Riverside Dr. Sidewalks	River Valley to Heards Ferry	S30	1,056	$ 189,500
Riverside Dr. Sidewalks	I-285 to Mount Vernon	--	2,100	*$ 682,500*
Roberts Dr. Bicycle Project	Roswell Rd. to Dunwoody	B08	11,669	$ 4,686,700
Roberts Dr. Bicycle Project	Northridge to Spalding	B09	4,224	$ 1,694,500
Roberts Dr. Sidewalks	Northridge to Spalding	S31	2,323	$ 429,300
Roberts Dr. Sidewalks	Roswell Rd. to 1,000' N/O Summer Crossing	S32	4,435	*$ 1,053,975*
Roswell Rd. Bicycle Project	Roberts to 0.2 Mi. S/O Morgan Falls	B02	14,942	$ 6,003,900
Roswell Rd. Bicycle Project	0.2 Mi S/O Morgan Falls to Dalrymple	B03	4,171	$ 1,687,800
Roswell Rd. Bicycle Project	Dalrymple to Abernathy	B04	8,078	$ 3,240,700
Roswell Rd. Bicycle Project	Sandy Springs Cir. to Hammond	B05	2,798	$ 1,128,900
Roswell Rd. Bicycle Project	Hammond to Lake Placid	B06	3,696	$ 1,491,200
Roswell Rd. Bicycle Project	Lake Placid to Mount Paran	B07	4,330	$ 1,733,800
Roswell Rd. Bike/Ped Bridge	Over Chattahoochee River	T-0035	2,500	*$ 725,882*
Roswell Rd. Sidewalks	Broad/Wentworth to Mount Paran	S01	1,584	$ 289,700
Roswell Rd. Sidewalks	Mount Paran to Long Island	S02	1,478	$ 268,800
Roswell Rd. Sidewalks	Long Island to Meadowbrook	S03	2,059	$ 382,000
Sandy Springs Cir. Bicycle Project	Roswell Rd. to Hammond	B50	4,013	$ 1,606,900
Sandy Springs Cir. Sidewalks	Mount Vernon to Johnson Ferry	S33	3,432	$ 628,300
Sandy Springs Cir. Sidewalks	Cliftwood to Allen	S40	211	$ 35,300
Sandy Springs Cir. Sidewalks	Hammond Dr. to Roswell Rd.	CC-0010	4,255	*$ 602,230*
Spalding Dr. Bicycle Project	Peachtree Dunwoody to Trowbridge/Spalding	B11	1,478	$ 1,543,100
Spalding Dr. Bicycle Project	Peachtree Dunwoody to Roberts	B10	5,914	$ 2,389,300
Spalding Dr. Sidewalks	Nesbit Ferry Rd. to River Exchange Dr.	S35, S41	2,376	$ 600,000
Spalding Dr. Sidewalks	Dunwoody Rd. to Ex. Drive near Dunwoody City Limit	--	185	*$ 41,625*
Spalding Dr. Sidewalks	Stables Dr. to N. Spalding Lake Dr.	--	680	*$ 221,000*
Spalding Dr. Sidewalks	Jett Ferry Ct. to Ex. SW @ Spalding Heights Dr.	--	3,770	*$ 1,225,250*
SR 400 Trail	City Limits (South) to Roberts	B51	47,520	$ 19,122,100
Windsor Pkwy. Sidewalks	Peachtree Dunwoody Rd. to City Limit	--	1,750	*$ 481,250*
		Total System:	**515,003**	**$178,516,512**

*City of Sandy Springs Bicycle, Pedestrian and Trail Implementation Plan (2014), with the exception that "--" in the Project ID column denotes projects in the FY2016 Capital Sidewalk Program and "----" are projects in the Sandy Springs LCI 10-Year Update (2013). In addition, projects with identification numbers CC-0010 and T-0035 are in the FY16 Annual Budget.

**Construction costs only unless in *italics*. Present value (2016) calcuated using 2012-2016, 2013-2016 or 2014-2016 average ENR Construction Cost Index (CCI), as applicable based on the year the original cost estimate was made, rounded to the nearest hundred dollars. *Italicized* costs include engineering, right-of-way and construction.

Level of Service

Table 9 shows the calculation of the Level of Service for the multi-use path system. For these system improvements, the LOS is based on the future day/night population forecasted for 2040 since the entire system, as it is proposed to be expanded, will serve all of the city's residents and businesses collectively by that target year.

Table 9: Level of Service Calculation

Total Linear Feet	2040 Day/Night Population	Feet per 2040 Day/Night Pop
515,003	321,859	1.600089

To determine the LOS, the total length (in feet) of the future system improvements is divided by the day/night population expected to live or work in the city by 2040, resulting in the number of feet per person—resident or employee—that will benefit from the total path system when it is completed.

Forecasts for Service Area

Future Demand

Applying the City's Level of Service standard to the increase in the day/night population that is projected for the city by 2040 results in a figure that establishes the maximum number of path feet that could be included in an impact fee program. This maximum is shown on Table 10.

Table 10: New Growth Demand Calculation

Feet per 2040 Day/Night Pop	Day/Night Pop Increase (2016-2040)	Total Feet for New Growth
1.600089	89,283	142,861

The 'total feet for new growth' figure is determined by multiplying the Level of Service standard times the day/night population anticipated to be added to the city between 2016 and 2040. The day/night population figure is the citywide increase taken from Table 2: Service Area Forecasts.

Future Costs

As discussed above, there are specific plans for improvements to expand the multi-use path system to accommodate both existing and future development throughout the city.

Table 11 presents the City's proposed system improvement costs that will benefit the entire city and extend service to its future growth and development. Overall, then, new growth's 'proportional share' of the entire future system (142,861 feet of the total 515,003 feet to be constructed) is 27.74% of the length and therefore 27.74% of the cost of the system improvements.

Table 11: Future System Improvement Costs

Year	Facility	Linear Feet	2016 Cost*	% Impact Fee Eligible	Eligible 2016 Cost	Net Present Value**
2024						
2025	New City-Wide Path System	515,003	$ 178,516,512.00	27.74%	$ 49,520,191.96	$ 67,503,067.16
2026						
		515,003	**$ 178,516,512.00**		**$ 49,520,191.96**	**$ 67,503,067.16**

* Costs for individual projects vary (see *Planned Path System Improvements* Table). Overall average is $344 per linear foot.

** Average construction year of 2025 used. Net Present Value = 2016 cost estimate inflated to target year using the ENR Construction Cost Index (CCI), reduced to 2016 NPV using the Discount Rate.

The Net Present Value of the construction of the new multi-use paths is calculated by increasing the current (2016) estimated construction costs using the Engineering News Record's 10-year average construction cost inflation (CCI) rate, and then discounting the future amounts back to 2016 dollars using the Net Discount Rate. Since progress on the new construction will span the coming 20+ years, an 'average' construction year roughly midway through the process—2025—is used for the NPV calculation.

Public Safety

Introduction

Public safety services (fire protection and law enforcement) are provided by the City through its Fire Rescue Department, Police Department, and Municipal Court.

Service Area

The city is considered a single service area for the provision of public safety services because all residents and employees in the city have equal access to the benefits of the services provided.

Level of Service

The capital value of public safety services is based upon facility square footage, vehicles and emergency communication structures.

Fire Protection

Fire protection is provided by the City through its Fire Rescue Department. The capital value of fire protection is based upon fire stations, administrative office space, and fire apparatus (vehicles).

Emergency medical services are administered by the Fire Rescue Department, but are provided under contract to a private vendor that provides and maintains the ambulances. Emergency 911 service (ChattComm) is also provided under contract to a private vendor, which manages operations out of its stand-alone call center facility that is supported solely by 911 revenues. The facility also houses the city's Emergency Operations Center. The city is partner in a broader public safety communications radio system, the North Fulton Regional Radio System Authority (NFRRSA), that includes telecommunication towers funded by the participating cities.

Currently, public safety facilities that are owned by the City include its four fire stations with a combined square footage of 54,900, utilizing a total of 12 public safety vehicles (that is, vehicles having a service life of 10 years or more).

In addition, 13 tornado warning sirens (operated by the Fire Rescue Department) are located throughout the city, and 9 NFRRSA public safety radio towers are located across the four participating municipalities. The city's weighted share of capital contributions for the radio system (based on population, land mass, and subscriber radios) is 29.68%. That percentage multiplied by the 9 towers identifies the city's 'share' of the overall system, which is 2.67 towers.

Law Enforcement

The Police Department provides primary law enforcement throughout the city. Through a variety of active law enforcement, community outreach and educational programs, the Police Department serves all of the population and employees within the city. The Police Department headquarters and training facilities currently occupy leased space, and are proposed to be relocated to a new Public Safety Complex along with the Fire Rescue Department and Municipal Court.

Existing and Planned Improvements

Table 12 presents the current inventory of public safety facilities, vehicles, sirens and towers, as well as planned system improvements. The planned improvements include a fire training facility, 2 fire stations, and 4 fire apparatus. In addition, the proposed public safety complex is intended to accommodate Fire Rescue administration and all city law enforcement staff, functions and training space. The Police and Fire Rescue Departments and Municipal Court currently occupy leased facility

space and are slated to relocate to a larger facility. It has been determined that 106,000 square feet would be adequate to meet current and future needs of the city's public safety departments.

Table 12: Public Safety System Improvements

Description	Square Feet or Number
Existing System	
Fire Facilities	
Station 1 - Spalding Dr.	9,000
Station 2 - Johnson Ferry Rd.	16,900
Station 3 - Raider Dr.	9,000
Station 4 - Wieuca Rd.	20,000
Total Existing Floor Area	**54,900**
*Public Safety Vehicles**	
Fire Engines	2
Ladder Truck	3
Aerial Ladder Truck	1
Mini-Pumper	1
Light Rescue Vehicle	3
SWAT Vehicle	1
CSI Van	1
Total Public Safety Apparatus	**12**
Other	
Tornado Warning Siren	**13**
Public Safety Radio Tower**	**2.67**

Description	Square Feet or Number
Planned System Improvements	
New Fire Facilities	
Fire Training Facility	9,000
Panhandle Fire Station	10,000
PCID Fire Station	10,000
Total New Fire Facilities	**29,000**
Public Safety Complex	**106,000**
*New Public Safety Vehicles**	
Fire Engine	1
Ladder Truck	1
Heavy Rescue Vehicle	1
High Pressure Pumper Truck	1
Total Planned Vehicles	**4**
Total Existing and Future System	
Total Floor Area - Fire Facilities	**83,900**
Total Public Safety Vehicles	**16**
Total Warning Sirens	**13**
Total Public Safety Radio Towers	**2.67**
Public Safety Complex	**106,000**

* Vehicles having a service life of 10 years or more.

** City's share of 9 towers throughout North Fulton County.

Service Level Calculations

The level of service for public safety facilities in Sandy Springs is measured in terms of the number of public safety vehicles, the number of square feet of fire station and training space, the number of emergency tornado warning sirens, the number of communication towers serving the city, and the floor area of the new public safety complex, per day/night population in the service area.

Day/night population is used as a measure in that fire protection is a 24-hour service provided continuously to both residences and businesses in the service area. The level of service for the public safety complex is based on the planned, new facility.

Table 13 presents the calculation of the current level of service for each of the facility types.

Table 13: Level of Service Calculation

Facility	Service Population*	Level of Service
Existing & Proposed Square Feet (Fire Facilities)	**2040 Day/Night Population**	**Square Feet per Day/Night Population (Fire Facilities)**
83,900	321,859	0.2607
Existing & Proposed Public Safety Vehicles	**2040 Day/Night Population**	**Fire Apparatus per Day/Night Population**
16	321,859	0.000050
Existing Tornado Warning Sirens	**2040 Day/Night Population**	**Tornado Warning Siren per Day/Night Population**
13	321,859	0.000040
Existing Radio Towers**	**2040 Day/Night Population**	**Radio Tower per Day/Night Population**
2.67	321,859	0.000008
Proposed Square Feet (Public Safety Complex)	**2040 Day/Night Population**	**Square Feet per Day/Night Population (Public Safety Complex)**
106,000	321,859	0.329337

* The level of service for all improvements is based on the future 2040 day/night population, as the existing and future improvements are expected to serve the City for the next 20+ years.

** The city's share of the North Fulton Regional Radio Authority radio tower system (29.68% of 9 towers).

The level of service calculated for the Fire Rescue Department's floor area and the public safety vehicles is based on the 2040 day/night population. This is because the existing fire stations and public safety vehicles, combined with the proposed square footage (fire training facility and 2 new fire stations) and 4 additional vehicles identified in Table 12, are expected to serve the current and future population to 2040.

Since the coverage of each tornado warning siren is related to a geographical area (i.e., how far away the siren can be heard), it is estimated that all 13 will also serve the entire city to 2040. Accordingly, the level of service is based on the 2040 day/night population.

Like the sirens, the radio towers are expected to serve the city to 2040, making the 2040 day/night population the basis for the level of service calculation. In essence working backwards, new growth's share of the total expense for the existing sirens and towers can be determined (as shown in the following Section).

The level of service for the new public safety complex is also calculated based on the 2040 day/night population, as the facility is expected to serve the current and future population to 2040.

■ Forecasts for Service Area

Future Demand

The Level of Service standards from Table 13 are multiplied by the forecasted day/night population increase to produce the expected future demand in Table 14. As discussed in the previous section,

the current level of service for fire facility space and public safety vehicles is based on the entire system (existing facilities and planned improvements) that will serve the population to 2040. New growth's share of the emergency warning sirens, public safety radio towers, and the planned public safety complex is also based on the level of service that will exist in 2040, covering both existing and future populations. The result – for the sirens, towers, and new public safety complex – is that 27.74% of the sirens, towers, and the new facility are specifically needed to serve future growth and development.

The 'day/night population increase' figures are taken from Table 2: Service Area Forecasts.

Table 14: Future Demand Calculation

Level of Service	Future Population	New Growth Demand
Square Feet per Day/Night Population (Fire Facilities)	**Day/Night Population Increase (2016-40)**	**Net New Square Feet Demanded**
0.2607	89,283	23,274
Public Safety Vehicles per Day/Night Population	**Day/Night Population Increase (2016-40)**	**Net New Public Safety Vehicles Demanded**
0.000050	89,283	4.438
Tornado Warning Siren per Day/Night Population	**Day/Night Population Increase (2016-40)**	**Number of Sirens for New Growth***
0.000040	89,283	3.606
Radio Tower per Day/Night Population	**Day/Night Population Increase (2016-40)**	**Number of Towers for New Growth****
0.000008	89,283	0.74
Square Feet per Day/Night Population (Public Safety Complex)	**Day/Night Population Increase (2016-40)**	**Net New Square Feet for New Growth*****
0.329337	89,283	29,404

* New growth's 'share' of the 13 sirens is 3.606 (or 27.74% of the total 13).

** New growth's 'share' of the radio towers is .74 (or 27.74% of the 2.67 that are the city's 'share' of the 9 towers in the overall system).

*** New growth's 'share' of the building to be constructed is 29,404 sf (or 27.74% of the total 106,000 sf).

As previously shown in Table 12, the Fire Rescue Department plans to add 4 vehicles to its fleet to meet future public safety needs. This is slightly less than the 'actual' demand (4.438 vehicles) based on the forecasted population increase. Thus, new growth's share of the vehicles equates to 100% of 4 vehicles. If a fifth vehicle is acquired, it will be only partially impact fee eligible (43.8%). This is because 'more' new vehicles would be added than are technically demanded by new growth, but vehicles only come in 'whole' numbers.

Table 15 provides an annual breakdown of the public safety improvements that are planned and the future demand for facilities and equipment following the adopted level of service standards. The facility projects shown in Table 15 are based on the City's desire to increase the inventory of facilities in a balanced way; the final projects could be reconfigured, with 23,274 square feet of space for fire facilities and 29,404 square feet of the planned public safety complex ultimately being impact fee eligible.

Table 15: Future Public Safety Facility Projects

Year	Project	Total Square Feet Proposed	Eligible Square Footage	Eligible Number
2016	**Emergency Warning Sirens***			**3.606**
	Radio Towers*			**0.74**
2017				
2018	**Panhandle Fire Station**	**10,000**	**10,000**	
	Fire Engine			1
2019	Ladder Fire Truck			1
2020	*Public Safety Complex***	*106,000*	*29,404*	
	Heavy Rescue Vehicle			1
2021				
2022	**Fire Training Facility**	**9,000**	**9,000**	
2023				
2024				
2025	**PCID Fire Station****	**10,000**	**4,274**	
	High Pressure Pumper			1
2026				
2027				
2028				
2029				
2030				
2031				
2032				
2033				
2034				
2035				
2036				
2037				
2038				
2039				
2040				
	Fire Facilities:	**29,000**	**23,274**	
	Public Safety Complex:	*106,000*	*29,404*	
	Public Safety Vehicles:			4.000

* Only the impact fee eligible sirens and towers are shown.

** The impact fee eligible portion is that which will meet the needs of new growth, as determined in the the Future Demand Calculation table.

Note that a portion of the fire station project shown in 2025 is only partially impact fee eligible. Overall, only 23,274 square feet is required to serve new growth, but 29,000 square feet total is planned for the fire training facility and the 2 new fire stations. Assuming that the first 2 new facilities are 100% eligible, the third is only 42.74% eligible (providing only 4,274 square feet of the station's total 10,000 square feet to meet new growth demand). In addition, a portion of the public safety complex shown in the year 2020 is not 100% impact fee eligible; only the square footage needed to serve new growth is impact fee eligible (as shown on Table 14).

Of the emergency warning sirens and public safety radio towers in place, the portions that are eligible for impact fee consideration (i.e., new growth's 'proportional share') are shown to serve new growth. These are listed as 2016 since they already exist.

Future Costs

New facility floor area and the number of new vehicles needed to meet the demand created by new growth and development in the future are transferred from Table 15 to Table 16, including the years in which the various facility improvements are anticipated to be needed.

Table 16: Project Costs to Meet Future Demand

Year	Improvements Needed				Total Building Cost in 2016 Dollars****	Total Equipment Cost in 2016 Dollars	Impact Fee Eligible		Impact Fee Cost in 2016 Dollars	Net Present Value
	Facilities (Sq Feet)*	Public Safety Vehicles	Warning Sirens**	Radio Towers***			Building	Equipment		
2016	-	-	13	2.67	$ -	$ 4,420,984.00	-	27.74%	$ 1,226,371.53	$ 1,226,371.53
2017	-	-			$ -	$ -	-	-	$ -	$ -
2018	10,000	1			$ 4,050,400.00	$ 600,000.00	100%	100%	$ 4,650,400.00	$ 4,839,573.51
2019	-	1			$ -	$ 1,200,000.00	-	100%	$ 1,200,000.00	$ 1,257,009.25
2020	106,000	1			$ 39,054,640.00	$ 600,000.00	27.74%	100%	$ 11,433,673.82	$ 12,402,237.41
2021	-	-			$ -	$ -	-	-	$ -	$ -
2022	9,000	-			$ 3,645,360.00	$ -	100%	-	$ 3,645,360.00	$ 4,124,825.94
2023	-	-			$ -	$ -	-	-	$ -	$ -
2024	-	-			$ -	$ -	-	-	$ -	$ -
2025	10,000	1			$ 4,050,400.00	$ 675,000.00	42.74%	100%	$ 2,406,011.76	$ 2,859,366.60
2026	-	-			$ -	$ -	-	-	$ -	$ -
2027	-	-			$ -	$ -	-	-	$ -	$ -
2028	-	-			$ -	$ -	-	-	$ -	$ -
2029	-	-			$ -	$ -	-	-	$ -	$ -
2030	-	-			$ -	$ -	-	-	$ -	$ -
2031	-	-			$ -	$ -	-	-	$ -	$ -
2032	-	-			$ -	$ -	-	-	$ -	$ -
2033	-	-			$ -	$ -	-	-	$ -	$ -
2034	-	-			$ -	$ -	-	-	$ -	$ -
2035	-	-			$ -	$ -	-	-	$ -	$ -
2036	-	-			$ -	$ -	-	-	$ -	$ -
2037	-	-			$ -	$ -	-	-	$ -	$ -
2038	-	-			$ -	$ -	-	-	$ -	$ -
2039	-	-			$ -	$ -	-	-	$ -	$ -
2040	-	-			$ -	$ -	-	-	$ -	$ -
	$332 = Avg Cost per Square Foot*****				**$58,296,784.00**				**$ 24,561,817.12**	**$ 26,709,384.25**

* Includes square footage for fire-related facilities and the public safety complex.

** All 13 existing emergency warning sirens are shown, of which 3.606 (27.74%) are impact fee eligible.

*** All towers that represent the city's share of the radio communication system are shown, of which 0.74 (27.74%) are impact fee eligible.

**** Includes contingency at 15% and architectural/engineering services at 7%.

***** Includes building and land acquisition costs. Source: City of Sandy Springs (Avg costs per square foot: $320, building + $12, land acquisition), with the exception that the avg building cost per square foot for the public safety complex ($290.63 + $12 per square foot for land acquisition) is based on the 2016 *BNi Green Building Square Foot Cost Book* .

Estimated improvement costs under the 'total cost in 2016 dollars' column of Table 16 are based on the following:

- For new fire station facility space, prevailing construction costs averaging $320 per square foot plus land acquisition costs average $12 per square foot are used, reflecting cost estimates provided by the Fire Rescue Department. An exception is the construction cost for the public safety complex, which averages $290.63 based on cost estimates for similar facilities in the 2016 BNi Green Building Square Foot Cost Book. Note that a portion of the fire station project shown in the year 2025 is only partially impact fee eligible.
- For the public safety vehicles, current costs for the various vehicle categories were provided by the Fire Rescue Department.
- For the tornado warning sirens and the public safety radio towers, the actual total purchase and installation cost to the City (exclusive of federal and state assistance) is shown.

The total cost figures are then converted to 'impact fee cost in 2016 dollars' based on the percentage that each improvement is impact fee eligible. As noted above, portions of one fire station, the public safety complex, and one vehicle are not 100% impact fee eligible under the adopted LOS. As such, the costs for those improvements are reduced accordingly. In addition, the total cost for the sirens and towers is reduced to new growth's share, which is 27.74% of the total.

The Net Present Value of the cost estimates for new building construction are calculated by increasing the current (2016) impact fee costs using the Engineering News Record's 10-year average building cost inflation (BCI) rate, and then discounting this future amount back to 2016 dollars using the Net Discount Rate. For non-construction improvements (all vehicles) the currently estimated costs are inflated to their target years using the 10-year average CPI and then reduced using the Net Discount Rate to produce the Net Present Value.

Road Improvements

Introduction

The information in this chapter is derived from capital project information contained in the *Sandy Springs Fiscal Year (FY) 2016 Budget*, project data for future years based on the City's *Transportation Master Plan* (2008), the *North Fulton Comprehensive Transportation Plan* (2010) and projects identified in the City's other plans and project listings (2016).

Service Area

The service area for these road projects is defined as the entire city, in that these road projects are recognized as providing primary access to all properties within the city as part of the citywide network of principal streets and thoroughfares. All new development within the city will be served by this citywide network, such that improvements to any part of this network to relieve congestion or to otherwise improve capacity will positively affect capacity and reduce congestion throughout the city.

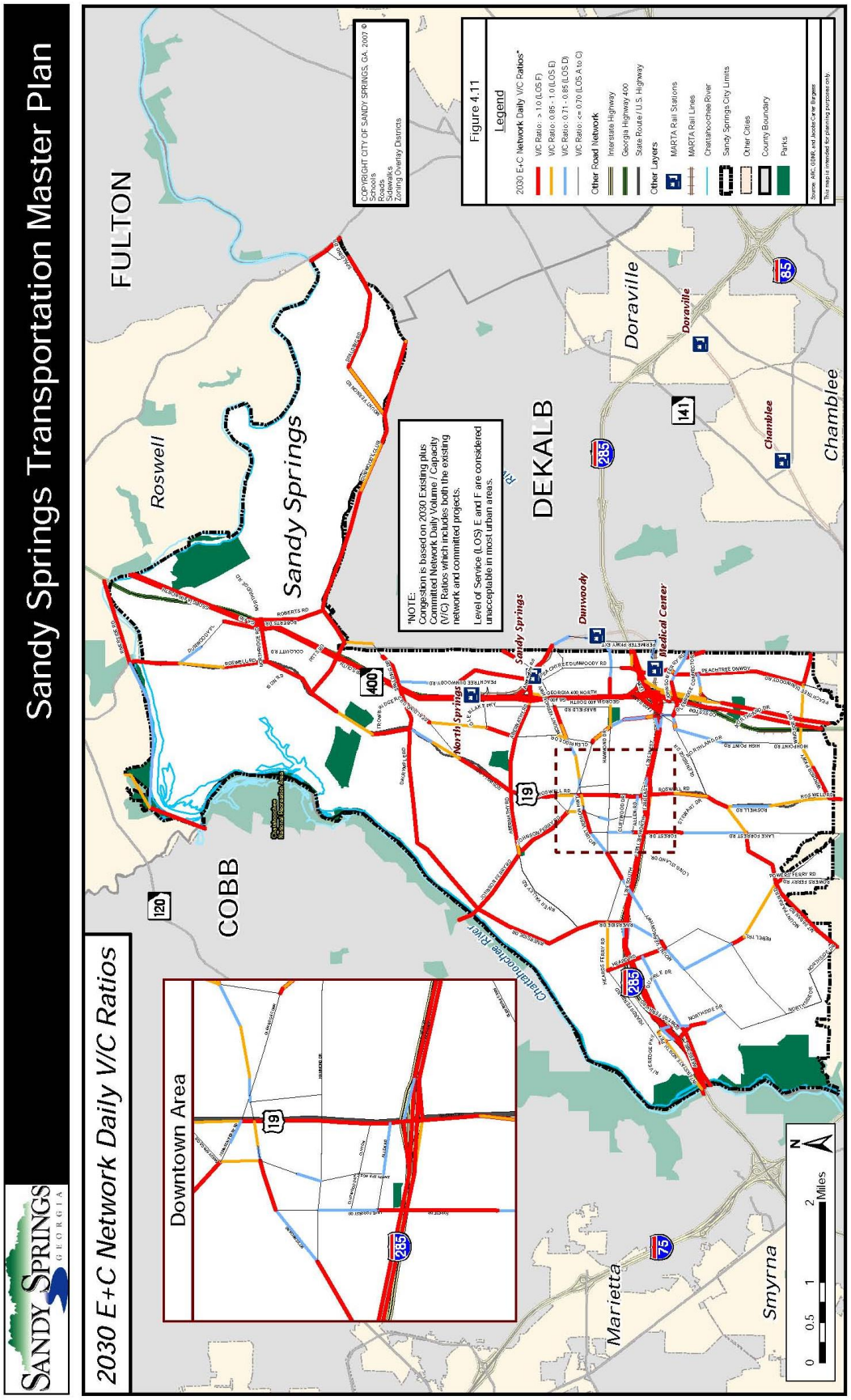
Level of Service Standards

Level of Service for roadways and intersections is measured on a 'letter grade' system that rates a road within a range of service from A to F. Level of Service A is the best rating, representing unencumbered travel; Level of Service F is the worst rating, representing heavy congestion and long delays. This system is a means of relating the connection between speed and travel time, freedom to maneuver, traffic interruption, comfort, convenience and safety to the capacity that exists in a roadway. This refers to both a quantitative measure expressed as a service flow rate and an assigned qualitative measure describing parameters. *The Highway Capacity Manual, Special Report 209*, Transportation Research Board (1985), defines Level of Service A through F as having the following characteristics:

1. LOS A: free flow, excellent level of freedom and comfort;
2. LOS B: stable flow, decline in freedom to maneuver, desired speed is relatively unaffected;
3. LOS C: stable flow, but marks the beginning of users becoming affected by others, selection of speed and maneuvering becomes difficult, comfort declines at this level;
4. LOS D: high density, but stable flow, speed and freedom to maneuver are severely restricted, poor level of comfort, small increases in traffic flow will cause operational problems;
5. LOS E: at or near capacity level, speeds reduced to low but uniform level, maneuvering is extremely difficult, comfort level poor, frustration high, level unstable; and
6. LOS F: forced/breakdown of flow. The amount of traffic approaching a point exceeds the amount that can transverse the point. Queues form, stop & go. Arrival flow exceeds discharge flow.

The traffic volume that produces different Level of Service grades differs according to road type, size, signalization, topography, condition and access.

The map on the following page, taken from the City's *Transportation Master Plan*, shows anticipated LOS on the City's thoroughfares in 2030.


Sandy Springs Transportation Master Plan
SANDY SPRINGS GEORGIA
2030 E+C Network Daily V/C Ratios
Figure 4.11
Legend
2030 E+C Network Daily V/C Ratios*
V/C Ratio : > 1.0 (LOS F)
V/C Ratio : 0.85 - 1.0 (LOS E)
V/C Ratio : 0.71 - 0.85 (LOS D)
V/C Ratio : <= 0.70 (LOS A to C)
Other Road Network
Interstate Highway
Georgia Highway 400
State Route / U.S. Highway
Other Layers
MARTA Rail Stations
MARTA Rail Lines
Chattahoochee River
Sandy Springs City Limits
Other Cities
County Boundary
Parks
Source: ARC, GDMS, and Jacobs Carter Burgess
This map is intended for planning purposes only.
COPYRIGHT CITY OF SANDY SPRINGS, GA. 2007 ©
Schools
Roads
Sidewalks
Zoning Overlay Districts
*NOTE:
Congestion is based on 2030 Existing plus Committed Network Daily Volume / Capacity (V/C) Ratios which includes both the existing network and committed projects.
Level of Service (LOS) E and F are considered unacceptable in most urban areas.
Downtown Area
FULTON
COBB
DEKALB
Roswell
Sandy Springs
Doraville
Chamblee
Dunwoody
Medical Center
North Springs
Marietta
Smyrna
Chattahoochee River
0 0.5 1 2 Miles
N

Level of Service Adopted

Consistent with generally accepted Level of Service industry standards, the City has set its Level of Service for road improvements at LOS "D" (an equivalent vehicle-to-capacity ratio of no more than 0.85), a level to which it will strive ultimately. However, interim road improvement projects that do not result in a LOS of "D" will still provide traffic relief to current and future traffic alike, and are thus eligible for impact fee funding.

All road improvement projects benefit existing and future traffic proportionally to the extent that relief from over-capacity conditions eases traffic problems for everyone. For example, since new growth by 2040 will represent a certain portion of all 2040 traffic, new growth would be responsible for that portions' cost of the road improvements.

It is noted that the cost-impact of non-Sandy Springs generated traffic on the roads traversing the city (cross commutes) is off-set by state and federal assistance. The net cost of the road projects that accrues to Sandy Springs reasonably represents (i.e., is 'roughly proportional' to) the impact on the roads by Sandy Springs residents and businesses.

The basis for the road impact fee would therefore be Sandy Springs's cost for the improvements divided by all traffic in 2040 (existing today plus new growth)—i.e., the cost per trip—times the traffic generated by new growth alone. For an individual land use, the cost per trip (above) would be applied to the number of trips that will be generated by the new development when a building permit is issued, assuring that new growth would only pay its 'fair share' of the road improvements that serve it.

Road Improvement Costs

Projects that provide road capacity that will serve new growth are shown on Table 17. This is not a list of all City capital road projects. These projects were selected for inclusion in the City's impact fee program because the specific improvements proposed will increase traffic capacity and reduce congestion to some extent, whether through road widening, improved intersection operations or upgraded signalization.

The cost figures in Table 17 are expressed in current (2016) dollars (including the 'Net City Cost') and in Net Present Value. The Net Present Value of each cost estimate for each future road improvement is calculated by projecting the current (2016) estimated construction cost to the year of completion using the Engineering News Record's 10-year average construction cost inflation (CCI) rate, and then discounting this future amount back to 2016 dollars using the Net Discount Rate.

Table 17: Road Projects and Estimated Costs – Current Dollars and Net Present Value

Project Description	Estimated Total Cost*	Total City Cost**	Expenditures to Date***	Net City Cost	Projected Year of Completion	Net Present Value****
Johnson Ferry Rd. Widening & Intersection Improvements (Sandy Springs Cir. to Mount Vernon Hwy.)	$ 27,133,500	$ 13,355,657	$ 1,436,039	$ 11,919,618	2019	$ 13,216,285
Hammond Dr. Road Widening (Roswell Rd. to Glenridge Dr.)	60,000,000	60,000,000	1,649,698	58,350,302	2025	79,539,763
Hammond Dr. Road Widening (SR400 to Dunwoody city limits)	10,000,000	10,000,000	-	10,000,000	2027	14,602,904
Intersection - Glenridge Dr. @ Roswell Rd.	2,587,000	1,325,000	198,787	1,126,213	2020	1,292,459
Abernathy Rd. Widening (Roswell Rd. to Barfield Rd.)	20,000,000	20,000,000	-	20,000,000	2026	28,217,608
City Center Transportation Network (new roads)	79,200,000	79,200,000	1,321,928	77,878,072	2017	80,605,414
Glenridge Dr. Widening (Roswell Rd. to Glenridge Connector)	27,331,600	27,331,600	-	27,331,600	2027	39,912,073
Sandy Springs Cir. / I-285 Bridge	40,000,000	8,000,000	-	8,000,000	2031	13,406,805
Barfield Rd. Widening (Hammond Dr. to Mount Vernon Hwy.)	19,572,200	19,572,200	-	19,572,200	2030	31,690,270
Johnson Ferry Capacity Imps (Abernathy to Sandy Springs Cir.)	579,100	579,100	-	579,100	2022	711,947
Johnson Ferry Capacity Imps (Mount Vernon Rd. to Glenridge Dr.)	5,443,200	5,443,200	-	5,443,200	2028	8,227,020
Intersection - Roswell Rd. @ Roberts Dr.	1,239,200	247,840	-	247,840	2020	284,425
Intersection - Roswell Rd. @ North River Pkwy.	1,239,200	247,840	-	247,840	2020	284,425
Intersection - Roswell Rd. @ Hightower Trail	1,239,200	247,840	-	247,840	2020	284,425
Intersection - Roswell Rd. @ Pitts Rd.	1,239,200	247,840	-	247,840	2020	284,425
Intersection - Roswell Rd. @ Morgan Falls Rd.	1,239,200	247,840	-	247,840	2020	284,425
Intersection - Roswell Rd. @ Trowbridge Rd.	1,239,200	247,840	-	247,840	2020	284,425
Intersection - Roswell Rd. @ Dalrymple Rd.	1,239,200	247,840	-	247,840	2020	284,425
Intersection - Roswell Rd. @ Mount Paran Rd.	1,239,200	247,840	-	247,840	2019	274,801
Intersection - Glenridge Dr. @ Johnson Ferry Rd.	1,389,800	1,389,800	-	1,389,800	2022	1,708,624
Intersection - Hammond Dr. @ Lake Forrest Dr.	1,389,800	1,389,800	-	1,389,800	2022	1,708,624
Intersection - Mount Paran Rd. @ Powers Ferry Rd.	1,389,800	1,389,800	-	1,389,800	2022	1,708,624
Intersection - Spalding Dr. @ Pitts Rd.	1,389,800	1,389,800	-	1,389,800	2022	1,708,624
Intersection -Spalding Dr. @ Jett Ferry Rd.	1,389,800	1,389,800	-	1,389,800	2022	1,708,624
Spalding Dr. Widening (Spalding / Winters Chapel)	3,283,400	1,641,700	-	1,641,700	2028	2,481,316
IJR for new I-285 Interchange (half interchange at Powers Ferry Rd)	1,000,000	1,000,000	-	1,000,000	2018	1,071,268
Expansion of Advanced Traffic Management System (ATMS)	3,150,000	3,150,000	-	3,150,000	2019	3,492,671
	$ 316,142,600	**$ 259,530,177**	**$ 4,606,452**	**$ 254,923,725**		**$ 329,276,696**

* In Present Value (2016) dollars, calculated from year originally proposed - 2008 Transportation Plan, North Fulton CTP (2010) or current budget or plan (2016).

** Total cost of project less grants or other non-city assistance. If not shown at 100%, the city's share is assumed to be 20% of the total cost (with the exception that the Spalding Dr. Widening is 50% due to shared costs with the City of Peachtree Corners).

*** City (capital) funds expended on project.

**** Net Present Value = 2016 cost estimate inflated to target year using the ENR Construction Cost Index, reduced to 2016 NPV using the Discount Rate.

Eligible Costs

As discussed thoroughly in the *Traffic Demand* section of the Appendix, new growth and development will represent 28.7% of the traffic on Sandy Springs's road network in 2040. To that extent, new growth's fair share of the road project costs that are attributed to new growth are shown on the following Table 18.

Table 18: Eligible Cost Calculation - Road Projects

Project	Net Present Value	% Impact Fee Eligible*	New Growth Cost
Johnson Ferry Rd. Widening & Intersection Improvements (Sandy Springs Cir. to Mount Vernon Hwy.)	$ 13,216,285	28.7%	$ 3,798,722
Hammond Dr. Road Widening (Roswell Rd. to Glenridge Dr.)	79,539,763	28.7%	22,861,904
Hammond Dr. Road Widening (SR400 to Dunwoody city limits)	14,602,904	28.7%	4,197,274
Intersection - Glenridge Dr. @ Roswell Rd.	1,292,459	28.7%	371,488
Abernathy Rd. Widening (Roswell Rd. to Barfield Rd.)	28,217,608	28.7%	8,110,513
City Center Transportation Network (new roads)	80,605,414	28.7%	23,168,202
Glenridge Dr. Widening (Roswell Rd. to Glenridge Connector)	39,912,073	28.7%	11,471,822
Sandy Springs Cir. / I-285 Bridge	13,406,805	28.7%	3,853,483
Barfield Rd. Widening (Hammond Dr. to Mount Vernon Hwy.)	31,690,270	28.7%	9,108,651
Johnson Ferry Capacity Imps (Abernathy to Sandy Springs Cir.)	711,947	28.7%	204,633
Johnson Ferry Capacity Imps (Mount Vernon Rd. to Glenridge Dr.)	8,227,020	28.7%	2,364,671
Intersection - Roswell Rd. @ Roberts Dr.	284,425	28.7%	81,751
Intersection - Roswell Rd. @ North River Pkwy.	284,425	28.7%	81,751
Intersection - Roswell Rd. @ Hightower Trail	284,425	28.7%	81,751
Intersection - Roswell Rd. @ Pitts Rd.	284,425	28.7%	81,751
Intersection - Roswell Rd. @ Morgan Falls Rd.	284,425	28.7%	81,751
Intersection - Roswell Rd. @ Trowbridge Rd.	284,425	28.7%	81,751
Intersection - Roswell Rd. @ Dalrymple Rd.	284,425	28.7%	81,751
Intersection - Roswell Rd. @ Mount Paran Rd.	274,801	28.7%	78,985
Intersection - Glenridge Dr. @ Johnson Ferry Rd.	1,708,624	28.7%	491,105
Intersection - Hammond Dr. @ Lake Forrest Dr.	1,708,624	28.7%	491,105
Intersection - Mount Paran Rd. @ Powers Ferry Rd.	1,708,624	28.7%	491,105
Intersection - Spalding Dr. @ Pitts Rd.	1,708,624	28.7%	491,105
Intersection - Spalding Dr. @ Jett Ferry Rd.	1,708,624	28.7%	491,105
Spalding Dr. Widening (Spalding / Winters Chapel)	2,481,316	28.7%	713,198
IJR for new I-285 Interchange (half interchange at Powers Ferry Rd)	1,071,268	28.7%	307,912
Expansion of Advanced Traffic Management System (ATMS)	3,492,671	28.7%	1,003,889
	$ 329,276,696		**$ 94,643,132**

* See the *Traffic Demand* section in the Appendix.

Exemption Criteria

The Georgia Development Impact Fee Act provides that the City's "impact fee ordinance may exempt all or part of particular development projects from development impact fees if:

(1) Such projects are determined to create extraordinary economic development and employment growth or affordable housing;

(2) The public policy which supports the exemption is contained in the municipality's or county's comprehensive plan; and

(3) The exempt development project's proportionate share of the system improvement is funded through a revenue source other than development impact fees."

The following Exemption Policy is included in this CIE and thus becomes part of the City's Comprehensive Plan:

> The City of Sandy Springs recognizes that certain office, retail trade, hospitality and other business development projects provide extraordinary benefit in support of the economic advancement of the city's citizens over and above the access to jobs, goods and services that such uses offer in general. In addition, the City recognizes that fees, in some circumstances, can negatively affect the affordability of housing, particularly "workforce" housing. To encourage such development projects of public benefit to Sandy Springs, the Mayor and City Council may consider granting a reduction in the impact fee for a business development project upon the determination and relative to the extent that the project represents extraordinary economic development and employment growth, or that the affordability of a housing project may be increased, in accordance with exemption criteria the City may adopt by ordinance. It is also recognized that the cost of system improvements otherwise foregone through exemption of any impact fee must be funded through revenue sources other than impact fees.

While this policy provides that exemption criteria may be approved by the City Council as part of its Impact Fee Ordinance, the adoption of such criteria is elective on the part of the City Council and may or may not be activated through inclusion in the Ordinance.

Annual CIE Review and Reports

As part of an impact fee program, State law requires that the program be reviewed at least once a year after adoption and that an annual report "describing the amount of any development impact fees collected, encumbered, and used during the preceding year by category of public facility and service area" be prepared.

Annual CIE Update

To facilitate the annual report requirement, DCA's *Development Impact Fee Compliance Requirements* sets out the parameters for the report, which it calls the Annual CIE Update. To complete the update, two elements are required:

1. **Financial Report**. The City must provide a Financial Report—based on the City's most recent annual audit—that shows the amount of impact fees collected, expended, encumbered, or saved for the year. The funds expended and encumbered are matched up with the projects funded.
2. **Community Work Program**. The 5-Year Community Work Program (CWP) is a component of the City's *Comprehensive Plan*. If the City collects impact fees, the CWP must be updated annually to maintain its 5-year horizon (by adding a new last year and dropping the year just passed). The CWP describes the anticipated capital improvements to be undertaken in that timeframe. Estimated project costs are included, and sources of funding are identified. For impact fee eligible projects, the percentage of funds expected from impact fees must be shown.

The DCA guidelines require that the Annual CIE Update report be submitted to ARC and the Dept. of Community Affairs each year. This report is to include the Financial Report and the update to the Community Work Program described above.

CIE Amendments

Beyond the required Annual Update, a full amendment of the CIE will sometimes be in order. The population and employment forecasts, any debt service calculations, and tax base forecasts should be reviewed. Any changes in the basic assumptions of the CIE should be reflected in a full amendment of the CIE. If projects or project costs have changed, or if City policies have changed (i.e. a change in the adopted level of service), then the CIE would need to be amended. By law, the City can charge no more than the 'fair share' of capital improvements to the new development served by those facilities. The methodology of the CIE can be used to re-calculate the impact fee amount, based on any changes made.

DCA's current *Minimum Standards and Procedures for Local Comprehensive Planning* require that a community's Comprehensive Plan must be updated every 5 years, based on a schedule prepared by DCA. (Sandy Springs's next due date is to adopt its Comprehensive Plan update by the end of October, 2017.) Since a CIE is a required chapter in any Comprehensive Plan for a community that has adopted impact fees, an amendment to the CIE itself following the 5-year schedule would be appropriate. Alternately, a CIE can be amended at any time that changing conditions warrant, and inserted into the subsequent 5-year Comprehensive Plan update accordingly.

Community Work Program

The City is scheduled to update its Comprehensive Plan in 2017, which will entail a new Community Work Plan (CWP) covering the years 2017 to 2021.

Because the City's CWP is required to be updated with the impact fee eligible projects anticipated to be undertaken over the coming 5 years, the following listing of impact fee projects is adopted as an Addendum to the CWP through adoption of this Capital Improvements Element. The listing includes the year 2016 to account for projects anticipated to begin prior to 2017.

In 2017, the new Community Work Program within the Comprehensive Plan update will be revised for all project activities, including the specific impact fee eligible projects below.

5-Year Work Program Addendum: Impact Fee Eligible Projects

Project Description	2016	2017	2018	2019	2020	2021	Responsible Party (City Dept)	Estimated Cost	Funding Source	Notes/ Explanation
Parks and Recreation										
1 new park walking trail at Abernathy-Greenway Linear Park	X	X					Recreation and Parks	$115,107	96.24% impact fees; General Fund	Capital Project #P0002
4 new tennis courts at Sandy Springs Tennis Center				X	X		Recreation and Parks	$424,320	58.32% impact fees; General Fund	Addition of courts to existing tennis facility; Capital Project #P0006
Old Riverside Drive Park improvements:							Recreation and Parks	$721,276 total:	Impact fees and General Fund:	Capital Project #P0019
1 new playground			X	X				$116,388	96.24% impact fees; General Fund	
1 new grassed playfield			X	X				$155,074	42.77% impact fees; General Fund	
2 new picnic shelters			X	X				$139,568	92.67% impact fees; General Fund	
1 new restroom building			X	X				$310,246	85.54% impact fees; General Fund	
1 new park walking trail at Crooked Creek Park		X	X				Recreation and Parks	$115,107	96.24% impact fees; General Fund	Capital Project #P0020
1 new park walking trail at Windsor Meadows Park	X	X					Recreation and Parks	$115,107	96.24% impact fees; General Fund	Capital Project #P0021
Sandy Springs Cir. sidewalks (Hammond Rd. to Roswell Rd.)	X	X	X				Public Works	$602,230	27.74% impact fees; General Fund	Capital Project #CC0010

Project Description	2016	2017	2018	2019	2020	2021	Responsible Party (City Dept)	Estimated Cost	Funding Source	Notes/ Explanation
Roswell Rd. sidewalks (Broad/Wentworth to Mount Paran)	X	X	X				Public Works	$289,700	27.74% impact fees; General Fund	Capital Project #T0019
Roswell Rd. bike/ped bridge (over Chattahoochee River)	X	X	X	X	X		Public Works	$725,882	27.74% impact fees; General Fund	Capital Project #T0035
Dudley Ln. sidewalks (Powers Ferry to City Limits)	X	X					Public Works	$755,500	27.74% impact fees; General Fund	
Glenridge Dr. sidewalks (High Point to Roswell Rd.)	X	X	X	X			Public Works	$402,300	27.74% impact fees; General Fund	To be completed in phases
Spalding Dr. sidewalks (Dunwoody Rd. to Ex. Drive near Dunwoody city limits)	X	X					Public Works	$41,625	27.74% impact fees; General Fund	
Johnson Ferry Rd. sidewalks (Peachtree Dunwoody to Glenridge)		X	X				Public Works	$114,600	27.74% impact fees; General Fund	
Windsor Pkwy sidewalks (Peachtree Dunwoody Rd. to city limits)		X	X				Public Works	$481,250	27.74% impact fees; General Fund	
Northwood Dr. sidewalks (Kingsport to Roswell Rd.)		X	X				Public Works	$250,950	27.74% impact fees; General Fund	
Spalding Dr. sidewalks (Nesbit Ferry to River Crossing Dr.)		X	X				Public Works	$600,000	27.74% impact fees; General Fund	To be completed in phases
Brandon Mill Rd. sidewalks (Dalrymple to Abernathy/Johnson Ferry)			X	X	X	X	Public Works	$1,486,875	27.74% impact fees; General Fund	To be completed in phases
Dunwoody Club Dr. sidewalks (Spalding Dr. to Ex. Walk at Fenimore Cir.)			X	X			Public Works	$425,750	27.74% impact fees; General Fund	
Interstate North Pkwy sidewalks (Northside/New Northside to City Limits)				X	X		Public Works	$870,925	27.74% impact fees; General Fund	
Roberts Dr. sidewalks (Northridge to Spalding)				X	X		Public Works	$429,300	27.74% impact fees; General Fund	To be completed in phases
Dalrymple Rd. sidewalks (Roswell Rd. to Wildercliff)					X	X	Public Works	$1,620,125	27.74% impact fees; General Fund	To be completed in phases

Project Description	2016	2017	2018	2019	2020	2021	Responsible Party (City Dept)	Estimated Cost	Funding Source	Notes/ Explanation
Public Safety										
Construct Panhandle Fire Station			X	X			Fire / Admin-istration	$4,050,400	100% impact fees	
Purchase fire engine			X				Fire Rescue	$600,000	100% impact fees	
Purchase ladder fire truck				X			Fire Rescue	$1,200,000	100% impact fees	
Construct Public Safety Complex					X	X	Fire/Police/ Administration	$39,054,640	27.74% impact fees; General Fund	
Purchase heavy rescue vehicle					X		Fire Rescue	$600,000	100% impact fees	
Road Improvements										
City Center Transporta-tion Network		X	X	X	X	X	Public Works	$80,605,414	28.7% impact fees; General Fund	
Bolyston Rd. Connector		X	X				Public Works	$3,510,659	28.7% impact fees; General Fund	Capital Project #T0058
IJR for new I-285 half-interchange at Powers Ferry Rd.			X	X			Public Works	$1,071,268	28.7% impact fees; General Fund	Capital Project #T0056
Expansion of Advanced Traffic Management Sys-tem (ATMS)				X			Public Works	$3,492,671	28.7% impact fees; General Fund	
Johnson Ferry Rd. widen-ing and intersection im-provements				X	X	X	Public Works	$13,216,285	28.7% impact fees; General Fund	Sandy Springs Cir. to Mount Vernon Hwy; Capital Project #T-0011
Intersection - Roswell Rd. @ Mount Paran Rd.				X			Public Works	$274,801	28.7% impact fees; General Fund	
Intersection - Roswell Rd. @ Roberts Dr.					X		Public Works	$284,425	28.7% impact fees; General Fund	
Intersection - Roswell Rd. @ North River Pkwy.					X		Public Works	$284,425	28.7% impact fees; General Fund	
Intersection - Roswell Rd. @ Hightower Trail					X		Public Works	$284,425	28.7% impact fees; General Fund	

Project Description	2016	2017	2018	2019	2020	2021	Responsible Party (City Dept)	Estimated Cost	Funding Source	Notes/ Explanation
Intersection - Roswell Rd. @ Pitts Rd.					X		Public Works	$284,425	28.7% impact fees; General Fund	
Intersection - Roswell Rd. @ Morgan Falls Rd.					X		Public Works	$284,425	28.7% impact fees; General Fund	
Intersection - Roswell Rd. @ Trowbridge Rd.					X		Public Works	$284,425	28.7% impact fees; General Fund	
Intersection - Roswell Rd. @ Dalrymple Rd.					X		Public Works	$284,425	28.7% impact fees; General Fund	

Glossary

The following terms are used in this and other impact fee reports. Where possible, the definitions are taken directly from the Development Impact Fee Act.

ARC: The Atlanta Regional Commission.

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.

Capital improvements element: a component of a comprehensive plan adopted pursuant to Chapter 70 of the Development Impact Fee Act which sets out projected needs for system improvements during a planning horizon established in the comprehensive plan, a schedule of capital improvements that will meet the anticipated need for system improvements, and a description of anticipated funding sources for each required improvement.

DCA: The Georgia Department of Community Affairs.

Development: any construction or expansion of a building, structure, or use, any change in use of a building or structure, or any change in the use of land, any of which creates additional demand and need for public facilities.

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.

Eligible facilities: capital improvements in one of the following categories:

(A) Water supply production, treatment, and distribution facilities;

(B) Waste-water collection, treatment, and disposal facilities;

(C) Roads, streets, and bridges, including rights of way, traffic signals, landscaping, and any local components of state or federal highways;

(D) Storm-water collection, retention, detention, treatment, and disposal facilities, flood control facilities, and bank and shore protection and enhancement improvements;

(E) Parks, open space, and recreation areas and related facilities;

(F) Public safety facilities, including police, fire, emergency medical, and rescue facilities; and

(G) Libraries and related facilities.

Impact cost: the proportionate share of capital improvements costs to provide service to new growth, less any applicable credits.

Impact fee: the impact cost plus surcharges for program administration and recoupment of the cost to prepare the Capital Improvements Element.

Level of service: a measure of the relationship between service capacity and service demand for public facilities in terms of demand to capacity ratios or the comfort and convenience of use or service of public facilities or both.

Project improvements: site improvements and facilities that are planned and designed to provide service for a particular development project and that are necessary for the use and convenience of

the occupants or users of the project and are not system improvements. The character of the improvement shall control a determination of whether an improvement is a project improvement or system improvement and the physical location of the improvement on site or off site shall not be considered determinative of whether an improvement is a project improvement or a system improvement. If an improvement or facility provides or will provide more than incidental service or facilities capacity to persons other than users or occupants of a particular project, the improvement or facility is a system improvement and shall not be considered a project improvement. No improvement or facility included in a plan for public facilities approved by the governing body of the municipality or county shall be considered a project improvement.

Proportionate share: means that portion of the cost of system improvements which is reasonably related to the service demands and needs of the project.

Rational nexus: the clear and fair relationship between fees charged and services provided.

Service area: a geographic area defined by a municipality, county, or intergovernmental agreement in which a defined set of public facilities provide service to development within the area. Service areas shall be designated on the basis of sound planning or engineering principles or both.

System improvement costs: costs incurred to provide additional public facilities capacity needed to serve new growth and development for planning, design and engineering related thereto, including the cost of constructing or reconstructing system improvements or facility expansions, including but not limited to the construction contract price, surveying and engineering fees, related land acquisition costs (including land purchases, court awards and costs, attorneys' fees, and expert witness fees), and expenses incurred for qualified staff or any qualified engineer, planner, architect, landscape architect, or financial consultant for preparing or updating the capital improvement element, and administrative costs, provided that such administrative costs shall not exceed 3 percent of the total amount of the costs. Projected interest charges and other finance costs may be included if the impact fees are to be used for the payment of principal and interest on bonds, notes, or other financial obligations issued by or on behalf of the municipality or county to finance the capital improvements element but such costs do not include routine and periodic maintenance expenditures, personnel training, and other operating costs.

System improvements: capital improvements that are public facilities and are designed to provide service to the community at large, in contrast to 'project improvements.'

CITY OF SANDY SPRINGS

ANNUAL FINANCIAL REPORT FOR 2021

Public Facility Type	Total Impact Fee Fund	Transportation	Parks & Recreation	Public Safety
Service Area	City Wide	City Wide	City Wide	City Wide
Beginning Impact Fee Fund Balance	$4,850,412.67	$1,022,285.98	$3,799,003.62	$29,123.07
Impact Fees Collected	$676,095.63	$350,317.17	$281,418.06	$44,360.40
Interest Income Current and Prior Years	$74,707.43	$12,889.00	$57,754.15	$4,064.28
Project Expenditures	$277,437.52	$12,940.10	$264,497.42	$0.00
Administrative Costs	$0.00	$0.00	$0.00	$0.00
Impact Fee Refund	$0.00	$0.00	$0.00	$0.00
Ending Impact Fee Fund Balance	$5,323,778.21	$1,372,552.05	$3,873,678.41	$77,547.75
Impact Fees Encumbered	$0.00	$0.00	$0.00	$0.00

5-YEAR WORK PROGRAM ADDENDUM: IMPACT FEE ELIGIBLE PROJECTS

Project Description	2022	2023	2024	2025	2026	Responsible Party (City Dept.)	Estimated Cost	Funding Source	Notes/ Explanation
Parks and Recreation									
4 new tennis courts at Sandy Springs Tennis Center	x	x	x	x		Recreation and Parks	$424,320	58.32% impact fees; General Fund	Capital Project #P0006
Old Riverside Drive Park Improvements							$721,276	Impact fees and General Fund:	Capital Project #P0019
1 new playground	x	x	x	x		Recreation and Parks	*$116,388*	96.24% impact fees; General Fund	
1 new grassed playfield	x	x	x	x			*$155,074*	42.77% impact fees; General Fund	
2 new picnic shelters	x	x	x	x			*$139,568*	92.67% impact fees; General Fund	
1 new restroom building	x	x	x	x			*$310,246*	85.54% impact fees; General Fund	
1 new park walking trail at Crooked Creek Park	x					Recreation and Parks	$600,000	96.24% impact fees; General Fund	Capital Project #P0020
Roswell Road bike/ped bridge (over Chattahoochee River)	x					Public Works	$850,000	27.74% impact fees; General Fund	Capital Project #T0035
Glenridge Drive sidewalks (High Point to Roswell Rd.)						Public Works	$402,300	27.74% impact fees; General Fund	COMPLETE
Glenridge Drive Sidepath, Hammond to south of Wellington Trace	x	x	x	x		Public Works	$2,750,000	27.74% impact fees; General Fund	TSPLOST II List
Lake Forrest Sidewalk	x	x	x	x		Public Works	$1,500,000	27.74% impact fees; General Fund	TSPLOST II List
Johnson Ferry Rd Sidepath, Glenridge Dr to Peachtree Dunwoody Rd			x	x		Public Works	$4,010,000	27.74% impact fees; General Fund	TSPLOST II, Tier 2, list
Roberts Drive Sidepath, Roswell Rd to Dunwoody Pl			x	x		Public Works	$10,950,000	27.74% impact fees; General Fund	TSPLOST II, Tier 2, list
SR 400 Multi-Use Trail	x	x	x			Public Works	$4,400,000	27.74% impact fees; General Fund	TSPLOST II List

5-YEAR WORK PROGRAM ADDENDUM: IMPACT FEE ELIGIBLE PROJECTS

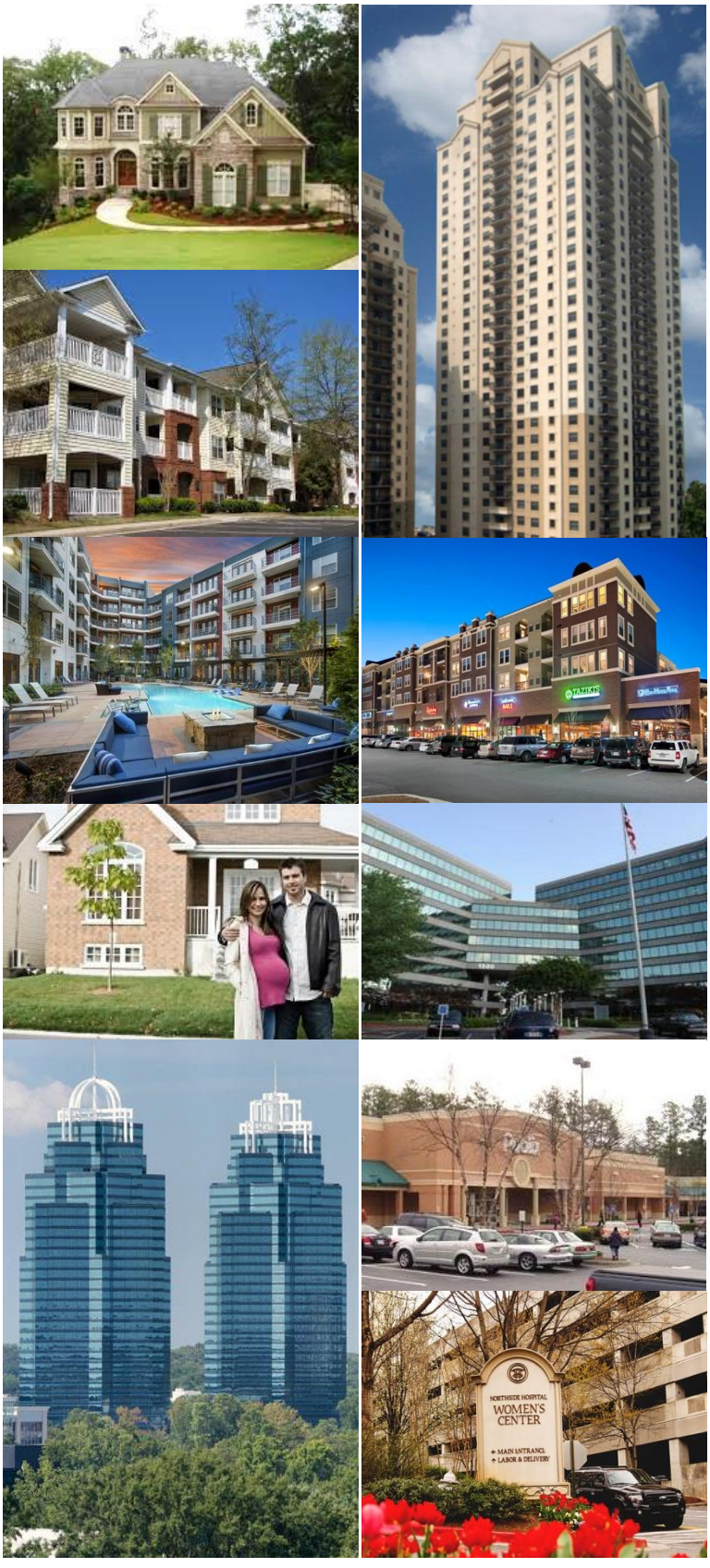
Project Description	2022	2023	2024	2025	2026	Responsible Party (City Dept.)	Estimated Cost	Funding Source	Notes/ Explanation
Park Land Acquisition	x					Recreation and Parks	$4,242,375	100.00% impact fees	Capital Project #P0031

5-YEAR WORK PROGRAM ADDENDUM: IMPACT FEE ELIGIBLE PROJECTS

Project Description	2022	2023	2024	2025	2026	Responsible Party (City Dept.)	Estimated Cost	Funding Source	Notes/ Explanation
Public Safety									
Construct Panhandle Fire Station	x	x	x	x		Fire / Administration	$4,050,400	100% impact fees	
Purchase ladder fire truck	x					Fire Rescue	$1,400,000	100% impact fees	
Construct Public Safety Complex	x					Fire / Police / Administration	$38,634,728	27.74% impact fees; General Fund	Capital Project #F0009
Road Improvements									
Boylston Rd. Connector						Public Works	$5,860,659	28.7% impact fees; General Fund	COMPLETE
Boylston Road at Hammond Drive Intersection and Streetscape (Phase 2)	x	x				Public Works	$4,400,000	28.7% impact fees; General Fund	Capital Project #T0058-1; TSPLOST II List
Expansion of Advanced Traffic Management System (ATMS)						Public Works	$3,492,671	28.7% impact fees; General Fund	COMPLETE
Johnson Ferry Rd. widening and intersection improvements	x					Public Works	$18,973,000	28.7% impact fees; General Fund	In conjunction with Capital Project TS-191
Abernathy Rd. road and intersection improvements						Public Works	$1,027,000	28.7% impact fees; General Fund	Short term improvements already GDOT funded. REMOVE
Roswell Road North Boulevard Project	x	x	x			Public Works	$9,680,000	28.7% impact fees; General Fund	TSPLOST II List
Roswell Road at Glenridge Intersection Improvement						Public Works	$4,292,850	28.7% impact fees; General Fund	REMOVE because no more $ needed
Holcomb Bridge/River Exchange @ Spalding Dr Intersection						Public Works	$3,000,000	28.7% impact fees; General Fund	REMOVE - GDOT is funding construction
Intersection - Roswell Rd. @ Roberts Dr.						Public Works	$5,500,000	28.7% impact fees; General Fund	REMOVE- incorporated into Roswell Road North Boulevard Project

5-YEAR WORK PROGRAM ADDENDUM: IMPACT FEE ELIGIBLE PROJECTS

Project Description	2022	2023	2024	2025	2026	Responsible Party (City Dept.)	Estimated Cost	Funding Source	Notes/ Explanation
Intersection - Roswell Rd. @ North River Pkwy.						Public Works	$1,000,000	28.7% impact fees; General Fund	REMOVE - incorporated into Roswell Road North Boulevard Project
Intersection - Roswell Rd. @ Morgan Falls Rd.						Public Works	$1,000,000	28.7% impact fees; General Fund	REMOVE - not in current TMP
Intersection - Roswell Rd. @ Dalrymple Rd.	x					Public Works	$1,700,000	28.7% impact fees; General Fund	Capital Project TS-108
Intersection - Colquitt Rd. @ Pitts Rd.						Public Works	$500,000	28.7% impact fees; General Fund	Impacted by 400 Express Lanes. REMOVE.
Intersection - Peachtree Dunwoody Rd. @ Crestline						Public Works	$1,000,000	28.7% impact fees; General Fund	Not in current TMP, but PCID priority. REMOVE.
Intersection - Johnson Ferry Rd. @ Peachtree Dunwoody Rd.	x	x				Public Works	$3,300,000	28.7% impact fees; General Fund	TSPLOST II List
Intersection - Roswell Rd. @ Lake Placid						Public Works	$500,000	28.7% impact fees; General Fund	Not capacity adding - REMOVE
Intersection - Dunwoody Pl @ Roswell Rd			x	x		Public Works	$2,000,000	28.7% impact fees; General Fund	TMP 5 year
Intersection - Northridge Rd @ Roswell Rd			x	x		Public Works	$2,200,000	28.7% impact fees; General Fund	TMP 5 year
Peachtree Dunwoody Road @ Lake Hearn Multimodal Intersection Improvements	x	x				Public Works	$5,225,000	28.7% impact fees; General Fund, PCID	5 year CIP



SANDY SPRINGS
GEORGIA

Impact Fee Program Update

APPENDIX

Population Forecasts
Housing Forecasts
Employment Forecasts
Traffic Demand



ROSS+associates
urban planning & plan implementation

in association with

amec foster wheeler

Sandy Springs Impact Fee Program Update

APPENDIX

Table of Contents

Summary of Forecasts 1

- ***Population, Housing and Employment Forecasts 1***
- ***Service Area Forecasts 1***

Market Demand 2

Table 1: Market Demand 2015-2035 2

Population Forecasts 3

- ***Conclusion 3***

Alternate Population Forecasts 3

Summary - Alternate Population Projections 4

Recommendation 4

- ***Historic Population Growth 5***

Table 2: Census Estimates of Population 2000 - 2014 6

Table 3: Comparative Growth Rates - Northern Fulton Cities 7

Table 4: Housing Units Permitted - 2007-2015 7

- ***Regional Forecasts 8***

Table 5: Regional Forecasts 2015-2040 8

Table 6: Regional Forecast Adjustment 9

- ***Projecting Historic Trends into the Future 10***

Table 7: Sandy Springs Population since 2000 10

Table 8: Population Trend Analysis - Sandy Springs 12

Table 9: Sandy Springs Population Trend Forecast Adjustments 13

- ***Summary of Population Forecasts 14***

The Regional Forecast 14

The Straight Line Trend 14

The Parabolic Curve 14

Table 10: Alternate Population Forecasts 15

Figure 1: Regressions against 2000-2014 Data 16

Figure 2: Regressions against 2006-2014 Data 17

Housing Forecasts **18**
- ***Households*** ***18***
- ***Housing Units*** ***18***

Table 11: Housing Unit Forecast: 2015-2040 19

Employment Forecasts **20**
- ***Regional Forecasts for Northern Fulton Superdistricts*** ***20***

Table 12: ARC Employment Forecasts - Benchmark Years 20
- ***Detailed ARC Forecasts for Sandy Springs*** ***21***

Table 13: ARC Employment Forecasts - Sandy Springs 21
- ***Employment Forecasts to Meet Future Market Demand*** ***22***

Table 14: Annualized Employment Forecast - Sandy Springs 23

Traffic Demand **24**
- ***Summary*** ***24***

Level of Service 24
Approach 24
Summary Tables 25
Table 15: Average Daily Trip Ends Generated by New Growth 25
Table 16: Primary Daily Trip Ends Generated by New Growth 25
Pass-by and Diverted Trips 26
- ***Residential Trip Generation*** ***26***

Table 17: Residential Units by Type: 2016 and 2040 27
Table 18: Residential Trip Generation: 2016-2040 New Growth Increase 27
- ***Nonresidential Trip Generation*** ***28***

Table 19: Average Daily Trips-per-Employee Data 28
Table 20: Commuting Patterns - 2010 29
Table 21: Nonresidential Trip Generation: 2016-2040 New Growth Increase 29
- ***Terminology*** ***30***

Summary of Forecasts

Population, Housing and Employment Forecasts

	Population	Households	Housing Units	Jobs
2016	105,666	50,693	56,226	126,910
2017	107,545	51,744	57,392	128,496
2018	109,425	52,772	58,532	130,102
2019	111,305	53,791	59,663	131,728
2020	113,186	54,809	60,792	133,374
2021	115,067	55,824	61,918	135,041
2022	116,948	56,776	62,973	136,729
2023	118,830	57,699	63,997	138,438
2024	120,712	58,603	65,000	140,167
2025	122,595	59,494	65,988	141,919
2026	124,477	60,373	66,963	143,693
2027	126,361	61,246	67,931	145,489
2028	128,244	62,108	68,887	147,307
2029	130,128	62,952	69,824	149,148
2030	132,013	63,776	70,738	151,012
2031	133,898	64,594	71,645	152,899
2032	135,783	65,402	72,541	154,809
2033	137,669	66,202	73,428	156,744
2034	139,555	67,010	74,325	158,703
2035	141,441	67,831	75,235	160,684
2036	143,328	68,682	76,179	162,692
2037	145,215	69,564	77,157	164,726
2038	147,102	70,473	78,166	166,785
2039	148,990	71,409	79,204	168,869
2040	150,879	72,375	80,275	170,980

Year	Housing Units (Recreation & Parks)	Day/Night Population (Public Safety)
2016	56,226	232,576
2017	57,392	236,041
2018	58,532	239,527
2019	59,663	243,033
2020	60,792	246,560
2021	61,918	250,108
2022	62,973	253,677
2023	63,997	257,268
2024	65,000	260,879
2025	65,988	264,514
2026	66,963	268,170
2027	67,931	271,850
2028	68,887	275,551
2029	69,824	279,276
2030	70,738	283,025
2031	71,645	286,797
2032	72,541	290,592
2033	73,428	294,413
2034	74,325	298,258
2035	75,235	302,125
2036	76,179	306,020
2037	77,157	309,941
2038	78,166	313,887
2039	79,204	317,859
2040	80,275	321,859
Increase:	**24,049**	**89,283**

Service Area Forecasts

For recreation facilities and park lands, the Level of Service standards are based on the number of housing units in the city. In contrast, Public Safety (Fire Protection and Police Services) combines population and employment into a 'day-night' population to reflect their 24-hour service demand. Road improvement fees, of course, are based on traffic demand calculations resulting from housing unit and employment growth.

Market Demand

An exhaustive market demand study was prepared as part of the Comprehensive Plan Update process by a leading national real estate advisory company, Robert Charles Lesser & Company.[1]

The report covers the 2015-2035 time frame, and includes household demand forecasts as well as forecasted demand for retail and office floor area and hotel rooms. All of the demand forecasts address both a 'baseline' and an 'aggressive growth' scenario (labeled as 'low' and 'high' forecasts for simplicity, below).

Table 1 is based on the RCLCO market demand forecasts, and translates those forecasts into population and employment figures, which are necessary for calculating impact fees.

Table 1: Market Demand 2015-2035

	2015*	2035 Total	
		Low	High
Total Population	98,184	136,976	154,662
Total Households	44,454	62,066	70,096
Retail Employment	6,454	7,683	8,217
Office Employment	120,636	143,664	162,048
Hotel Employment	1,187	3,638	3,638
Total Employment	128,276	154,984	173,902

* 2015 poplation and households taken from RCLCO Market Report. Nonresidential employment calculated using 2015 occupied floor area and hotel rooms in Market Report.

Table 1 shows the population and the number of households in 2015, taken from the Market Report. To convert the number of households into future resident population, the city's population-per-household averages from the 2010 Census were used (being the latest available). Overall, the 2010 Census averages compare favorably with the average household size of 2.20 used in the Market Report to 2035.

The Market Report also projected retail and office floor area and hotel rooms from 2015 to 2035 for the 'low' (baseline) and 'high' (aggressive growth) scenarios.

To convert retail floor area and the number of hotel rooms into employment, average employees-per-1,000-square feet of retail and employees-per-hotel room were derived from the latest edition of the *Trip Generation* manual, a universally used resource.[2] For office employment, the Market Report determined that each new employee generates 184 square feet of floor area, which equates to 5.43 employees per 1,000 square feet.

These resulting 'new population' and 'new employment' increases for each scenario are added to the 2015 totals to arrive at totals for 2035.

There are some dissonances with the more detailed population, housing unit and employment forecasts made in this Appendix for impact fee purposes, including the time frame covered, the 2015 population and number of households estimates, and the 2015 'existing' employment figures. However, the figures from the Market Report provide useful and professionally prepared brackets between the 'low' and 'high' scenarios to guide the results of the more detailed forecasts in this Appendix, and to provide a 'reality check' between market demand and projected growth trends.

[1] *Sandy Springs Comprehensive Plan: RCLCO Market Report*, Robert Charles Lesser & Company, October 29, 2015.
[2] *Trip Generation*, Institute of Transportation Engineers, 9th Ed.

Population Forecasts

The purpose of the analysis that follows is to select the most appropriate population forecast for Sandy Springs, which will be used in establishing Level of Service calculations for the City's impact fee program update. The population forecasts will subsequently influence the housing unit forecasts used in this Update.

To accomplish this, several statistical projection approaches were prepared for comparison and consideration. Historic city population data from the US Bureau of the Census were used extensively as benchmarks from the past and considered in two different timeframes. Reference is also made to the forecasts prepared by the Atlanta Regional Commission in support of the latest regional plan, which extends to 2040.[3]

The various approaches presented in the methodology below are:

- 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.

Conclusion

Sandy Springs' population growth proceeded at a relatively steady pace during the past decade, and 'up-ticked' in 2014.[4] Building permitting for housing units has totaled more than every other city in the northern part of the county, particularly for multi-family units, since 2013. Sandy Springs commands a unique position for future growth due to the city's attraction for mid-rise and high-rise multi-family developments in such 'hot' market areas as Perimeter Center, Roswell Road at Windsor Parkway, the creation of the new City Center currently under way, and the living-working initiatives in the Roswell Road LCI Corridor. Recent major development approvals and prospective development announcements in the city, along with post-recession financing opportunities and improving market conditions, suggest that this trend will continue for some time to come. Future population growth in the coming 24 years to 2040 is expected to continue within the city at a pace at least equal to the historic growth rate experienced over the past decade. The Great Recession is over in Sandy Springs. This is reflected in the city's rebound in building permit activity in 2013, 2014 and 2015, and the flurry of development commitments and optimism that have occurred in recent times.

Alternate Population Forecasts

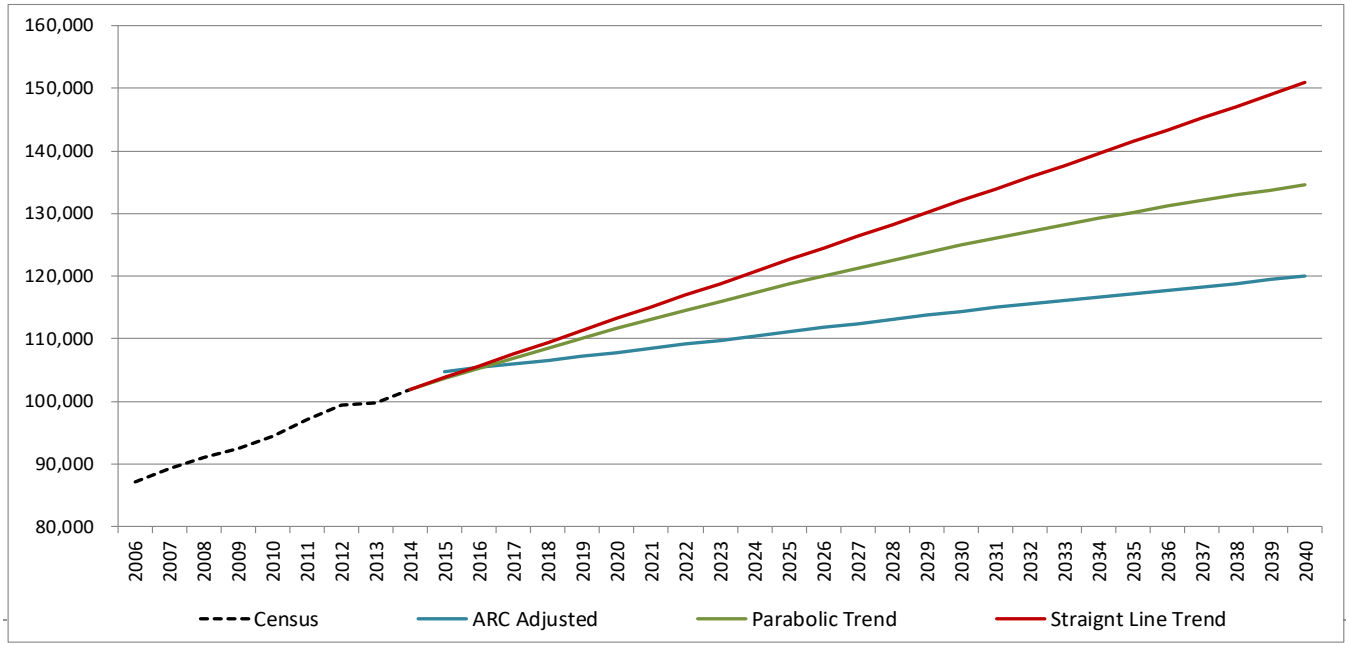
The table and graph below summarize the results of the three forecasting approaches described above and detailed in the following description of the methodology.

[3] *The Atlanta Region's Plan*, Atlanta Regional Commission, 2016.

[4] Population estimates for 2015 have not yet been reported by the Census Bureau but, based on the continued pace of development approvals and housing unit permitting, the city's continuation of its rapid growth over the recent several years is highly likely.

Summary - Alternate Population Projections

Approach	2016	2020	2025	2030	2035	2040	2016 - 2040 Change		
							Increase	Percent	Avg/Year
ARC Adjusted	105,392	107,770	111,085	114,400	117,186	119,971	14,579	13.8%	0.58%
Parabolic Trend	105,294	111,630	118,733	124,927	130,211	134,586	29,292	27.8%	1.16%
Straignt Line Trend	105,666	113,186	122,595	132,013	141,441	150,879	45,213	42.8%	1.78%



The growth rate figures above the graph are particularly revealing. While the ARC regional forecast has Sandy Springs growing at a rate about only one-quarter of the rate experienced historically, a straight-on projection of the population growth since 2006 yields a 2040 population over 40% larger that the number of people living in the city today.

Recommendation

Comparison to the 'brackets' established by low and high scenarios in RCLCOs market demand study are particularly relevant. The calculated population forecasts for 2035 range from (rounded) 137,000 to 155,000 derived from the market study. For the same year as projected in this report, the figures are over 130,000 for the parabolic curve and 141,000 for the straight line trend. Thus, the 'higher' straight line trend projection is higher than but closer to the 'low' growth scenario posited by market demand. By 2040, the straight line trend projection approaches the 'aggressive growth' scenario responding to market demand, at 151,000 versus 155,000 under the 'high' scenario.

For the purposes of the impact fee study and update, the 'higher' forecast—labeled the 'straight line trend'—will be used for service area calculations and to quantify future demand for public facilities attributable to new growth and development.

The methodology followed in preparing the population forecasts is described below:

Historic Population Growth

On Table 2 the latest population estimates prepared by the Census Bureau as part of their Annual Estimates program are shown for each year between 2000 and 2014 for each city in Fulton County north of Atlanta, and Northern Fulton County as a whole. These particular figures are from the Intercensal Estimates for 2000-2009 (the Bureau revises its annual estimates for the preceding decade after a Decennial Census to correct individual errors) and from the Census Bureau's Annual Estimates Program for 2010 to 2014. (When the 2014 annual estimates were published, the 2010 estimate was slightly revised.)

It is important to note that Census Bureau estimates are made as of July 1 of each year, so they are slightly off from the Decennial Census figures for 2000 and 2010. Each Decennial Census is taken as of April 1. For instance, the population figure for '2007' on Table 1 would be as of July 1, 2007, covering the previous 12 months from June 30, 2006.

Data for all of the cities in the northern area of the county are shown in order to provide some context to historic trends and future projections for Sandy Springs, and for comparison to forecasts prepared by the Atlanta Regional Commission.

Also shown on Table 2 is each city's percentage of the total Northern Fulton County population each year.

As can be seen on the graphs below Table 2, Sandy Springs and Roswell have been in virtual lock step since 2000, both in terms of population growth and their respective percentages of the total northern county population. Unlike Roswell (and all of the other cities for that matter), Sandy Springs experienced an 'up-tick' in 2014.

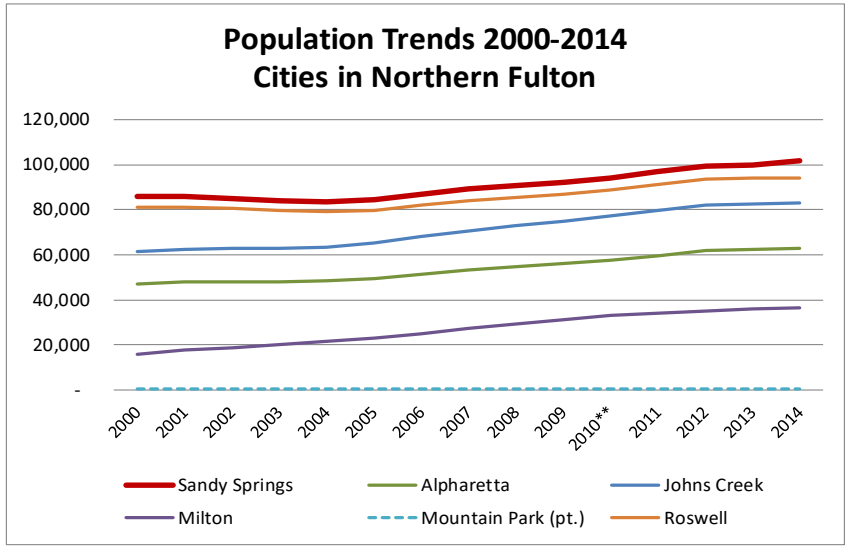
The graphs also reveal that the city of Milton maintained the highest growth rate throughout the 14-year period, increasing its percentage 'share' of Northern Fulton County from about 8% to over 13%. Population growth in Johns Creek and Sandy Springs basically maintained those cities share of the total at roughly 30% and 23% each. Comparatively slower growth in Roswell and Sandy Springs resulted in a drop in share of 5.5 and 4.8 percentage points respectively.

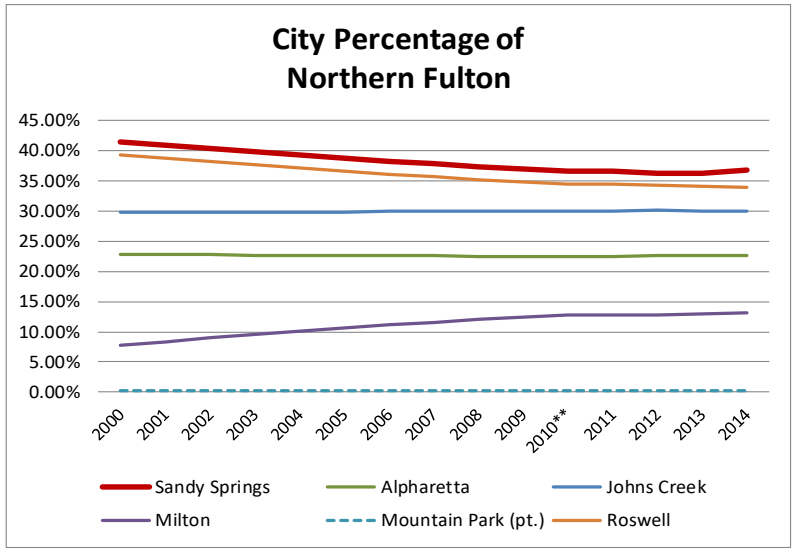
The figures on the next table, Table 3, provide further information on historic growth in the northern portion of the county. Looking at total population growth over the 14 year period (and ignoring tiny Mountain Park), Roswell had the lowest population increase of 15.6%, surpassed by Sandy Springs at 18.8%. When the more recent period is examined (beginning in the year of Sandy Springs' incorporation), the relative percentage 'rankings' among the cities remains the same, but the average annual increase for Sandy Springs notably increases.

Table 2: Census Estimates of Population 2000 - 2014

	Population Estimates*														
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010**	2011	2012	2013	2014
Sandy Springs	**85,809**	**85,930**	**85,099**	**84,273**	**83,631**	**84,504**	**87,059**	**89,252**	**90,980**	**92,466**	**94,339**	**97,011**	**99,420**	**99,771**	**101,908**
Alpharetta	47,229	47,895	48,011	48,096	48,279	49,339	51,390	53,239	54,830	56,286	57,827	59,424	61,977	62,224	63,038
Johns Creek	61,522	62,566	62,891	63,163	63,562	65,116	67,978	70,580	72,844	74,929	77,200	79,521	82,296	82,745	83,102
Milton	16,035	17,592	18,913	20,170	21,432	23,064	25,183	27,246	29,210	31,119	32,910	33,917	35,016	35,900	36,662
Mountain Park (pt.)	518	514	505	497	489	490	502	510	516	521	529	542	556	556	557
Roswell	81,361	81,411	80,563	79,739	79,075	79,826	82,172	84,183	85,751	87,089	88,844	91,196	93,689	93,994	94,089
Total - Northern Fulton	206,665	209,978	210,883	211,665	212,837	217,835	227,225	235,758	243,151	249,944	257,310	264,600	273,534	275,419	277,448

	Percent of Northern Fulton														
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010**	2011	2012	2013	2014
Sandy Springs	**41.52%**	**40.92%**	**40.35%**	**39.81%**	**39.29%**	**38.79%**	**38.31%**	**37.86%**	**37.42%**	**36.99%**	**36.66%**	**36.66%**	**36.35%**	**36.23%**	**36.73%**
Alpharetta	22.85%	22.81%	22.77%	22.72%	22.68%	22.65%	22.62%	22.58%	22.55%	22.52%	22.47%	22.46%	22.66%	22.59%	22.72%
Johns Creek	29.77%	29.80%	29.82%	29.84%	29.86%	29.89%	29.92%	29.94%	29.96%	29.98%	30.00%	30.05%	30.09%	30.04%	29.95%
Milton	7.76%	8.38%	8.97%	9.53%	10.07%	10.59%	11.08%	11.56%	12.01%	12.45%	12.79%	12.82%	12.80%	13.03%	13.21%
Mountain Park (pt.)	0.25%	0.24%	0.24%	0.23%	0.23%	0.22%	0.22%	0.22%	0.21%	0.21%	0.21%	0.20%	0.20%	0.20%	0.20%
Roswell	39.37%	38.77%	38.20%	37.67%	37.15%	36.65%	36.16%	35.71%	35.27%	34.84%	34.53%	34.47%	34.25%	34.13%	33.91%
Total - Northern Fulton	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%





* As of July 1 of each year. 2000 and 2010 differ from Census counts, which are as of April 1.

** Revised by Census Bureau in 2014.

Sources: Intercensal Estimates 2000-2009, US Bureau of the Census. Census Estimates Program, 2010-2014, US Bureau of the Census.

Table 3: Comparative Growth Rates - Northern Fulton Cities

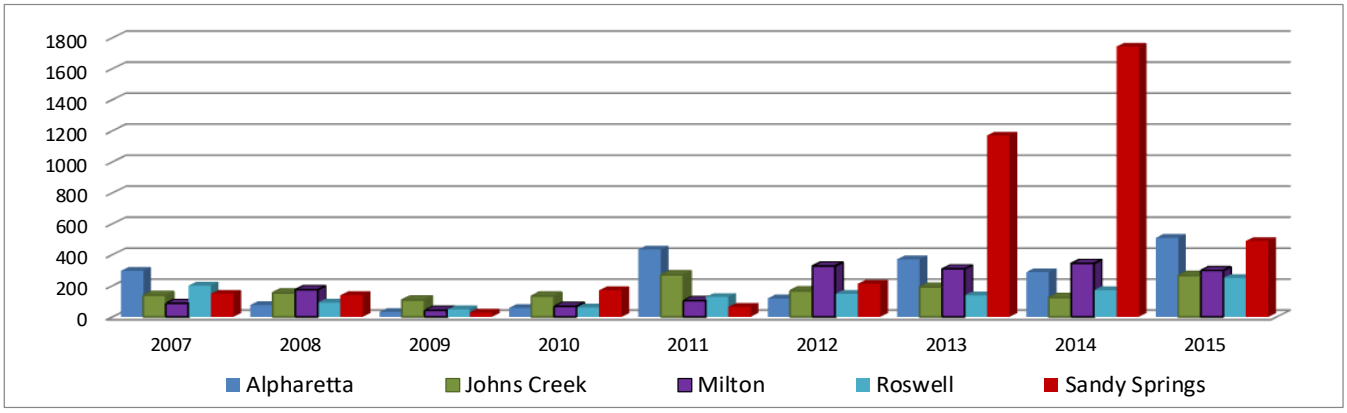
	Population			2000-2014 Increase			2006-2014 Increase		
	2000	2006	2014	Number	Percent	Avg/Year	Number	Percent	Avg/Year
Sandy Springs (Superdistrict)	**85,809**	**87,059**	**101,908**	**16,099**	**18.8%**	**1.3%**	**14,849**	**17.1%**	**2.1%**
Alpharetta	47,229	51,390	63,038	15,809	33.5%	2.4%	11,648	22.7%	2.8%
Johns Creek	61,522	67,978	83,102	21,580	35.1%	2.5%	15,124	22.2%	2.8%
Milton	16,035	25,183	36,662	20,627	128.6%	9.2%	11,479	45.6%	5.7%
Mountain Park (pt.)	518	502	557	39	7.5%	0.5%	55	11.0%	1.4%
North Fulton (Superdistrict)	**125,304**	**145,053**	**183,359**	**58,055**	**46.3%**	**3.3%**	**38,306**	**26.4%**	**3.3%**
Roswell (Superdistrict)	**81,361**	**82,172**	**94,089**	**12,728**	**15.6%**	**1.1%**	**11,917**	**14.5%**	**1.8%**
Total - Northern Fulton	206,665	227,225	277,448	70,783	34.3%	2.4%	50,223	22.1%	2.8%

Population figures for Sandy Springs, Milton and Johns Creek prior to incorporation estimated by US Bureau of the Census.

The quickening pace of population growth in Sandy Springs is also reflected in the number of building permits issued for residential units, beginning in 2007.

Table 4: Housing Units Permitted - 2007-2015

	North Fulton Cities								
	2007	2008	2009	2010	2011	2012	2013	2014	2015*
Alpharetta	297	76	32	57	434	119	371	288	509
Johns Creek	139	154	109	134	271	168	192	125	267
Milton	87	175	43	68	105	328	309	344	299
Roswell	201	91	48	60	128	148	138	172	251
Sandy Springs	149	140	27	172	64	213	1,169	1,743	489



* Figures for 2015 are through November. Note: The number of permits issued in Mt. Park were insignificant and are not shown.
Source: US Census Bureau Building Permits Survey, based on data submitted by each city to the Bureau.

The vast majority of housing units issued building permits by all of the cities, except for Sandy

Springs, was for single-family residences (coupled with some low-rise multi-family units in Milton). The major increases in housing permits issued in the past few years in Sandy Springs, on the other hand, have included a large number of multi-family units. This reflects the unique position of the city in attracting mid-rise and high-rise multi-family developments to such 'hot' market areas as Perimeter Center, Roswell Road at Windsor Parkway, the new Downtown area, and the Roswell Road Corridor itself. Recent major rezoning approvals and development announcements in the city, along with post-recession financing opportunities and improving market conditions, suggest that this trend will continue for some time to come.

Building permits do not generate new population until the units have been built and occupied, and the build-out of a high-rise project can span several years. Although the Census Bureau has not yet released its estimates for 2015, the increase in permits issued over the past three years, along with further increases in development activity, are expected to maintain a relatively higher population growth rate than in years past.

Regional Forecasts

The Atlanta Regional Commission has prepared population forecasts to the year 2040 in relation to its preparation of *The Atlanta Region's Plan* (adopted this year). For statistical and transportation planning purposes, ARC does not publish its data on a city-by-city basis, but by 'superdistricts'. Northern Fulton County is covered by three Superdistricts: North Fulton (nominally encompassing Milton, Sandy Springs and John's Creek), Roswell, and Sandy Springs. The Sandy Springs Superdistrict most closely correlates to the city's incorporated area, while the other two only approximate actual city limit lines.

ARC's forecasts are shown under the Total Population heading on Table 5 for the four benchmark years that are reported by the Commission. In addition, the 2015-2040 numerical increase, the percentage increase and the average annual increase[5] have been calculated and are also shown on the table.

Table 5: Regional Forecasts 2015-2040

	Total Population				2015-2040 Increase		
	2015	2020	2030	2040	Number	Percent	Avg/Year
N Fulton Superdistrict	159,938	163,059	171,490	178,468	18,530	11.59%	0.46%
Roswell Superdistrict	107,316	109,088	112,254	113,966	6,650	6.20%	0.25%
Sandy Springs Superdistrict	97,995	100,774	106,974	112,183	14,188	14.48%	0.58%
Total - Northern Fulton	365,249	372,921	390,718	404,617	39,368	10.78%	0.43%

Source: Atlanta Regional Commission, Forecasts for *The Atlant Region's Plan* .

Notably, the average annual percentage increases reflected in the regional forecasts are well below the annual increases experienced by the cities that comprise Northern Fulton County between 2000 and 2014, and particularly since 2006, by a wide margin. Sandy Springs alone, which the Census

[5] For comparison purposes, the average annual increase is simply the total percent increase divided by the number of years.

Bureau estimates suggest has been growing at an average annual rate of more than 2% per year, is projected by ARC to grow at only 27% of that rate in the future.

In spite of this startling result, it is also notable that the 2015 population estimated by ARC for Sandy Springs was, according to the Census Bureau estimates, surpassed by the city sometime in late 2011.

To adjust for this discrepancy, the ARC forecast has been modified to account for a higher 'starting' population. To do this, the 'base year' population estimate for the city in 2016 is used to increase the ARC population numbers across the board.

The methodology and results are shown on Table 6. Since only benchmark years were reported by ARC, the intervening years were filled in on a straight-line incremental basis between benchmarks. For the 2016 base year, the ARC figure is lower by almost 7%. Thus, each following year is increased by that 'shortfall' percentage.

Table 6: Regional Forecast Adjustment

	Adjusted Trend Line	ARC Forecast	Adjustment Factor	Adjusted Forecast
2015		**97,995**	106.942%	104,798
2016	105,392	98,551	106.942%	105,392
2017		99,107	106.942%	105,987
2018		99,663	106.942%	106,582
2019		100,219	106.942%	107,176
2020		**100,774**	106.942%	107,770
2021		101,394	106.942%	108,433
2022		102,014	106.942%	109,096
2023		102,634	106.942%	109,759
2024		103,254	106.942%	110,422
2025		103,874	106.942%	111,085
2026		104,494	106.942%	111,748
2027		105,114	106.942%	112,411
2028		105,734	106.942%	113,074
2029		106,354	106.942%	113,737
2030		**106,974**	106.942%	114,400
2031		107,495	106.942%	114,957
2032		108,016	106.942%	115,514
2033		108,537	106.942%	116,072
2034		109,058	106.942%	116,629
2035		109,579	106.942%	117,186
2036		110,100	106.942%	117,743
2037		110,621	106.942%	118,300
2038		111,142	106.942%	118,857
2039		111,663	106.942%	119,415
2040		**112,183**	106.942%	119,971

Given the much higher average annual increase experienced in the past by Sandy Springs, and its superior position for attracting future high-density growth, the disconnect with the regional forecasts may well be exponential rather than merely a percentage shift. However, the role played by the regional forecast numbers is to establish a 'low estimate' out of a low-middle-high scenario of alternate projections.

Projecting Historic Trends into the Future

In order to get a better 'handle' on population projections for Sandy Springs, the population figures from the Census Bureau (from Table 2) are projected to the year 2040 using two applications of regression analysis (often called 'trend analysis' and referred to by mathematicians as using the 'least squares' method).

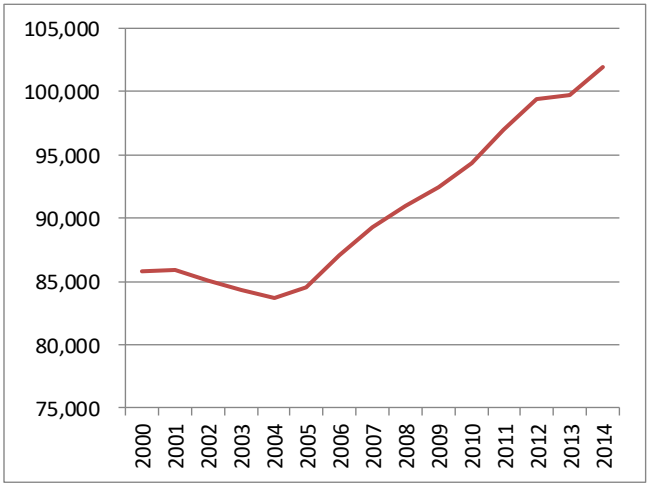
In each application, 1st, 2nd and 3rd order regressions were calculated, which (in order) assume a straight line relationship among the data, a relationship that produces a parabolic curve, and an 'ess' curve function. The point is to find the function that 'best fits' the data. This is represented by the correlation between the actual data and the data points calculated by the regression. Positive correlations range from 0.0, which reflects absolutely no relationship at all, to 1.0, which is a perfect fit.

- The first set of regressions was calculated against the annual population estimates for 2000 to 2014.
- The second set of regressions was calculated against the annual population estimates for the more recent period of 2006-2014.

Obviously, when fitting curves to data points, the inherent 'curve' in the data has a dramatic effect on the results, particularly since the regression is extended forward as a projection for many more years than the range of years covered by the data.

Table 7: Sandy Springs Population since 2000

Sandy Springs Population	
2000	85,809
2001	85,930
2002	85,099
2003	84,273
2004	83,631
2005	84,504
2006	87,059
2007	89,252
2008	90,980
2009	92,466
2010	94,339
2011	97,011
2012	99,420
2013	99,771
2014	101,908



The graph of Sandy Springs' population reflects a decided shape, which shows a loss in population beginning to dip in 2001 and recovering in 2004, followed by relatively steady growth (with a bit of a slowing during the recession years) until about 2012, a strange plateau to 2013, and the resumption of growth after that.

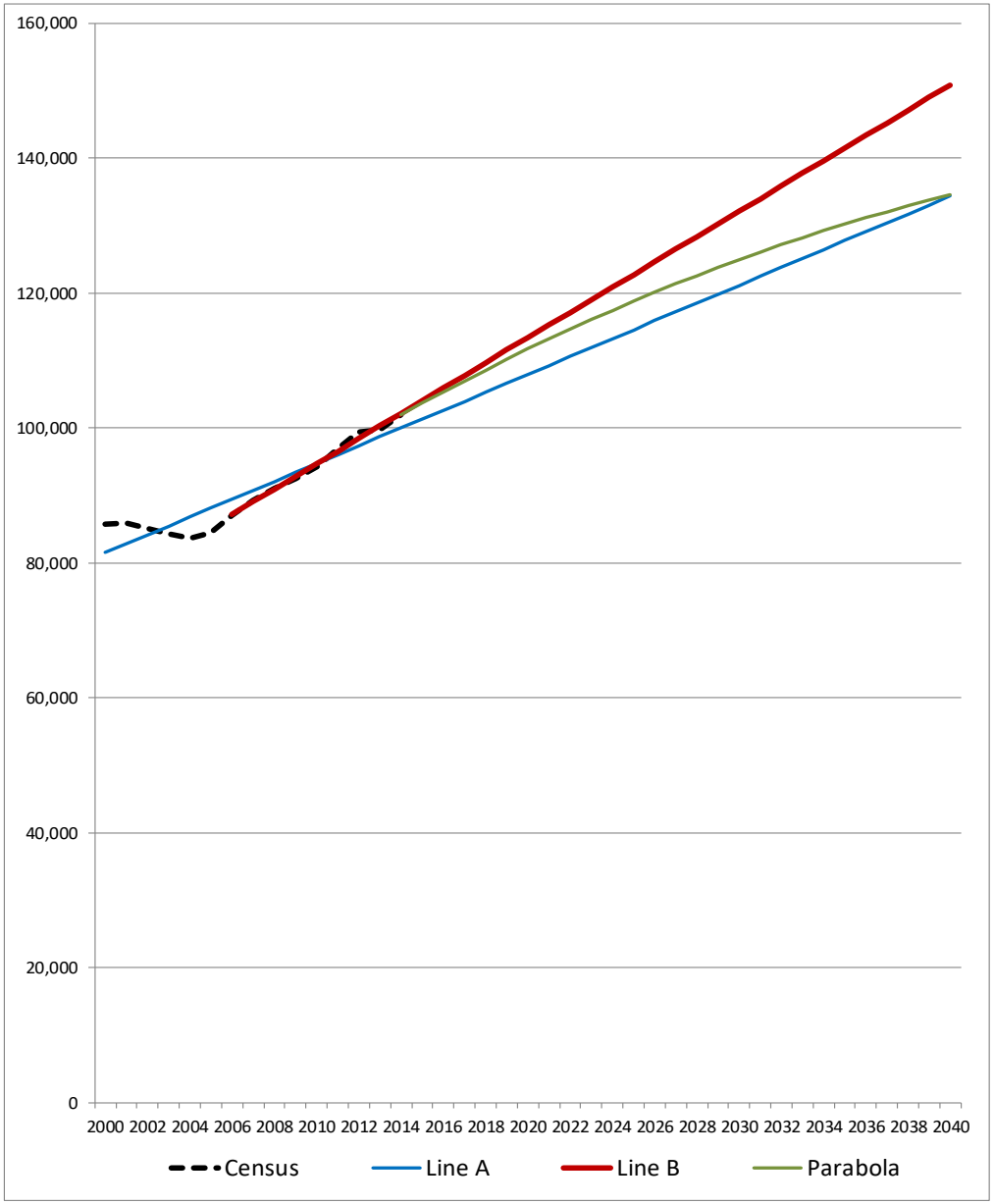
For both data sets examined (2000-2014 and 2006-2014), the curve inherent in the data points causes 'ess' curve regressions to initially increase and then decrease, resulting in in a zero population in future years. The correlations for the two 'ess' curves are high, since they fit the historic data very well, but obviously project an impossible future. A straight line regression against the 2006-2014 data stream, however, projects a much brighter future and is consistent with the demand projected in the Market Report.

Both sets of the full population regressions for the two time periods are included as an exhibit to this appendix. Bearing in mind the application of common sense, development trends and market/economic opportunities, three of the 'most likely' trend lines are shown on Table 8.

The first, Line A, is the straight line projection based on the 2000-2014 data. Its correlation is relatively low (remembering the inherent curve in the data points), but is included here because of the fact that its 2040 projected population is almost the same as that projected by the parabolic curve based on the 2006-2014 data (around 134,500). A straight line projection of the 2006-2014 data (Line B) results in a much higher projected population (almost 151,000), which lies a little over mid-way between the Market Report's 'low' and 'high' population forecasts of market demand.

Table 8: Population Trend Analysis - Sandy Springs

	Census	2000-14 Base	2006-2014 Base	
		Line A	Line B	Parabola
2000	85,809	81,507		
2001	85,930	82,829		
2002	85,099	84,152		
2003	84,273	85,474		
2004	83,631	86,796		
2005	84,504	88,119		
2006	87,059	89,441	87,198	
2007	89,252	90,763	89,071	
2008	90,980	92,086	90,944	
2009	92,466	93,408	92,817	
2010	94,339	94,731	94,690	
2011	97,011	96,053	96,563	
2012	99,420	97,375	98,435	
2013	99,771	98,698	100,308	
2014	101,908	100,020	102,181	102,011
2015		101,342	104,054	103,720
2016		102,665	105,927	105,392
2017		103,987	107,800	107,028
2018		105,310	109,673	108,628
2019		106,632	111,546	110,191
2020		107,954	113,419	111,717
2021		109,277	115,292	113,207
2022		110,599	117,165	114,660
2023		111,921	119,038	116,077
2024		113,244	120,911	117,458
2025		114,566	122,784	118,802
2026		115,889	124,657	120,110
2027		117,211	126,530	121,381
2028		118,533	128,403	122,615
2029		119,856	130,276	123,814
2030		121,178	132,149	124,975
2031		122,500	134,022	126,100
2032		123,823	135,895	127,189
2033		125,145	137,768	128,241
2034		126,468	139,641	129,257
2035		127,790	141,514	130,237
2036		129,112	143,387	131,179
2037		130,435	145,260	132,086
2038		131,757	147,133	132,956
2039		133,079	149,006	133,789
2040		134,402	150,879	134,586
	Correlation:	0.8693	0.9914	0.9918



Because regressions convert the actual data points to their individual points along their 'best fit' curves (which, by definition, are averages calculated amongst the actual data), none of the regressions agree exactly with the 2014 Census population figure. The data streams are therefore adjusted to the 2014 population to create continuous lines of progression between 2014 and 2040.

These adjustments are shown on Table 9. Because of their very high correlations to the data, only the parabolic curve and the straight line B are adjusted; Line A is redundant as to its projected 2040 population, and has a much lower correlation.

The adjustment process is mathematically simple. For each regression, the percentage that the 2014 Census estimate is different from the regression's 2014 figure is first calculated. This percentage is then incrementally increased until it reaches the regressions projected 2040 population. The 'difference' percentages are applied to each year's regression data point to produce the adjusted figure for each year. Since ultimately the point is to arrive at the 2040 population projected by the regression, the adjustment percentage for 2040 would be 100% (i.e., the adjusted population figure would be the same as the regression's projected number). Between 2014 and 2040, each year's adjustment percentage is incrementally increased until it reaches 100% in 2040.

Table 9: Sandy Springs Population Trend Forecast Adjustments

	Census	Parabola			Line B		
		Trend Line Projection	Adjustment Factor	Adjusted Forecast	Trend Line Projection	Adjustment Factor	Adjusted Forecast
2014	101,908	102,011	99.899%	101,908	102,181	99.732%	101,908
2015		103,720	99.903%	103,619	104,054	99.743%	103,787
2016		105,392	99.907%	105,294	105,927	99.753%	105,666
2017		107,028	99.911%	106,932	107,800	99.763%	107,545
2018		108,628	99.914%	108,535	109,673	99.774%	109,425
2019		110,191	99.918%	110,101	111,546	99.784%	111,305
2020		111,717	99.922%	111,630	113,419	99.794%	113,186
2021		113,207	99.926%	113,123	115,292	99.804%	115,067
2022		114,660	99.930%	114,580	117,165	99.815%	116,948
2023		116,077	99.934%	116,001	119,038	99.825%	118,830
2024		117,458	99.938%	117,385	120,911	99.835%	120,712
2025		118,802	99.942%	118,733	122,784	99.846%	122,595
2026		120,110	99.946%	120,044	124,657	99.856%	124,477
2027		121,381	99.949%	121,319	126,530	99.866%	126,361
2028		122,615	99.953%	122,558	128,403	99.876%	128,244
2029		123,814	99.957%	123,761	130,276	99.887%	130,128
2030		124,975	99.961%	124,927	132,149	99.897%	132,013
2031		126,100	99.965%	126,056	134,022	99.907%	133,898
2032		127,189	99.969%	127,150	135,895	99.918%	135,783
2033		128,241	99.973%	128,206	137,768	99.928%	137,669
2034		129,257	99.977%	129,227	139,641	99.938%	139,555
2035		130,237	99.981%	130,211	141,514	99.949%	141,441
2036		131,179	99.984%	131,159	143,387	99.959%	143,328
2037		132,086	99.988%	132,070	145,260	99.969%	145,215
2038		132,956	99.992%	132,945	147,133	99.979%	147,102
2039		133,789	99.996%	133,784	149,006	99.990%	148,990
2040		134,586	100.000%	134,586	150,879	100.000%	150,879

Summary of Population Forecasts

The regional forecast prepared by ARC, as adjusted in a preceding section, and the two trend analysis forecasts as adjusted above, are brought together on Table 10.

The Regional Forecast

The regional forecast, even as adjusted to the higher 'base' year, appears to be seriously unrealistic. The line extends at a sudden angle to the population estimates published by the Census Bureau, creating a notable 'break' in continuity to historic trends. To be considered realistic, growth and development in Sandy Springs would have to slump immediately to only a quarter of its current pace, when the opposite is the case given building permitting, development and recent project announcements.

The Straight Line Trend

At the upper end, the 'straight line trend' seems achievable, on the one hand, given its overall continuity with past trends, its comparison to future market demand, and, especially, the major increase in development activity and housing unit permitting that the city is currently experiencing. To achieve the projected population in 2040, however, the city would have to add over 40% the number of people that live there now—a daunting prospect awaiting only development and construction activity to respond to the high level of market demand that living in Sandy Springs presents. We consider this the 'higher', but not unrealistic, projection. The overall growth rate to 2040 works out to 1.8%, compared to the 2006-2014 rate of 2.1% per year. On the other hand, developable land resources, whether vacant property, redevelopment opportunities that become economically feasible, or densification of currently developed land, may put the 'squeeze' on the ultimate pace of growth over the coming 24 years. In other words, the projected increase in growth may not be sustainable in the long run, but this 'straight line trend' projection still falls short of the 'aggressive growth' scenario posited by the market demand study by more than 13,000 in 2035, and does not meet the projected 2035 demand even by 2040.

The Parabolic Curve

The 'medium' forecast—the parabolic curve—would be the most realistic only if market demand is severely thwarted. The downward slope of the curve suggests a gradual slowing of development activity, possibly the result of dwindling land resources and increasing infrastructure limitations (such as road capacity) created by future growth. In the broad view, this forecast reflects an average annual rate of growth of 1.2%, which compares favorably with the 1.3% experienced over the longer historic period of 2000-2014 (but much lower than the rebounding rate after 2006), and results in a total population increase of 27% over 2014. On the one hand, we are impressed that the parabolic curve has a correlation statistically indistinguishable from the 'straight line trend' regression, but, on the other hand, the 2035 population forecast by the parabolic curve is almost 7,000 people less than the lowest population (the 'baseline' forecast) suggested by the market demand study.

Table 10: Alternate Population Forecasts

	Census	ARC Adjusted	Parabolic Trend Line	Straight Trend Line
2006	87,059			
2007	89,252			
2008	90,980			
2009	92,466			
2010	94,339			
2011	97,011			
2012	99,420			
2013	99,771			
2014	101,908		101,908	101,908
2015		104,798	103,619	103,787
2016		105,392	105,294	105,666
2017		105,987	106,932	107,545
2018		106,582	108,535	109,425
2019		107,176	110,101	111,305
2020		107,770	111,630	113,186
2021		108,433	113,123	115,067
2022		109,096	114,580	116,948
2023		109,759	116,001	118,830
2024		110,422	117,385	120,712
2025		111,085	118,733	122,595
2026		111,748	120,044	124,477
2027		112,411	121,319	126,361
2028		113,074	122,558	128,244
2029		113,737	123,761	130,128
2030		114,400	124,927	132,013
2031		114,957	126,056	133,898
2032		115,514	127,150	135,783
2033		116,072	128,206	137,669
2034		116,629	129,227	139,555
2035		117,186	130,211	141,441
2036		117,743	131,159	143,328
2037		118,300	132,070	145,215
2038		118,857	132,945	147,102
2039		119,415	133,784	148,990
2040		119,971	134,586	150,879

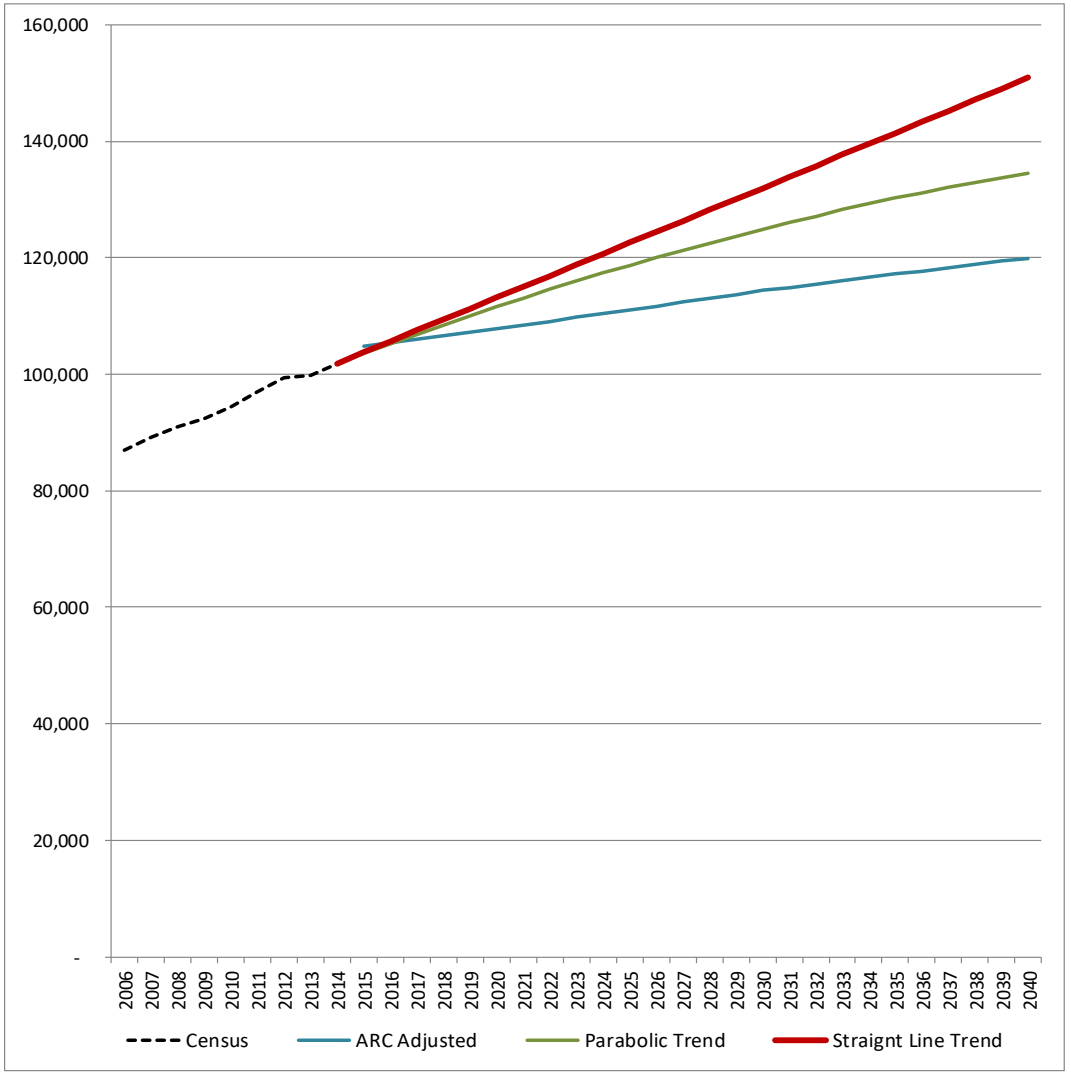


Figure 1: Regressions against 2000-2014 Data

	Census	Line A	Parabola	Ess Curve
2000	85,809	81,507		
2001	85,930	82,829		
2002	85,099	84,152		
2003	84,273	85,474		
2004	83,631	86,796		
2005	84,504	88,119		
2006	87,059	89,441		
2007	89,252	90,763		
2008	90,980	92,086		
2009	92,466	93,408		
2010	94,339	94,731		
2011	97,011	96,053		
2012	99,420	97,375		
2013	99,771	98,698		
2014	101,908	100,020	103,482	101,779
2015		101,342	106,516	102,699
2016		102,665	109,778	103,099
2017		103,987	113,269	102,885
2018		105,310	116,987	101,963
2019		106,632	120,934	100,241
2020		107,954	125,110	97,625
2021		109,277	129,513	94,020
2022		110,599	134,145	89,334
2023		111,921	139,005	83,473
2024		113,244	144,093	76,344
2025		114,566	149,410	67,852
2026		115,889	154,954	57,905
2027		117,211	160,727	46,408
2028		118,533	166,728	33,269
2029		119,856	172,958	18,393
2030		121,178	179,415	1,687
2031		122,500	186,101	
2032		123,823	193,015	
2033		125,145	200,157	
2034		126,468	207,528	
2035		127,790	215,127	
2036		129,112	222,954	
2037		130,435	231,009	
2038		131,757	239,292	
2039		133,079	247,804	
2040		134,402	256,544	
	Correlation:	0.8693	0.9647	0.9895

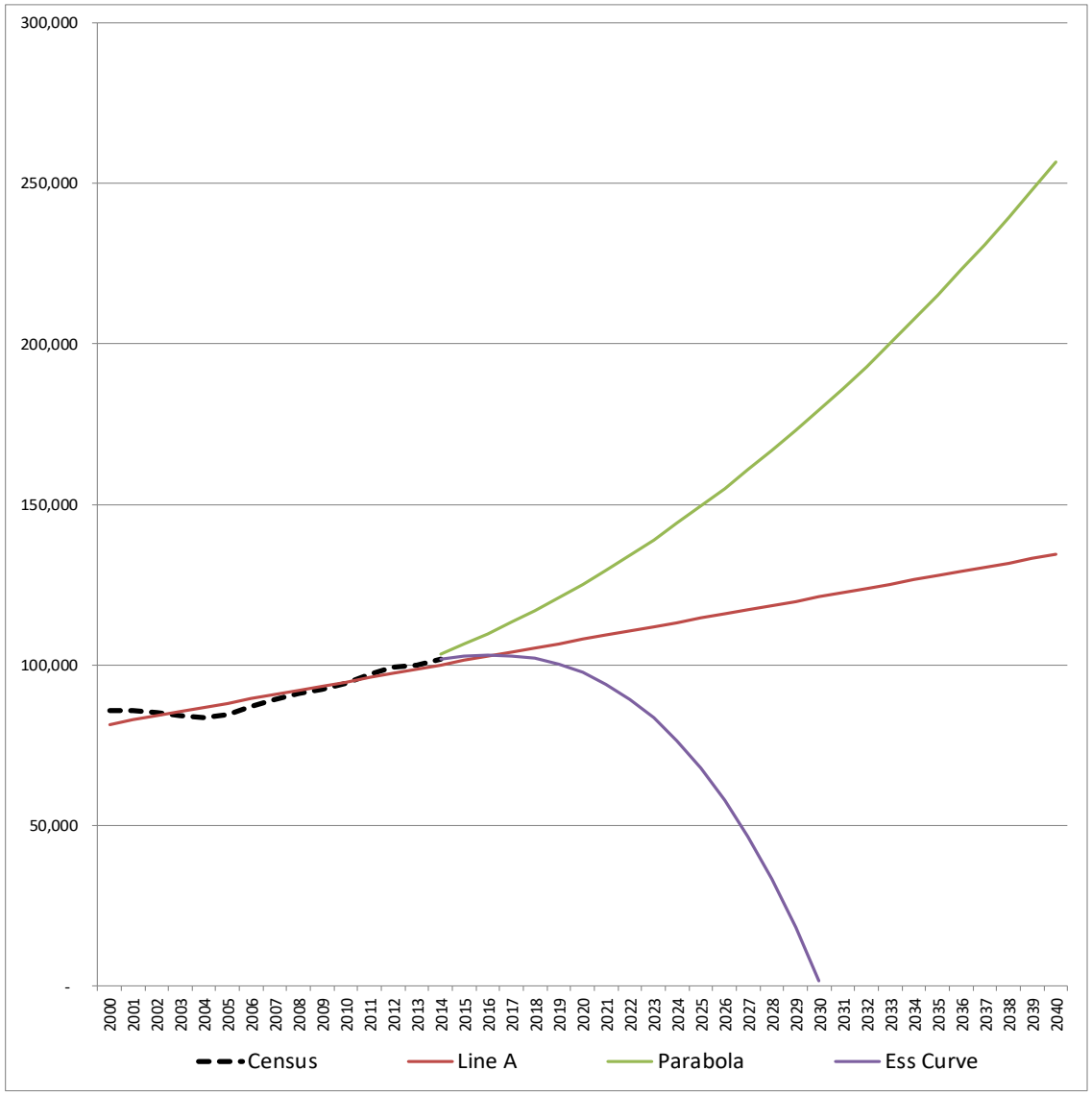
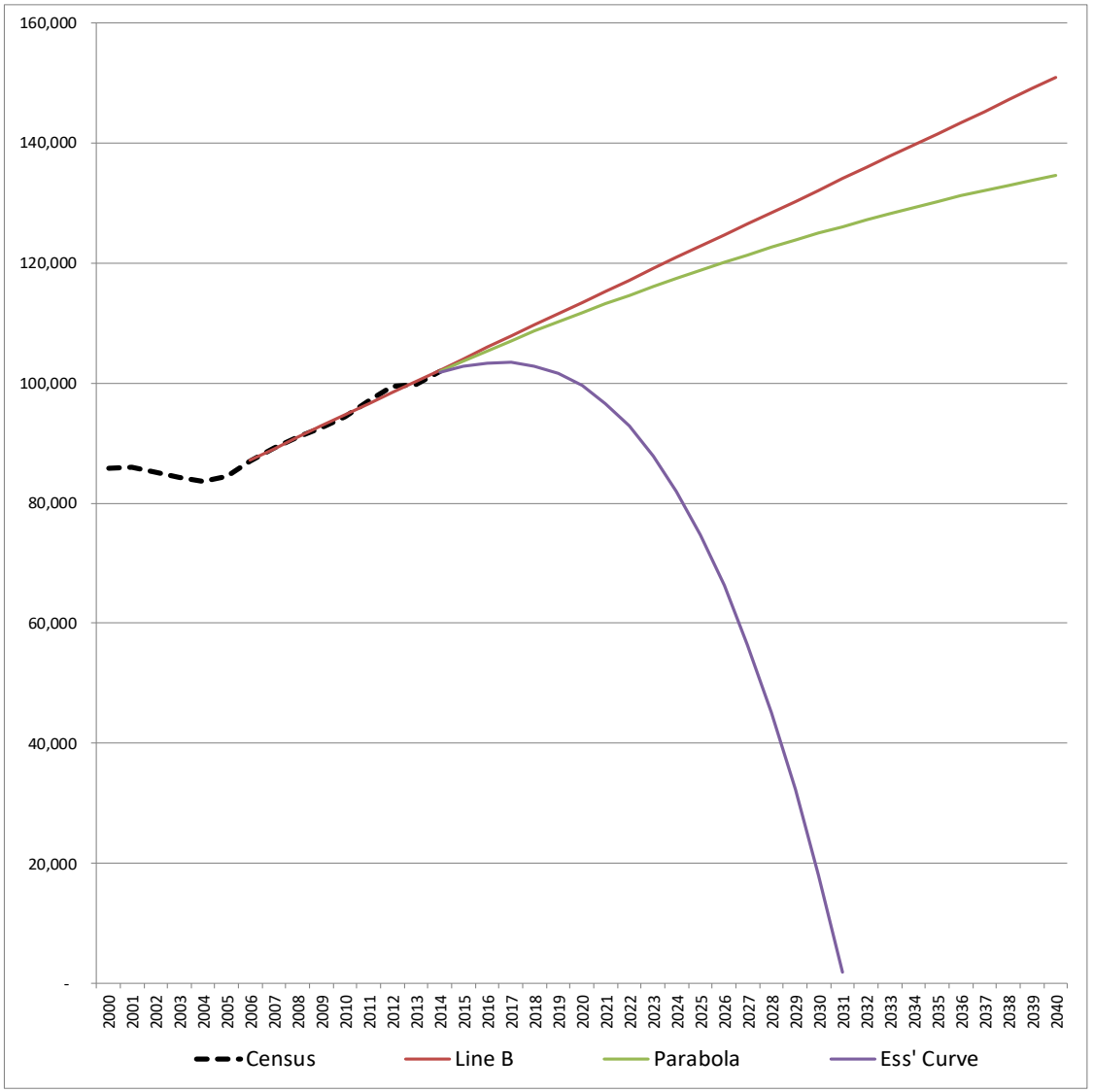


Figure 2: Regressions against 2006-2014 Data

	Census	Line B	Parabola	Ess' Curve
2000	85,809			
2001	85,930			
2002	85,099			
2003	84,273			
2004	83,631			
2005	84,504			
2006	87,059	87,198		
2007	89,252	89,071		
2008	90,980	90,944		
2009	92,466	92,817		
2010	94,339	94,690		
2011	97,011	96,563		
2012	99,420	98,435		
2013	99,771	100,308		
2014	101,908	102,181	102,011	101,780
2015		104,054	103,720	102,810
2016		105,927	105,392	103,391
2017		107,800	107,028	103,440
2018		109,673	108,628	102,873
2019		111,546	110,191	101,608
2020		113,419	111,717	99,562
2021		115,292	113,207	96,653
2022		117,165	114,660	92,798
2023		119,038	116,077	87,914
2024		120,911	117,458	81,919
2025		122,784	118,802	74,730
2026		124,657	120,110	66,264
2027		126,530	121,381	56,439
2028		128,403	122,615	45,171
2029		130,276	123,814	32,378
2030		132,149	124,975	17,978
2031		134,022	126,100	1,888
2032		135,895	127,189	
2033		137,768	128,241	
2034		139,641	129,257	
2035		141,514	130,237	
2036		143,387	131,179	
2037		145,260	132,086	
2038		147,133	132,956	
2039		149,006	133,789	
2040		150,879	134,586	
	Correlation:	0.9914	0.9918	0.9931



Housing Forecasts

Based on the population forecast recommended in the previous section for the impact fee calculations (the adjusted 'straight line trend' forecast), estimates have been made of the future number of households and housing units in the city to 2040. Note that for recreation facilities and park lands, the Level of Service standards will be based on the number of housing units in the city. In contrast, public safety facilities (Fire Protection and Police Services) will combine population and employment into a 'day-night' population to reflect their 24-hour service demand. (Road improvement fees, of course, are based on traffic demand calculations resulting from housing unit and employment growth).

Households

The table on the next page shows how the housing projections were calculated. The approach is to calculate the number of households (which equates to the number of occupied housing units) and then to expand that to the total number of housing units by adding in vacant units.

The 2010 Census reported that, at that time, there were 327 people living in 'group quarters'. These are not housing units. People living in group quarters may have their own rooms, but meals are served from a central kitchen (such as in a detention facility) or in a community dining room (such as an assisted care facility or retirement home). The 327 people amounted to 0.3484% of the total population, leaving 99.6516% of the population living in households in 2010. For future years (2015-2040), this percentage is assumed to be constant and is applied to each year's total projected population to estimate the household population.

To arrive at the number of households in the city each year, the household population figure is divided by the average household size. The only data available regarding the average household size in Sandy Springs, however, is drawn from the 2010 Census. At that time, the average calculated out to be 2.2092 people per household per the Census. The only reliable resource that makes household size forecasts is the countywide projections prepared by Woods & Poole Economics. Their forecasts for Fulton County are shown on the table, as well as the countywide average household size for 2010.

Our assumption is that the average population-per-household sizes in Sandy Springs will 'track' proportionally the countywide trend projected by Woods & Poole. In 2010, the average population-per-household size in Sandy Springs was almost 2.21 people, compared to the countywide figure of 2.54. The Sandy Springs 2010 figure is a hair over 86.9989% of the countywide figure; this percentage is applied to the countywide averages through 2040 to arrive at future average population-per-household sizes for Sandy Springs. These average household sizes are then divided into the Sandy Springs projected population in households every year to arrive at the household forecasts.

Housing Units

To arrive at the total housing unit estimates each year, including vacant units, the number of households (i.e., occupied housing units) is divided by the applicable occupancy rate. The housing occupancy rate for Sandy Springs in 2010 is calculated by dividing the total number of households by the total number of housing units reported by the Census, which resulted in an occupancy rate of almost 90.16%. For want of any historic or more recent data, this occupancy rate is applied each year to the projected number of households to estimate the number of housing units, both occupied and vacant.

Table 11: Housing Unit Forecast: 2015-2040

	Total Population	Population in Households	Avg HH Size - Woods & Poole	Avg HH Size - Sandy Springs	Total Households	Occupancy Rate	Total Housing Units
2010	93,853	93,526	2.54	2.2092	42,334	90.1587%	46,955
2015	103,787	103,425	2.40	2.0842	49,624	90.1587%	55,041
2016	105,666	105,298	2.39	2.0772	50,693	90.1587%	56,226
2017	107,545	107,170	2.38	2.0711	51,744	90.1587%	57,392
2018	109,425	109,044	2.38	2.0663	52,772	90.1587%	58,532
2019	111,305	110,917	2.37	2.0620	53,791	90.1587%	59,663
2020	113,186	112,792	2.37	2.0579	54,809	90.1587%	60,792
2021	115,067	114,666	2.36	2.0541	55,824	90.1587%	61,918
2022	116,948	116,541	2.36	2.0526	56,776	90.1587%	62,973
2023	118,830	118,416	2.36	2.0523	57,699	90.1587%	63,997
2024	120,712	120,291	2.36	2.0526	58,603	90.1587%	65,000
2025	122,595	122,168	2.36	2.0534	59,494	90.1587%	65,988
2026	124,477	124,043	2.36	2.0546	60,373	90.1587%	66,963
2027	126,361	125,921	2.36	2.0560	61,246	90.1587%	67,931
2028	128,244	127,797	2.37	2.0576	62,108	90.1587%	68,887
2029	130,128	129,675	2.37	2.0599	62,952	90.1587%	69,824
2030	132,013	131,553	2.37	2.0627	63,776	90.1587%	70,738
2031	133,898	133,431	2.37	2.0657	64,594	90.1587%	71,645
2032	135,783	135,310	2.38	2.0689	65,402	90.1587%	72,541
2033	137,669	137,189	2.38	2.0723	66,202	90.1587%	73,428
2034	139,555	139,069	2.39	2.0753	67,010	90.1587%	74,325
2035	141,441	140,948	2.39	2.0779	67,831	90.1587%	75,235
2036	143,328	142,829	2.39	2.0796	68,682	90.1587%	76,179
2037	145,215	144,709	2.39	2.0802	69,564	90.1587%	77,157
2038	147,102	146,589	2.39	2.0801	70,473	90.1587%	78,166
2039	148,990	148,471	2.39	2.0792	71,409	90.1587%	79,204
2040	150,879	150,353	2.39	2.0774	72,375	90.1587%	80,275

Sources: 2010 City data - 2010 Decennial Census, US Bureau of the Census.
2015-2040 City Population - straight line trend forecast, ROSS+associates.
Fulton County projections by Woods & Poole Economics, Inc., *2015 State Profile: Georgia* .

Employment Forecasts

The Atlanta Regional Commission, as part of its newest regional plan for its 10-County area, has produced employment forecasts from 2015 to 2040. As noted above in the Population Forecasts section, for statistical and transportation planning purposes ARC does not publish its data on a city-by-city basis, but by 'superdistricts'. Northern Fulton County is covered by three Superdistricts: North Fulton (nominally encompassing Milton, Sandy Springs and John's Creek), Roswell, and Sandy Springs. The Sandy Springs Superdistrict most closely correlates to the city's incorporated area, while the other two only approximate actual city limit lines.

Regional Forecasts for Northern Fulton Superdistricts

ARC's forecasts are shown under the Total Employment heading on Table 12 for the four benchmark years that are reported by the Commission. In addition, the 2015-2040 numerical increase and the percentage increase are also shown on the table.

Table 12: ARC Employment Forecasts - Benchmark Years

Total Employment	2015	2020	2030	2040	2015-2040 Increase	
					Number	Percent
N. Fulton Superdistrict	122,135	132,849	142,578	151,191	29,056	19.2%
Roswell Superdistrict	48,555	53,376	59,268	64,695	16,140	24.9%
Sandy Springs Superdistrict	**122,795**	**133,858**	**145,305**	**157,030**	**34,235**	**21.8%**
Northern Fulton County	293,485	320,083	347,151	372,916	79,431	21.3%

Value-Added Jobs	2015	2020	2030	2040	2015-2040 Increase	
					Number	Percent
N. Fulton Superdistrict	119,359	129,265	138,750	146,983	27,624	18.8%
Roswell Superdistrict	47,361	51,809	57,577	62,808	15,447	24.6%
Sandy Springs Superdistrict	**120,306**	**130,652**	**141,891**	**153,307**	**33,001**	**21.5%**
Northern Fulton County	287,026	311,726	338,218	363,098	76,072	21.0%

Source: Atlanta Regional Commission, Draft Forecasts, *The Atlant Region's Plan* .

The second portion of Table 12 shows the 'value-added' jobs figures for the benchmark years, based on ARC's breakdowns of employment by 'industry' for each superdistrict. There are several types of jobs that would not be associated with an impact fee (such as agricultural workers and itinerant construction workers). Subtracting these jobs from the total employment figures results in a 'net' number of jobs, called the 'value-added' jobs for the purpose of this analysis.

The ARC forecasts indicate that Sandy Springs will experience the largest number of new employees compared to the other two superdistricts in Northern Fulton County. The Roswell Superdistrict, although having the smallest number of new employees, is forecast by ARC to experience the largest percentage of growth, while the N. Fulton Superdistrict (nominally Sandy Springs, Milton and

John's Creek) are closer to Sandy Springs numerically but have the lowest percentage increase. ARC's view of the relative strength of the Perimeter Center market and other growth centers in Sandy Springs is evident in the forecasts, compared to other parts of the Northern Fulton area.

Detailed ARC Forecasts for Sandy Springs

ARC's employment forecasts by industry type for Sandy Springs are shown on Table 13. The preponderance of office-type categories—information, finance, real estate, professional services, administrative, and health care—is notable and consistent with the findings and projections of RCLCO's Market Report.

Table 13: ARC Employment Forecasts - Sandy Springs

Industry	2015	2020	2030	2040
Agriculture, Forestry, Fishing & Hunting	31	32	32	10
Mining, Quarrying, and Oil & Gas Extraction	28	32	37	41
Utilities	403	414	373	327
Construction	2,430	3,142	3,345	3,672
Manufacturing	1,234	1,268	1,265	1,267
Wholesale Trade	7,916	8,566	9,068	9,393
Retail Trade	5,814	6,296	6,844	7,173
Transportation & Warehousing	2,157	2,250	2,193	2,161
Information	8,303	8,522	8,613	8,704
Finance & Insurance	16,317	17,467	18,212	18,692
Real Estate and Rental & Leasing	10,312	11,267	12,431	13,376
Professional, Scientific, & Technical Services	14,300	15,365	16,781	18,894
Management of Companies & Enterprizes	2,560	3,240	3,384	3,525
Administrative & Support, Waste Management	9,843	10,592	11,518	12,786
Educational Services	4,312	4,956	6,403	7,017
Health Care & Social Assistance	22,310	24,780	27,898	32,291
Arts, Entertainment, and Recreation	1,592	1,699	1,651	1,623
Accommodations & Food Services	7,513	8,291	8,874	9,227
Other Services (except Public Administration)	2,552	2,557	2,700	2,826
Public Administration	2,868	3,122	3,683	4,025
Total Employment	122,795	133,858	145,305	157,030
Value-Added Jobs	120,306	130,652	141,891	153,307

Source: Atlanta Regional Commission, Draft Forecasts, *The Atlant Region's Plan* .
Value-Added Jobs exclude agriculture, mining and construction.

'Value-added' jobs, as discussed above, are also shown on Table 13 and the industry categories excluded from the total figures are noted.

Employment Forecasts to Meet Future Market Demand

As detailed as the ARC forecasts are, they fall well short of the market demand projected for Sandy Springs (shown on Table 1). This is rectified through a process illustrated on Table 14 (on the next page) and described below.

ARC's employment forecasts for Sandy Springs are shown for each of their benchmark years in the 'Benchmark' column of Table 14. In the next column, employment for each of the intervening years between each of ARC's benchmark figures is calculated on a straight-line basis.[6] These 'interpolated' employment figures are graphed on the chart accompanying the table.

Under ARC's scenario, there appears to be a growth spurt to 2020, after which the forecast takes a sharp 'turn' to a much lower growth rate.

ARC's forecast is 'adjusted' to the Market Report's demand projections in the 'Adjusted to Market' column. While the Market Report's 2015 employment figure is used as the base, the future 2035 figure (164,443) represents the mid-point between the Market Report's 'baseline' and 'aggressive growth' scenarios (the 'low' and the 'high' projections). The intervening years are calculated using an average annual increase formula assuming the forecasts reflect a curvilinear result, as in fact they do. The employment totals are then extended to 2040 (to be consistent with the ARC time frame) using the same average annual increase formula.

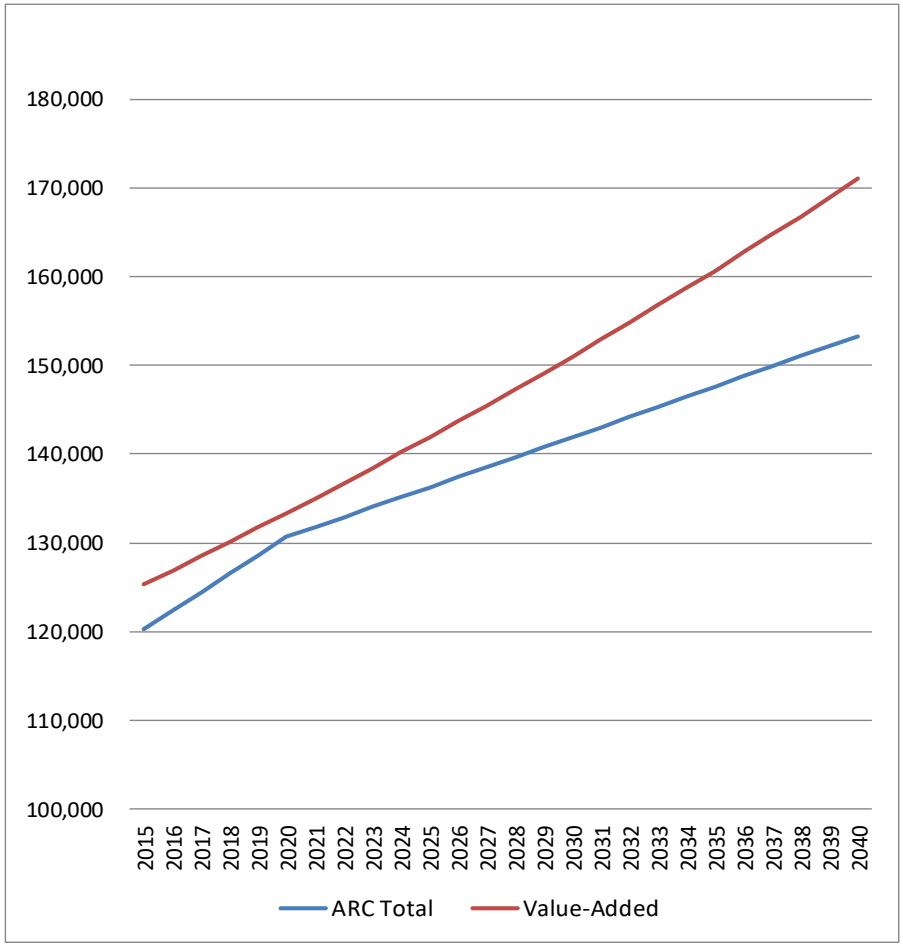
Lastly, the 'market demand' figures are reduced to 'value-added' job figures by excluding the proportion of the total that is projected to be in the agriculture, mining and construction industry categories each year. This is accomplished by using the average of the proportions for such jobs projected by ARC in their detailed employment calculations by industry for each benchmark year.

The 'value-added' jobs figures are used in the impact fee calculations of future growth demand, and shown on the Summary tables on page 1.

[6] Although some 'curvature' could be supposed in the early years, the 2020-2040 forecast numbers demonstrate a notably straight line.

Table 14: Annualized Employment Forecast - Sandy Springs

	Benchmark	Interpolated	Adjusted to Market	Adjusted to Value-Added
2015	**120,306**	**120,306**	**128,276**	125,344
2016		122,375	129,879	126,910
2017		124,444	131,502	128,496
2018		126,513	133,145	130,102
2019		128,582	134,809	131,728
2020	**130,652**	**130,652**	136,494	133,374
2021		131,776	138,200	135,041
2022		132,900	139,927	136,729
2023		134,024	141,676	138,438
2024		135,148	143,446	140,167
2025		136,272	145,239	141,919
2026		137,396	147,054	143,693
2027		138,520	148,892	145,489
2028		139,644	150,753	147,307
2029		140,768	152,637	149,148
2030	**141,891**	**141,891**	154,544	151,012
2031		143,033	156,475	152,899
2032		144,175	158,430	154,809
2033		145,317	160,410	156,744
2034		146,459	162,415	158,703
2035		147,601	**164,443**	160,684
2036		148,743	166,498	162,692
2037		149,885	168,579	164,726
2038		151,027	170,686	166,785
2039		152,169	172,819	168,869
2040	**153,307**	**153,307**	174,979	170,980



Traffic Demand

In order to calculate new growth and development's fair share of the cost of road improvements, it is necessary to establish how much of the future traffic on Sandy Springs's roads will be generated by new growth, over and above the traffic generated by the city's residents and businesses today. This Section describes the process through which this determination is made.

Summary

A Level of Service must be established for road improvements in order to assure that, ultimately, existing development and new growth are served equally. This Section also presents the process through which new growth and development's 'fair share' of road improvement costs is calculated, and tables summarizing the technical portions of this methodology are included.

Level of Service

The City has set its Level of Service for road improvements at LOS 'D', a level to which it will strive ultimately. However, interim road improvement projects that do not result in a LOS of 'D' will still provide traffic congestion relief to current and future traffic alike, and are thus eligible for impact fee funding.

All road improvement projects benefit existing and future traffic proportionally to the extent that relief from over-capacity conditions eases traffic problems for everyone. For example, since new growth by 2040 will represent a certain portion of all 2040 traffic, new growth would be responsible for that portions cost of the road improvements.

It is noted that the cost-impact of non-Sandy Springs generated traffic on the roads traversing the city (cross commutes) is off-set by state and federal assistance. The net cost of the road projects that accrues to Sandy Springs reasonably represents (i.e., is 'roughly proportional' to) the impact on the roads by Sandy Springs residents and businesses.

The basis for the road impact fee would therefore be Sandy Springs' cost for the improvements divided by all traffic in 2040 (existing today plus new growth)—i.e., the cost per trip—times the traffic generated by new growth alone. For an individual land use, when a building permit is issued, this cost per trip would be applied to the number of trips that will be generated by the new development, assuring that new growth would only pay its 'fair share' of the City's net costs of the road improvements that serve it.

Approach

The methodology proceeds along the following lines:

- Total traffic currently generated by Sandy Springs residents and businesses on the road system within the city is calculated from trip generation and commuting data for 2010, and extended to 2016.
- Future Sandy Springs-generated traffic from new growth in the city is calculated from housing unit and employment forecasts to 2040. The portion of total 2040 traffic that is generated by new housing units and employment in the city is calculated.
- Lastly, 'primary' trip ends are calculated using percentages of total traffic from ITE's *Trip Generation* manual. Primary trip ends are the appropriate connection to actual impact on the city's road network by its existing and future land uses. The overall percentage of new

primary trips establishes the percentage of Sandy Springs' cost of the future road improvements that can be included in an impact fee.

Summary Tables

The first table below shows how the portion of total 2040 traffic generated by new growth (i.e., Total Trip Ends) is calculated. By 2040, 28.1% of all trips generated by Sandy Springs residents and businesses will come from new growth and development in the city.

Table 15: Average Daily Trip Ends Generated by New Growth

	2016	2040	Increase	Percent New Growth Trip Ends
Residential (For-Sale Housing)	238,704	340,806	102,102	
Residential (For-Rent Housing)	207,161	295,765	88,604	
Commercial	210,679	272,745	62,066	
Office	541,588	721,198	179,610	
Hotels	15,937	51,354	35,417	
Less: Internal Commutes*	(205,401)	(279,490)	(74,089)	
Net Daily Trip Ends	1,008,668	1,402,378	393,710	28.1%

* Residents who work in Sandy Springs. These trips to and from work are included in the residential trips, above.

From the total trip generation figures above, Table 16 calculates the Primary Trip Ends generated by existing and future traffic by deleting pass-by and diverted trips, as discussed below.

Table 16: Primary Daily Trip Ends Generated by New Growth

	Percent Primary Trip Ends*	Primary Trip Ends			Percent New Growth Primary Trip Ends
		2016	2040	Increase	
Residential (For-Sale Housing)	79%	188,556	269,208	80,652	
Residential (For-Rent Housing)	92%	189,898	271,118	81,220	
Commercial	49%	103,233	133,645	30,412	
Office	92%	498,261	663,502	165,241	
Hotels	100%	15,937	51,354	35,417	
Less: Internal Commutes	100%	(205,401)	(279,490)	(74,089)	
Net Primary Trip Ends		790,483	1,109,337	318,854	28.7%

* Derived from'Trip Generation Handbook' chapter, *Trip Generation* , 9th Edition, Institute of Transportation Engineers.

Excluding pass-by and diverted trips, new growth and development in the city will generate 28.7% of all primary trip traffic generated by Sandy Springs residents and businesses. Thus, new growth's 'fair share' of the cost to the City to provide road improvements to the existing road network cannot exceed 28.7%.

Pass-by and Diverted Trips

The impact of new growth and development on Sandy Springs' road network is the increased number of vehicles added to the system, expressed by transportation engineers as 'trips'. Every 'trip' has two ends—a beginning at its origin and an end at its destination (known as 'trip ends'). There are three types of trips, defined as:

> A Primary Trip (and its trip ends)—a vehicle travelling from its original beginning to its intended final destination without an intermediate stop. Driving from ones home directly to ones place of work is an example of a primary trip.
>
> A Pass-by Trip—a vehicle travelling along its usual route from its origin to its final destination that stops off at an intermediate location for any reason. A trip from home to work that stops along the way for gas, dropping off a child at daycare, picking up coffee or dinner, or for any other reason, represents a 'pass-by' trip at the intermediate location.
>
> A Diverted Trip (previously called a 'diverted link' trip)—a vehicle that diverts from its normal primary trip route between its origin to its final destination, and takes a different route to stop off at an intermediate location for any reason. While a pass-by trip remains on its normal route, a diverted trip changes its route to other streets to arrive at the intermediate stop.

New primary trips add vehicles to the road network. Pass-by and diverted trips involve the same vehicles stopping off between their original beginnings and their final destinations, and therefore do not add new vehicles to the road network—the vehicles were already there on their way to their destinations.

These different types of trips result in different types of 'trip ends'. On a home-to-daycare-to-work trip, for instance, there are two primary trip ends (home and work) and two pass-by or diverted trip ends: arriving at the daycare center and leaving from there to drive to work. The net impact on the road network, however, is created by the one vehicle and its two primary trip ends.

Impact fee calculations take note of these pass-by and diverted trip ends as not adding to the overall traffic on the road network, and deletes them from the total trip ends reported in ITE's *Trip Generation* manual. While Table 16, above, uses overall average percentages of primary trip ends derived from ITE for broad land use categories, the actual percentage for each land use listed on the impact fee schedule for roads is applied to the total trip ends to determine the primary trip ends attributed to that particular land use.

Although both summary tables above reflect about the same percentage of 2040 traffic that will be generated by new growth, the increase in primary trip ends from the second table will play an important role in calculating the per-trip road impact fee.

■ Residential Trip Generation

Average trip generation rates published by the Institute of Transportation Engineers (ITE) differentiate between 'single-family detached housing' and 'apartments'. The closest correlations with the US Census definitions are 'single-family units' and 'multi-family units', and the closest approxima-

tion with the housing categories in the previously cited Market Report[7] are 'for-sale housing' and 'for-rent housing', which are shown on the following table.

Table 17: Residential Units by Type: 2016 and 2040

	2016	Percent*	2040	Increase 2016-2040
For-Sale Housing Units	25,074	44.59%	35,799	10,725
For-Rent Housing Units	31,152	55.41%	44,476	13,324
Total Housing Units	56,226	100.00%	80,275	24,049

* Percentage derived from split by unit type in the RCLCO Market Report.

The total 2016 number of housing units on the table to the left is taken from the projections of housing units described in a previous Section of this Appendix. The breakdown by housing type is calculated using the percentages of housing units by type established in the Market Report. It is assumed in the Market Report and this methodology that these percentages will persist into the future, producing a breakdown of the projected 24,049 new housing units forecast for the 2016-2040 period.

The next table, below, calculates the amount of traffic that is generated by the city's housing stock today, and the amount that will be generated in 2040.

Table 18: Residential Trip Generation: 2016-2040 New Growth Increase

	ADT* Trip Ends	2016 Units	2016 ADT Trip Ends	2040 Units	2040 ADT Trip Ends	Increase 2016-2040	Percent New Growth Trip Ends
For-Sale Housing Units	9.52	25,074	238,704	35,799	340,806	102,102	
For-Rent Housing Units	6.65	31,152	207,161	44,476	295,765	88,604	
Total Housing Units		56,226	445,865	80,275	636,571	190,706	29.96%

*Average Daily Traffic (trip ends) on a weekday; Institute of Transportation Engineers *Trip Generation* , 9th Edition. Rate for single-family assumed for sales housing, and multi-family rate for rental housing. Totals include trips to/from work.

The calculations are made on the basis of 'average daily traffic' on a normal weekday, using average trip generation rates derived through multiple traffic studies (350 for single-family and 86 for apartments) and published by ITE. The rates are expressed for 'trip ends'—that is, traffic both leaving and coming to a housing unit.

Comparing traffic in 2016 to 2040, the future increase in trip ends can be calculated, which will represent 29.96% of all residential trip ends generated by housing units located in the city.

It should be noted that the traffic generated includes trips to and from work and, more particularly, residents who work at a business within the city.

[7] *Sandy Springs Comprehensive Plan: RCLCO Market Report*, Robert Charles Lesser & Company, October 29, 2015.

Nonresidential Trip Generation

Calculating traffic generated by businesses located in Sandy Springs is more problematical than residential trips because there is no breakdown of types of businesses in the city that is adequately detailed and readily available. In addition, while employment forecasts have been made in terms of broad land use categories, there is no data available for jobs or floor areas by detailed type of use.

The alternate is to view nonresidential traffic generation on a broad 'average' basis. For this, there is data available from ITE for a number of individual uses relating to the total number of trips generated per employee. These trips, of course, include not only trips taken by the employee (to/from work, lunch, etc.) but also customers and others that are attracted to the use or serve it in some way.

The following table shows the 'trips per employee' for those uses for which impact fees are commonly collected and for which the data is available.

Table 19: Average Daily Trips-per-Employee Data

	ITE Code	Land Use	Trip Ends per Employee	Average by Category
Office and Medical	610	Hospital	4.50	4.54
	620	Nursing Home	3.26	
	630	Clinic	8.01	
	710	General Office Building	3.32	
	714	Corporate Headquarters Building	2.33	
	715	Single-Tenant Office Building	3.70	
	720	Medical-Dental Office Building	8.91	
	760	Research and Development Center	2.77	
	770	Business Park	4.04	
Lodging	310	Hotel or Conference Motel	14.34	13.58
	320	Motel	12.81	
Retail Commercial	812	Building Materials and Lumber Store	32.12	33.00
	814	Variety Store	66.70	
	815	Free-Standing Discount Store	28.84	
	816	Hardware/Paint Store	53.21	
	817	Nursery (Garden Center)	21.83	
	818	Nursery (Wholesale)	23.40	
	826	Specialty Retail Center	22.36	
	841	Automobile Sales	21.14	
	850	Supermarket	87.82	
	854	Discount Supermarket	40.36	
	860	Wholesale Market	8.21	
	861	Discount Club	32.21	
	875	Department Store	11.56	
	890	Furniture Store	12.19	

Source: *Trip Generation* , 9th Edition, Institute of Transportation Engineers, where survey results given for key land uses.

The Market Report addresses nonresidential uses in three broad categories: commercial, office and hotels. The individual land uses and their employee trip end rates are grouped in Table 19 by these three categories. Since the rates vary from one use within a category to another, all of the rates within a category are averaged together to produce an average rate to use for each category. For instance, the average trip generation rate of all retail commercial uses listed in Table 19 is 33.00 trip ends per employee.

We know from the 2010 Census how many people worked in Sandy Springs based on commuting patterns that year—how many employees commuted into the city, how many residents commuted to work outside the city, and how many both lived and worked in Sandy Springs.

Table 20: Commuting Patterns - 2010

Sandy Springs	Employed Persons	Percent
Total Employment	80,864	
Residents working in City	13,566	16.8%
Workers commuting in	67,298	83.2%
Employed Residents	50,737	
Residents working in City	13,566	26.7%
Workers commuting out	37,171	73.3%

Source: US Bureau of the Census, 2010 Decenneial Census.

The number of city residents that work in Sandy Springs is an important factor in assigning vehicle trip generation rates to existing and future residents because 'internal' commuting trips are counted twice. Average primary trips from and to a residence (going to work) are also counted as primary trips to and from the workplace itself. This is, essentially, counting one car on the road twice a day going to work from a residence, and the same car on the road twice a day arriving at work and leaving. While not a problem when a resident works outside the city or a commuter arrives from outside the city, a double count results when the resident and the worker are the same person (driving the same car). These internal commutes are addressed in the next table.

Table 21 provides a breakdown between commercial, office and hotel employment in the city and calculates trip ends generated by each using the average rates calculated in Table 19. The table calculates the total number of trip ends that will be generated by new nonresidential growth within the city in terms of future traffic on Sandy Springs' roads.

Table 21: Nonresidential Trip Generation: 2016-2040 New Growth Increase

	ADT per Employee	2016 Employees	2016 Trip Ends	2040 Employees	2040 Trip Ends	2016-2040 Increase	Percent New Growth Trip Ends
Commercial	33.00	6,385	210,679	8,266	272,745	62,066	
Office	4.54	119,351	541,588	158,932	721,198	179,610	
Hotels	13.58	1,174	15,937	3,783	51,354	35,417	
Total		126,910	768,204	170,980	1,045,297	277,093	
Less: Internal Commutes at		26.74%	(205,401)		(279,490)	(74,089)	
Net Nonresidential Trip Ends			562,803		765,807	203,004	26.5%

The number of trip ends currently generated by Sandy Springs businesses based on 2016 employment is shown on Table 21. The 2016 number of employees is distributed among the three categories using the same percentages derived from the Market Report for 2015. When multiplied by the average daily traffic rates from Table 19, total trip ends for each category are determined.

The same calculations are made for the year 2040 based on projected employment in the city (using the 2035 percentage distribution from the Market Report), and the differences between 2016 and 2040 represent trip ends generated in each land use category by future growth and development.

Lastly, the number of trips to/from work generated by city residents is deducted from the total of all nonresidential trips, since these 'internal' commuting trips have already been calculated as part of the residential trip generation rates. The net result is that new growth and development will generate 26.5% of all nonresidential trip ends produced by residents and businesses in the city in 2040.

The results of the residential and nonresidential trip generation analyses are combined on the Summary Table 15 at the beginning of this Section for an overall calculation of new growth's share of future traffic generated by Sandy Springs residents and businesses. From these figures, pass-by and diverted trip ends are deleted to determine primary trip ends, shown on Summary Table 16, which more closely relates to vehicles on the road and thus contribute directly to traffic congestion.

Terminology

This Traffic Demand Section uses the term 'average daily traffic' (ADT) for a weekday, which is defined by ITE as the 'average weekday vehicle trip ends', which are "the average 24-hour total of all vehicle trips counted from a study site from Monday through Friday."

Additionally, ITE defines a 'trip or trip end' as "a single or one-direction vehicle movement with either the origin or the destination (exiting or entering) inside a study site. For trip generation purposes, the total trip ends for a land use over a given period of time are the total of all trips entering plus all trips exiting a site during a designated time period".

Lastly, ITE defines 'average trip rate' as "the weighted average of the number of vehicle trips or trip ends per unit of independent variable (for example, trip ends per occupied dwelling unit or employee) using a site's driveway(s). The weighted average rate is calculated by dividing the sum of all independent variable units where paired data is available. The weighted average rate is used rather than the average of the individual rates because of the variance within each data set or generating unit. Data sets with a large variance will over-influence the average rate if they are not weighted".

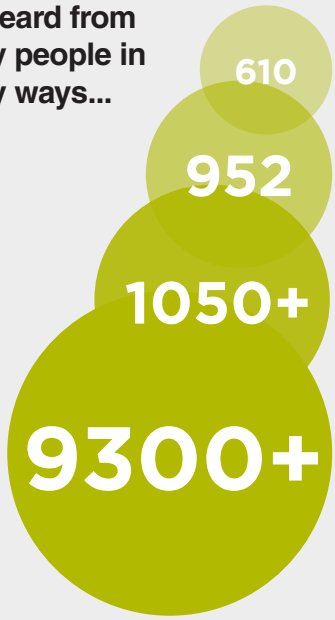
C. PUBLIC ENGAGEMENT SUMMARY 2017

The Next Ten was designed to be a robust, transparent and inclusive community process, informed and driven by input and participation from a wide range of stakeholders. The highly interactive and participatory process guided the development of the plan and reflects the community's vision for the next 20 years, with an emphasis on actions that can be accomplished within The Next Ten.

Beginning in June 2015, meetings and events, both large and small, were held throughout the city. Some meetings were focused on needs and opportunities for the entire city, while others focused on developing visions for certain areas of the city. Online interaction, via social media and website engagement tools, was heavily utilized, to allow even more people to share their input and ideas for the City's future. An Advisory Committee, representing a cross-section of community stakeholders in Sandy Springs, met five times throughout the process to review plan progress and guide the development of the plan and its supporting vision. To reach the city's large Spanish-speaking population, outreach materials were created in both Spanish and English, and translation services were available at community meetings and at the mobile workshops. The planning team also held a series of formal public hearings with the City Council and Planning Commission at the beginning and end of the planning process.

This section of the Appendix contains a brief summary of the community engagement process, including the dates and types of meetings that took place as well as the range of outreach tools employed throughout the Next Ten process. Summaries of public workshops, stakeholder meetings, and online engagement activities are included in a subsequent section.

We heard from many people in many ways...



610 COMMENTS VIA EMAIL, WEB + TEXT POLL RESPONSES

952 COMMENTS ON THE INTERACTIVE MAP

1050+ ATTENDEES AT FOCUS GROUPS, INTERVIEWS, MEETINGS, MOBILE WORKSHOPS AND OPEN STUDIOS

9300+ UNIQUE WEBSITE VISITORS

COMPREHENSIVE PLAN MEETINGS

In addition to the meetings listed below, the consultant team met with relevant City staff from different departments at each step of the planning process to discuss progress and gain consensus before moving forward. The team also engaged regularly with members of the Council and Planning Commission through a series of meetings and work sessions throughout the process.

CITY-WIDE MEETINGS	
June 22, 2015	Visioning Meeting 1: Neighborhood Representatives (Public Hearing #1)
June 23, 2015	Visioning Meeting 2: Civic Discussion
June 24, 2015	Visioning Meeting 3: Community Forum
August - September 2015	Stakeholder Meetings
October 16-18, 2015	Mobile Workshops
January 27, 2016	Community Workshop: Conceptualization
July 20, 2016	Community Meeting: Draft Final Plan
November 16, 2016	Community Meetings: Final Plan (two meetings)
November 17, 2016	Planning Commission Meeting (Public Hearing #2)
December 6, 2016	City Council Meeting (Public Hearing #3)

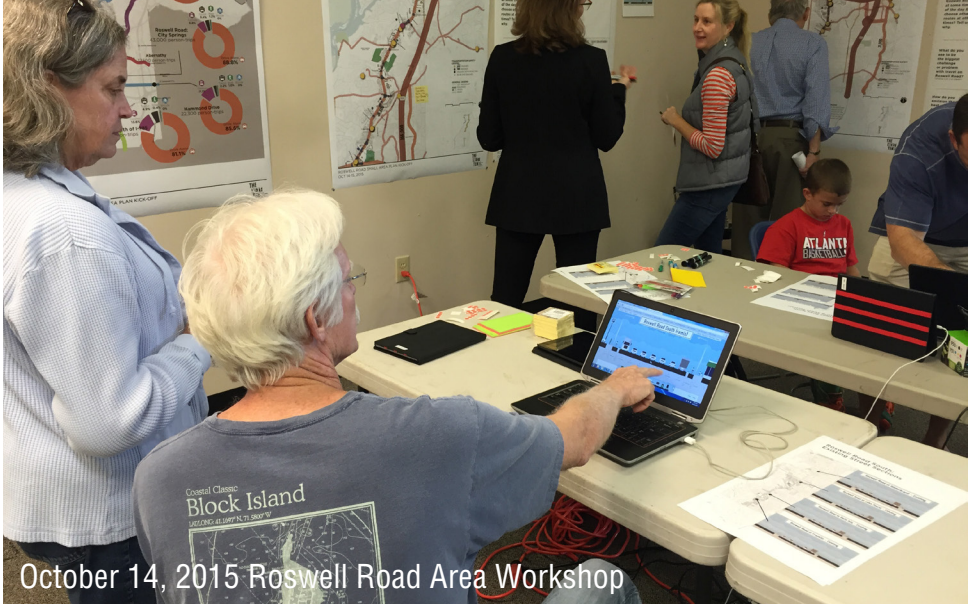
AREA-FOCUSED MEETINGS	
October 14, 2015	Roswell Road Open Studio
October 15-16, 2015	Roswell Road North & South Stakeholders
October 15-16, 2015	PCID Business Leaders
March 29, 2016	Roswell Road North Stakeholders
March 28, 2016	MARTA Station Area Community Meeting
March 30, 2016	Powers Ferry Stakeholders
March 30, 2016	PCID Stakeholders
March 30, 2016	Roswell Road South Stakeholders
July 18, 2016	MARTA Station Area Workshop
July 19, 2016	Powers Ferry Stakeholders

ADVISORY COMMITTEE MEETINGS	
August 10, 2015	Advisory Committee Meeting #1
January 27, 2016	Advisory Committee Meeting #2
March 29, 2016	Advisory Committee Meeting #3
July 19, 2016	Advisory Committee Meeting #4
November 17, 2016	Advisory Committee Meeting #5

OTHER EVENTS	
October 9 and 13, 2015	Leadership Sandy Springs & Youth Leadership Sandy Springs
October 16, 2015	MARTA Rider Survey & Shopping Center Survey
September 19-20, 2015	Sandy Springs Festival 2015
March 29, 2016	Millennials Focus Group
March 29, 2016	Chamber of Commerce
September 17-18, 2016	Sandy Springs Festival 2016



September 19, 2015 Sandy Springs Festival



October 14, 2015 Roswell Road Area Workshop



October 16-18, 2015 Mobile Workshops



January 27, 2016 Community Workshop


ly 18, 2016 MARTA Station Area Workshop


November 11, 2016 Community Meeting

OUTREACH TOOLS

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

Website

The website for The Next Ten (thenext10.org) 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.

Email Blasts

The team utilized the City of Sandy Springs' existing email network, and gathered new emails using the website. Email updates were sent to announce upcoming meetings and opportunities to review the draft plan.

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.

Interviews and Focus Groups

Small group meetings and interviews were utilized to obtain input from identified key stakeholders and representatives of specific segments of the Sandy Springs community.

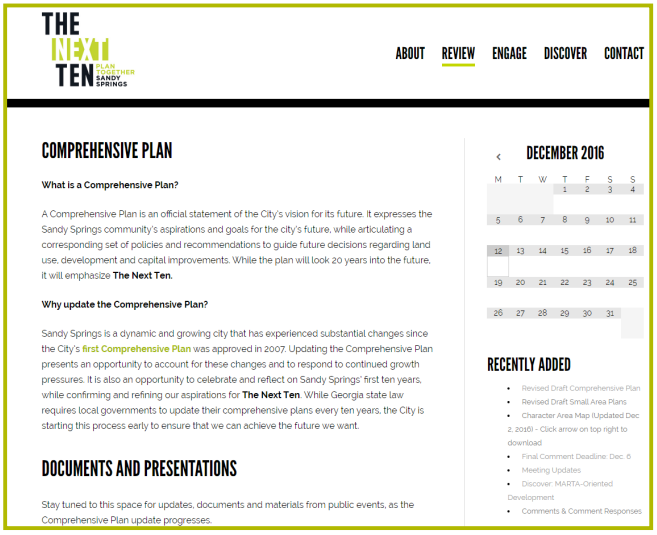
Community Workshops and Meetings

Community workshops and meetings at both the city-wide and area-specific scale allowed members of the community to come out and meet with the planning team, giving opportunities to both learn about the plan and give input.

Community Events

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.

Website



Twitter



Focus Group (e.g., Leadership Sandy Springs, shown here)



PUBLIC ENGAGEMENT SUMMARY DOCUMENTS

CONTENTS

- Shaping Sandy Springs: Summary of 2015 Citywide Visioning Process
- August-September 2015 Stakeholder Meeting Takeaways
- October 14, 2015 Roswell Road Open Studio Small Area Plan Kick-Off Summary
- October 15-16, 2015 Roswell Road and PCID Stakeholder Meetings Comment Summary
- October 16-18, 2015 Mobile Workshops Summary
- December 2015 Interactive Map Findings Summary
- January 27, 2016 Community Workshop Summary
- March 28, 2016 MARTA Station Area Small Area Plan Public Kick-Off Summary
- March 30, 2016 Powers Ferry Stakeholder Meeting
- July 18, 2016 MARTA Station Area Small Area Plan Public Workshop Summary
- July 19, 2016 Powers Ferry Small Area Plan Public Meeting Summary
- July 20, 2016 Community Meeting Summary
- November 16, 2016 Community Meeting Comments (Morning and Evening Meetings)
- Website Poll Results

Shaping Sandy Springs

Summary of 2015 Citywide Visioning Process













August 2015

SANDY SPRINGS GEORGIA

Overview

Residents of the City of Sandy Springs *care deeply* about their community—and with good reason. Most find it a welcoming and safe place to live and work. The city is home to a large number of tree-lined neighborhoods resembling botanical gardens, a world-class medical center, miles of national river corridor, international consulates, and a new city center offering a vibrant downtown in which to live, work, enjoy the arts, and gather as a community. Residents enjoy a low tax rate and award-winning municipal services. The city's location in Atlanta's dynamic Metro North, offers ready access to a wide-range of employment opportunities, cultural and sports venues, and the world's busiest airport.

For all these positive qualities of life Sandy Springs residents enjoy, one notable quality held by many residents is the desire to continually seek ways to make their lives, and their community, better. Perhaps the best expression of this can be seen in the community's efforts to incorporate as a new city a decade ago.

In keeping with this quality of consistently seeking new ways to create better lives and community, in the spring of 2015, City leaders launched a yearlong process to revise its citywide Comprehensive Plan for improving life in Sandy Springs for years to come. In doing so, City leaders determined the first step should be to ask residents and representatives of civic organizations and business community to share their vision for the city. The City then set into motion a 'Community Visioning' process that included organizing a series of public meetings and publishing a resident survey.

This report presents a summary of the major aspirations, concerns and ideas expressed by those who participated in the process. While this summary cannot reflect a full accounting of the opinions of the nearly 100,000 residents of Sandy Springs, since many of those that participated in the process are leaders of neighborhood organizations, civic groups, and business community, it does provide City leaders with a sense of widespread community priorities and ideas about how to further shape the city for the better.

Executive Summary

In the spring of 2015, the City of Sandy Springs launched a community visioning process in support of the City's decision to revise its original comprehensive plan that was developed in 2007, two years after the City's founding. The visioning process included an online survey, and a series of meetings in which members of the public, neighborhood representatives, and civic leaders shared hopes and concerns for the city's future.

The visioning process was multifaceted, comprehensive and rich with detail concerning the aspirations of residents for the future of the City. The value of this early visioning phase is that it brings to the surface recurring themes for further investigation and public discussion during in future Comprehensive Plan public involvement activities.

Notable major themes are as follows:

Broad Support for Growth Management

Most Sandy Springs residents value living in the city and wish to retain, strengthen and extend to others the high quality of life large numbers enjoy. High on the public's mind is the question of how to manage future growth to continue to produce benefits such as the creation of a new City Center and delivery of excellent public services, while limiting the negative aspects of development, such as increased traffic.

Original Vision Affirmed

There remains general agreement around the basic vision elements set forth in the City's original Comprehensive Plan. Briefly these are:

- A city characterized by neighborhoods of primarily single-family detached homes on large lots with substantial tree cover and low vehicular traffic.
- Single-family neighborhoods to receive limited population increase, infill and 'tear-downs.'
- Redevelop Roswell Road into compact, mixed-use, pedestrian-friendly places served by bicycle, walking and public transit with a grid network of streets anchored by City Center.
- Roswell Road corridor and live/work areas connected to MARTA, including PCID, to receive major population and job increases guided by redevelopment plans.
- Acquire land to form citywide open space system connecting parks, work places and neighborhoods, while protecting streams and city's forested character.



Vision 2.0: The Next 10 Years

- More clearly define tools, policies, and programs for making happen the original vision elements.
- Explore ways to strengthen educational opportunities offered the City's youth, as well as adults seeking to expand their academic capabilities and skills.
- Work with partners to create opportunities for individuals and families to afford to live and work in city.
- Invest more in developing the City's open space and recreational infrastructure into a unified network. In doing so, focus on: creating opportunities for people of all ages to enjoy healthier life styles; improving the visual character of the City, especially along the Roswell Road Corridor; integrating art and cultural elements into new and existing public spaces; and enhancing the quality of natural environment, including the air, soil, water, and wildlife habitats.
- Apply existing and new strategies for limiting existing and future vehicular traffic, while maximizing the efficiency and safety of existing and future circulation systems to move people and goods.



Community Visioning Process

A. Survey: A survey was conducted consisting of 10 basic questions that ranged from asking respondents to identify the city's greatest strengths to questions about such topics as the environment, the future of Roswell Road, and Perimeter Business District. The results are summarized in this report.

B. Public Meetings: Three public meetings were organized and the results have been synthesized and summarized in this report. The meetings included:

Meeting 1: Neighborhood Representatives
Sandy Springs City Hall, Council Chambers
Monday, June 22

Meeting 2: Civic Discussion
Heritage Sandy Springs
Tuesday, June 23

Meeting 3: Community Forum
United Methodist Church Activities Center
Wednesday, June 24



Newspaper ads and flyers invited residents to participate in the visioning meetings and survey.



A. Survey: Approximately 150 residents completed an online survey published on the City's website. Residents learned of the survey through ads published in two local newspapers and via flyers distributed through civic organizations. Because those who responded were 'self-selecting' and not contacted by a random process, the results cannot be viewed as a scientific representation of community makeup and interests. That said, the information has value and is worth consideration when general consensus appears among the respondents.

General Survey Findings:

Topic 1: Community Strengths and Challenges

Nearly 30% of total 'mentions' indicate that **geographic location and accessibility** as an important positive quality about living in the city. Approximately 10% cite quality of City services, another 10% the sense of community; and about 9% identify the 'character' of the city as its greatest strength. Other qualities identified as being important include: schools, the diversity of places, and the new City Center.

Approximately one quarter of respondents identify **traffic delays as the biggest negative quality**. Another 25% feel it is the lack of pedestrian and bicycle amenities. Just over 10% feel it is the lack of parks, and just less than that feel it is erosion of character.

Approximately 90% of respondents want to see a **larger variety of restaurants**, and a comparable percentage would like **greater variety in cultural activities**. About 85% want to see **more open space**. Just over 80% want to make sure there are a **variety of employment opportunities**.

There were a variety of narrative responses to the question: 'What makes Sandy Springs unique? These were condensed and consolidated into phrases designed to reflect the strength and frequency of the ideas put forward. The following summary reflects a certain degree of editing to reduce repetitiveness while at the same time retaining as much of the richness and emphasis of the original comments as possible.

Location

- Centrally located; proximity to Perimeter, Atlanta and everywhere else.
- Strategically located; MARTA access is a positive.
- Strategic metro area location; easy access to highways and the city.

Government

- Great, forward-thinking government; wise and fiscally responsible.
- The public/private partnership; privatization of city services.
- Top notch police and fire departments; Police and Fire do an amazing job.

Character

- Size of the city; mix of small town and big city feel; perfect blend between city and suburbia.
- Appropriate mix of commercial and residential; charm and warmth in certain areas of the city.
- A small town—quiet and family oriented with a bustling metro city flair.
- Established old-style neighborhoods; remaining old homes; our old buildings.
- Lovely mature single-family residential areas; sense of an upscale community.
- "Lots of mature trees and landscaping; largely wooded area near Atlanta and highways.
- Large lot sizes, tree canopy and mature trees and landscape; a decent amount of green space.
- Access to natural resources enhanced by tree canopy; pecan trees on Johnson Ferry.

Quality of Life

- A strong sense of community.
- A close, caring family-oriented community; safe place to live and raise kids; neighbors who care.
- The ease of living here; many opportunities for good family life.
- Pill Hill is a mecca for healthcare; many corporate headquarters provide jobs.
- Perimeter District
- Chattahoochee River; access to parks; the bigger parks (Abernathy and Morgan Falls).
- Access to live music.

Diversity

- Population is a mix of old and young; singles and married.
- Cultural, social and economic and ethnic diversity.

History

- Families remaining in Sandy Springs.
- The unique history and heritage of the area.

Topic 2: City Services

It is noteworthy that nearly 60% of respondents felt there are enough City or public services to meet the needs of residents of all ages, with 20% responding "no" and approximately 20% registering no opinion.

Topic 3: Environment

Approximately 75% of respondents feel that more should be done to **protect streams and rivers, open space is insufficient, and action should be taken to reduce greenhouse gases**.

Topic 4: Roswell Road

Respondents were asked to identify areas of the Roswell Road Corridor they like and explain why. These comments were then organized into 3 sections corresponding approximately to the North, Middle and South segments of Roswell Road.

North (Abernathy N. to the River)

- The Big Trees preserve is an oasis among the hodge-podge.
- The area around North Fulton Annex is probably the nicest in appearance.
- Between Dalrymple and river is less congested and not such an eye sore.
- Between Spalding and Northridge is cleaner with more trees than other sections.
- North of Abernathy because traffic moves faster.

Middle (Abernathy to Hammond)

- Abernathy/Hammond area: cleaner and shopping areas are in better condition.
- The Trader Joe's Shopping Center; the Starbucks near Johnson Ferry.
- At Sandy Springs Circle: sidewalks and appealing updated landscaping.
- The Hildebrand area: a diversity of stores.
- Between Hammond and Vernon Woods: walkable, and streetscape is pleasant.

South (Hammond to Buckhead)

- The Prado area
- At Dunwoody Place; improved road and intersection.
- Roswell and Peachtree--easy to navigate, doesn't get backed up.
- Between Windsor Parkway and Elden Dr.; diverse shops, nice neighborhoods.
- Between Long Island and Glenridge; traffic flows more smoothly with few stoplights.
- Windsor Parkway/Wieuca; coffee shop, sidewalks, walking destination.

Respondents were also asked to identify what they felt were issues related to Roswell Road. The responses shown below reflect a digest of general comments followed by more specific comments organized geographically.

General Negative Responses:

- I do not like any of it; it is all car oriented, commercial and not inviting to walk or linger; I avoid it whenever possible; too much traffic; it is horrible aesthetically; it is all embarrassing—a disaster; has absolutely no character or charm—just a mess from end to end; drivers are reckless along the entire corridor; [exemplifies] poor planning, traffic congestion, lack of enforcement; it is a nightmare every day from 3 PM to 7PM.
- Between 285 and Abernathy is frustratingly congested during peak traffic hours.
- Dumpy businesses, traffic delays, narrow sidewalks, no shade along sidewalks.
- Ugly signage and too much paved parking with little or no landscaping.
- The entire roadway is an eyesore, with no charm or character; lots of crime.
- There are too many low quality businesses and vacant buildings and parking lots.
- Despite many improvements, it still looks and feels like a low income area.
- Poor retail, poor access, horrible traffic and pedestrians jay-walking.
- There are too many shabby stores (check cashing, smoke shops, etc.).

North (Abernathy N. to the River)

- Between Cliftwood and Northridge, too much development for the road.
- Area between Northridge and the River could use some development.
- South of Northridge-dangerous traffic converging with no signals.
- Near North Springs High; ugly, dying, or abandoned businesses.
- Northridge to the River; too much auto, fast food, abandoned gas station, etc.
- Dalrymple intersection congested; Big Lots development has a blighted feel.
- Between Dalrymple and Abernathy: too narrow; abandoned businesses.
- North of Northridge is unattractive, but streetscapes have made improvement.

Middle (Abernathy to Hammond)

- At Abernathy intersection; construction work; very congested.
- Carpenter Drive, Hammond and Johnson Ferry intersections; hard to cross.
- At Johnson Ferry intersection; traffic creates a big backup on Mount Vernon Hwy.
- At Sandy Springs Circle at the Trader Joe's mall; awful sidewalk and pavement.
- Between Sandy Springs Circle and Abernathy: cluttered with low-rent businesses.

- Between Hammond and Abernathy, ugly, congested, trashy, old apartments.
- Near Mt. Vernon, congestion and buildings in disrepair.
- Intersection with Hammond is unattractive and congested.
- At Abernathy and Sandy Springs Circle; Publix parking lot dangerous to exit.
- Area between Glenridge and Hammond has too much development for the road.
- Between Johnson Ferry and Mt Vernon Highway; backups due to left turns.
- Between Hammond and 285; dangerous, unconnected shopping areas; crowded nearly all hours.
- Nothing between Abernathy to 285 that is at all pleasing.

South (Hammond to Buckhead)

- I 285 junction and 1/2 mile to the N and S. traffic, cars, traffic, cars....
- Between the Carpenter Drives: empty lots, cheap buildings, looks awful.
- Between I-285 and Johnson Ferry Rd.—a "hodgepodge" look and lots of traffic.
- Congestion at Peachtree/Dunwoody and Perimeter to Vernon Woods; too much stop and go.
- Between 285 and Northwood near new Target; diminishes character of Sandy Springs.
- Hammond Road from Roswell down to Hammond and Johnson Ferry.
- The entire Northwood Rd is run down.
- Wieuca area is very congested; stop lights not timed well.
- Piedmont Rd; gets backed up and so people block the intersection.
- Between Azalea Dr. and Northridge Rd., dilapidated areas, high crime makes area feel unsafe.
- At Hanover Park, lights often fail; during heavy traffic, Dunwoody Place backs up.
- At Cliftwood Dr.; a disjointed intersection which causes congestion.
- From 285 southward to Glenridge, the old housing needs to go.

Topic 5: Perimeter Community Improvement District (PCID):

- Approximately 60% of respondents felt that further **development of the PCID should be encouraged**. Over 80% felt that **MARTA should be extended**, and over 70% believe that **development should be encouraged around MARTA stations**.

- ***Information on Respondents*:**
- Nearly 80% of the respondents identified themselves as "European Americans" or "Caucasian," compared to 65% reported in the 2010 U.S. Census. Those reporting as "African American" were 1%, compared with 20% in the U.S. Census. Latinos and Native Americans were also at the 1% level, compared with 14% and .3%, respectively in the U.S. Census for the city. It is noteworthy that nearly 50% of respondents have lived in the city for more than 15 years; 27% have lived there for less than 5 years, and approximately 70% plan on staying in the city for more than 15 years. A third of the respondents do three-quarters of their shopping in the city. Of approximately 70% who work outside their homes, almost the same amount work outside Sandy Springs. Nearly 60% report knowing their neighbors either "well" or "very well." One third have volunteered in the last 12 months.

The age distribution of survey respondents is dominated by those in the middle of the life cycle, with 72% of respondents between the ages of 31 and 65. This is highly over-representative of the actual Sandy Springs 'actual' 31-65 age range when compared with 2010 U.S. Census figures. The Census shows approximately 48% of the population falling into the 31-65 age range, 20 percentage points below the survey population. This is consistent with the finding that both the 18-30 and over-65 age ranges are underrepresented in the survey population. For example, the 18-30 range is 8% of the survey population, while an approximation taken from the U.S. Census shows the "actual" level for that range to be closer to 18%. Similarly, the over-65 age range is drastically underrepresented among the survey respondents, with 18% falling into that range compared to the 11% as reported in the 2010 U.S. Census.

The skewness in the sample, due to the self-selected nature, should be kept in mind in the interpretation of certain data items in the survey. For example, perceptions about the adequacy of elder services in Question 5 may be understated, a conclusion that would be consistent with the relative lack of mention of senior-related issues in Questions 1 and 2.

The respondent population appears also to be skewed in the case of income, with 56% of respondents reporting household income of over $130,000.

B. Public Meetings

Meeting 1: Neighborhood Representatives



On Monday, June 22, approximately 70 representatives of neighborhood organizations convened for two hours at Sandy Springs City Hall. Facilitators led discussion groups of 15-20 participants. At the outset of the meeting, participants joined groups that reflected approximately where they lived in the city. These included north, central and south. Each person was allocated a "budget" of 3 colored beads and could "invest" these in one, two, or three priorities from a list of seven issue areas identified prior to the meeting. These were:

- Addressing Infill Development Issues
- Fixing Roswell Road
- Redeveloping Older Apartments
- Addressing the Interface between Residential and Commercial Areas
- Managing Access Points Along Roadway Corridors
- Emphasizing Transit Oriented Development
- Transportation Mobility

The results of the informal poll or neighborhood residents showed that their number one priority was 'Fixing Roswell Road.' The second major area of support was for 'Addressing Infill Development.' There was also considerable support for efforts to improve 'Transportation Mobility,' for 'Redeveloping Older Apartments,' and 'Addressing the Interface between Residential and Commercial Areas. The following shows the priority rankings:

1.	Fixing Roswell Road	25%
2.	Addressing Infill Development Issues	20%
3.	Transportation Mobility	17%
4.	Redeveloping Older Apartments	15%
5.	Addressing the Interface between Residential and Commercial Areas	12%
6.	Managing Access Points Along Roadway Corridors	8%
7.	Emphasizing Transit Oriented Development	3%

Meeting 2: Civic Associations

On Tuesday, June 23, thirteen leaders of Sandy Springs civic associations shared their thoughts on both the challenges and opportunities facing the City today and in the future. Approximately 60 members of the public attended the two-hour event at Heritage Sandy Springs.



Participating organizations included:

- Leadership Sandy Springs, Jan Paul, Executive Director
- Community Assistance Center, Tamara Carrera, CEO
- Sandy Springs Society, Karen Meinzen-McEnerny, President
- Sandy Springs Conservancy, Linda Bain, Executive Director
- Council of Neighborhoods, Trisha Thompson, President
- Sandy Springs Education Force, Irene Schweiger, Executive Director
- Watershed Alliance of Sandy Springs, Sherry Epstein, President
- Art Sandy Springs, Cheri Morris, Former President
- Sandy Springs Chamber of Commerce, Tom Mahaffey, Executive Director
- PCID, Yvonne Williams, Executive Director
- Sandy Springs Environmental Project, Bill Cleveland, President
- Kiwanis Club of Sandy Springs, Patty Voelz, Board Member
- Rotary Club of Sandy Springs, Lisa Stueve, President-Elect

Several themes raised by multiple organization representatives are integrated and organized by topic areas below:

Community Development

- **Guide growth** to appropriate development zones to **preserve residential "small town" feeling** of city.
- Redo Roswell Road to **eliminate unattractive sprawl** development.
- Guide future growth along Roswell Road in ways that **creates a welcoming and walkable concentrations of mixed-use development**.

- Find ways to **embrace community diversity** by supporting success of all residents through **strong schools**, **job training and apprenticeship initiatives**, and ensuring the availability of **affordable workforce housing**.
- Seek opportunities to **celebrate the city's heritage and cultural life**, including incorporating elements of the city's past into future development decisions, and by integrating permanent and temporary expressions of art into the public realm.

Economic Development

- Increase awareness of link between **strong economic development, strong local schools and strong base of affordable workforce housing**.
- Actively engage and **welcome millennials**.

Environment

- City should **revise its open space and recreation plan** aimed at achieving original vision of, and continued high level of interest in, creating a **citywide open space system connecting parks, work places and destinations to neighborhoods, and that protects streams and city's forested character**.
- Create a **New Capital Improvement Fund for Open Space and Parks** acquisition and improvements.
- The revised Comprehensive Plan should include increased measures for guiding development decisions that **reduce the loss of city's tree canopy, protect the city's waterways** from increased water runoff and associated erosion, and limit contaminated water runoff and air pollution associated with increased automobile traffic.

Major recommendations made by each organization include:

Leadership Sandy Springs

- Engage civic groups, leverage resources and promote citywide collaborations.
- Recognize diversity.
- Adopt "360 degree points of view" approach.

Community Assistance Center

- Help roughly 30,000 residents of City who are financially in need of some level of assistance to achieve greater success.



- Build on efforts to create more jobs with a living wage, offer job training and apprenticeship programs, promote the development of affordable workforce housing, broaden transit alternatives, ensure availability of childcare, and invest in improving local schools and after school programs.

Sandy Springs Society

- Preserve the city's heritage and historic resources when making development decisions.
- Purchase more open space and parkland.
- Develop more streetscapes and walkable places.
- Do more to ensure the availability of affordable housing.

Sandy Springs Conservancy

- City needs to work with community to create a new "Trail and Open Space Plan."
- A key focus of the plan should be to connect existing natural and recreational resources.
- High priority should be given to establishing a dedicated fund for purchasing open space, parks and trails, including making "opportunistic purchases" of low performing previously developed land for restoration back into open space.
- City and partners should "think big on transit and multimodal alternatives," such as taking steps now to connect to the Atlanta Beltline.

Council of Neighborhoods

- Redo the City's Land Use Plan to support redevelopment projects that enhance the quality of life in the city.
- Future development decisions need to do more to reduce the loss of tree canopy and limit automobile traffic.
- Create more green space!
- Give greater attention to the visual appearance of future developments to ensure 'fit' with the character of the area of the city where the development is occurring.

Education Task Force

- Efforts should be taken to encourage a more skilled workforce.
- Partnerships promoting greater educational opportunities need to be strengthened between the schools, business community and larger community.
- Resources are needed to support more constructive afterschool activities between 4-6 PM.



- Steps should be take to promote the development of affordable housing.

Watershed Alliance

- City should establish a stormwater utility.
- Development guidelines and funding needs to be made available to maintain the city's tree canopy.
- Enforcement of existing ordinances should remain a priority.

Arts Sandy Springs

- Significantly upgrade the appearance of Roswell Road.
- Guide development along Roswell Road to promote a greater sense of place.
- Public spaces at the new City Center should be viewed as "working gallery" with permanent and changing art pieces integrated into its design.
- City and partners should create a "Public Art Plan" aimed at making Sandy Springs a "City of Art."
- Funding mechanisms including impact fees.
- Public art requirement for new development.

Chamber of Commerce

- Goal should be "balanced growth."
- As city grows, more needs to be done to ensure residents and employees can get to their destinations with relative ease.
- There is a need for workforce housing.

Perimeter Community Improvement District (PCID)

- Future attractiveness of PCID to businesses depends, in part, on ensuring access to and from District.
- More investment is needed in expanding roadway access, as well as transit options, including extending MARTA, increasing links to MARTA, and developing additional pedestrian and bicycle facilities.

Environmental Project

- Recommends creating a citywide water-quality plan.
- City should develop a methodology for analyzing the impact of different future growth scenarios on water quality.



- Use bio-filtration devices to control water runoff and water quality from development.
- Continue to develop the March Creek Greenway.

Kiwanis Club

- Future development should also preserve 'small town' feel of city.

Rotary Club

- City Center offers opportunities for attracting high-quality businesses and the millennial workforce.

Meeting 3: Community Forum

On Wednesday, June 24, approximately 75 members of the public convened for two hours at the United Methodist Church Activities Center. Facilitators led small discussion groups of 8-10 participants organized to address the following topics:

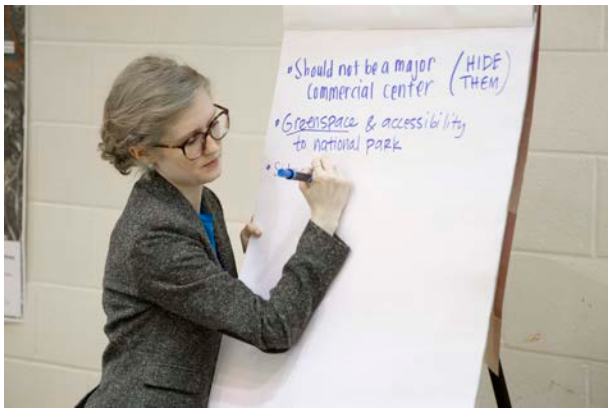


- A. Residential Quality of Life
- B. Environment
- C. Roswell Road Corridor
- D. Perimeter Business Area
- E. Powers Ferry
- F. Other

Residents rotated from topic to topic approximately every 20 minutes, enabling each participant to speak to the six topics. A summary of issues raised and recommendations made by each group is presented on the following pages.

A. Residential Quality of Life

The questions posed to stimulate discussion were:



What are important positive qualities of living in Sandy Springs?

- What would you like to see be done to preserve and improve the quality of life?

As expected, this category attracted extremely wide-ranging comments. Included in this category were a number of environment-related comments. For ease of interpretation, we elected to re-assign these to the Environment category. Those comments not explicitly of an environmental nature were allocated among the following three sub-categories:

- *City Character*
- *Mobility and Travel*
- *Community*

The comments received were condensed as follows:

City Character

- Preserve low density wooded character with old trees and greenspace; improve protection of old trees, tree canopy; need better setbacks and buffers; reclaim ugly parking and excess parking into greenspace.
- Stick to village character rather than urban character; maintain character of what Sandy Springs was before incorporated: keep older buildings; don't tear down and build new; maintain the City's historic assets and character .
- Preserve single family homes; preserve older ranch-style single-family homes; increase owner occupied housing, large lots, ranch houses and older single family homes; increase diversity in aesthetics; create incentives for renovation of older homes vs. new construction; the City should set standard of design quality and maintain green/LEED standards.
- There is too much infill and clear cutting.
- Commercial area buffers are needed to protect neighborhoods.

- Too many variances are allowed; need more consistent zoning; better code. enforcement to halt deterioration of older multifamily residences.
- Place utilities underground.
- Define character/image for town green; higher residential density in City Center would be desirable.
- Need impact fees increased to fund community parks and open/greenspaces.

Mobility and Travel

- Better sidewalks, crosswalks, islands are needed; more traffic calming; impact fees from new development to fund traffic calming solutions.
- Improve walkability; bike lanes; build more real bike paths; need a bike facilities sharing program; improved trail connectivity to other cities.
- Create an environment conducive to non-auto options; improve accessibility without using major roads; improve multimodal connectivity, alternative transportation (shuttles, trolley, train circulator with hop on/hop off options); improve connections among neighborhoods, City Center and perimeter; consider a free jitney/circulator around downtown from centralized parking.
- Add an interchange to 285.
- Improve turning/deceleration lanes; improved bus pull overs on Roswell Rd; more frequent crosswalks to limit dangerous jaywalking.
- Consider smart parking technologies.

Community

- Maintain older apartment complexes for highest and best use.
- Increase affordable housing; diversity/accessibility in housing; workforce. housing; improve accessibility and affordability for young people/millennials; expand housing diversity with single family starter homes; increase senior housing options, i.e., smaller single family dwellings.
- Create more recreational and social opportunities, such as community events- festivals, art, music; more gathering places-coffee shops, bookstores, libraries; programming of activities at City Center; encourage and incentivize the artist community.
- Allow/foster community gardens in higher density multifamily areas
- Improve opportunities for alfresco dining.
- Improve community engagement by city government.
- Improve quality of public schools.



B. Environment

The questions posed to stimulate discussion were:



Do you think protecting the environment should be more of a priority and what types of activities would you be willing to support?

Comments were condensed as follows:

- Need formal "Open Space and Greenspace Plan" with guidelines for greenspace acquisition funding greenspace; parks, linear, parks, neighborhood parks, possible purchase by City of land along Roswell Road to make more attractive and to promote connectivity.
- Preserve watershed with blue infrastructure; buffers and setbacks; use the Chattahoochee as an amenity; implement a streamside trail; Marsh Creek greenway.
- Improve/update stormwater management; pursue green drainage solutions; create a stormwater utility with onsite filtering; a stormwater fee for new development; prohibit clear cutting and mass grading; encourage pervious paving.
- Optimize opportunities for solar, geothermal; create solar panel incentives; create more public electric charging stations.
- Encourage recycling with a recycling center; create more opportunities to recycle hazardous waste.
- Reduce light pollution.

C. Roswell Road corridor

The question posed to stimulate discussion was:



What areas of the Roswell road corridor do you like or not like, and why?

Comments were condensed as follows:

- Need a feasibility study for a walking park behind Marshall's: Roswell/Abernathy to North Mt. Vernon to Abernathy.
- Needed are bike rentals and bike racks at local businesses; zip cars; bicycle lanes separated from roads (in median); bike access behind commercial corridor.
- Transit circulator system is needed, with designated locations for transportation to MARTA; a shuttle from Cobb County to Perimeter Center.
- Maintain walkability: (European styled developments); imitate Atlanta parks/Highlands; wider sidewalks; pedestrian bridges for walking/transit; larger setbacks; safe pathways across roadways; more well-lit and safe crosswalks; more sidewalks (no sidewalks along Mt. Paran to Prado); need safer ways for pedestrians to cross Roswell Rd; midblock crossings for pedestrians.
- Moratorium on new businesses; build around existing buildings; integrate existing/local businesses into redevelopment projects; support local businesses.
- Improve aesthetics, development standards; south of 285, encourage 2 stories-height restrictions to avoid tunnel effect; preserve historical character; improve storefronts; incorporate stronger character in architectural designs; improve diversity in architecture (aesthetics standards without standardization); fewer curb cuts; break up blocks to enhance human scale (e.g., Downtown Decatur); avoid clear-cutting of lots/trees; get rid of telephone poles.
- Traffic management; get traffic off of Roswell Road; separate through traffic; balance traffic to maintain businesses; create overpass/underpass to assist with traffic flow; bridges for improved traffic flow; improve operation of traffic signals—implement "smart" traffic signals; add two lanes and a median; reduce number of car trips.
- Need more surface parking lots and greenspace; parking lots are along the road—they need to be behind buildings instead; also, move on-street parking to rear of buildings.

- Create more centralized parking; public parking/decks behind building/business; between Hammond and Mt. Vernon; future buildings to have parking behind or underneath buildings; economic incentives for buildings to share driveways.
- Attract more independent businesses/restaurants; maintain character of established businesses.
- Need improved ways to cross Roswell East/West without using intersections (drive without getting stuck).
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D. Perimeter Business Area

The questions posed to stimulate discussion were as follows:



Are you in favor of encouraging continued development within the Perimeter Business District?

Are there types of development you would like to see in the vicinity of the Perimeter Business District (up to a mile away)?

Are you in favor of encouraging development around potential new MARTA stations?

Comments were condensed as follows:

- We need to know the City's vision for the CID; do not allow expansion/overspill of CID; vacant areas near MARTA should receive higher density; the impacts of vertical density and mix of uses on road infrastructure must be investigated; transit-oriented development policies are needed to promote density around stations only; increase options to park once and walk to multiple destinations.
- The CID is an asset, leave it as is; less desirable development should be moved to Roswell Rd.
- East-West circulation is difficult; last mile access is difficult; need to provide shuttles for East-West travel; improve pedestrian amenities and connectivity to CID; need better park-and-ride that is closer to 285.
- Use PCID for shopping and eating; create an avenue-style shopping experience, with more trees in parking areas; pedestrian shopping streets, outdoor seating, plazas;

promote walking, leisure, reasons to stay after business hours; more greenspace; shuttles circulating through PCID; missing are activities for children, like carousel, parks; also a small sports venue, outdoor theater, etc.

- North Springs station neighbors would oppose higher density; MARTA extension north would alleviate through traffic; could benefit local residents, but east-west connection still poor; MARTA needs to improve its reputation/image to increase patronage.
- MARTA extension could be a positive asset but not necessarily an immediate benefit; would not be as useful as a network going to other destinations like Decatur; MARTA might appeal more to younger generation; need pedestrian and bike bridge across 400 to reach the MARTA station; bike paths must be separate from vehicular circulation.
- High-rise office should be along major corridors; King and Queen should be the max height allowable; PCID boundary should not expand—do not allow intense activity to overspill; density can be part of the solution, but there will be public opposition; expand PCID to include Mercedes.
- Infrastructure is over-capacity; traffic issues must be addressed before more development is approved; large employers need to provide shuttles; alternative transit (shuttles) to heavy rail, at neighborhood scale; businesses should be incentivized to alter their opening hours to alleviate traffic; large developments should provide "last mile" access to transit.

E. Powers Ferry

The question posed to stimulate discussion was:

What do you perceive are the greatest strengths, and threats to, the Powers Ferry area?



Comments were condensed as follows:

- The area does not feel like part of the City; community feeling/identity is lacking; businesses are not thriving; need to make this area more of a destination; connectivity can be an issue—the cut through from Cobb is bad; mobility is good; wooded area is nice; sewer smell is negative; topography is difficult.

- Ray's and Publix are good features but the area around Publix is forgotten; restaurants (e.g., BBQ) are an asset; could benefit from new restaurant.
- Area is an ideal location for new businesses; we should embrace the current heavy commercial use; limit commercial to the north side of 285; utilize vacant land and current developed areas; avoid removing trees; area is an alternative to development on Roswell and source of tax base expansion.
- Contrasting view: area should not be a major commercial center (hide them); keep uses as they are to avoid generating additional traffic.
- New development should embrace the river— the river is an amenity for residents, offices, schools; utilize the natural beauty and improve access; but need improved public access to the river; need walking trails, landscaping and access from private development; promote parks.
- The National Park should be utilized as a city asset; area would benefit from improved connectivity to the National Park, with trails on both sides; create a connection to the park on either side of 285; need improved access to the river from the Park, with walking trails such as Silver Comet trail and a pedestrian bridge across the river; however, enhancements are needed, including: auto parking, bike and pedestrian facilities; sidewalks and bike lanes are needed along Powers Ferry; also needed are improved access across street; lighting for safety; dog parks; play areas and exercise stations; existing facilities should be upgraded.
- It is critical to assess the impact of Braves stadium on the Park; need to communicate more with Cobb County; need to assess Braves stadium traffic impacts on highways and surface streets as an addition to current traffic problems on highways.
- The MARTA line from Braves stadium needs Sandy Springs stop; traffic will be terrible; need bus alternatives to and from stadium (private company); shuttle, BRT or other mobility enhancements are will be needed.
- Normal traffic backs up here and on surface streets such as Herds Ferry at 285; navigating is not easy; need also to assess traffic impacts of new school location
- Walkability is lacking; more sidewalks are needed; is there potential for walking trails that use private land?
- Mid-rise development and medium density residential are positive factors; mixed use in existing developed locations would be ideal, but with neighborhood stores, not major chains; need a balance of residential and other uses, including restaurants and independent businesses; maintain single-family homes.

F. Other



This topic area was created to ensure the sharing of concerns that might not be adequately captured by other topics. Where comments under "Other" were directly applicable to earlier topics, they were reassigned to wherever it seemed they would add appropriate depth and meaning. In cases where "Other" respondents repeated previously-made points with particular emphasis, attempt were made to reflect that degree of emphasis in the list that follows:

- Improve quality of lower achieving public schools in Sandy Springs; attract public workers by improving schools; density leads to school overcrowding; need to charge apartment properties impact fees for schools.
- Define what a land use plan is; need a land use plan with teeth; stick with the stated vision elements; make very judicious use of overlays—overlays should follow the land use plan; council should follow development rules; too many variances are granted; need to control commercial creep; outlaw mass grading.
- Refocus on safety for pedestrians, especially South of 285; improve pedestrian safety at big intersections; need more neighborhood sidewalks; need more environmentally friendly public realm lighting; more and better bus shelters, benches; ensure sidewalks are ADA-compliant.
- Need a dog park.
- City should take over some county functions (libraries, schools).
- Impose a percentage limit on property tax value increases; reduce sewer/water fees; keep millage rate the same.
- Build public-private partnerships with schools.
- Don't obsess on millennials.
- Congestion @ Johnson Ferry Rd = P/R @ River to Perimeter.
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APPENDIX

1. Visioning Press Release

2. Flyer Announcing Meeting with Neighborhood Representatives

3. Ads in *Sandy Springs Reporter* and *Sandy Springs Neighbor* publicizing 'Civic Discussion' and 'Community Forum' Public Meetings

4. Online Survey

5. Survey Results Summary

1. Visioning Press Release

VISIONING AN IMPROVED SANDY SPRINGS

City of Sandy Springs announces a prelude initiative in support of updates to its Comprehensive Plan

SANDY SPRINGS (May xx, 2015) – Now almost 10 years old, the City of Sandy Springs is embarking on a yearlong effort to update its Comprehensive Plan guiding the City's future growth and development. To kick off the project, city leaders are inviting the public to join two public forums this summer. On Tuesday, June 23, 2015, Civic Group Leaders will gather as part of a public discussion, and on Wednesday, June 24, 2015 the entire community is invited to join the conversation.

"When we began as a city in 2005, we adopted many of Fulton County's regulations. We've made adjustments along the way; but it is time, especially as we develop our downtown, to hear what else residents, businesses and community organizations want the City to focus on in the years ahead." said Sandy Springs Mayor Rusty Paul.

The first phase of that planning process will be the June Visioning sessions providing Civic leaders, residents, business owners, and other interested groups the opportunity to share their ideas for neighborhood preservation and improvement. Participants will be asked to share their thoughts on issues from transportation to environmental concerns, development to preserving quality of life. The Workshops will take a look at Sandy Springs from a wide lens, but as importantly, the conversation will also focus on smaller work areas including the Roswell Road Corridor, the Perimeter Business District, Northern Sandy Springs and Powers Ferry areas.

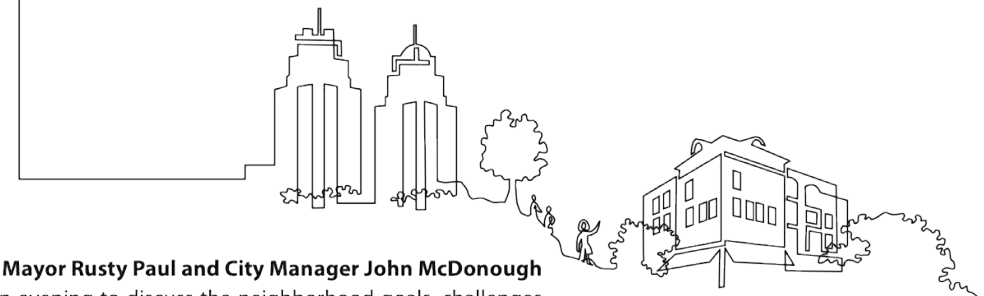
"Each area of Sandy Springs is unique in its needs and its aspirations, whether that's more open space, increased density to meet business demand, or better planning of underutilized lots. Our goal is to bring those concerns and ideas to the table – everything is open for discussion," added Paul.

The Civic Group Conversation will be Tuesday, June 23, 2015
6:30 p.m. at Heritage Sandy Springs
6110 Bluestone Road

2. **Flyer Announcing Meeting with Neighborhood Representatives**

Help shape the future of Sandy Springs

The City of Sandy Springs is updating its Comprehensive Plan with a special emphasis on preserving the quality of life of neighborhoods, enhancing the Roswell Road corridor and ensuring sustainability of the Perimeter Business District. This will be a collaborative, yearlong process with the community that will result in a blueprint for managing growth and improving life in Sandy Springs.



Join Mayor Rusty Paul and City Manager John McDonough for an evening to discuss the neighborhood goals, challenges, opportunities as they related to the future of Sandy Springs. Help us kick off the public involvement process by helping us identify and rank those issues most important to your community.

Monday, June 22, 2015
6:30 pm
Sandy Springs City Hall
Council Chambers
7840 Roswell Rd, Bldg 500

Please participate.
We would like to hear from you.







You and members of your HOA can also participate through an online survey: www.address

City Contact: Dan Coffer
DCoffer@Sandyspringsga.gov
770-206-1476

SANDY SPRINGS GEORGIA

3. Ad in *Sandy Springs Reporter* and *Sandy Springs Neighbor* publicizing 'Civic Discussion' and 'Community Forum' Public Meetings



4. Online Survey

SANDY SPRINGS RESIDENT SURVEY

Now 10 years old, the City of Sandy Springs is updating its Comprehensive Plan and would like to hear from you about how you would like Sandy Springs to further evolve over the next 10 years and beyond. Please either answer online below or print out and send it back to the Community Development Department in the City Hall at 7840 Roswell Road, Building 500, Sandy Springs, GA 30350 by September 30, 2015. Thank you. **Individuals will not be identified in this survey.** This survey is intended to supplement, not duplicate, information already received in the course of community workshops being conducted as part of the Comprehensive Plan Update process. Feel free to pass along the link to this online survey to other residents.

1. Check the **three** most important positive qualities of Sandy Springs. Add any you think are missing.

___ sense of community
___ diversity of places and activities, including homes, retail, commercial development parks and open spaces
___ history
___ access to MARTA
___ quality of City services
___ cost of City services
___ economic and ethnic diversity of population
___ character and feel
___ new City Center underway
___ access to Atlanta's urban assets
___ schools
___ easy access to highways
___ cost of living

Other: _____

2. Check the **three** most important negative qualities of Sandy Springs. Add any you think are missing:

___ lack of continuous pedestrian/bike paths
___ inadequate parks and open space
___ traffic delays
___ erosion of community character
___ cost of living
___ cost of City services
___ inadequacy of workforce housing
___ lack of walkable shopping districts
___ lack of range of restaurants
___ lack of parking in commercial areas
___ schools
___ quality of City services
___ lack of range of employment opportunities

Other: _____



3. Which of the following would you like to see more of in Sandy Springs? Please check one for each item. If you would like to add to or comment on any one of these, please do so at the end of this question.

Open space, e.g., meadows, wooded areas, active recreation	Yes	No	No Opinion
Detached single family homes	Yes	No	No Opinion
Attached single family homes	Yes	No	No Opinion
Protection and preservation of historic homes	Yes	No	No Opinion
Apartments and condominiums	Yes	No	No Opinion
Workforce housing	Yes	No	No Opinion
Variety of shops and services, e.g., food stores, doctors, pharmacies, hardware stores, apparel stores, automotive services?	Yes	No	No Opinion
Variety of restaurants e.g., fast food, family, gourmet, ethnic	Yes	No	No Opinion
Variety of employment, e.g., commercial, retail, services?	Yes	No	No Opinion
Variety of existing and new homes and buildings?	Yes	No	No Opinion
Variety of cultural activities in Sandy Springs, e.g., theater, art exhibits, concerts, music venues?	Yes	No	No Opinion
Diversity of population in Sandy Springs, e.g., socio-economic, ethnicity, age?	Yes	No	No Opinion

4. What makes Sandy Springs Unique? (Please no more than 250 words.)

5. Do you feel there are enough City or other public services to meet the needs of residents of all ages? (Please check one) Yes No No Opinion

   If not, list three service areas that are in your opinion least adequately met:

   Which age categories experience the greatest deficiencies in having its needs met?

   Young Children Teens Young Adults Middle Age People Seniors

6. **Environment**
   The City government would like to know if you think protecting the environment should be more of a priority and what types of activities you would be willing to support.

   Do you think more should be done to protect streams and rivers? Yes No No Opinion

   If yes, what type of actions do you think the City should take?

   ___Better regulations to preserve land adjacent to waterways
   ___Annual volunteer events
   ___City-sponsored environmental education events
   ___City-sponsored recreational activities
   ___Improved cooperation with neighboring communities
   ___Planning efforts focused on stream and river protection

   Do you think there is sufficient open space? Yes No No Opinion

   If no, what type of actions do you think the City should take?

   ___Allocate budget items for open space acquisition
   ___Improve access to open space assets
   ___Improve linkages among open space assets
   ___City-sponsored environmental education events
   ___City-sponsored outdoor recreational activities

___Planning efforts focused on open space protection

Are you willing to support actions by Sandy Springs to reduce Greenhouse gases? Yes No No Opinion

7. Roswell Road Corridor

The City government would like to know if you think improving the Roswell Road corridor should be more of a priority and what types of activities you would be willing to support. When answering, please identify areas by cross-streets (.g., Roswell between X Street and Y Street).

Please identify areas of the Roswell Road corridor that you like and please briefly explain why:

_____

Please identify areas of the Roswell Road corridor that you do not like and please briefly explain why:

_____

Beyond the development of the new City Center, do you think more should be done to create smaller 'village centers' or more walkable live/work/shopping areas along Roswell Road?

Yes No No Opinion

If yes, where along the corridor do you think such village centers might best be located? Please list them in order of priority by cross-streets: _____ _____

What type of service/destination would be most likely to attract you to visit a village center?

Shopping Dining Household Errand Social engagement Personal Business

Other_____

What factors would be most likely to dissuade you from visiting a village center?

Lack of Parking Traffic congestion Travel Distance Lack of Public Transportation

Other_____

Are there areas of Roswell Road where you would like to see less development? If so, please identify those areas and describe the type of activities and character you would prefer to see in those locations.

_____

8. Perimeter Business District

The City government would like to know what you think about development in and around the Perimeter Center Improvement District (Perimeter Business District)?

Are you in favor of encouraging continued development within the Perimeter Business District?

Yes No No Opinion

Please rank the types of development/land uses you would like to see in the vicinity of the Perimeter Business District (up to 1 mile away) Please rank using: 2 = preferred, 1 = neutral; 0 = do not support.

___ residential
___ retail
___ office
___ open space/recreation

Add any you think are missing:_____

Are you in favor of extending MARTA north along GA 400?

Yes No No Opinion

Are you in favor of encouraging development around potential new MARTA stations?

Yes No No Opinion

Please rank the types of development/land uses you would like to see in the vicinity of MARTA stations (up to ¼ mile from station). Please rank using: 2 = preferred, 1 = neutral; 0 = do not support.

___ residential
___ retail
___ restaurants
___ office
___ natural open space
___active recreational space

Add any you think are missing:_____

9. Live, Work and Volunteer

How long have you lived in City? 1 – 5 Years 6 – 10 Years 11 - 15 Years More than 15 Years

How long do you plan to remain in Sandy Springs? 1 – 5 Years 6 – 10 Years More than 10 Years Don't Know

How much of your outside-the home shopping (excluding e-mail and mail-order shopping) do you do in Sandy Springs?

Less than 25% About 50% More than 50% Almost all

Do you work outside the home? Yes No

If yes, where do you work? In Sandy Springs Outside of Sandy Springs

Would you prefer working in Sandy Springs? Yes No No Opinion

How well do you know your neighbors? Very Well Well Somewhat Not At All

Were you involved in a volunteer activity over the last 12 months? Yes No

If yes what type of volunteer activities? City Schools Church Other:_____

What factors restrict your involvement in volunteering? Check all that apply.

__ lack of time ___language

__ not sure exactly what to do ___lack of transportation

__ not sure how to find information

___Other:_____

_____

_

What kinds of things can the City do to increase civic involvement of its residents?

_____



Community Visioning

10. Questions of Fact

The following questions are asked so we may judge how well the survey responses match socio-economic data provided by the most recent U. S. Census data. **Please remember, no individuals will be identified in this survey.**

Your age category: 18– 30 Years 31–45 Years 46–65 Years 66–80 Years Over 80 Years

Your annual household income category: (Thousands) $10-$40 $41–$70 $71-$100 $101-$130 $130+

Your ethnic heritage? African East Asian European Latino Middle Eastern
Native-American South Asian Mixed Other: _____ Prefer not to answer

5. Survey Results Summary

The following is a more detailed summary of the results of the community survey.

Question 1: Most important positive quality about COSS:
Approximately 28% of mentions relate to geographic location or accessibility; 10% cite quality of City services; 11% for sense of community; 8.8% for character.

Question 2: Most important negative quality:
Traffic delays, 25%; lack of bike/ped amenities, 24% (bike paths, 14% plus walkable shopping, 12%); inadequate parks, 11% and erosion of character, 9%.

Question 3: What do you want to see more of in COSS?:
Percentage of respondents answering "yes": variety of restaurants, 91%; variety of cultural activities, 86%; open space, 83%: variety of employment, 82% and protection of historic homes, 81%.

Question 4: What makes COSS unique?
We received a variety of narrative responses to the question of: 'What makes Sandy Springs unique? We condensed and consolidated these into phrases designed to reflect the strength and frequency of the ideas put forward. The summary reflects a certain degree of editing to reduce repetitiveness while at the same time retaining as much of the richness and emphasis of the original comments as possible.

- *Location*
  - Centrally located; proximity to Perimeter, Atlanta and everywhere else.
  - Strategically located; MARTA access is a positive.
  - Strategic metro area location; easy access to highways and the city.
-
- *Government*
  - Great, forward-thinking government; wise and fiscally responsible.
  - The public/private partnership; privatization of city services.
  - Top notch police and fire departments; Police and Fire do an amazing job.

- *Character*
  - Size of the city; mix of small town and big city feel; perfect blend between city and suburbia.
  - Appropriate mix of commercial and residential; charm and warmth in certain areas of the city.
  - A small town—quiet and family oriented with a bustling metro city flair.
  - Established old-style neighborhoods; remaining old homes; our old buildings.
  - Lovely mature single-family residential areas; sense of an upscale community.
  - "Lots of mature trees and landscaping; largely wooded area near Atlanta and highways.
  - Large lot sizes, tree canopy and mature trees and landscape; a decent amount of green space.
  - Access to natural resources enhanced by tree canopy; pecan trees on Johnson Ferry.
-
- *Quality of Life*
  - A strong sense of community.
  - A close, caring family-oriented community; safe place to live and raise kids; neighbors who care.
  - The ease of living here; many opportunities for good family life.
  - Pill Hill is a mecca for healthcare; many corporate headquarters provide jobs.
- Perimeter District
  - Chattahoochee River; access to unique parks; the bigger parks (Abernathy and Morgan Falls).
  - Access to live music.

- *Diversity*
  - Population is a mix of old and young; singles and married.
  - Cultural, social and economic and ethnic diversity.
-
- *History*
  - Families remaining in Sandy Springs.
  - The unique history and heritage of the area.
  -

Question 5: Respondents were asked to share opinions on the adequacy and quality of services.

The first part of the question asked for views on whether there are enough City or public services to meet the needs of residents of all ages. It is noteworthy that 59% of respondents answered "yes" to this question, with 20% responding "no" and 21% registering no opinion. When asked to list 3 service areas in which needs are least adequately met, the 91 (out of a possible 147) responses were widely distributed among such categories as traffic control, senior services, police, teen services and more than 10 others. Reinforcing a theme that has been heavily emphasized throughout the visioning process, only traffic control exceeded 6% of mentions, with senior services following with 4%. Police, code enforcement, teen services and public transportation options all came in at under 3%, with no other category exceeding 2% of total mentions.

By contrast, responses to the question regarding the age group experiencing the greatest service deficiencies were quite evenly distributed across the age range. The responses were as follows: Young Children: 18%, Teens: 22%, Young Adults: 19%, Middle Age People: 15% and Seniors: 26%.

Question 6: Environment:

Approximately 77% felt that more should be done to protect streams and rivers; 74% felt that open space is insufficient; 74% feel that action should be taken to reduce greenhouse gases.

Question 7: Respondents were asked to identify areas of the Roswell Road Corridor they like and explain why.

Comments were organized into 3 sections corresponding approximately to the North, Middle and South segments of Roswell Road.

North (Abernathy N. to the River)

- The Big Trees preserve is an oasis among the hodge-podge.
- The area around North Fulton Annex is probably the nicest in appearance.
- Between North Dalrymple and river is less congested and not such an eye sore.
- Between Spalding and Northridge is cleaner with more trees than other sections.
- North of Abernathy; because traffic moves faster.

Middle (Abernathy to Hammond)

- Abernathy/Hammond area; cleaner and shopping areas are in better condition.
- The Trader Joe's Shopping Center; the Starbucks near Johnson Ferry.
- At Sandy Springs Circle; sidewalks and appealing updated landscaping.
- The Hildebrand area; a diversity of stores.
- Between Hammond and Vernon Woods; walkable, and streetscape is pleasant.

South (Hammond to Buckhead)

- The Prado area
- At Dunwoody Place; improved road and intersection.
- Roswell and Peachtree--easy to navigate, doesn't get backed up.
- Between Windsor Parkway and Elden Dr.; diverse shops, nice neighborhoods.
- Between Long Island and Glenridge; traffic flows more smoothly with few stoplights.
- Windsor Parkway/Wieuca; coffee shop, sidewalks, walking destination.

Many respondents found it challenging to detach their negative opinions of Roswell Road from the process of identifying its positive attributes. The following is a digest of the negative responses received.

•

Negative Responses:

- I do not like any of it; it is all car oriented, commercial and not inviting to walk or linger; I avoid it whenever possible; too much traffic; it is horrible aesthetically; it is all embarrassing—a disaster; has absolutely no character or charm—just a mess from end to end; drivers are reckless along the entire corridor; [exemplifies] poor planning, traffic congestion, lack of enforcement; it is a nightmare every day from 3 PM to 7PM.
- Between 285 and Abernathy is frustratingly congested during peak traffic hours.
- Dumpy businesses, traffic delays, narrow sidewalks, no shade along sidewalks.
- Ugly signage and too much paved parking with little or no landscaping.
- The entire roadway is an eyesore, with no charm or character; lots of crime.
- There are too many low quality businesses and vacant buildings and parking lots.
- Despite many improvements, it still looks and feels like a low income area.
- Poor retail, poor access, horrible traffic and pedestrians jay-walking.
- There are too many shabby stores (check cashing, smoke shops, etc.).

North (Abernathy N. to the River)

- Between Cliftwood and Northridge, too much development for the road.
- Area between Northridge and the River could use some development.
- South of Northridge-dangerous traffic converging with no signals.
- Near North Springs High; ugly, dying, or abandoned businesses.
- Northridge to the River; too much auto, fast food, abandoned gas station, etc.
- Dalrymple intersection congested; Big Lots development has a blighted feel.
- Between Dalrymple and Abernathy: too narrow; abandoned businesses.
- North of Northridge is unattractive, but streetscapes have made improvement.

Middle (Abernathy to Hammond)

- At Abernathy intersection; construction work; very congested.
- Carpenter Drive, Hammond and Johnson Ferry intersections; hard to cross.
- At Johnson Ferry intersection; traffic creates a big backup on Mount Vernon Hwy.
- At Sandy Springs Circle at the Trader Joe's mall; awful sidewalk and pavement.
- Between Sandy Springs Circle and Abernathy: cluttered with low-rent businesses.
- Between Hammond and Abernathy, ugly, congested, trashy, old apartments.
- Near Mt. Vernon, congestion and buildings in disrepair.
- Intersection with Hammond is unattractive and congested.
- At Abernathy and Sandy Springs Circle; Publix parking lot dangerous to exit.
- Area between Glenridge and Hammond has too much development for the road.
- Between Johnson Ferry and Mt Vernon Highway; backups due to left turns.
- Between Hammond and 285; dangerous, unconnected shopping areas; crowded nearly all hours.
- Nothing between Abernathy to 285 that is at all pleasing.

South (Hammond to Buckhead)

- I 285 junction and 1/2 mile to the N and S. traffic, cars, traffic, cars....
- Between the Carpenter Drives: empty lots, cheap buildings, looks awful.
- Between I-285 and Johnson Ferry Rd.—a “hodgepodge” look and lots of traffic.
- Congestion at Peachtree/Dunwoody and Perimeter to Vernon Woods; too much stop and go.
- Between 285 and Northwood near new Target; diminishes character of Sandy Springs.
- Hammond Road from Roswell down to Hammond and Johnson Ferry.
- The entire Northwood Rd is run down.

- Wieuca area is very congested; stop lights not timed well.
- Piedmont Rd; gets backed up and so people block the intersection.
- Azalea Dr. and Northridge Rd., dilapidated areas, high crime makes area feel unsafe.
- At Hanover Park, lights often fail; during heavy traffic, Dunwoody Place backs up.
- At Cliftwood Dr.; a disjointed intersection which causes congestion.
- From 285 southward to Glenridge, the old housing needs to go.

Question 8: Perimeter:

Approximately 60% of respondents felt that further development should be encouraged; 81% felt that MARTA should be extended; 71% believe that development should be encouraged around new MARTA stations.

Question 9: Live, Work Volunteer:

Approximately 47% of respondents have lived in COSS for more than 15 years; 27% have lived there for less than 5 years; but, 69% plan on staying in COSS for more than 15 years (!); 34% do more than 75% of their shopping in COSS and 11% do less than 25%; of those working outside the home (approx. 68%) 66% work outside COSS;59% report knowing their neighbors either "well" or "very well."; of those that have volunteered in the last 12 months (30%), 28% report volunteering for their church, while 31% report "other"; 57% say that lack of time is what restricts their involvement.

Question 10: General Socioeconomic Data:

Those reporting "European" or "Caucasian" totaled 78% of respondents, compared to 65% reported for COSS in the 2010 U.S. Census; those reporting "African" were 1%, compared with 20% in the U.S. Census; Latino and Native American were also at the 1% level, compared with 14% and .3%, respectively in the U.S. Census; those reporting being of mixed race were 4%, compared with 2.7% reporting of "two or more races" in the U.S. Census.

Age distribution of the respondents:

The age distribution of survey respondents is dominated by those in the middle of the life cycle, with 72% of respondents between the ages of 31 and 65. (Nearly evenly split between the 31-45 range, 37%, and the 45-65 range, 35%). This is highly over-representative of the actual Sandy Springs "actual" 31-65 age range when compared with 2010 U.S. Census figures, which show approximately 48% of the population falling into the 31-65 age range, 20 percentage points below the survey population.

This is consistent with the finding that both the 18-30 and over-65 age ranges are underrepresented in the survey population. For example, the 18-30 range is 8% of the survey population, while an approximation taken from the U.S. Census shows the "actual" level for that range to be closer to 18%. Similarly, the over-65 age range is drastically underrepresented among the survey respondents, with 18% falling into that range compared to the 11% as reported in the 2010 U.S. Census.

The skewness in the sample, due to the self-selected nature, should be kept in mind in the interpretation of certain data items in the survey. For example, perceptions about the adequacy of elder services in Question 5 may be understated, a conclusion that would be consistent with the relative lack of mention of senior-related issues in Questions 1 and 2.

Income distribution of the respondents:

The respondent population appears also to be skewed in the case of income, with 56% of respondents reporting household income of over $130,000. (We will complete the analysis of the degree of skewness of survey respondent income as we obtain U.S. Census age distribution data.)

August-September 2015
Stakeholder Meeting Takeaways

On August 10-12, 2015 and September 21, 2015, the Next Ten team met with numerous key stakeholders in Sandy Springs to understand the range of goals for The Next Ten planning process and to identify challenges and opportunities to be addressed as part of the Comprehensive Plan and Small Area Plans. Stakeholder meeting participants included the Mayor, City Manager and City Council members; members of the Planning Commission; the Comprehensive Plan Advisory Committee; HOA leaders; members of the Economic Development Advisory Committee; the Sandy Springs Conservancy; the Perimeter Community Improvement Districts; Art Sandy Springs; Sandy Springs Education Force; and the Community Assistance Center.

The following is a summary of major themes that emerged during these conversations, organized by categories of comments.

GENERAL OBSERVATIONS

Meeting participants offered the following general observations regarding needs and goals for the future:

- General goals for the planning process and the future of Sandy Springs include:
    - Maintenance of existing "small town"/village character.
    - Maintenance of neighborhood character and quality of life.
    - A Sandy Springs that is balanced (high/low income, older/younger populations), green, connected, and livable.
    - Addressing traffic congestion issues, development, and the quality of schools.
    - Protecting quality of life (green space, mobility, magnificent neighborhoods) in an area that is urbanizing, with the balance tilting toward preserving neighborhoods.
    - Defining the city's character in the future, incorporating the existing small-town, residential feel of much of the city.
    - Policies that address traffic, density, and connectivity, as well as finding the proper balance between single-family and multifamily residential.

    - A stronger unification of purpose and a knitting together of Sandy Springs.
    - A greater sense of place, given that the city feels like a cut-through to many.
    - Sustainability, congestion relief, and connectivity.
    - Diversity.
    - Helping the community understand traffic dynamics and density.
    - Coordination between Sandy Springs and Dunwoody, as both are working on Comprehensive Plans.
    - A plan that looks into the future – the farther the better.
    - More citywide demand management.
- Residents love the location of Sandy Springs and the convenience it provides.
- People come to Sandy Springs because of schools, safety and MARTA rail accessibility.

NEIGHBORHOOD CHARACTER AND HOUSING

- There are concerns about the number of apartments in Sandy Springs.
- The city's housing challenge is bad for the long-term health of the community.
- There is a lot of low-income housing and high-end housing, but a hole in the middle of the housing stock.
- The city lacks generational diversity and opportunities to live close to work.
- There is a need for middle-class housing stock, including small single-family lots.
- Teachers, policemen, firemen need to be able to live here.
- Encourage more people to live near their work.
- There is a need for more owner-occupied housing, and a better diversity of housing options.
- There are opportunities for new infill residential development in the Perimeter Center that will reflect a larger demographic shift (e.g., large numbers of people have elected to move to rental housing, including millennials who prefer to live near mass transit and people looking to downsize)
- Pill Hill is seen as an independent node where affordable housing for staff is critical to the success of the hospital.
- Poverty will keep growing, even if there are fewer low-income apartments.
- It is better to be a mixed city than one with extremes. The City should encourage mixed housing – by age, disability, and income.
- The loss of low-income apartments affects schools and rents.
- The old apartments need to be fixed, but replacements need to be mixed. We need opportunities for everyone, not just the rich.
- There should be a dispersal of low-income housing, particularly in the north of the city.
- The only way to redevelop the apartments is to increase density.

LAND USE AND ZONING

- There is a wave of growth coming, and Sandy Springs will look dramatically different in the future; however, it is likely that District 1 and two-thirds of the city will not change significantly.
- There is too much density, too many apartments, too much office space: some areas have hit their thresholds and there is a need to determine how to responsibly manage growth.
- Reduce the number of zoning variances and increase code enforcement. There has been a bad pattern of "land use decisions by zoning," variances, and decision-making on a case-by-case basis.
- Place a control on the level and quality of growth, avoiding "growth for growth's sake."
- Explore code flexibility that allows for innovative practices.
- Identify strategies to manage teardowns without destroying property values.
- Identify catalysts for redevelopment, where needed (e.g., north end of Roswell Road)
- Provide more opportunities for people to live near where they work.
- Consider phased implementation of recommendations to ensure quality of life.
- Explore opportunities for high-rise development around MARTA stations.

TRANSPORTATION

- Stated transportation goals include:
    - Address traffic congestion (including flow to/from Cobb County) and the "pass-through" nature of the city.
    - Improve transit connections:
        - Manage the current car focus and become more transit-centric.
        - Encourage more use of, and connectivity to, MARTA.
        - Focus on transit and multimodal options to get to/from City Springs, including opportunities for free shuttle service and trolleys.
        - Provide incentives to use the transit/multimodal system, including office and hotel shuttles as well as the Perimeter Connects program.
        - Increase interconnectivity – perhaps a City-run transit system.
        - Improve last-mile connectivity to MARTA stations
        - A regional focus on creating attractive mass transit is required. Conduct conversations on transportation with other jurisdictions to explore opportunities.
        - Consider dedicated bus lanes as one potential solution.
    - Improve the pedestrian realm.
    - Upgrade bike facilities.
    - Improve multimodal connectivity, including traffic management, walkability, and bikeability.
    - Address parking concerns, including ensuring that the City's expectations are consistent with the rest of the market.

- Improve transportation infrastructure (e.g., at the south end of Roswell Road)

ECONOMIC AND COMMUNITY DEVELOPMENT

- There is a need to retain existing business:
  - As most businesses rent and came from somewhere else, they have no connection to the community and can go elsewhere if mobility and quality of life suffer.
  - If there is a lack of available space in the future, the companies that want to grow will choose to grow elsewhere.
- Support local and independent small businesses.
- The city is oversaturated with employment, and there is a need to understand the number of new employment bodies relative to the number of new housing units.
- Identified areas with active development include Roswell Road, Perimeter Center, Pill Hill, North Springs, Power's Ferry, the river corridor between Morgan Falls and the bridge to Roswell, and the Powers Ferry Landing area.
- The north end of Roswell Road is seen as an opportunity for new development, consisting primarily of single-family homes, with some mixed use.
- The Powers Ferry area will be positively impacted by the Braves Stadium, potentially providing an opportunity for high-rise development.
- The south end of Roswell Road has a variety of development and business conditions. One of the primary concerns is east-west connectivity.
- There are many ongoing projects in and near PCID. In 10-20 years, this area will look like Midtown; this is where the market is headed.
- Focus on economic benefits and benefits from sales tax dollars: there is a need to tell people that congestion and a full parking lot is not necessarily a bad thing, even though some residents think the city is at a breaking point (due to traffic, etc).
- Explain how the City will pay for proposed future improvements.
- The "Sandy Springs syndrome" is the presence of large single-family lots, obsolete apartments and obsolete retail, with nothing in the middle.
- "Live-work-play" does not work when 90% of the population leaves Sandy Springs for work. If people are coming to work here but don't feel like they belong, there's not a sense of pride.
- The current public process lacks certainty from a developer point of view.

PARKS, OPEN SPACE AND NATURAL RESOURCES

- Stated goals for parks and open space include:
  - Greater access to parks and open space.
  - More green spaces and recreational facilities.
  - More social and recreational opportunities (e.g., festivals, parks programming).
  - Safe, accessible recreational trails.
  - Infusing green space into a connectivity system of trails and sidewalks.

    - A policy framework for stream corridor protection and connectivity.
    - A list of priorities and opportunities for open space, as well as a stated City commitment to green space.
    - Protect and enhance the city's tree canopy.
    - Street trees along Roswell Road and other major corridors.
    - Low-cost, high-impact park projects, such as pocket parks.
- Sandy Springs residents currently have to go to other jurisdictions for bike trails and cycle tracks.
- Planning should consider the wealth of open space just outside Sandy Springs' borders.
- Historically, challenges to creating additional green spaces have included concerns about impacts on private property and a belief that the City should not spend money on green space.
- Although the city has more river frontage than any other jurisdiction in Georgia, it is underappreciated and untouchable due to the large-lot single-family residences along the Chattahoochee and restrictions on the use of land by the river.

COMMUNITY FACILITIES AND SERVICES

- There is a need to improve the quality of local public schools:
    - This is key to retaining and attracting families.
    - There is a perception problem: we need good public schools to have a thriving city.
    - School quality affects people's desire to live in Sandy Springs and near their work.
    - The schools have a large mobility rate: for example, 30% of the students change over each year, either coming in or leaving the district because they have moved.
    - Encourage diverse schools (Heards Ferry is a good example).
    - The entire city needs to embrace the schools: there is a need for better PR and for resident volunteers (e.g., reading programs)
- The City should explore the feasibility of taking over some County functions (e.g., libraries, schools).
- The City could implement educational programs and work-study programs (e.g., welding,) with scholarships for workforce training.
- Incorporate training and collaborations with local organizations.

ARTS AND CULTURE

- Arts-related opportunities include:
    - A public art plan or a maintenance plan/budget.
    - The arts can spur economic development, and should be considered mission critical for the Comprehensive Plan.
    - Replace planters with pedestals that are purchased from existing artists inventories.
    - Installation of community pianos, with donors.
    - Create an "art path," with a phone tour.
    - Gateway art installations to create a sense of place.

- Downtown art gallery.
- There is a need for greater rallying around the arts in Sandy Springs, including general operating funds from the city.

COMMUNITY INVOLVEMENT

- The name/brand for the planning process should emphasize the future.
- Outreach should clearly state the purpose of events/activities and the next steps.
- Education, and helping to separate fact from myth, will be important (e.g., explaining the pros and cons of a no-growth policy; what is within the City's control in terms of addressing traffic)
- Many people do not come to public meetings due to issues of access, income, or power. There is a need to involve people in resolving these problems, and to give people a reason to stop and give input.
- Give people a reason to stop and give input: give them something (e.g., goodie bags) because they are giving their time; give them name tags.



October 14, 2015

Roswell Road Open Studio

Small Area Plan Kick-Off

Summary

Overview of Event

On Wednesday, October 14, 2015, the project team kicked off the Roswell Road Small Area Plan with a public open studio event. This drop-in event aimed to share information about the Small Area Plan process and outcomes, and to begin to gather observations and ideas specific to a defined corridor around Roswell Road.



Image: Advertisement for the Open Studio

More than 60 people attended the event, which featured background information about the Small Area Plan process, as well as the Comprehensive Plan process, in addition to a summary of what the project team has heard so far, and a high-level demographic analysis for Sandy Springs and Roswell Road.

There were a range of activities to gather public input, including visual preference surveys, dot surveys about how people currently use Roswell Road, interactive street design exercises, and other mapping exercises and activities intended to draw out visions and ideas for the corridor. Most activities were conducted twice: once for Roswell Road North (north of Abernathy) and once for Roswell Road South (south of 285), which comprise the Study Area for the Roswell Road Small Area Plan[1].

All exhibits displayed at the meeting can be found in a separate document.

[1] Because the area between Abernathy and 285 was included in the Center City Master Plan, it is not included as part of the Roswell Road Small Area Plan (SAP), but strategies and recommendations from the Center City Master Plan are being taken into consideration for the SAP.

Summary of Public Feedback and Observations

I. Urban Design and Character

Exercise #1: Participants were asked to validate the land use nodes developed in the current (2007) Comprehensive Plan and note other existing features and potential improvements that could be considered in the Small Area Plan development process.

Roswell Road North

Generally, workshop participants added new areas between the existing land use nodes to create a more complete and cohesive corridor along Roswell Road North. Existing boundaries were typically expanded, although the a number of participants felt that the area south of Dunwoody Place, north of Hightower Trail, and east of Hope Road should be removed from the existing land use node.

Three major categories of observations were made for the Roswell Road North Study Area:

1) **Strip centers and parking lots dominate the landscape, and need to be redeveloped**. Many are vacant, underutilized, or do not provide the types of retail, restaurant, or entertainment amenities desired in the community. Some participants indicated that the strip centers feel uninviting and unsafe, and are therefore avoided. Additionally, these large, single-use parcels effectively create barriers between Roswell Road and the adjacent residential neighborhoods. Participants indicated that many of the large strip sites are contaminated as a result of past and present uses, which hinders redevelopment opportunities.
2) **Bikeway, greenway, and pedestrian improvements.** Many workshop participants indicated where they thought greenway and bikeway connections could be made. East-west pedestrian connections are lacking along the corridor, hampering easy movement to and from residential neighborhoods.
3) **Traffic is problematic.** Although traffic was a relatively minor point of discussion, participants indicated that the northern portion of Roswell Road is primarily a through-way for commuters from outside of Sandy Springs, with little economic benefit to the community. There was little discussion among participants concerning transit or connections to North Springs MARTA station.

Roswell Road South

Generally, workshop participants did not recommend any adjustments to the land use nodes, though many did reference recent and planned construction projects in this area. Therefore, it is likely that one or two nodes will be eliminated from the Small Area Plan recommendations moving forward, as some areas have recently been redeveloped.

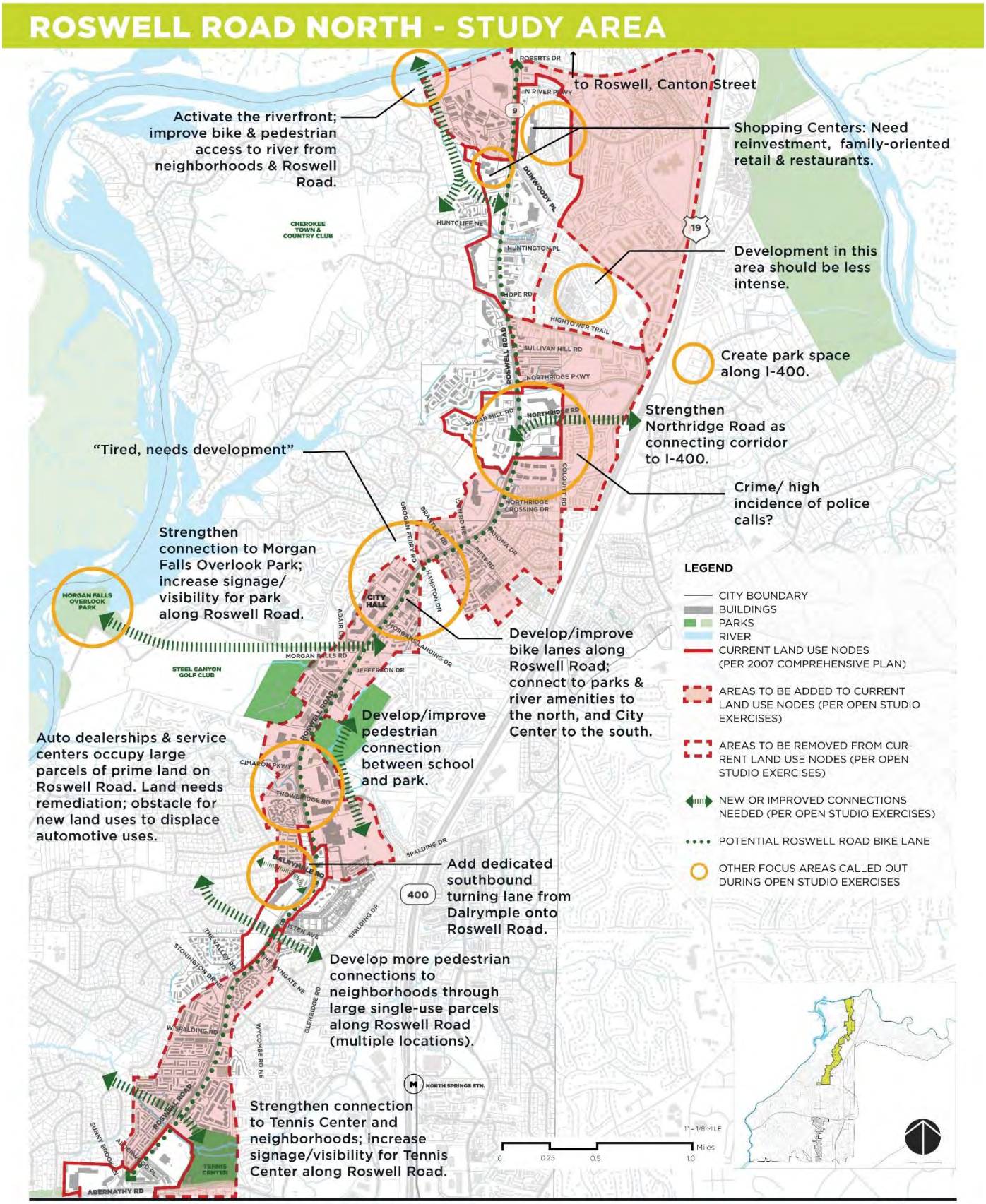
Three major categories of observations were made for the Roswell Road South Study Area:

1) **Traffic and intersections.** Participants noted a number of problematic intersections (poor visibility, limited turning, etc) that could benefit from improvements. In addition, the area

between I-285 and Hammond was identified as a particularly problematic traffic area, as it provides an overflow route for I-285 traffic. Lake Forest Drive was referenced several times as a bypass for Roswell Road. It was also identified as a corridor that could provide pedestrian and cycle connectivity.

2) **Bikeway, greenway, and pedestrian improvements**. Many workshop participants indicated where they thought greenway and bikeway connections could be made. A number of people indicated the importance of connecting these routes north to the Chattahoochee River and south to the bikeway being constructed from Atlanta.
3) **Higher density mixed-use development**. A zone immediately south of I-285 was mentioned as a likely location for higher density development and buildings up to 20 stories. A number of suggestions were made for this area, including providing green spaces as a way to offset density and planning for affordable workforce housing.

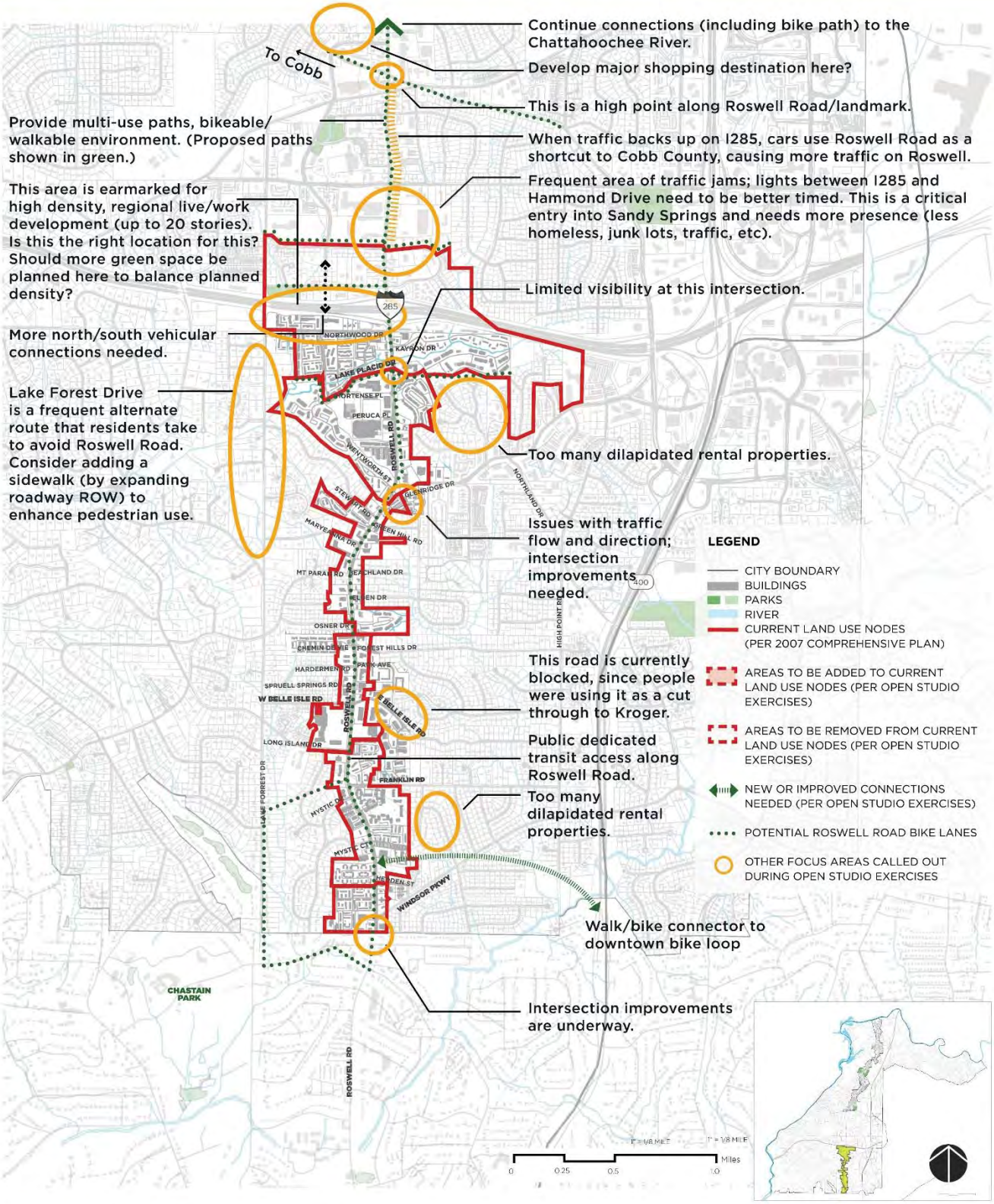
The following graphics summarize the input received for each portion of the Roswell Road Small Area Plan Study Area.



ROSWELL ROAD SMALL AREA PLAN KICK-OFF
OCT 14, 2015

THE NEXT TEN PLAN TOGETHER SANDY SPRINGS

ROSWELL ROAD SOUTH - STUDY AREA



Exercise #2: Participants were asked to place five green dots on images that they thought demonstrated development that would be appropriate for Roswell Road North and five red dots on images that they did not think would be appropriate. The selected images were consistent with the development guidelines and recommendations for the respective Land Use Nodes set forth in the 2007 Comprehensive Plan.

Roswell Road North

- In the **Low Density Residential** column, the most favorably rated images were single family and townhomes with more traditional architectural styles and pitched rooflines. The least favorably rated image was of stand-alone single family houses on large lots.
- In the **High Density Residential** column, the most favorably rated image was that that which showed a 5-6 story multifamily building with a mix of contemporary and traditional architectural details. Images of high-rise buildings (6 stories and above) with both traditional and contemporary styles received almost unanimously negative ratings. Some participants questioned why there was no Live-Work/Commercial category for Roswell Road North (as there is with Roswell Road South), and expressed a desire to see such product in the area.
- In the **Mixed-Use Environments** column, the most favorably reviewed image indicated an auto-oriented, big box retail center with high rise buildings, while an image of a more pedestrian-scaled shopping environment received mixed reviews. The least favorably reviewed image indicated an outdoor event in a densely-populated plaza framed by glassy, contemporary mid-rise residential buildings. Images with more traditional streetscapes, public spaces, and architectural styles were generally well-received.
- In the **Public Space** column, no image received a primarily negative response. Images indicated a mixture programmed and flexible green space, hardscaped plazas, active and passive recreation, and varying scales of architecture.
- In the **Pedestrian Realm** column, the most favorably identified images indicated tree-lined pedestrian walkways with street furniture, in both urban and non-urban settings. An image of an urban street with a protected bike lane received a number of green dots, although no trees are visible in the image. The least favorably rated image indicated a narrow sidewalk alongside a street with no buffer between cars and pedestrians.

Roswell Road South

- In the **Low Density Residential** column, the most favorably rated images were single family homes and townhomes with more traditional architectural styles and pitched rooflines. Less favorably rated images were modern housing with flat roofs and stand-alone single family houses on large lots.
- In the **Live-Work & Commercial** column, the most favorably rated images were those that indicated more of a traditional small town center. Less popular images were those showing modern townhouses and high-end shopping.

- In the **Mixed-Use Environments** column, the most favorably identified images were again those with more traditional streetscapes, public spaces, and architectural styles, with retail on the ground floor and housing or office above. The least favorably reviewed image indicated a glass and terracotta-clad large format shop and parking structure in front of a park. Feedback on the remainder of the images, showing a combination of entirely pedestrian and auto-focused shopping environments, was mixed.
- In the **Public Space** column, the most favorably rated image was of a small square with five- to six-story buildings surrounding it. Another positively received image indicated a water feature in a more traditional square. Less popular and mixed-reaction images showed a playing field integrated as part of an urban landscape and a jumping fountain.
- In the **Pedestrian Realm** column, the most favorably identified images were pedestrian walkways located in a green and wooded environment. In addition, an image showing a downtown streetscape with sidewalk, planting zone, and street parking received a number of green dots. Images receiving mixed and negative feedback included those that depicted an on-street bike-lane (between parking and traffic lanes) and a sidewalk next to an off-street bikeway.

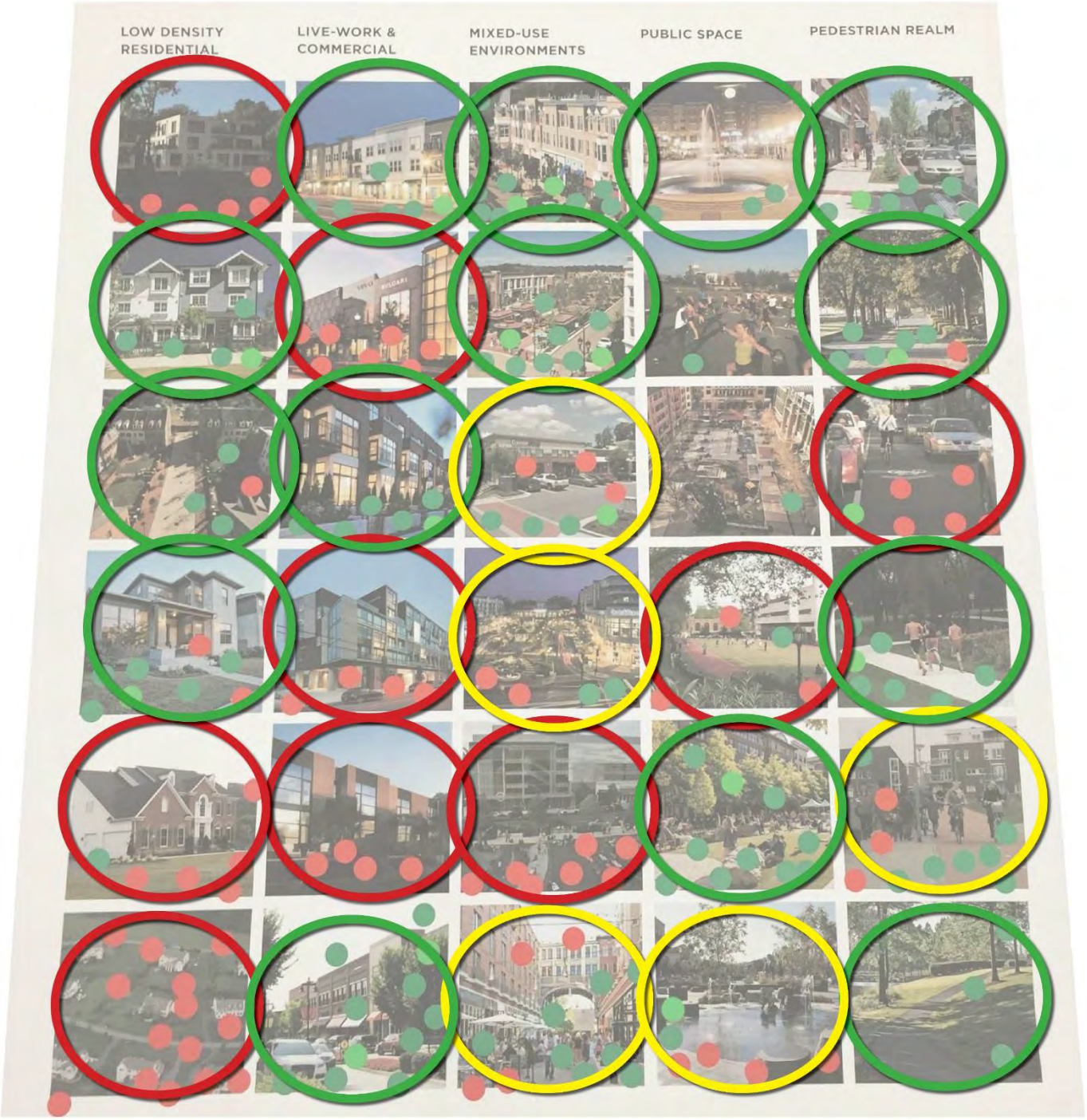
On the graphics that follow, each image that received substantial feedback (more than two dots) has been circled. Images circled in red received primarily negative feedback. Those circled in green received primarily positive feedback. For those circled in yellow, the feedback was mixed. “Primarily” has been defined as receiving fewer than two dots of an opposing color. All boards and graphics from the Open Studio can be found in a separate document on the website.

ROSWELL ROAD NORTH - STUDY AREA



Red = received primarily negative feedback.
Green = received primarily positive feedback.
Yellow = received mixed feedback.
"Primarily" has been defined as receiving fewer than two dots of an opposing color.

ROSWELL ROAD SOUTH - STUDY AREA



Red = received primarily negative feedback.
Green = received primarily positive feedback.
Yellow = received mixed feedback.
"Primarily" has been defined as receiving fewer than two dots of an opposing color.

II. Transportation and Mobility

Overview

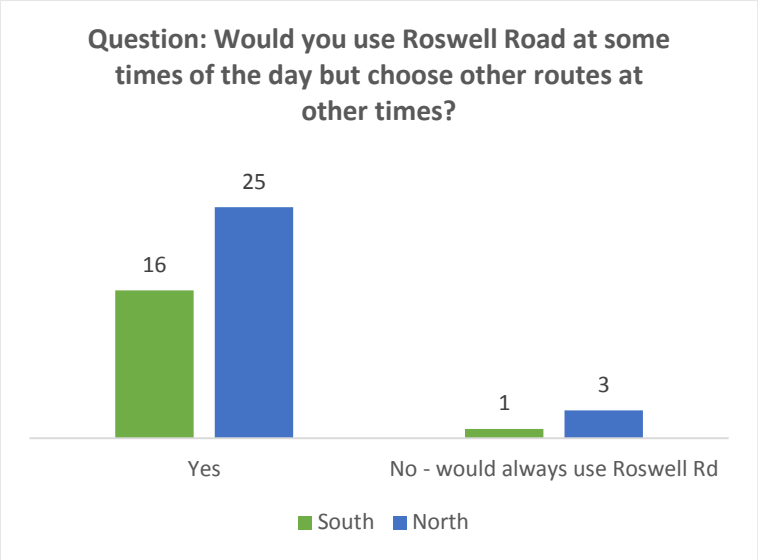
In general, participants expressed concern over the corridor's traffic congestion and vehicle-related challenges such as speeds in off-peak periods and pedestrian access.

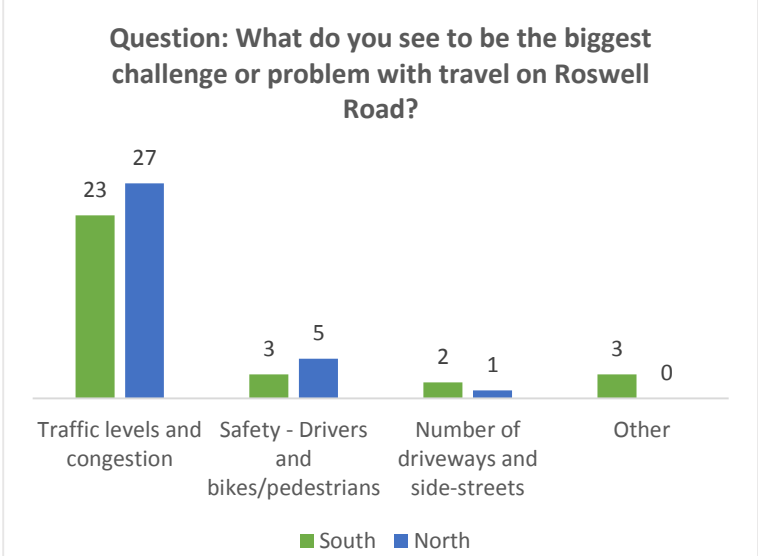
Traffic Congestion and Alternatives

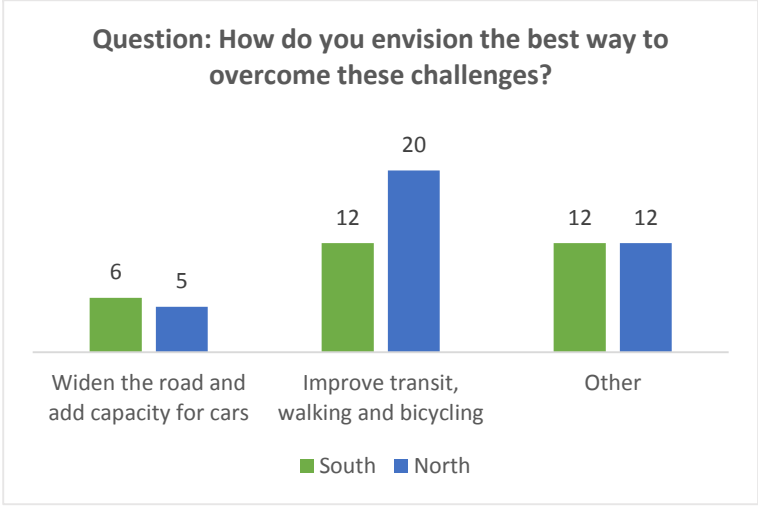
Roswell Road's traffic congestion is well understood, even outside of the central corridor between I-285 and Abernathy Road. Participants expressed concern not only that congestion is a challenge to mobility, but also a potential risk to safety as motorists sometimes try to clear traffic signals turning red and take other similar time-saving measures to reduce further delay.

Some open house participants indicated that widening Roswell and adding capacity would likely be the most effective solution, but few participants who shared this idea did not also comprehend the critical trade-offs involved in such a solution, especially the loss of private property for right-of-way and the high cost associated with any capital projects. The tradeoffs seem to be more immediately apparent to the community in the central corridor around City Springs, where off-street parking for businesses often overlaps with sidewalks and driveway spacing is frequent; participants did not seem to perceive the tradeoffs as clearly on the northern extent of the Roswell corridor where setbacks and landscape buffers are more extensive.

Several participants expressed alternatives to either accompany capacity increases or forestall the need for them altogether:







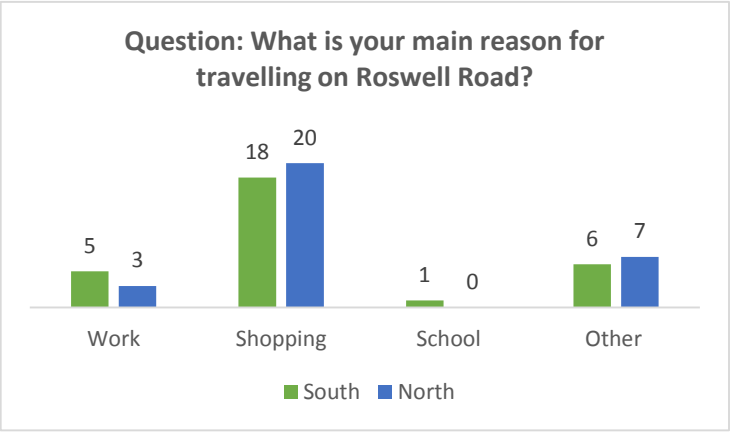
- **Better public transit options**. Participants recognized that MARTA's rail infrastructure in Sandy Springs is a potential asset, but seemed to agree that the rail stations are not connected enough to Roswell Road and are too far (in terms of a walking distance) to be practical travel solutions for the corridor. They pointed to increased bus service, neighborhood-serving smaller vehicles, and potentially even capital enhancements on Roswell Road as ways to increase transit service levels and make it a more viable option for serving travel need on the corridor. Direct service to Buckhead and Downtown/Midtown Atlanta were often cited as needs, but service from central Sandy Springs to connect to major destinations in Cobb County was also seen as important – especially along the Johnson Ferry Road and I-285 corridors.
- **Supporting streets and vehicle paths** around congested intersections. A small number of participants proposed site-specific ideas for how private properties might allow added vehicle rights-of-way and passages to let motorists avoid congested intersections. Project team members who met with these open house participants discussed potential ideas for supporting street network and site redevelopment opportunities. Participants were generally receptive to this idea and indicated that the plan could explore specific opportunities.

Quality of the Street

Several participants expressed concern that Roswell Road's current visual appearance is a deterrent to economic development and stronger performance for existing businesses. Many pointed to operating characteristics of the road as a reason for this: traffic speeds are too high, congestion leads to an unreliable transportation system, and the lack of streetscaping and presence of a continuous two-way left turn lane along the corridor's entire length suggests to some stakeholders and participants that the corridor will not attract investment. Several stakeholders offered ideas for approaches that might help to address these; some of these are as follows:

- **Medians and better landscaping**. In many locations along the corridor, especially in the section north of Abernathy Road where prevailing land use patterns are residential, workshop participants expressed that an improved aesthetic character would be an enhancement to the community. Project team members offered advice on how many design treatments that can improve aesthetics, such as landscaped medians, can also improve corridor safety and traffic operations – e.g., medians can, when placed in key locations, coordinate access management and reduce the risk of collisions on corridors. Participants expressed enthusiasm for any measures that could address safety challenges.
- **Greater sense of identity**. Several participants indicated that Roswell Road feels like a generic and non-descript suburban corridor that could be anywhere in the United States. They are interested in seeing the corridor contribute to an enhanced sense of place, perhaps through streetscaping and other design treatments.

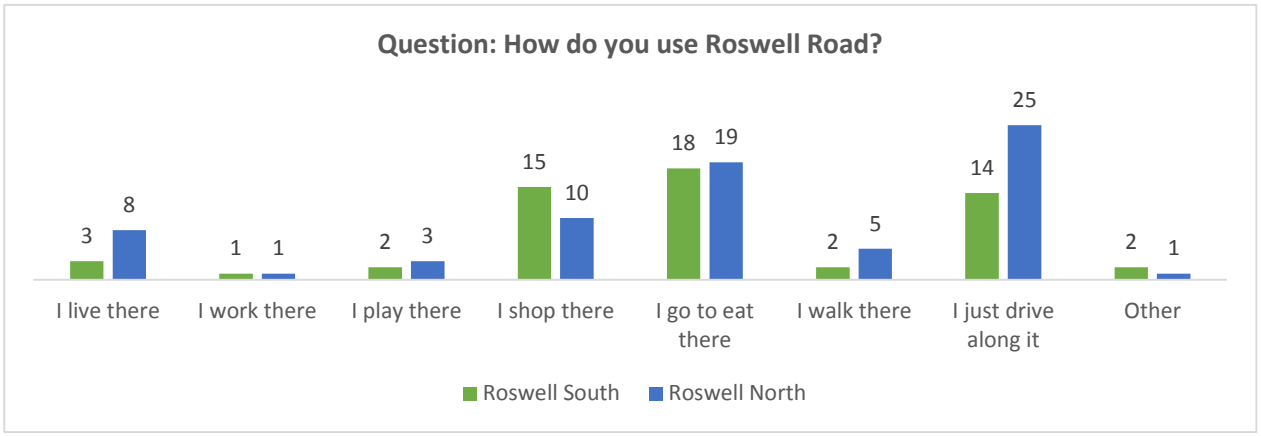
Travel Demand Generators



There is concern throughout the community (from elected officials and business leaders as well as citizens who reside or work in Sandy Springs) that added growth in the City and in the region cannot be accommodated through existing transportation infrastructure. There were multiple specific concerns offered, including the Gateway development project at the southern end of the Roswell Road corridor and the City's forthcoming City Springs mixed-use development, although the factor mentioned most commonly was multi-family residential uses.

The state of the City's current supply of multi-family residential properties on the Roswell Road corridor and perceptions of crime and social problems related to them are issues that have been raised in other focus areas of the small area planning process. To some degree, a generally negative or critical perception that some community members seem to have might have influenced the broader thinking on multi-family residential as an inappropriate land use for Sandy Springs overall. However, even apart from these issues, participants are concerned that density and further residential growth, even related to higher-quality development, will produce traffic that will only compound existing problems.

One point on which some participants seemed to agree was that mixed-use development offers better potential to manage travel impacts from new development, and when asked about what specific examples they envisioned, these participants mentioned projects or districts with a broad mix of residential, retail, and employment uses. Avalon in Alpharetta and Town Brookhaven were cited as examples, though open house participants pointed out traffic and access-related challenges with these developments as well. They see this kind of a mix as benefitting Roswell Road for multiple reasons, though remain cautious in their outlook of how the City will accommodate the new travel demand that these developments create.



INITIATION OF SMALL AREA PLAN DISCUSSIONS FOR
ROSWELL ROAD AND PERIMETER COMMUNITY IMPROVEMENT DISTRICT

SUMMARY OF COMMENTS FROM OCTOBER 15TH-16TH STAKEHOLDER MEETINGS

The team initiated the planning process for two of the Small Areas (Roswell Road and Perimeter Center) on October 14th and 16th. As part of this effort, the team held a Roswell Road Public Open Studio on Wednesday evening, October 14th (notes from this session are posted separately). Then, a series of stakeholder sessions took place on October 15th and 16th and the key points learned from these sessions are summarized below. These sessions brought a broad range of stakeholders to the table, including those living, working and owning properties on or near North Roswell Road; developers, landowners and land use attorneys working in both the Roswell Road and PCID areas; employers and employees working in PCID; and PCID staff. The notes below reflect the key points coming out of these discussions.

- ***ROSWELL ROAD DISCUSSIONS***
  - **ISSUES**
    - Roswell Road currently functions as a highway. People travel THROUGH Sandy Springs as quickly as possible; they don't want to stop
    - Too many car dealerships, mattress stores, dry cleaners
    - North and South Roswell are seen as completely different areas
    - North Roswell: "severely underutilized but a tremendous opportunity"
    - South Roswell corridor is ripe for change; now much of it is deteriorated commercial space

  - **OPPORTUNITIES**
    - Maximize access to the River – an asset
    - Create a boulevard with trees along the curb (convince GDOT). Create new mixed use zones for vitality (like Buckhead has done)
    - Improve all pedestrian connections
    - Move development up to the street, not set back
    - Underground overhead power lines
    - Reduce the number of Class C apartments; offer tax incentives to foster redevelopment (City should be proactive in attracting the types of businesses it wants to have here)

- Reduce speed limit on Roswell Road (think Alpharetta, Milton)
- Stay competitive: rethink density; invest in schools
- Create more of an urban place with new zoning code and design standards; lower street speeds
- Adopt urban street standards --- coordinate with GDOT
- Think Canton Street

- ***PERIMETER CENTER (PCID) DISCUSSIONS***
  - **ISSUES**
    - Northside Hospital
      - Traffic and parking are big issues
      - No affordable housing close to the area --- a problem since some employees travel very long distances and work long hours at the hospital
      - Hospital has close to 1,000 MARTA travelers; hospital is located across the street from the station
    - Some concern that the new housing being provided in PCID will not be affordable for younger PCID workers
    - The biggest challenge is how to create more density without the traffic impacts

  - **OPPORTUNITIES**
    - Very strong office market --- intersection of GA-400 and I-285
    - Sandy Springs has a stronger connection to GA-400 than Dunwoody
    - The current market appears to support residential construction at not more than 5 stories (stick built) in PCID
    - The new State Farm development is a good model for future development at PCID
    - Make it more walkable, with green places and public spaces
    - PCID has taken the following recent actions to help alleviate traffic:
      - Have started a program called Perimeter Connect to provide transportation management consulting services to PCID businesses who wish to have it. The program will work with each firm to tailor a commuting program that meets its employees' needs (carpooling, flexible work hours, etc.)
      - PCID is trying to improve walkability in the area, particularly around the MARTA station
    - PCID is promoting live/work/play as they bring in new development:
      - The Mall is the centerpiece; will contain a 4-acre park
      - PCID is trying to make the area more attractive for millennials to live/work/play; feels the attractions are the 3 MARTA stations, and new, attractive apartments (e.g., The Loft)

- Create additional bike lanes throughout PCID --a combination of recreation and utility

THE NEXT TEN
PLAN TOGETHER SANDY SPRINGS
WWW.THENEXT10.ORG

MOBILE WORKSHOPS

October 16-18, 2015

Thank you! *to those who participated in one of the mobile workshops conducted from October 16-18, 2015. The Next Ten team visited nine locations throughout Sandy Springs, conversed with approximately 60 members of the Sandy Springs community, and recorded 47 comments and ideas on maps.*












WHAT WE LEARNED

- Locations where sidewalks and pedestrian crossings are needed
- Areas in need of traffic calming
- Traffic congestion concerns and ideas for specific roadway improvements
- Areas with open space needs and opportunities, as well as needed park improvements
- Ideas regarding redevelopment opportunities
- Thoughts on the need to preserve existing single-family neighborhoods and small, local businesses
- Community facility and public services needs
- Ideas and concerns regarding MARTA station locations and safety
- Ideas for bicycle facilities and trail connections
- Public transit opportunities
- Tree preservation concerns
- Public safety issues

STAY CONNECTED:

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/SandySpringsGA

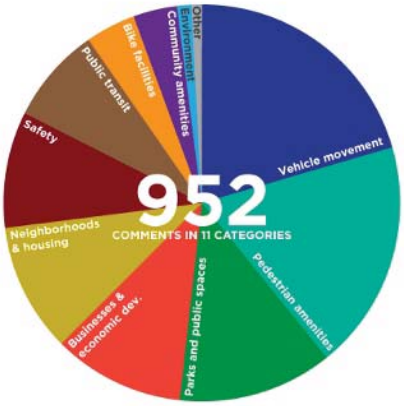


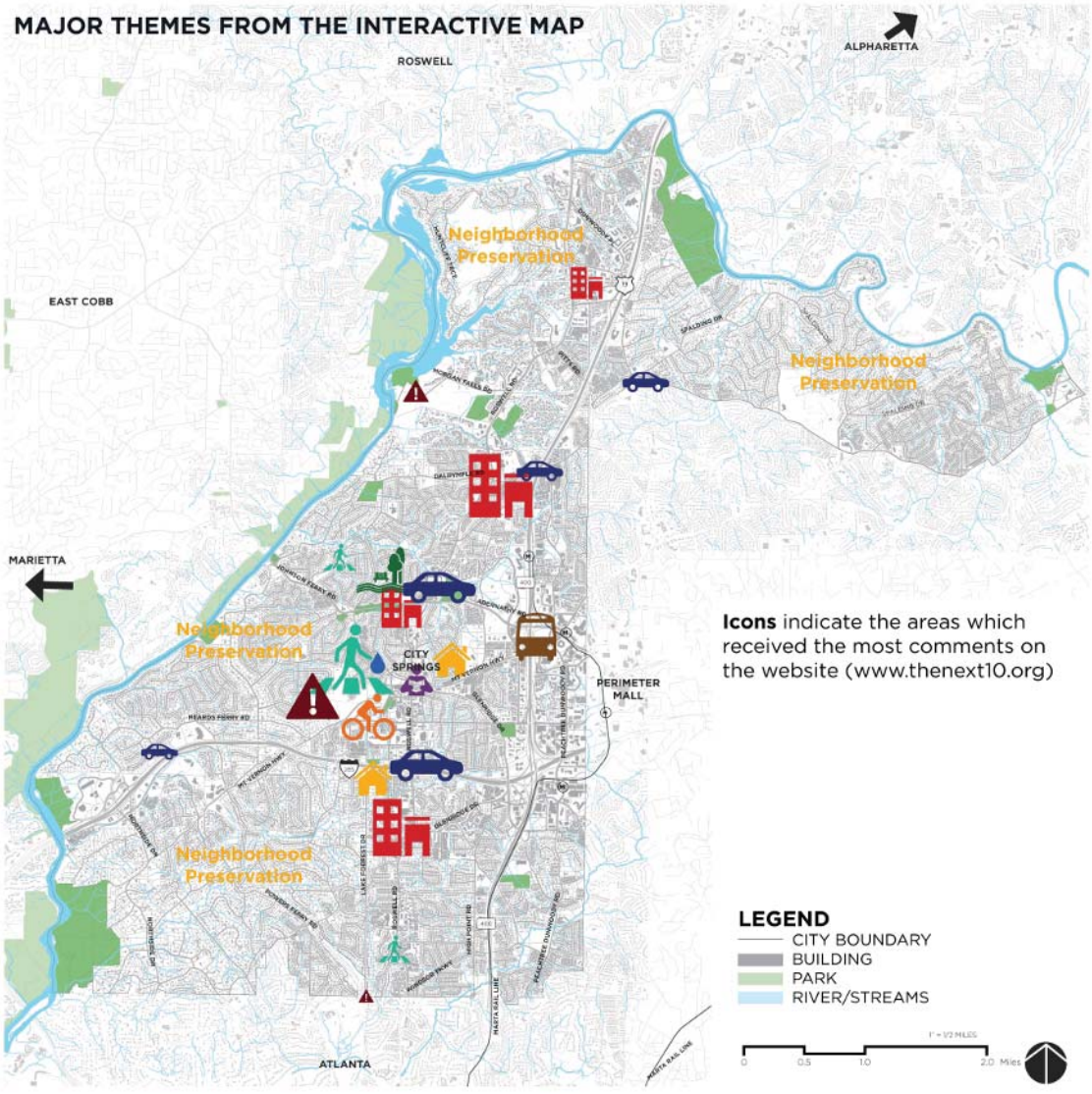
INTERACTIVE MAP RESULTS - SUMMARY

December 30, 2015

An interactive map was available on the website (thenext10.org) from mid-September until mid-November 2015. There were more than 300 points placed on the interactive map, with 952 comments received from 558 people. Each point represented things that people liked, did not like, or wanted to see changed in Sandy Springs.







The text below summarizes the major themes gathered from the interactive map.

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

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

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

PARKS AND PUBLIC SPACES
- Acquire undeveloped / vacant properties for use as open space
- Add neighborhood-scale green spaces, including dog/pocket parks
- Maximize Chattahoochee River assets (new riverfront open space, accessibility to river)
- Preserve and enhance existing green spaces
- Expand social and recreational opportunities

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



January 27, 2016

Community Workshop

Summary

Overview of Event

On January 27, 2016 Sandy Springs conducted another community work session for The Next Ten, the citywide planning process for Sandy Springs. As part of this effort, the City will update its Comprehensive Plan and prepare four Small Area Plans, in order to guide decisions for the coming decade. At the session on the 27th, there was an opportunity for attendees to browse a series of stations focused on different aspects of the planning effort. Participants had the opportunity to provide input regarding the goals, needs and opportunities for the Comprehensive Plan, market conditions, and initial concepts related to citywide planning, transportation, and open space and sustainability. In addition, attendees had a chance to review and comment on concepts for improving Roswell Road and the Perimeter Center District. The agenda for the meeting was as follows:

6:00-7:00 pm Sign In and Visit Stations

7:00-7:20 pm Presentation

7:20-7:30 pm Q and A

7:30 pm + Continue to Visit Stations

In total, **74** members of the general public (not including City staff and consultants) attended the Community Workshop, according to sign-in sheets.

All exhibits displayed at the meeting can be found in a separate document posted on The Next Ten website.

Summary of Activities, Public Feedback and Observations

Station 1: Orientation

This station provided background on *The Next Ten*, including an explanation of why the City is doing an update to its Comprehensive Plan and how Sandy Springs citizens have been engaged in this effort. A brief explanation of what a comprehensive plan and a small area plan are was included. Additionally, the station included a schedule of The Next Ten project, what has been done up to this point and what will be completed in the coming months. This Station was informational in nature and did not have any specific activities associated with it.

Station 2: Goals and Opportunities

The Comprehensive Plan's "Community Goals" and "Needs & Opportunities" are important parts of this document. The Goals articulate the overarching vision of the Comprehensive Plan and reflect the major themes that emerged from the community engagement process and technical analysis. The Needs & Opportunities, also identified through community engagement and analysis, reflect the major issues and opportunities that the Comprehensive Plan will need to address, and provide a general framework for more-specific policy and action recommendations. Participants were asked to review the goals. Comments provided by attendees are listed below.

Comments:

1. Preserve apartments and community along Northwood Drive and Kingsport Drive (1 other person agreed)
2. Keep residential zones around Northwood Drive and do not rezone school district (1 other person agreed)
3. Protect existing neighborhoods from encroachment and cut through traffic (1 other person agreed)
4. Improve walkability on major streets
5. Sidewalks, bike lanes, reduced speed limits, traffic circles
6. Redevelop, or tear down and rebuild, lower-end apartments
7. Bike paths connecting parks, especially Chastain to Cochran Shoals
8. Provide more housing for purchase: condos/townhomes/homes
9. Make sure the plans keep in mind the reality of displacement of working class families (who get priced out)
10. Make sure that school districting looks like the city, not like a segmented version of the city
11. Dog park
12. Find alternative to Johnson Ferry/ Mt. Vernon Highway roundabouts. They will not work.
13. We need a discussion of what is the "healthy mix" of rental and owner housing.
14. Provide housing for downsizers (1-level living) at reasonable prices (senior/millennial housing).

In addition, participants were asked to review a board highlighting Needs & Opportunities. Using dots, participants voted for the top three Needs & Opportunities they prioritized. The dot votes are tallied in the chart below and the Needs & Opportunities receiving the highest vote totals are highlighted in green:

COMPREHENSIVE PLAN NEEDS & OPPORTUNITIES	
LAND USE & COMMUNITY FORM	**DOT VOTE COUNTS**
Preserve and enhance existing neighborhood character and quality of life	**17**
Promote infill redevelopment in select locations	3
Enhance the character and image of major corridors	0
Establish a series of interconnected centers, destinations and unique places	4
Foster a greater mix of uses at key nodes and activity centers	1
Ensure appropriate transitions and connections between land uses	0
Revise the City's zoning and subdivision regulations to align with the Comprehensive Plan and Small Area Plans	1
TRANSPORTATION	**DOT VOTE COUNTS**
Better manage and strive to reduce vehicular traffic	6
Provide a full, viable range of multimodal transportation alternatives (pedestrian, bicycle and transit) for travel to, from and within Sandy Springs	**17**
Enhance the viability and attractiveness of transit	3
Improve east-west mobility	**8**
Guide new land development to create greater proximity and ease of access between people and their destinations	0
Build regional partnerships to manage transportation demand and ensure adequate transportation services	6
ECONOMIC DEVELOPMENT	**DOT VOTE COUNTS**
Realize the development potential around transit stations	4
Leverage Roswell Road improvements to create a vibrant live-work-shop environment	4
Seek out and provide support for small businesses and entrepreneurs	1
Redevelop areas of existing office development to include a greater mix of commercial and residential uses	1
Create nodes of mixed use that serve today's shoppers, residents, and small business owners	3
HOUSING	**DOT VOTE COUNTS**
Provide more housing and offer a greater range of housing choices, so that more homes are attainable to working professionals and families	**7**
Redevelop existing open-air retail shopping centers and office parks to include residential uses, where appropriate	4
Leverage developer interest in building housing in targeted growth areas	0
OPEN SPACE, NATURAL SYSTEMS & SUSTAINABILTY	**DOT VOTE COUNTS**
Preserve, enhance and expand the city's network of open spaces and public gathering places	**7**
Connect the city to its river and streams	6
Connect open space and recreational amenities through a multimodal network of trails, streetscapes and footbridges	**7**
Protect and enhance the city's tree canopy and water resources	**11**
Foster environmental sustainability in all City actions	2

Station 3: Market Understanding

This station provided an overview of major findings from the market analysis, including citywide findings and information on the market potential of the Roswell Road and PCID planning areas. A member of the market analysis team was available to discuss the market findings, answer questions, and collect suggestions regarding areas participants would like to see redeveloped.

Station 3 Activity:

- *Do you have any suggestions regarding areas that you would like to see redeveloped? Write this on an index card.*

- **Roswell Road North Comments**
    1. Big Lots Shopping Center (3 total comments about Big Lots)
    2. The old Wendy's on Roswell Rd
    3. North River Shopping Center and the apartments behind them
    4. Dunwoody Place Apartments. Section 8 housing. Historically, crime issues that could be removed with redevelopment
    5. Across from Publix/Northridge and beyond
    6. The former car dealership
    7. Replace the unused car dealership and ugly strip mall with residential, single-family and affordable housing to attract teachers, fire fighters, and public workforce.
    8. The area behind Publix north of Northridge borders a national park and the Chattahoochee River. With a MARTA station as the catalyst for redevelopment, Sandy Springs has a unique area to transform! Please encourage MARTA west of 400 and use tax incentives to speed redevelopment and additional city parks along the river.
    9. DMV Shopping Center
    10. Redevelop the retail space on Roswell Road in the north
    11. A place on the Chattahoochee River with restaurants, ice cream shops, kayaking, canoeing, rafting, swimming, trails
    12. I'd like to see major redevelopment on the far north end of Sandy Springs, on Roswell. That dreadful shopping center where Strikes is located.
    13. Sidewalks on Brandon Mill Road. This will connect two signature parks. Spalding Drive ES is on Brandon Mill. It's the only ES w/o sidewalks
    14. Redevelop Roswell Rd North – new uses for existing spaces in old strip centers that can serve local residents. This will serve as an attractive gateway to Sandy Springs from the north.
    15. Assemble Roswell Road from Chick-fil-a through the Rusty Nail
    16. On Roswell Road, south of Northridge, east side of Roswell, "Down in hole," mini strip with auto repair and the adjacent lot is storage facility. Behind that are apartments/former condos that are very run down. Access from Roswell Road or Dunwoody Place.

- **Roswell Road South Comments**
    1. I oppose redevelopment along Kingsport Drive and Northwood Drive
    2. The stretch of Roswell Road south of 285 and north of new Sprouts. People call this a dead no-man's land, strip clubs, liquor stores. Why isn't this nice retail/mixed-use/residential to serve the local population?
    3. Redevelopment of apartments southeast and southwest quadrant of Roswell Road.
    4. I-285 & Roswell Rd, SW & SE quadrants – redevelopment equals mixed-use, like The Prado development
    5. Roswell Road south of 285, east side
    6. I would love to see development near 285 & Roswell Rd
    7. Turn the former "Copeland Road" into an attractive destination – Mexican restaurants, crafts – such as a Chinatown – an ethnic center
    8. I am not in favor of redevelopment of Northwood and Kingsport Dr area.
    9. Although the idea of "redevelopment" is necessary within the community of Northwood and Kingsport Drive, I am afraid that newly remodeled apartments and/or condos would become unaffordable to those residents that already occupy that space.
    10. Please give caution to the development of Roswell Road South so that working migrant families have viable options for housing.
- **City Springs Comments**
    1. Around Hilderbrand, a two-story retail center with a dentist across from a comedy club is a good redevelopment site.
    2. Boylston and Hilderbrand
    3. Need a street of restaurants, sidewalk cafes, and shops near the town center
    4. Get rid of strip club at Chaseland & Roswell Road, and the tattoo parlors
- **Perimeter Center Improvement District Comments**
    1. Barfield Road – empty lot for eight years. It should be a dog park or coffee shop.
    2. In Perimeter – no additional development until current transportation issues are solved.
- **General Comments - Residential**
    1. What will happen with any low income residents in apartments that will be redeveloped?
    2. City should explore public-private development to purchase commercial acreage and convert to affordable single-family housing
    3. More homes under $400k
    4. Redevelop old apts along Roswell Rd to newer, mixed-use developments
    5. At least 50% of the lowest end apartments need to go. It is affecting home values by 10 – 30%
    6. "Gentrification" simply means to renovate and improve (especially a house or district) so that it "conforms" to a "middle-class" taste. That is quite sickening. It is of pointless desperation!!!
- **General Comments - Commercial**
    1. New development only brings more nail salons. We have enough of these.

2. I don't want to give away my good locations, but I want a nonprofit developer to build local retail shops and keep the rents low.
3. Make Roswell Road walkable. Stay away from developments like Gateway but instead more unique, individual places/shops
4. Intersection Shopping Center
5. Redevelopment should allow for storage facilities. It's a limited use in demand.

Station 4: Transportation Vision

This station provided an opportunity to learn about the range of potential strategies to improve the transportation system in Sandy Springs. Team members were available to discuss a conceptual vision for a system of transit services that responds to the particular needs of the City's corridors and districts. This station also provided background on the nature of commuting traffic in Sandy Springs and how achievable changes can help to restore functional reliability in the City's street network. The station further provided information on different types of transit and which of these might best achieve the transportation vision while fitting within Sandy Springs' community expectations. Participants learned about transportation conditions on Roswell Road and how overcoming smaller-scale challenges can begin to achieve the conceptual vision for this major city corridor. And, finally, the station discussed transportation connections in Perimeter Center that can help unlock opportunities to reduce driving demand, take advantage of the area's retail and dining opportunities, and link to other districts of Sandy Springs.

Comments:

1. Reverse T Monorail running east-west from 75 to 85 and north to Alpharetta to encourage folks to park there and ride into Perimeter Center
2. Rapid buses can only be rapid if they don't have a million stops and don't get stacked in regular traffic lanes
3. Fix 285/400 interchange

Station 5: Open Space, Natural Systems & Sustainability

The series of drawings at this station presented a citywide conceptual framework for open space, natural resources and sustainability. Major elements of the framework included proposed priority open spaces, enhanced streetscape and trail connections, natural resource-based connections along ecological corridors such as stream valleys, and multimodal "cultural" corridors linking recreation and open spaces. The conceptual framework also identified footbridge connections across the Chattahoochee River and opportunities for urban public spaces, gathering places, and gateways into the city.

Comments from maps and comment sheets:

1. Neighborhood Parks/Needs
    a. At Long Island and Mitchell Road
    b. Small neighborhood parks families can walk to
    c. Parks sprinkled all over the city. Pitts/Colquitt Roads have no green space in walking distance.
2. Dog Parks
    a. The one at Morgan Falls is a jail, not a park!
    b. Can be "city" type like Philadelphia
    c. Develop a dog park on the 14-acre property donated to the city
3. Make connections to Atlanta and Dunwoody
4. Sandy Springs needs to be connected to the Beltline to keep young people moving here!
5. Trail access along the river!
6. Open space priorities: Abernathy/Johnson Ferry river valley, gateway intersection landscaping, public art, transit stop, coffee and bagel option.
7. Need to help prevent erosion along streams and creeks – especially in residential plots. We are watching the land literally wash away.
8. Would some parking be at proposed footbridges across the Chattahoochee?
9. Add an outdoor gathering space by Morgan Falls fishing pier.
10. Build east-west road GRTA recommended for Mercedes site (Mercedes wants just private drive)
11. Encourage more daytime pedestrian traffic by using pedestrian bridges so people can walk to and from local restaurants in their lunch hour rather than waiting at a light every 50 feet!

Station 6: Citywide Concept

This station presented a conceptual citywide vision that serves as an organizing framework for citywide planning. Key elements of the concept include: transforming Roswell Road into a great boulevard with a series of compact, mixed-use villages; building on MARTA station area nodes while introducing premium dedicated transit along the city's east-west corridors and looking at opportunities to "connect" various parts of the City through new transportation, trail and open space opportunities. East-west connections are strengthened by a series of ecological and "cultural" trail connections linking the Chattahoochee River, neighborhoods and open spaces, while mixed-use villages are connected by multimodal transportation (pedestrian and bicycle facilities as well as rail).

Comments maps and comment sheets:

1. Think about more free wireless internet connections in City. Would attract more users. Think about this for City Center with projector screens/gathering places. ROAM – like meeting spaces in PCID.
2. MARTA at Mansell rather than Northridge - If at Northridge, place closer to Dunwoody Place
3. Opposition to Element 1 of Citywide Concept (Live-work Neighborhoods) and Element 2 (Roswell Road as a great boulevard).
4. More parks near intersection of Roswell Road and Morgan Falls Road

Station 7: Roswell Road

Roswell Road is the central "spine" of Sandy Springs, but many members of the community have identified the need to improve its character and how it functions as both a major transportation corridor and "main street." The concepts at this station presented ideas for transforming Roswell Road into a pedestrian-friendly boulevard that includes a series of redeveloped nodes, or "villages." The concept also envisions improved connections to neighborhoods, major transportation corridors and MARTA stations. Accompanying drawings summarized existing conditions, neighborhood preservation areas, and potential redevelopment opportunities along the northern and southern portions of Roswell Road. In addition, a series of conceptual cross-sections illustrated how individual segments of Roswell Road could be transformed into a boulevard. These concepts also identify ways to better connect Roswell Road to City Springs.

Roswell Road North Comments:

Redevelopment and Transportation Opportunities

1. Need affordable single-family residential detached homes. There are too many expensive/unaffordable ones.
2. Don't create something that looks like another "downtown"
3. Brewery/distillery need to be connected with commercial redevelopment and mixed use – not near a park
4. Need to focus efforts on redeveloping North Roswell Road area's apartments including affordable housing, maximizing a mix of uses to create change
5. "Please get this going!"
6. Need park space for families to walk to in the Pitts Road/Roswell/ Colquitt area. There is nothing currently.
7. Add off-street parking in back of Roswell Road
8. Tram up middle of Roswell Road
9. Still do green! Use east side to widen Roswell Road
10. More street lights for pedestrian safety
11. Fix dead-end sidewalks on Pitts Road east of 400 and add street lights in dark areas along Pitts

Station 7 Activity 2: Precedent Images

- *Place a GREEN dot next to the place images that you think would be appropriate for the redevelopment areas along Roswell Road North, and a RED dot next to those you would not like to see there.*

  The images with the most positive responses have been identified with a green circle, negative responses identified with a red circle, and mixed responses identified with a yellow circle (*see following page*):

ROSWELL ROAD NORTH: PRECEDENT IMAGES

USES

RESIDENTIAL NEIGHBORHOODS

CONDOMINIUMS, TOWNHOMES




SMALL LOT SINGLE-FAMILY




COMMERCIAL CENTERS





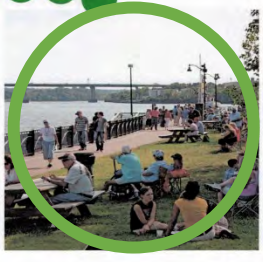

MIXED-USE DEVELOPMENT







RIVERFRONT



COMMUNITY WORKSHOP
JAN 27, 2016

THE NEXT TEN PLAN TOGETHER SANDY SPRINGS

ROSWELL ROAD NORTH: PRECEDENT IMAGES

CONNECTIVITY

ROSWELL BOULEVARD



MULTI-MODAL GREEN STREETS



GREENWAYS/TRAILS



Roswell Road South Comments:

Redevelopment Opportunities

1. Sidewalk/bike lane on Forest Hills Drive – high usage for pedestrians/cyclists
2. Lots of younger families are moving in (or moving out of apartments) and want to own a home for less than the $500,000 single-family homes – need more modern condos + townhomes
3. Not in favor of Northwood area redevelopment
4. Sewer concerns for planning Sandy Springs
5. Affordable housing in this area – too many high end/luxury developments
6. 6' bike/ped along Windsor Parkway – it is a major bicycle artery
7. More parks/playgrounds and public event space
8. Concerns about the displacement of persons on Northwood Drive – please make sure that income awareness goes into development
9. I oppose redevelopment along Northwood Drive and Kingsport Drive including surrounding area.
10. Connect Buckhead and Roswell center

Transportation Opportunities

11. Sidewalk on Forest Hills drive: make more pedestrian friendly. Lots of families walk to temple on this street!
12. Large Orthodox Jewish community behind Franklin Road and Glenridge Drive: 2 synagogues and 2 private Jewish schools. More street lights are sorely needed. The very dark neighborhood streets on a Sabbath nights make walking very dangerous, especially when families wear black suits and nice evening wear. Cars don't see people until very last second.
13. Many Jewish families walk on Roswell Road on Saturdays (especially between Glenridge and Windsor Parkway) the lack of continuous sidewalks and walking spaces directly adjacent to the road makes this walk very dangerous, especially for families with children (especially at Roswell + Franklin) for this reason also.
14. Many people walk up to 1.5 miles more than necessary to avoid walking on Roswell Road because of the dangerous pedestrian experience

Station 7 Activity 4: Precedent Images

- *Place a GREEN dot next to the place images that you think would be appropriate for the redevelopment areas along Roswell Road South, and a RED dot next to those you would not like to see there.*

  The images with the most positive responses have been identified with a green circle, negative responses identified with a red circle, and mixed responses identified with a yellow circle (*see following page*):

ROSWELL ROAD SOUTH: PRECEDENT IMAGES

USES

RESIDENTIAL NEIGHBORHOODS

CONDOMINIUMS, TOWNHOMES




SMALL LOT SINGLE-FAMILY




COMMERCIAL CENTERS





MIXED-USE DEVELOPMENT






COMMUNITY WORKSHOP
JAN 27, 2016

THE NEXT TEN PLAN TOGETHER SANDY SPRINGS

ROSWELL ROAD SOUTH: PRECEDENT IMAGES

CONNECTIVITY

ROSWELL BOULEVARD




MULTI-MODAL GREEN STREETS







GREENWAYS/TRAILS




COMMUNITY WORKSHOP
JAN 27, 2016

THE NEXT TEN PLAN TOGETHER SANDY SPRINGS

Station 8: Perimeter Center Improvement District

Today, the Perimeter Center is a thriving office hub, with an increasing amount of residential and retail offerings. This station presented a proposed strategy for the Perimeter Center moving forward, one that encourages a more balanced mix of uses in a walkable environment. An improved urban boulevard, with enhanced street and pedestrian connections, creates a central spine with clear links to the MARTA stations and better automobile access.

Comments:

1. PCIDs are leading grant for Lake Hearn Drive/Perimeter Summit Pkwy (bike/ped) $4 million connecting Dunwoody to MARTA Medical Center Station. First in region to be awarded April 2016 – all cities and MARTA endorsed
2. Commuter trail system in works in PCIDs district.
3. Transit stations have last mile connectivity goals in process with MARTA
4. Central Park at Perimeter Mall now in process (4 acre improvement) – City of Dunwoody to partner on maintenance ($6-8 million improvement)
5. Bike strategy plan in place
6. Walkability master plan adopted in 2010
7. Need picnic tables and shade tree/structures for folks to use at lunch and families on nights and weekends

Station 8 Activity 2: Precedent Images

- *Place a GREEN dot next to the images that you think are appropriate for the future PCID, and add your comments with a sticky.*

The images with the most positive responses have been identified with a green circle (*see following page*):

PCID: INSPIRATIONAL IMAGERY



COMMUNITY WORKSHOP
JAN 27, 2016

THE NEXT TEN PLAN TOGETHER SANDY SPRINGS

PARTICIPANT COMMENT CARDS

Total Responses = 20

Zip Code

30076	=	1
30115	=	1
30327	=	2
30328	=	2
30329	=	1
30342	=	5
30350	=	7
30398	=	1

How did you learn about this community meeting? (Some selected multiple)

A. Print or On-Line Newspaper.	9
B. E-Mail Announcement	10
C. Neighborhood or Business Association	4
D. Other	4

How useful did you find this meeting?

Very	14
Somewhat	6
Not At All	0

Comments/Questions

1. Great presentation!
2. Excellent presentation, well designed visuals. Great opportunities to see emerging plans.
3. Large area ideas – necessary – but no room for comments on small areas at the time.
4. The vision for Sandy Springs is fantastic. Love the multi-use and other trails. Also increase in rail.
5. Very well presented with opportunities for input.
6. Well prepared. Nice layout.
7. Found info about traffic and MARTA helpful.
8. Great info and knowledgeable staff
9. When is the next meeting?
10. Nice to know what the plans are.
11. I enjoy seeing a vision for the City and what the City can become! I love the rough concepts! I need to go to the website and then I may have some questions. I'll contact you when I do.
12. Seems like a good starting point. Suggest one roundabout and existing traffic light changed to level 4 to regulate traffic flow into roundabout so it doesn't become gridlock. Queue line to Roswell Road doesn't need to be any longer than the length of cars that can pass onto RR in one cycle of light. Others (cars) can wait behind the traffic light. Boylston would be one leg of roundabout.
13. What is going to happen with a work labor force of services that lives in the actual affordable housing?
14. What is going to happen with affordable housing?
15. How will the new zoning code affect existing density adjacencies?
16. There was a lack of specifics on implementation

PUBLIC KICK-OFF MEETING SUMMARY

NORTH SPRINGS AND THE NEW MARTA STATION SMALL AREA PLANS

MONDAY, MARCH 28TH, 2016, 6:00 PM TO 8:00 PM

OVERVIEW OF EVENT

On March 28, 2016 the City of Sandy Springs conducted a public meeting to kick-off the MARTA Station area plans for The Next Ten, the citywide planning process for Sandy Springs. As part of this effort, the City will update its Comprehensive Plan and prepare four Small Area Plans (including MARTA area plans as one of the four small area plans), in order to guide decisions for the coming decade. At the session on the March 28th, there was an opportunity for attendees to browse a series of exhibits to introduce the planning process and the MARTA small area plan. The agenda for the meeting was as follows:

- **6:00 to 6:15 PM**: Welcome and Browse Exhibits
- **6:15 to 6:45 PM:** Presentation – Project Introductions, Existing Conditions and Initial Thoughts
- **6:45 to 7:30 PM:** Small Group Discussions (details of the group discussions and outcome from each group are summarized below)

In total, **28** members of the general public (not including City staff and consultants) attended the Public Kick-off Meeting, according to sign-in sheets.

The presentation slides shared at the meeting can be found in a separate document posted on The Next Ten website.

GROUP DISCUSSION QUESTIONS

Each group was provided with the following questions to coordinate and organize their discussions. At the end of the discussions, each group reported back the responses to the questions.

North Springs Station Area

1. If you live in this area, please show this location with a **RED** dot.
2. Please identify the areas that you believe are ***potential locations*** for new development around this Marta station.
3. The station area provides an opportunity to bring ***additional amenities*** to its surrounding location (e.g., shops, better walking and biking connections, additional open space, etc.). What are the amenities that you would like to see included in a plan for the North Springs Marta area?
4. Please list ***the concerns*** that you have with regard to new transit-related development coming to this area.

New North Marta Station Area

1. Where do you think the station might occur in this area? (***Locate on map***)
2. If you live in this area, please show this location with a **RED** dot.
3. Please identify the areas that you believe are ***potential locations*** for new development around this Marta station.
4. The station area provides an opportunity to bring ***additional amenities*** to its surrounding location. What are the amenities that you would like to see included in a plan for the North Springs Marta area?
5. Please list ***the concerns*** that you have with regard to new transit-related development coming to this area.

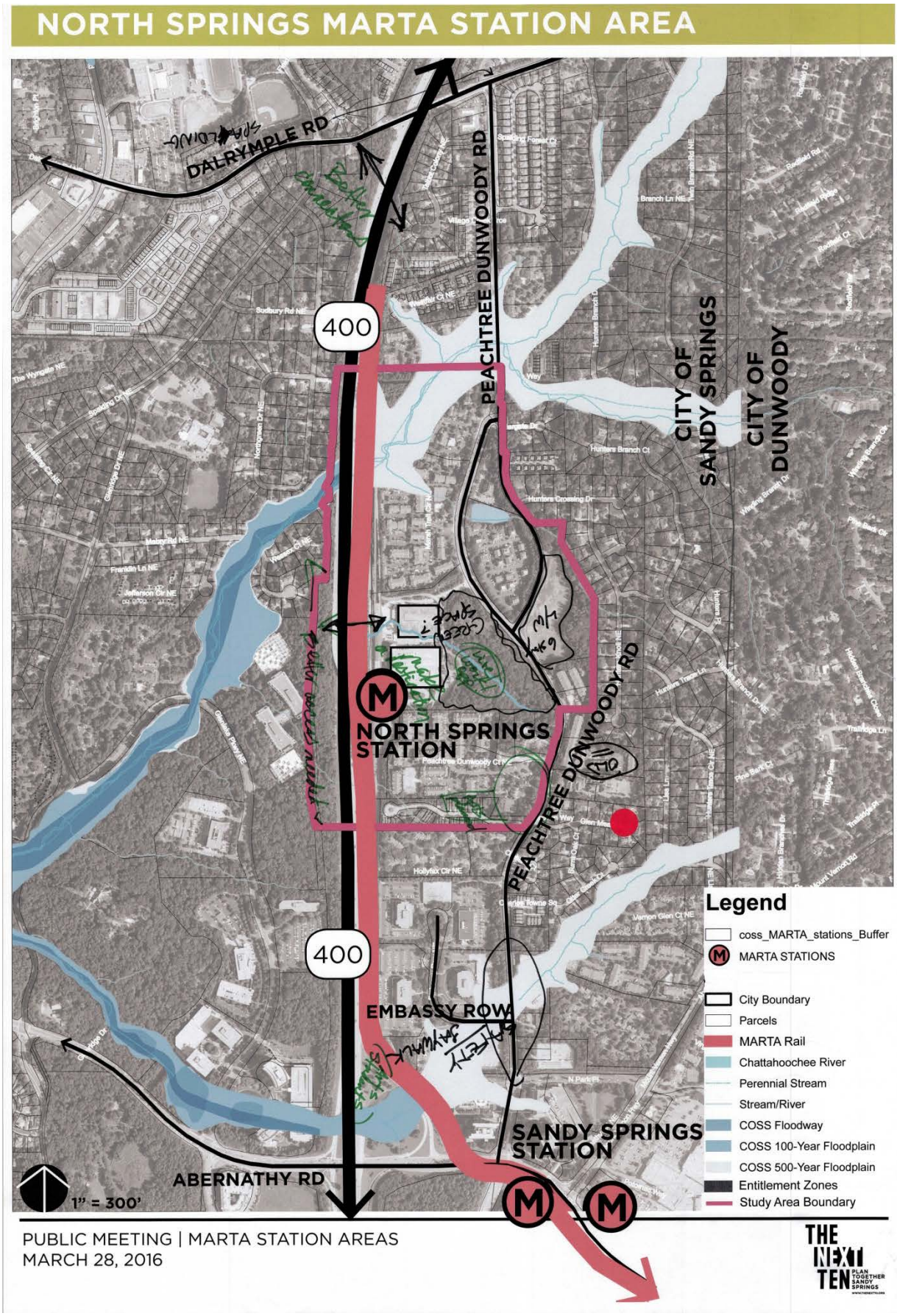
RESPONSES TO GROUP DISCUSSION QUESTIONS

GROUP #1

North Springs Station Area

1. If you live in this area, please show this location with a **RED** dot.
    - See map below
2. Please identify the areas that you believe are ***potential locations*** for new development around this Marta station.
    - See map below
3. What are the ***amenities*** that you would like to see included in a plan for the North Springs Marta area?
    - Opportunities for dedicated green space
        - Parks interspersed with development
        - "Squares"
    - Opportunities for new connections to walk/drive to
    - Improved sidewalk on Peachtree-Dunwoody Road
    - Better lighting
    - Townhouses on redeveloped sites
    - Make the station area a destination!
    - Better connections between stations on the ground and to their surroundings
4. Please list ***the concerns*** that you have with regard to new transit-related development coming to this area.
    - More development is a concern
    - Widening of roads
    - Density: define where it is appropriate to have higher density
    - Respect and compliment existing levels of density

GROUP #1

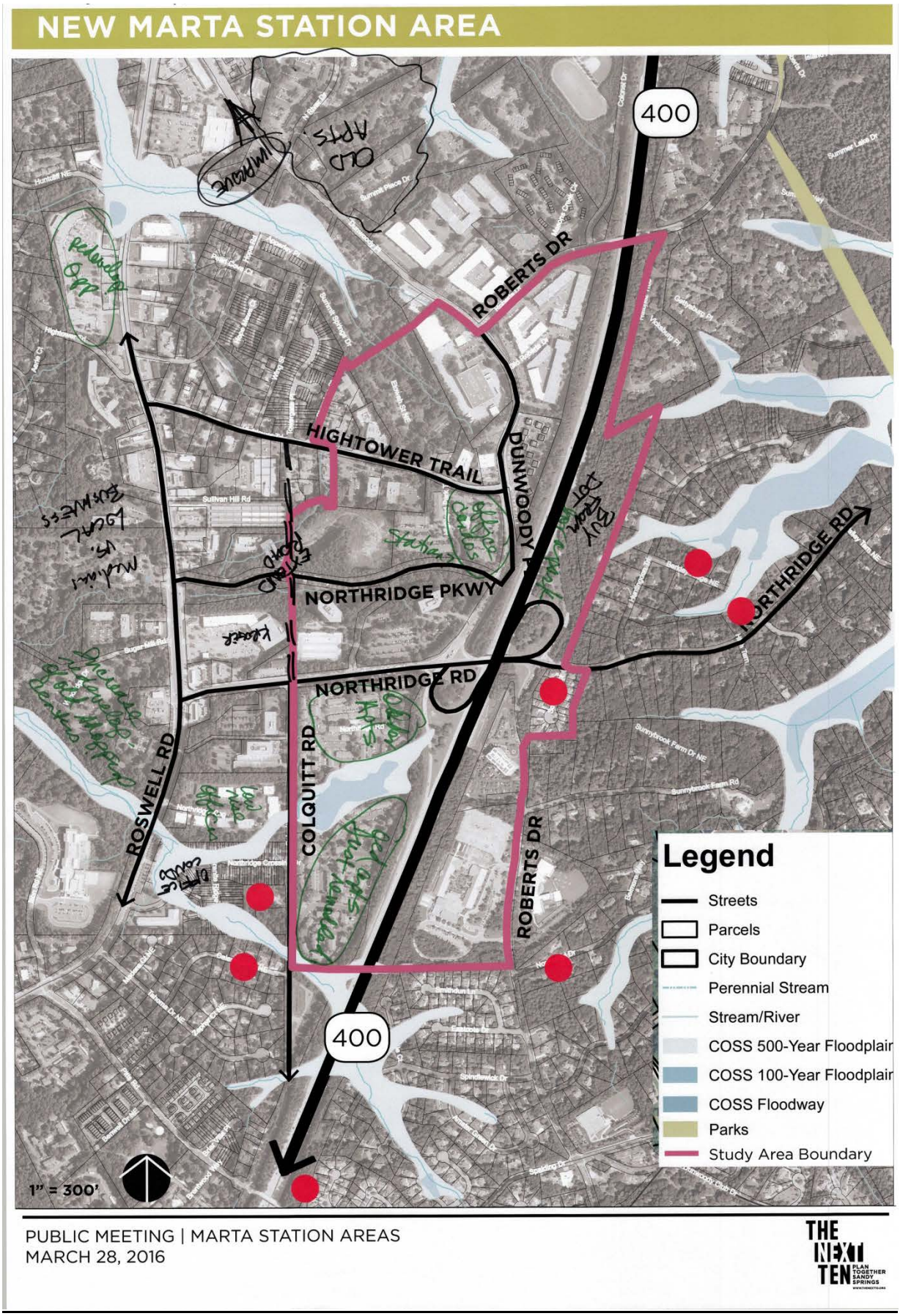

NORTH SPRINGS MARTA STATION AREA
DALRYMPLE RD
PEACHTREE DUNWOODY RD
400
CITY OF SANDY SPRINGS
CITY OF DUNWOODY
NORTH SPRINGS STATION
EMBASSY ROW
SANDY SPRINGS STATION
ABERNATHY RD
1" = 300'
Legend
coss_MARTA_stations_Buffer
MARTA STATIONS
City Boundary
Parcels
MARTA Rail
Chattahoochee River
Perennial Stream
Stream/River
COSS Floodway
COSS 100-Year Floodplain
COSS 500-Year Floodplain
Entitlement Zones
Study Area Boundary
PUBLIC MEETING | MARTA STATION AREAS
MARCH 28, 2016
THE NEXT TEN
PLAN TOGETHER SANDY SPRINGS

GROUP #1

New Marta Station Area

1. Where do you think the station might occur in this area? (***Locate on map***)
   - See map below
2. If you live in this area, please show this location with a **RED** dot.
   - See map below
3. Please identify the areas that you believe are ***potential locations*** for new development around this Marta station.
   - See map below
   - Need condominiums for older residents
4. What are the ***amenities*** that you would like to see included in a plan for the North Springs Marta area?
   - Connections for bikes/sidewalks
   - Higher quality retail, restaurants on Roswell Road
   - Sidewalks
   - Things that will appeal to young families (day care, etc.)
   - Design for **affordable** housing for all ages (e.g. workforce housing)
   - Can the community have more green space at Sandy Springs middle school?
5. Please list ***the concerns*** that you have with regard to new transit-related development coming to this area.
   - That things will not redevelop, will just get worse
   - That new roads won't happen and traffic will get worse
   - People need to **walk** here("neighborhood station") not park here

GROUP #1

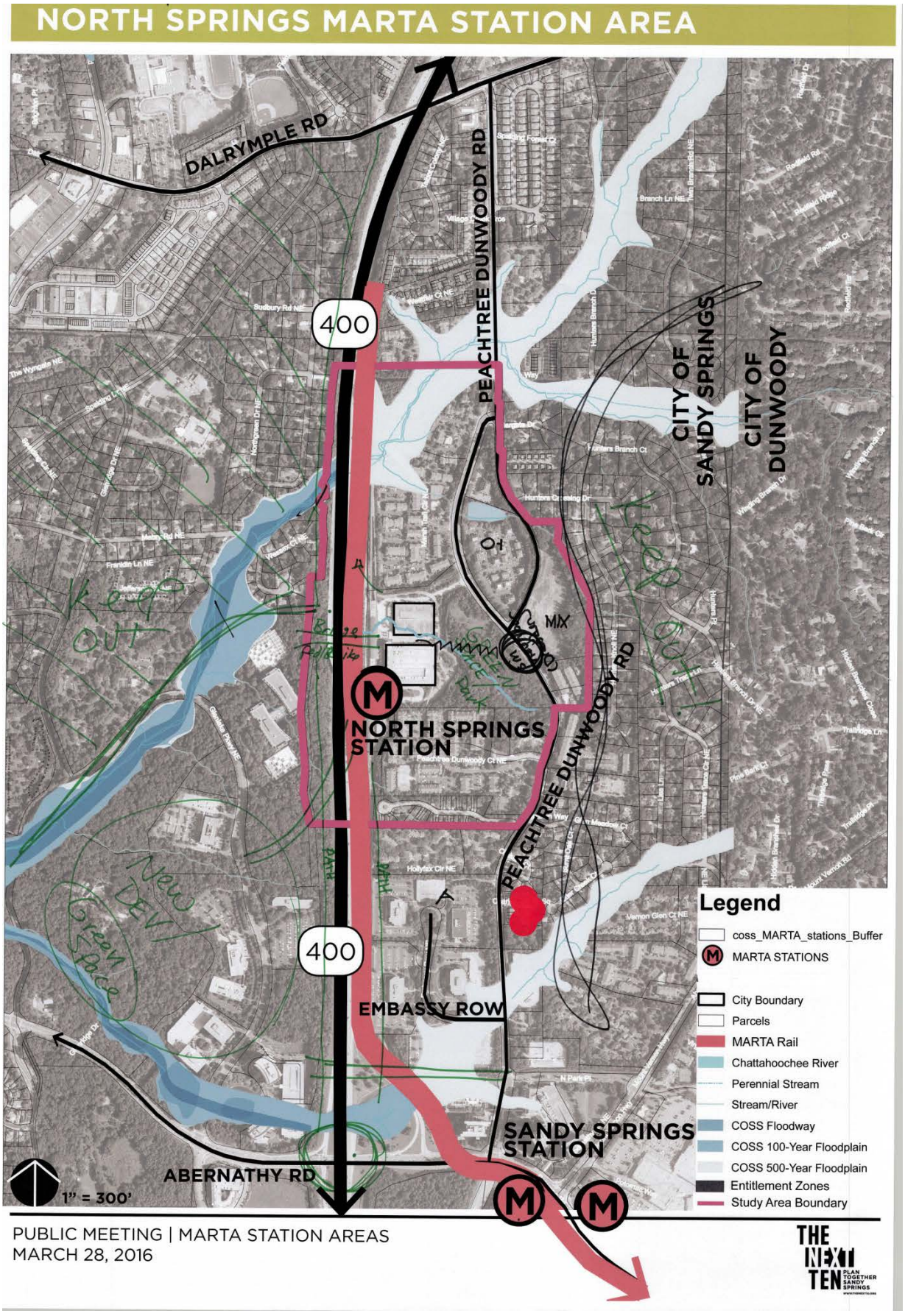

NEW MARTA STATION AREA
400
ROBERTS DR
HIGHTOWER TRAIL
DUNWOODY
NORTHRIDGE PKWY
NORTHRIDGE RD
NORTHRIDGE RD
ROSWELL RD
COLQUITT RD
ROBERTS DR
400
Legend
Streets
Parcels
City Boundary
Perennial Stream
Stream/River
COSS 500-Year Floodplain
COSS 100-Year Floodplain
COSS Floodway
Parks
Study Area Boundary
1" = 300'
PUBLIC MEETING | MARTA STATION AREAS
MARCH 28, 2016
THE NEXT TEN
PLAN TOGETHER SANDY SPRINGS

GROUP #2

North Springs Station Area

1. If you live in this area, please show this location with a **RED** dot.
    - See map below
2. Please identify the areas that you believe are ***potential locations*** for new development around this Marta station.
    - See map below (small development at Peachtree-Dunwoody Road)
3. What are the ***amenities*** that you would like to see included in a plan for the North Springs Marta area?
    - Green Space
    - Pedestrian Bridge
    - Path 400
    - Small Neighborhood (such as Dresden) – No commercial (no big box)
    - Dog park
    - Local/independent restaurant/café (with patio)
    - No big parking lots
    - Tree lined avenue
4. Please list ***the concerns*** that you have with regard to new transit-related development coming to this area.
    - Traffic, traffic!!!
    - Parking
    - Quality development (signage aka on Roswell, no billboards)
    - Bike paths not on road (safety/usage)

GROUP #2

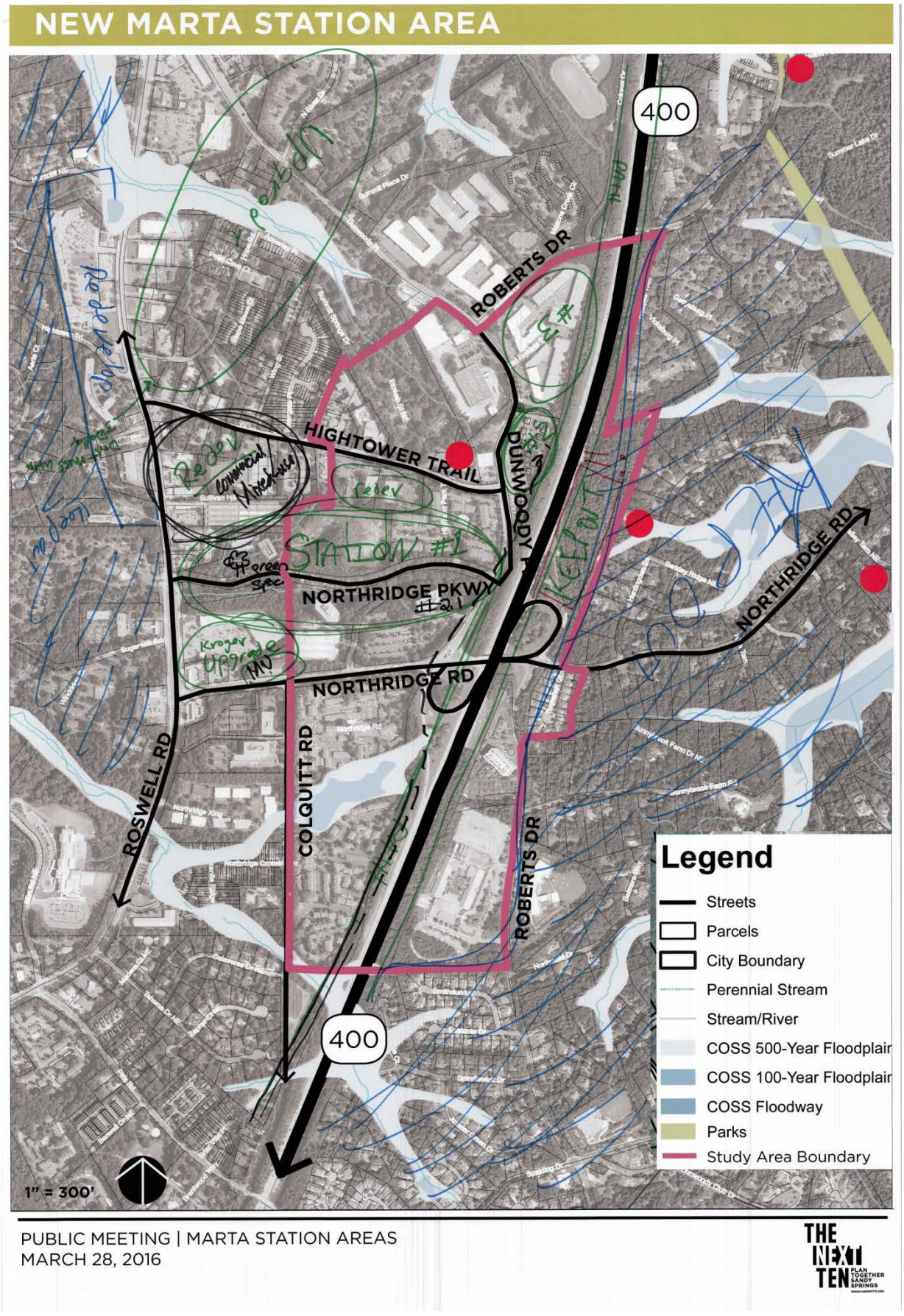

NORTH SPRINGS MARTA STATION AREA
DALRYMPLE RD
PEACHTREE DUNWOODY RD
400
CITY OF SANDY SPRINGS
CITY OF DUNWOODY
NORTH SPRINGS STATION
PEACHTREE DUNWOODY RD
EMBASSY ROW
SANDY SPRINGS STATION
ABERNATHY RD
400
MIX
Keep OUT
New DEV!
Green Space
Legend
coss_MARTA_stations_Buffer
MARTA STATIONS
City Boundary
Parcels
MARTA Rail
Chattahoochee River
Perennial Stream
Stream/River
COSS Floodway
COSS 100-Year Floodplain
COSS 500-Year Floodplain
Entitlement Zones
Study Area Boundary
1" = 300'
PUBLIC MEETING | MARTA STATION AREAS
MARCH 28, 2016
THE NEXT TEN
PLAN TOGETHER SANDY SPRINGS

GROUP #2

New Marta Station Area

1. Where do you think the station might occur in this area? (***Locate on map***)
   - See map below
2. If you live in this area, please show this location with a **RED** dot.
   - See map below
3. Please identify the areas that you believe are ***potential locations*** for new development around this Marta station.
   - See map below (shows alternate locations for the station areas)
4. What are the ***amenities*** that you would like to see included in a plan for the North Springs Marta area?
   - Green Space
   - Redeveloped mixed-use/commercial
   - Take advantage of Roswell Road development
   - Connect Morgan Falls Park to River Park (with trails)
   - Create landscaped area around GA 400 interchange
   - Redevelopment in the above-mentioned character should occur even if MARTA doesn't happen!
5. Please list ***the concerns*** that you have with regard to new transit-related development coming to this area.
   - Traffic
   - Deteriorating high density residential west of GA 400
   - Pedestrian crossing on Roswell Road

GROUP #2

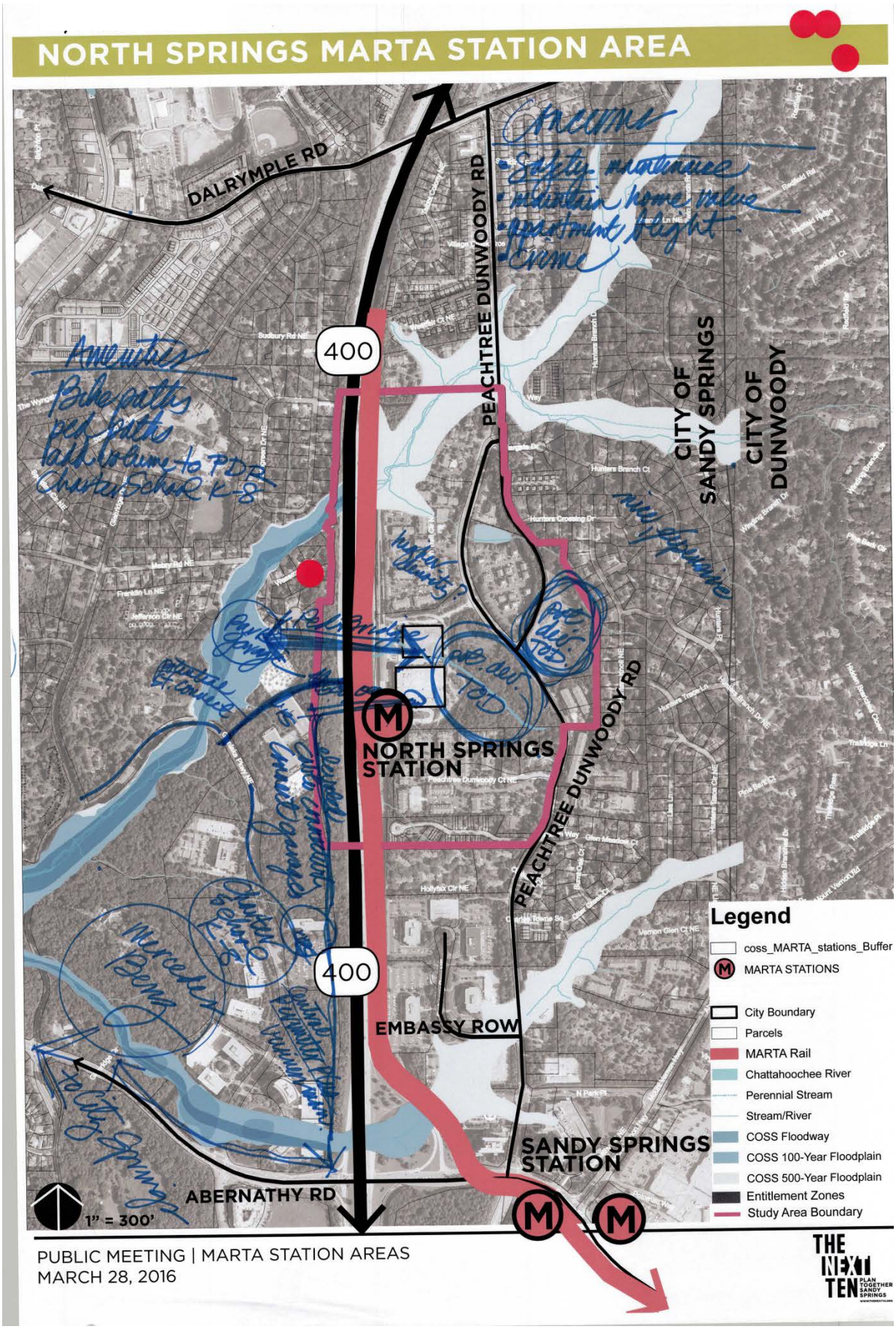

NEW MARTA STATION AREA
400
ROBERTS DR
HIGHTOWER TRAIL
DUNWOODY
NORTHRIDGE PKWY
NORTHRIDGE RD
NORTHRIDGE RD
ROSWELL RD
COLQUITT RD
ROBERTS DR
400
STATION #1
Legend
Streets
Parcels
City Boundary
Perennial Stream
Stream/River
COSS 500-Year Floodplain
COSS 100-Year Floodplain
COSS Floodway
Parks
Study Area Boundary
1" = 300'
PUBLIC MEETING | MARTA STATION AREAS
MARCH 28, 2016
THE NEXT TEN
PLAN TOGETHER SANDY SPRINGS

GROUP #3

North Springs Station Area

1. If you live in this area, please show this location with a **RED** dot.
    - See map below
2. Please identify the areas that you believe are ***potential locations*** for new development around this Marta station.
    - See map below
3. What are the ***amenities*** that you would like to see included in a plan for the North Springs Marta area?
    - Bike paths
    - Pedestrian paths
    - Add volume to Peachtree-Dunwoody Road
    - Charter school K-8
4. Please list ***the concerns*** that you have with regard to new transit-related development coming to this area.
    - Safety maintenance
    - Maintain home values
    - Apartment heights
    - Crime

GROUP #3

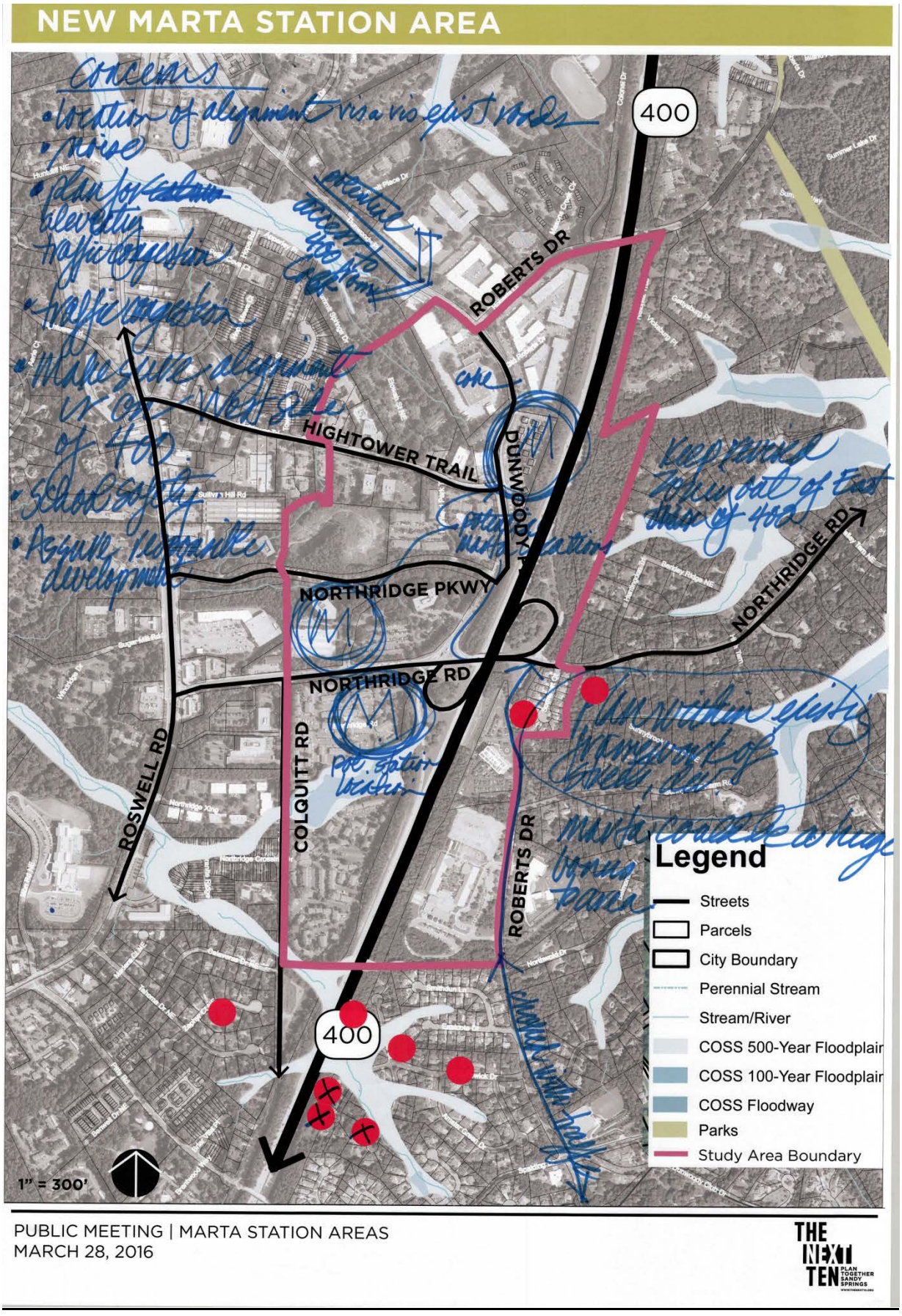

NORTH SPRINGS MARTA STATION AREA
DALRYMPLE RD
PEACHTREE DUNWOODY RD
400
CITY OF SANDY SPRINGS
CITY OF DUNWOODY
NORTH SPRINGS STATION
EMBASSY ROW
SANDY SPRINGS STATION
ABERNATHY RD
1" = 300'
Legend
coss_MARTA_stations_Buffer
MARTA STATIONS
City Boundary
Parcels
MARTA Rail
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Entitlement Zones
Study Area Boundary
PUBLIC MEETING | MARTA STATION AREAS
MARCH 28, 2016
THE NEXT TEN
PLAN TOGETHER SANDY SPRINGS

GROUP #3

New Marta Station Area

1. Where do you think the station might occur in this area? (***Locate on map***)
   - See map below
2. If you live in this area, please show this location with a **RED** dot.
   - See map below
3. Please identify the areas that you believe are ***potential locations*** for new development around this Marta station.
   - See map below
4. What are the ***amenities*** that you would like to see included in a plan for the North Springs Marta area?
   - See map below
5. Please list ***the concerns*** that you have with regard to new transit-related development coming to this area.
   - Location of railroad alignment vis-à-vis existing roads
   - Noise
   - Plan for relieving traffic congestion
   - Traffic congestion
   - Make sure alignment is on west side of GA 400
   - School safety
   - Assure responsible development

GROUP #3


NEW MARTA STATION AREA
400
ROBERTS DR
HIGHTOWER TRAIL
DUNWOODY
NORTHRIDGE PKWY
NORTHRIDGE RD
NORTHRIDGE RD
ROSWELL RD
COLQUITT RD
ROBERTS DR
400
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Streets
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Parks
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PUBLIC MEETING | MARTA STATION AREAS
MARCH 28, 2016
THE NEXT TEN
PLAN TOGETHER SANDY SPRINGS



MEETING SUMMARIES

MARCH 29-30, 2016

POWERS FERRY - STAKEHOLDER MEETING

March 30th, 2016
8:00 AM – 9:30 AM

Format of the meeting

- Brief presentation to show current market understanding, overview transportation data, and preliminary ideas
- Discussions and recording of comments by attendees on maps and flip charts

Comments on presentation

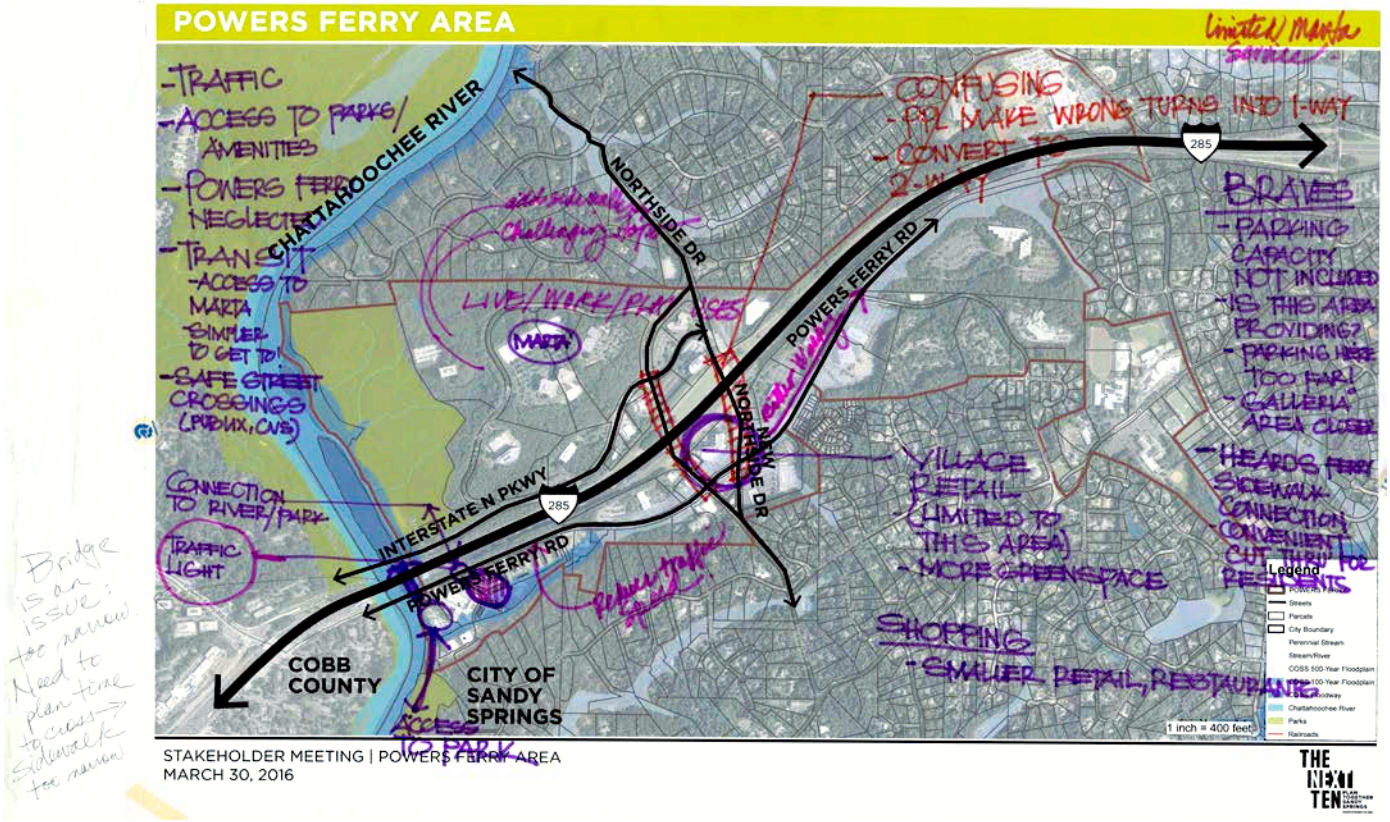
- What are interchange design modifications on I-285?
- Is the traffic data most up to date?
- Need improved access to Roswell Road
- What is the feasibility of Riverfront entertainment?

Discussion

- Refer to discussion session map below
- Major concerns
  - Traffic caused by more development specifically with the new baseball stadium
  - Current traffic management is inadequate
  - Bridge is an issue – the road is too narrow; need time to cross; sidewalks are too narrow
  - Spectacular riverfront that is completely inaccessible to pedestrians
    - "Greatest asset that we are not allowed to use"
  - Cobb County has achieved more successful pedestrian connections to NPS site
- Opportunities
  - Provide good access to NPS land and parks
  - Better walkability along Powers Ferry Road
  - Create "village" retail around Wyndham Hotel area, with more greenspace
  - Smaller retail and restaurants; don't need large retail as Cumberland is 6 min away
  - Need mid-block crosswalk on Powers Ferry Road
  - Add sidewalks along Northside Drive/Heards Ferry Road
  - Look at Columbus, Ohio as an example for an "overbuild" precedent at Powers Ferry Road
    - Need similar improved/more green space
  - Need safe street crossings
  - Provide traffic light at the intersection of Powers Ferry Road and River Vista Drive
  - Reduce traffic speed on Powers Ferry Road going toward the river
  - Promote live/work/play uses north of I-285 with potential MARTA location.
  - Make access to MARTA simpler
- Comments from Commuters/Visitors
  - Limited access route in/45 minutes from Buckhead
  - Cobb County & MARTA transit do not connect
    - Helps recruitment for employees
  - Powers Ferry Road neglected by City
    - Led to MARTA Bus station
  - Access to river would benefit hotel guests
  - Hotel employees could benefit from MARTA

- Incomplete sidewalks
- People would prefer to walk more but can't
- Retail village should be in Wyndhm Hotel area, not riverfront
- Limited MARTA service

- Residents
  - New Northside Drive
    - Visitors go wrong way
    - Not clear enough
    - Convert to 2-way street
    - Impact access to/from properties on both sides
  - River edge parkway cut-through from residential subdivisions
  - Powers Ferry Road
    - Variable direction lane? GDOT moving away from practice
    - Sound deadening wall on 285
- Stadium Related Discussions
  - "Egress" plan to move residents and workers on game days – needs coordination with Cobb County
  - Stadium plans don't accommodate capacity for parking
  - Parking facilities for the stadium in Sandy Springs?
    - Interstate North Area? (this area might be too far)
    - Galleria? (this is closer)





PUBLIC WORKSHOP SUMMARY

MARTA STATIONS SMALL AREA PLAN

MONDAY, JULY 18TH, 2016, 6:00 PM TO 8:00 PM

OVERVIEW OF EVENT

On July 18, 2016 the City of Sandy Springs conducted a public workshop to share and receive feedback on the initial concepts for the MARTA small area plan.

- **6:00 to 6:30 PM**: Sign In and Browse Display Boards
- **6:30 to 7:00 PM:** Presentation and Q&A
- **7:00 to 7:30 PM:** Break Out Groups
- **7:30 to 8:00 PM:** Reporting Back/Discussion

In total, **72** members of the general public (not including City staff and consultants) attended the Public Workshop, according to sign-in sheets.

GROUP DISCUSSION QUESTIONS

Each group was provided with the following questions to coordinate and organize their discussions. At the end of the discussions, each group reported back the responses to the questions.

1. **One concept** has been proposed for the **existing North Springs Station area**. With regard to this concept:
    a. What elements of this concept do you particularly like and would like to see retained in a Small Area Plan for this area?
    b. What elements of this concept would you like to see changed, and what changes would you recommend?
    c. Overall, do you feel that this concept is heading in the right direction and why do you feel this way?

2. Two concepts showing different station location options have been proposed for the **potential Northridge Station area**: one south of Northridge Road and one along Dunwoody Road. For each of these concepts, please discuss the following:
    a. What do you feel are the strongest elements of each concept shown?
    b. Are there elements of each concept that you would like to see changed? If so, what are these?
    c. For the Northridge Road station option, do you prefer Scenario 1 (maximizing residential density) or Scenario 2 (maximizing parking) and why?
    d. Which of the two overall station location concepts do you prefer and why?
    e. Are there ideas from each concept that you like and would like to see merged into a new, consolidated concept?

RESPONSES TO GROUP DISCUSSION QUESTIONS

TABLE #1

North Springs Station Area

1. What elements of this concept do you particularly like and would like to see retained in a Small Area Plan for this area?
    a. The green space, but worry about the buffer
    b. GA 400 pedestrian crossing
        i. Need to get input/buy-in from UPS and other offices
        ii. New townhome development
    c. Townhomes
    d. Greenspace
        i. Walkway along creek
        ii. Walking track in park
        iii. Active uses: small dog park
2. What elements of this concept would you like to see changed, and what changes would you recommend?
    a. More pervious surfaces
    b. Limit access from the GA 400 flyover
        i. Gate is down
        ii. Limit neighborhood parking
    c. More trees in the plaza
    d. Do something more for pedestrian crossing
        i. Safety island
        ii. Elevated tunnel
    e. Townhomes w/ green front and buffer point
    f. Potential issue with cycle crossing at Pro and Abe
    g. Distributor/collector access into station
3. Overall, do you feel that this concept is heading in the right direction and why do you feel this way?

Northridge Station Area

1. What do you feel are the strongest elements of each concept shown?
    a. Multifamily could accommodate 'missing middle' workforce housing in town
    b. Taking demand off of North Springs
2. Are there elements of each concept that you would like to see changed? If so, what are these?
    a. More retail or neighborhood draw
    b. Demand of 510 multi-family - is that additional? Because Ecco and Circa are being removed
    c. Consider vehicular access directly to station and parking.

3. For the Northridge Road station option, do you prefer Scenario 1 (maximizing residential density) or Scenario 2 (maximizing parking) and why?
    a. Scenario 1: would spur positive redevelopment
    b. Scenario 2: Hightower trail would need to be improved
4. Which of the two overall station location concepts do you prefer and why?
5. Are there ideas from each concept that you like and would like to see merged into a new, consolidated concept?
    a. Marta extension to be double-tracked for express
        i. Potential for more than 1000 parking spots

TABLE #2

North Springs Station Area

1. What elements of this concept do you particularly like and would like to see retained in a Small Area Plan for this area?
    a. Greenway connection to UPS would be a good idea
    b. Eliminate surface parking or creating walking-good!
    c. TH good idea-(quality and low obesity are important)
2. What elements of this concept would you like to see changed, and what changes would you recommend?
    a. Accessory retail concept is too broad.
    b. Services (mail, coffee shops), “airport like” shops
3. Overall, do you feel that this concept is heading in the right direction and why do you feel this way?
    a. Open up walkway towards neighborhoods
    b. Consider access over 40 ft. Colonial pipeline easement

Northridge Station Area

1. What do you feel are the strongest elements of each concept shown?
    a. Behind Colquitt, area is larger. Prefer that site for MARTA.
2. Are there elements of each concept that you would like to see changed? If so, what are these?
    a. Collector plan is a poor idea
    b. Dunwoody Place/Roberts is gridlocked + poor location given schools.
3. For the Northridge Road station option, do you prefer Scenario 1 (maximizing residential density) or Scenario 2 (maximizing parking) and why?
    a. Option 2 is not good
4. Which of the two overall station location concepts do you prefer and why?
    a. LA – concept plan preferred.
        i. More land + access
        ii. Increase greenspace and walking to stations

5. Are there ideas from each concept that you like and would like to see merged into a new, consolidated concept?
    a. Higher quality retail/restaurant
    b. Great connectivity is key on any plan
    c. Walkable, safe pathways
    d. Bike racks, bike paths (safe, intelligent biking)
    e. Shade to encourage walking

TABLE #3

North Springs Station Area

1. What elements of this concept do you particularly like and would like to see retained in a Small Area Plan for this area?
    a. Greenspace-more of it
    b. Development reduces need to drive
    c. Having housing
    d. Increasing access to 400 is good
2. What elements of this concept would you like to see changed, and what changes would you recommend?
    a. Increase density of housing; high rises.
    b. Who maintains greenspace?
    c. Capacity may not be sufficient with current parking structures
    d. Increase technology to manage current parking
3. Overall, do you feel that this concept is heading in the right direction and why do you feel this way?
    a. Overall, it is heading in the right direction

Northridge Station Area

1. What do you feel are the strongest elements of each concept shown?
    a. Walkability from house to station.
    b. Town center
    c. Having a community instead of just parking.
    d. Opportunity for more mixed-use
    e. Having station in Northridge
    f. Like the idea of revitalizing the area.
    g. Adding the bike + walking paths to Roswell Rd.
2. Are there elements of each concept that you would like to see changed? If so, what are these?
    a. Adequate parking
    b. To widen road
    c. Road access to this station

3. For the Northridge Road station option, do you prefer Scenario 1 (maximizing residential density) or Scenario 2 (maximizing parking) and why?
4. Which of the two overall station location concepts do you prefer and why?
    a. Option 2 could be gateway to Sandy Springs on the North side.
    b. Option 2 increase of continuity to river park.
        i. Concern: would Atlanta need more land?
        ii. MARTA should be planning to go into North in Fulton County
5. Are there ideas from each concept that you like and would like to see merged into a new, consolidated concept?

TABLE #4

North Springs Station Area

1. What elements of this concept do you particularly like and would like to see retained in a Small Area Plan for this area?
    a. Ped access-needed
    b. Pocket retail
    c. Increased low intensity lighting
2. What elements of this concept would you like to see changed, and what changes would you recommend?
3. Overall, do you feel that this concept is heading in the right direction and why do you feel this way?
    a. Yes

Northridge Station Area

1. What do you feel are the strongest elements of each concept shown?
2. Are there elements of each concept that you would like to see changed? If so, what are these?
    a. Promote redevelopment vs access
    b. Integrate to Path 400
    c. Questionable need for station
    d. Colquit/Northridge section
    e. View of parking decks
    f. Traffic from North?
3. For the Northridge Road station option, do you prefer Scenario 1 (maximizing residential density) or Scenario 2 (maximizing parking) and why?
4. Which of the two overall station location concepts do you prefer and why?
    a. Prefer option 2
5. Are there ideas from each concept that you like and would like to see merged into a new, consolidated concept?
    a. Like the wraparound of 1a, but the greenspace of 1b

TABLE #5

North Springs Station Area

1. What elements of this concept do you particularly like and would like to see retained in a Small Area Plan for this area?
    a. Pedestrian crossing over 400
    b. Like some artistic treatment on garages
2. What elements of this concept would you like to see changed, and what changes would you recommend?
    a. Even more connections to station (multimodal)
    b. Little to no $$ for parking garages. Needs to be sound deadening
    c. Improve existing ped pathways to MARTA
3. Overall, do you feel that this concept is heading in the right direction and why do you feel this way?

Northridge Station Area

1. What do you feel are the strongest elements of each concept shown?
    a. Green space
    b. Northern option
    c. Density
    d. Walkability
    e. Multiple road access points/connected network
2. Are there elements of each concept that you would like to see changed? If so, what are these?
    a. Future development parcel would be good for grocery
    b. Better bike access
    c. Emphasize local access over commuter
3. For the Northridge Road station option, do you prefer Scenario 1 (maximizing residential density) or Scenario 2 (maximizing parking) and why?
4. Which of the two overall station location concepts do you prefer and why?
    a. Prefer 1a or 1b-more green
    b. Would be okay with 2 if North Springs transitions away from commuter collector
    c. Prefer north side of North Ridge
5. Are there ideas from each concept that you like and would like to see merged into a new, consolidated concept?
    a. Better bus connections to get to existing North Springs Station
    b. Consider last mile connections to station
    c. Affordable grocery/food service near MARTA is desirable
    d. Allow North Ridge to be collector station to enable North Springs to develop

e. Objectives
    i. Improve access to MARTA to make more part of life (like connection across GA 400)
    ii. More walkability
    iii. Better comfort/amenity for existing bus riders
    iv. Improve bus transfers
    v. Improve bus connectivity + local park and ride
    vi. Ensure bicycle access as an option for connection
    vii. Preserve a mixed income community-minimize displacement/gentrification
    viii. Station option should have same vision around workforce housing/affordable

TABLE #6

North Springs Station Area

1. What elements of this concept do you particularly like and would like to see retained in a Small Area Plan for this area?
    a. Walkway-secure, visible
    b. Increased lighting – PD RD
    c. Express train to airport
    d. Missing Middle housing, BALANCE
    e. Ped + bike to path 400, west side of GA 400
    f. Roadway connection to west of GA 400
    g. MARTA-toll option to get to PD Road; also objection
2. What elements of this concept would you like to see changed, and what changes would you recommend?
    a. No multi-family, only condos & townhomes.
    b. Future dev proposition
        i. North of Trammel Crow
        ii. Missing Middle Housing
        iii. Senior housing
    c. Keep parking cheaper than at airport
3. Overall, do you feel that this concept is heading in the right direction and why do you feel this way?
    a. Concept aligns with residential idea
    b. Small retail
    c. Little higher end retail
    d. Preservation of greenspace

Northridge Station Area

1. What do you feel are the strongest elements of each concept shown?
    a. Like commuter better than collector
    b. Single-owner occupancy, townhome-good!
    c. Consider 'green' options (solar)
    d. EV charging
    e. Turnarounds for buses
2. Are there elements of each concept that you would like to see changed? If so, what are these?
    a. Get rid of multi-family
    b. Option 2
        i. Spur redevelopment north of Dunwoody/Northridge
        ii. Restructure streets-not a good thing!
        iii. Like the 'commuter station'
3. For the Northridge Road station option, do you prefer Scenario 1 (maximizing residential density) or Scenario 2 (maximizing parking) and why?
    a. South of Northridge
    b. Opposition to redeveloping older multi-family housing
    c. Better mixed-use dev
    d. No multi-family: prefer ownership
4. Which of the two overall station location concepts do you prefer and why?
    a. Pedestrian and bike connection into location 1
        i. 2 ways North & South 400
    b. Police are at every intersection
    c. Retail/restaurant (small) at station
    d. Single-family housing
5. Are there ideas from each concept that you like and would like to see merged into a new, consolidated concept?

PUBLIC MEETING SUMMARY

DRAFT POWERS FERRY SMALL AREA CONCEPTS

TUESDAY, JULY 19TH, 2016, 8:00 AM TO 9:30 AM

OVERVIEW OF EVENT

On July 19, 2016 the City of Sandy Springs conducted a community meeting to share the initial policies and concepts for the draft Powers Ferry small area plan. The agenda for the meeting was as follows:

- **8:00 to 8:15 AM**: Sign In and Browse Display Boards
- **8:15 to 9:00 AM:** Presentation and Q&A
- **9:00 to 9:30 AM:** Provide Your Comments

In total, **14** members of the general public (not including City staff and consultants) attended the Powers Ferry Small Area Plan Meeting, according to sign-in sheets.

A survey was handed out during the meeting, which included the following three (3) questions:

1. What elements of the Powers Ferry concept shown this morning do you particularly like, and would like to see implemented in the future?
2. Do you have any concerns about any aspects of the Powers Ferry concept? If so, please explain.
3. Is there anything missing from this concept that you think should be considered for inclusion?

Following are the responses to the survey questions:

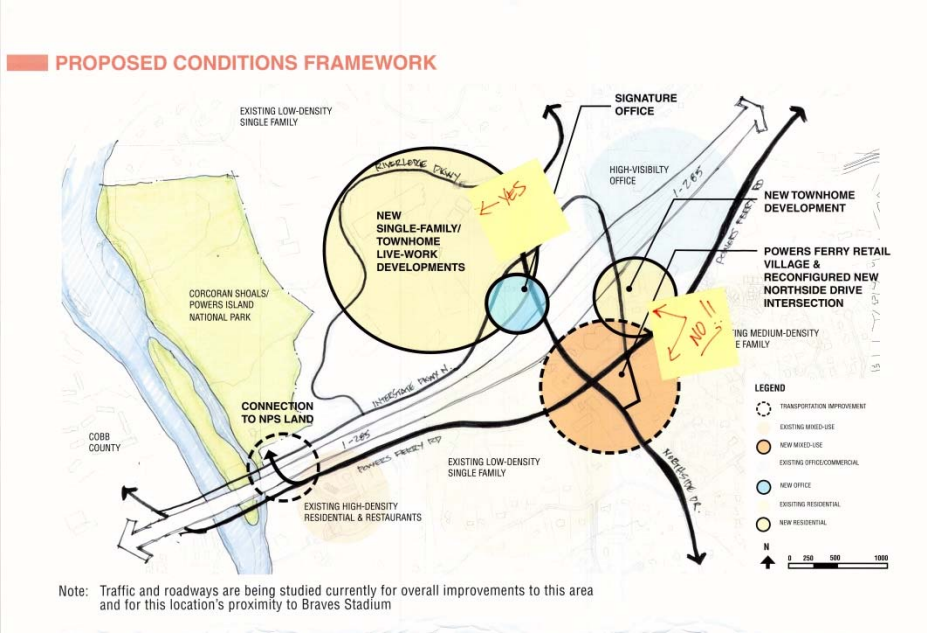
- **What elements of the Powers Ferry concept shown this morning do you particularly like, and would like to see implemented in the future?**
    - Support for existing residents will require solutions to significant current concerns
    - Access from Powers Ferry to Park
    - Like redo of intersection of new Northside, but think it should go straight between bank and Waffle House before making a right turn; don't do a right through the village.
    - The fact that we are being included
    - The concept of retail space is nice but no immediate plans for that area
- **Do you have any concerns about any aspects of the Powers Ferry concept? If so, please explain.**
    - Fear that future concepts are being developed with flawed information about problems that need to be addressed first.
    - Retail is pie in the sky.

- Too early for these concepts --- the area is already too congested, with empty retail.
- Do not like a plan that increases density and traffic without addressing current traffic issues. More traffic is unacceptable.
- Don't like anything about the concept because it addresses a false perceived need. We don't want more shopping or anything that increases traffic.
- Your entire audience is screaming about today's traffic. The stadium is only going to contribute to gridlock. I-75N is a parking lot today and no apparent solution is being suggested.
- Do not need more residents or traffic
- No 285 signage that redirects traffic onto Powers Ferry Rd or New Northside Dr.
- Don't like it. Want to see traffic fixed before adding to chaos

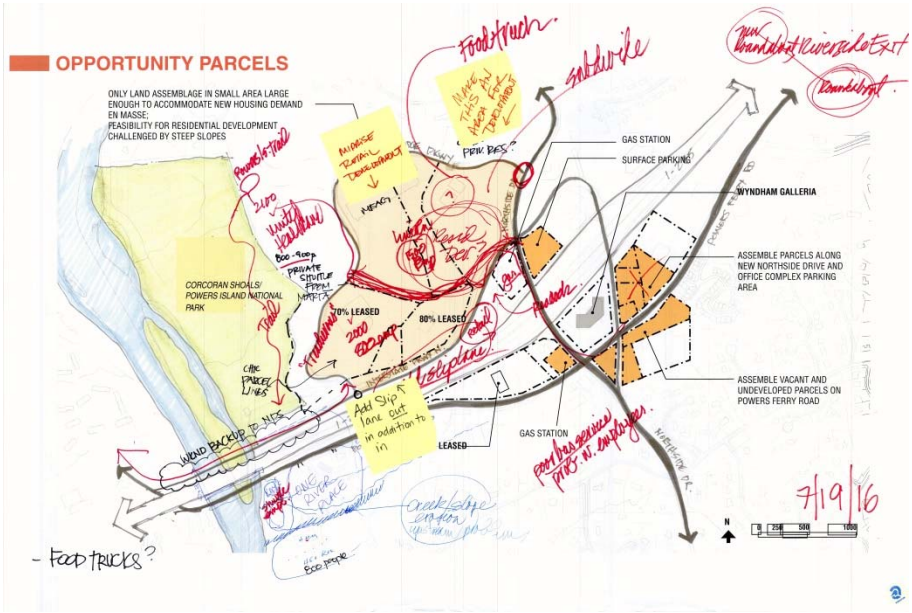
- **Is there anything missing from this concept that you think should be considered for inclusion?**
  - What the community desires, not pie in the sky whimsy.
  - Additional traffic studies
  - The "resident" is missing. Only consideration of retail and business
  - Want immediate options for traffic on Powers Ferry Rd.
  - Traffic studies --- this plan creates a problem, not a solution.

The following is a compilation of the display boards with public comments and summary of those comments with the respective display boards.

DISPLAY BOARD: Proposed Conditions Framework



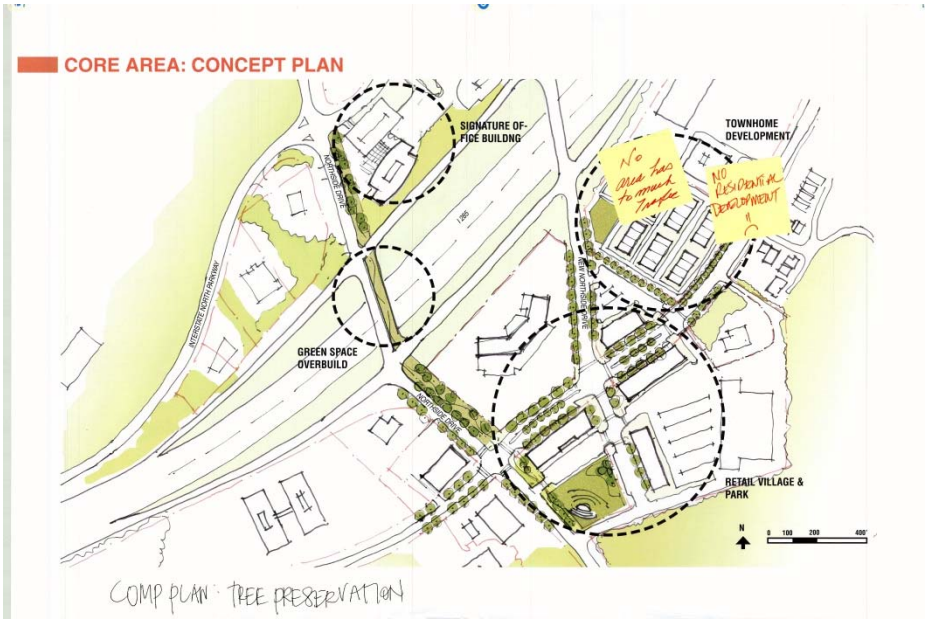
DISPLAY BOARD: Opportunity Parcels



COMMENTS

- Midrange retail development
- Add slip lane out in addition to in
- Make this an area for development

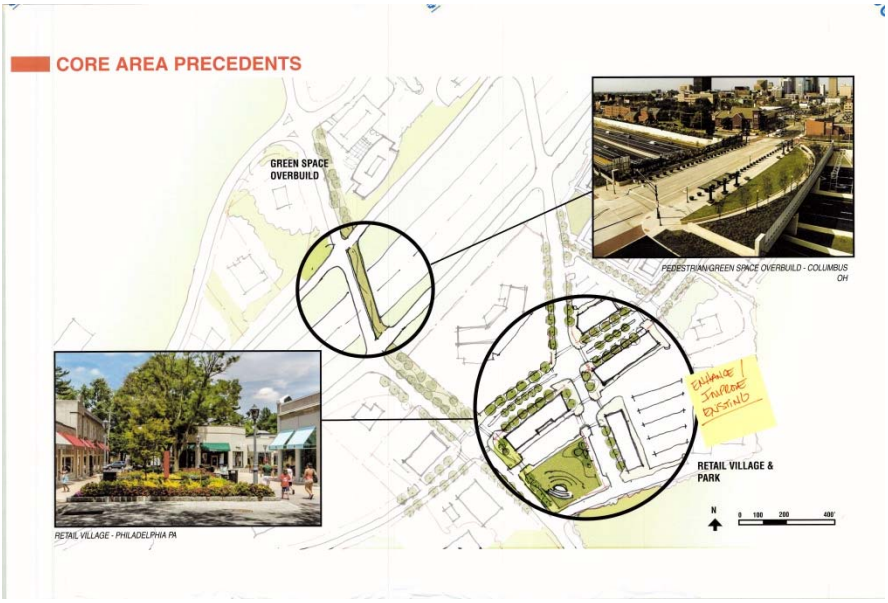
DISPLAY BOARD: Core Area: Concept Plan



COMMENTS

- No area has too much traffic
- No residential development

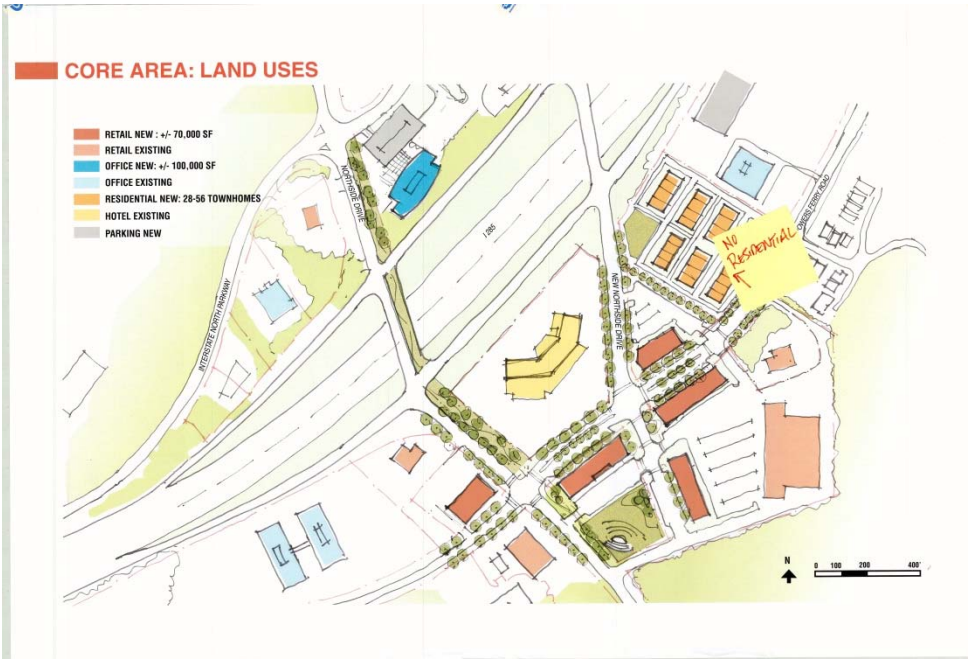
DISPLAY BOARD: Core Area Precedents



COMMENTS

- Enhance/improve existing

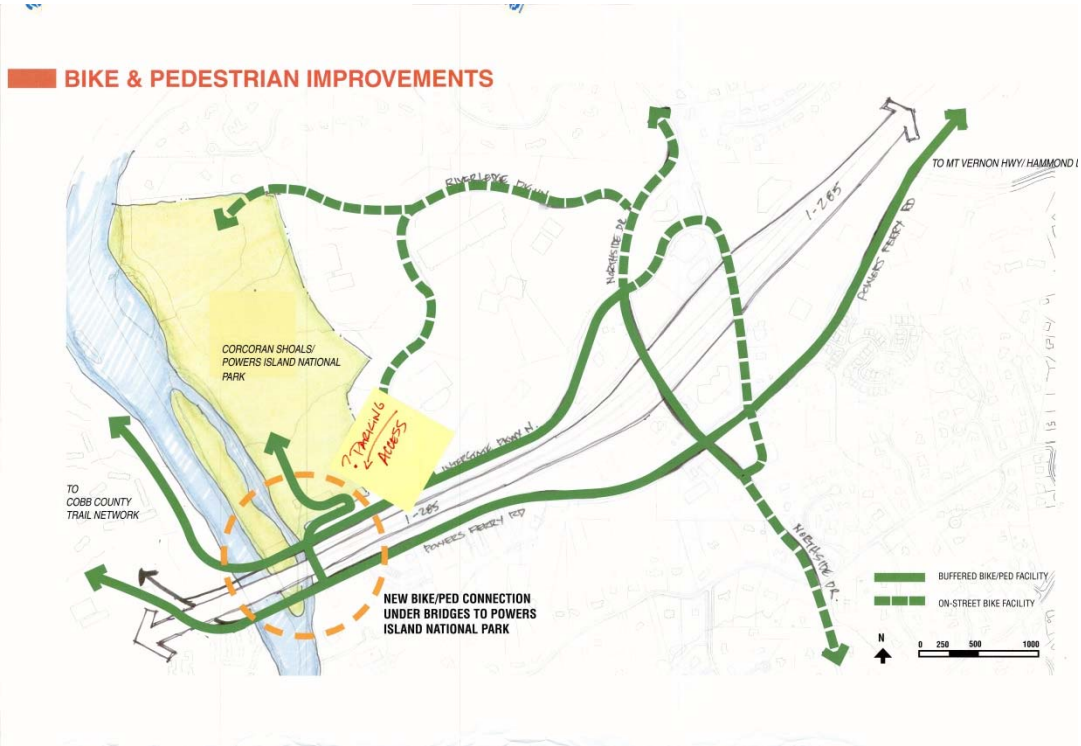
DISPLAY BOARD: Core Area: Land Uses



COMMENTS

- No existing

DISPLAY BOARD: Bike & Pedestrian Improvements



COMMENTS

- Parking access?



COMMUNITY MEETING SUMMARY

DRAFT COMPREHENSIVE PLAN AND SMALL AREA PLANS

WEDNESDAY, JULY 20TH, 2016, 6:00 PM TO 8:00 PM

OVERVIEW OF EVENT

On July 20, 2016 the City of Sandy Springs conducted a community meeting to share the initial policies and concepts for the draft comprehensive plan and the draft small area plans. The agenda for the meeting was as follows:

- **6:00 to 6:30 PM**: Sign In and Browse Display Boards
- **6:30 to 7:15 PM:** Presentation and Q&A
- **7:15 to 8:00 PM:** Provide Your Comments

In total, **160** members of the general public (not including City staff and consultants) attended the Community Meeting, according to sign-in sheets.

A survey was handed out during the meeting, which included the following four (4) questions:

1. Overall, do you feel that the draft Comprehensive Plan addresses the most critical needs facing Sandy Springs today and in the next 10-20 years? If not, please explain.
2. Which of the Needs and Opportunities presented in the Plan do you most strongly agree with?
3. Is there anything that you feel was not included in the Plan, and that you think should be added?
4. Is there anything proposed in the Plan that you strongly disagree with?

Following are the responses to the survey questions:

1. ***Overall, does the plan address the most critical needs today and in the next 10-20 years?***
    - Yes
    - Think Transportation is wishful thinking. This town drives. I work with many builders and zoning is a mess and permitting has added cost, making the housing too expensive. I also represent 55+ developers and the land is just too expensive to do one story homes.
    - Do not micromanage or try to replace the HOA's.
    - For the most part. However, there seems to be a bias to *maximize* residential and commercial development rather than to *optimize* it.
    - The general concepts are interesting and have merit. I am concerned with implementation --- if not successful, the ideas don't have merit.
    - Need E-W transportation plans; N-S corridors are already beyond capacity and topography of terrain in West Sandy Springs is limiting to roads, to walking and to biking.

- Yes, except the Plan lacks a material effort and vision to utilize the river as a lifestyle enhancement. The river is our greatest natural resource.
- Roswell Boulevard is excellent --- do it!
- Please put the Character Area map on line in a way that it can be enlarged to see more individual streets.
- Plan is close; however, we are going to need higher density on many of the housing options, especially on the North end in order to it to be economically viable.
- The plan is very complete and extensive, but it does not seem to consider the need for lower income workforce needs.
- How much conversation have you had with retail thought leaders to consider the future of retail? What if Perimeter Mall no longer existed?
- Good presentation. Will provide comments on line.
- Love the zoning categories and trust they will be enforced.
- Need to ensure more action on multimodal transportation.
- Seems this was a guide to developing the plan vs some ideas of what might be proposed. Expected to see more "concepts" versus guidelines to develop a plan.
- The intent is good.
- I like the ideas to make this a walkable City, but the cityscapes and walking areas are all in full sun. The plan does not address the clear cutting issues that are ruining our green space; increasing pollution and creating a desert-like environment. The mindset should be to maintain the integrity of Sandy Springs. --- "enhance" is an important part of creating here. We have an amazing environment that we should build within rather than create something new.

2. *Needs and Opportunities with which you strongly agree*

- Housing – we are in a single family home with ¾ acre. Now no longer need 4 BR, 3 baths and the land, but don't see many downsizing options in COSS (either that are affordable or any at all!)
- Creating "unique" areas; creating great streets and attractive roads
- Need mixed use on and off Roswell Road at 285.
- The need to improve traffic --- especially limiting parking in Perimeter area and Hospital area.
- Protect and Enhance Neighborhood Character and Quality of Life; Create a unified development code aligned with the comp plan, but it has to be followed by the City Council --- no more exceptions; Expand Parks and Green Space.
- MARTA North Springs redevelopment nodes. Focus on ownership and green space. Enable walk/bike lifestyle.

- Most strongly agree with the transportation aspect. I am a strong proponent of public transportation and would like to see more of these options. I am very pleased with the plans for providing and improving non-car options.
- Roswell Road is our Main Street --- development here should be encouraged.
- Traffic improvements.
- Getting people working in Perimeter Center in and out with transit instead of cars; pedestrian bridges across river; focused density; live-work-play integration.
- Need a greater variety of housing --- both for sale and rental for lower/mid income residents.
- Green space and bike lanes separated from traffic.
- More and better mass transit ; connections through trails; encouraging home ownership; maintaining communities; increasing parks and access to them; enhancing streetscapes; connectivity between neighborhoods; upgrading apartments.

3. ***Anything missing?***

- Sandy Springs talks about preserving the tree canopy but every development (commercial and residential – even in "protected neighborhoods") bulldozes everything up to the property line. This must stop now! The trees and greenery are major elements of the City's character.
- Old office buildings, like on Sandy Springs Circle, need to be dense, mixed use (e.g., Ace Hardware Shopping Center).
- Underground utilities and put limitations on signage. Where are the details on lot splitting?
- Protecting tree canopy should be explicit in the code. Also, there does not seem to be sufficient consideration of impact of residential development on transportation capacity. All of these people will use cars – not just bikes and transit. We do not want wider roads or
- gridlock. You can "promote and enable" but it doesn't mean people with use it. Please don't overbuild our city.
- Preserve the "Springs" in Sandy Springs while construction is happening. Don't ruin the Springs.
- No enough detailed focus on: river access, use and development of private and public uses on the river; bicycle mobility; costs/budget to support the plan, plan performance component (how to measure success); on-going feedback mechanism for the subsequent plan in 2026.
- Character area map does not show new Roswell/Windsor intersection.
- We need mixed income housing --- not blocks of affordable and blocks of high income, but all mixed together in the same building.

- I like more affordable housing options, but in 10 years we won't have any low income housing left, so we need to plan for quality low income housing as well.
- I am concerned about the replication of the same or similar architectural design being repeated all over the City. We need to require developers to offer "unique" designs for exterior of buildings.
- Public education needs for the City for all residents.
- Enhancements to motivate EV usage (charging stations, etc.); stacked deck parking to reduce "asphalt oceans"; plant selection to promote bird and pollinator sustainability in all areas, especially residential and commercial.
- Dog parks – not seeing them anywhere.
- AG-1 needs to stay.
- Connectivity to Cobb County.
- Tree maintenance ordinance. Too many trees are being wasted in construction.
- Gateways – greening at all city entrances (Rusty Paul's original idea)
- A section that stands alone to address traffic, parking, traffic flow, new technology for traffic lights, driverless cars, new kinds of transportation, etc.
- The zoning uses shown are very vague. The Small Area Plans are supposed to be more detailed – tell us what is allowed, especially in sixed use and commercial areas, uses, heights.
- Address school bus traffic (rush hour starts at 2:30 PM); provide education on green living to public; provide for safety on paths and roads; zoning that preserves area greenspace (not replants it); encourage small businesses (boutiques, restaurants); solve the transportation issues before you add more development.

4. *Anything you disagree with?*

- Careful when expanding roads to keep purpose in mind --- not barren, wide roads, but create neighborhoods, bike and walking places, trees, corridors that are user friendly. "Create great streets."
- How do you get older offices and current O/I zoning to do mixed use? Traffic is awful and there is no MARTA near Riverside and Heards Ferry, Mt. Parran and Powers Ferry. What can we do in these areas?
- Sounds like I am supposed to take the bus --- not gonna happen. Also, disagree that we need any low income housing --- yes to middle.
- Developing fine-grained street networks is a bad idea. We must not create additional opportunities to cur-through or work-around commuters to avoid major thoroughfares by using our neighborhood streets.
- Overemphasis on walking and biking; there is no such option for Riverside Drive area.

- Apartments should not be constructed immediately adjacent to single family homes. Consider townhomes as a buffer. Need to have a buffer between protected areas and non-protected areas so you don't end up with high-rise offices immediately adjacent to owner occupied homes.
- Option 1A and 1B of the Northridge MARTA station concepts in much less desirable because both of those are restrictive for redevelopment. Option #2 gives us many more choices for an attractive redevelopment.
- The devil is in the detail – nowhere does it mention lower income housing for workforce.
- Rezoning recommendations are too restrictive for property owners.
- I disagree with so much public push back on density.
- Yes, the blanket designation of the southern section of Roswell Road as purple. This is adjacent to residential property on the east side of Roswell. What happened to "protect the neighborhoods?" (which is our #1 concern. My neighborhood's former designation was as a protected neighborhood.
- The pictures of multi-use and residential areas are concrete blocks of homes. This is too dense, too hot and not characteristic of the present neighborhoods that we wat to maintain. Think Decatur, not Detroit. The pictures of walkways have no sun protection.

The following is a compilation of the display boards with public comments and summary of those comments with the respective display boards.

DISPLAY BOARD: The Next Ten: Comprehensive Plan



COMMENTS

- Who is Sandy Springs + what is the core? The heart of all this? Not evident!
- Where are the large existing trees?
- Without shade, people are not going to be out on foot/bike/relaxing in the sun. It's too hot!

DISPLAY BOARD: Community Goal: Ten For The Next Ten

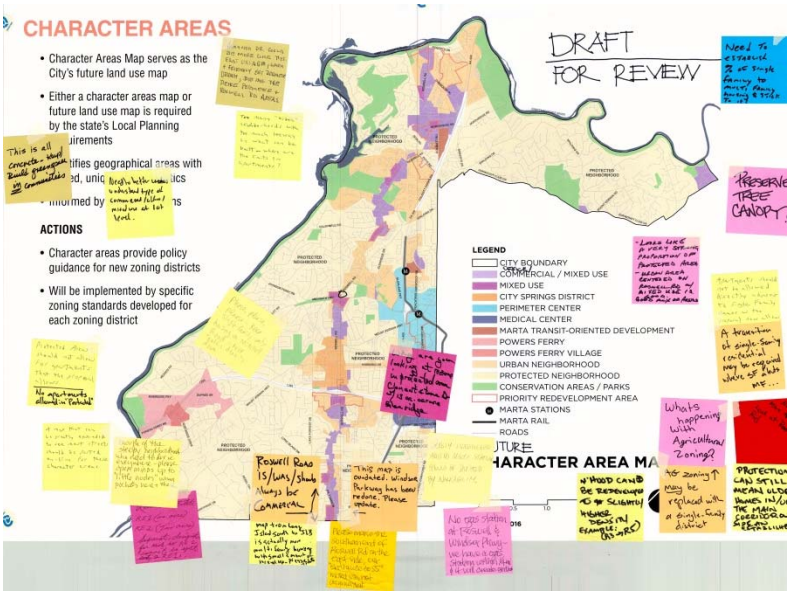


COMMENTS

- Neighborhood Preservation
- If the city wants to preserve neighborhoods they shouldn't keep buying up properties on Hammond and bulldoze them. They are destroying the look and feel of our neighborhood.
- If most of area is 'protected', how can we expect different travel patterns?
- What can be done to reduce Cobb City traffic on Riverside Dr.?
- When repaving, we can restripe to create bike lanes at no extra cost. Dunwoody did it!
- Find balance with traffic flow, urbanism + tree canopy
- If we say we care about "trees" why was every one of them cut down at Lake Forrest and Hammond for new development?
- Do not allow utilities to dictate/trump city laws implementing the comprehensive plan!
- Please protect quality of life for those who live near the coming restaurants, bars, businesses!

- Make streets beautiful with trees
- People don't want to live in a concrete barren landscape. It's sad and depressing and will increase turnover.

DISPLAY BOARD: Character Areas



COMMENTS

- This is all concrete- build green space in communities
- Need to better understand type of commercial/mixed-use [categories] at lot level
- Hammond Dr. could be more like East Village, warm and friendly yet urban, joining the dense perimeter + Roswell Road areas
- Too many 'urban' neighborhoods with too much leeway on what can be built-where are the limits on apartments?
- Please, please, please-keep single-family only housing on Mitchell Road-keep traffic density down
- Protected areas should not allow for apartments that the proposal allows. No apartments allowed in "protected".
- A map that be greatly expanded to see most streets should not be posted on-line for these character areas
- Enough of the sleepy neighborhoods who need to drive everywhere-please open minds up to 'little nodes' urban pockets here and there.
- Residential Estate

    - RE1 (one acre)
    - RE2 (two acres)
    - Separate designations for each so RE2 cannot be split into 2.
- Roswell Road is/was/should always be commercial
- The commercial mixed-use on map from Long Island South to JLB is actually more multi-family housing with small amount of mixed-use-please update
- Please make the southern end of Roswell Rd. on the east side, “entrance to SS” mixed use, not commercial
- This map is outdated. Windsor Parkway has been redone. Please update
- Why are you looking at rezoning in protected area
- Density intensities around MARTA station should be dictated b walkability.
- No gas station at Roswell and Windsor Parkway-we have a gas station within ¼ mi and it will create gridlock
- Neighborhood can be redeveloped to slightly higher desnity
- Need to establish % of single family to multi-family housing and stick to it.
- Preserve tree canopy
- Looks like a very strong proportion of protected area-urban area centered on Roswell Rd with mixed-use is a good mix in areas.
- Apartments should not be allowed directly adjascent to single family homes as the proposal now allows.
- A transition of single-family residential may be required
- What’s happening with agricultural zoning?
- No more apartments. Look at Roswell Road.
- Protection can still mean older homes in/on the main corridor outside an establishment

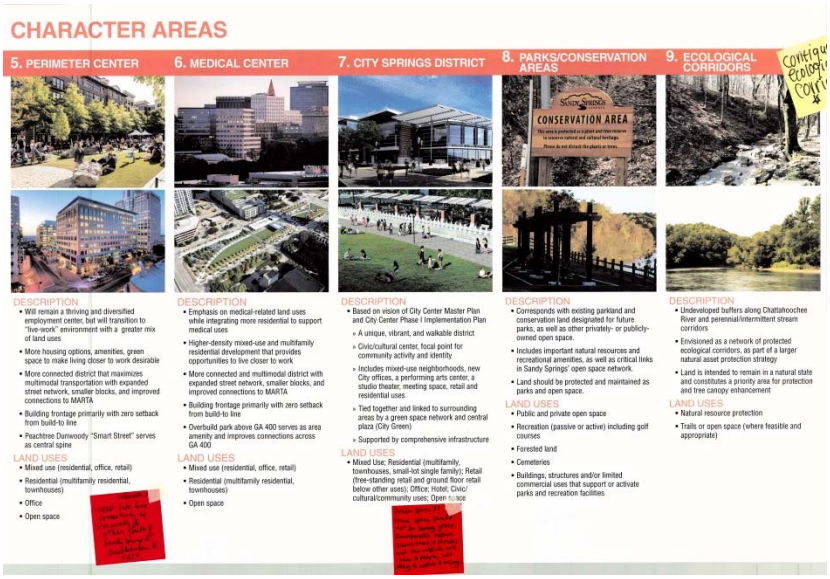
DISPLAY BOARD: Character Areas



COMMENTS

- All existing houses could be replaced. Infill that meets zoning requirements
- Less grass, more trees + ground cover.
- Limit helicopter use to emergency vehicles and news. Not private or MD's.
- Discourage further building of McMansions. Demographics won't support resale 5-10 years from now
- Infill of affordable homes for active 55+ year olds (huge amount of this demographic coming)
- Try to get contiguous awnings to support year-round walking

DISPLAY BOARD: Character Areas



COMMENTS

5. Perimeter Center

Need bike lane connectivity to Dunwoody and other parts of Sandy Springs and Brookhaven

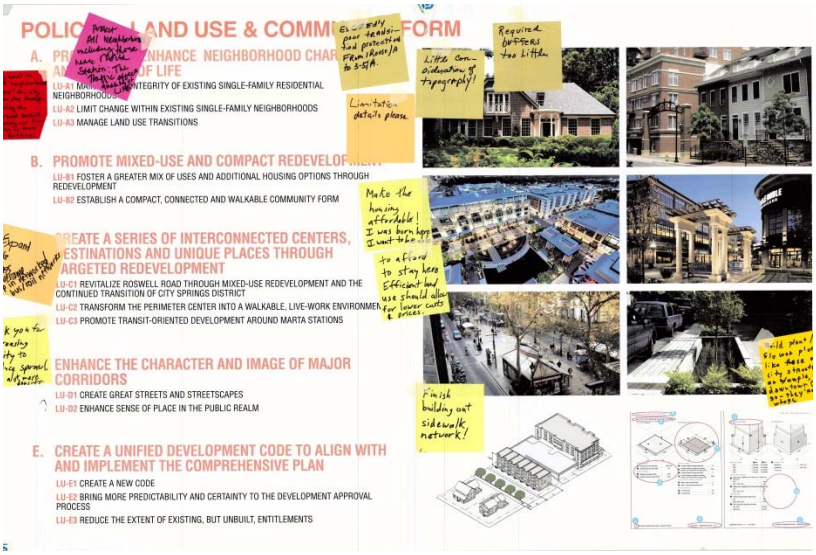
7. City Springs District

Green Space?? Green space should not be boring grass. Incorporate native plants, trees, and shrubs and the wildlife will come and people will stay to watch and enjoy

9. Ecological Corridors

Contiguous ecological corridors

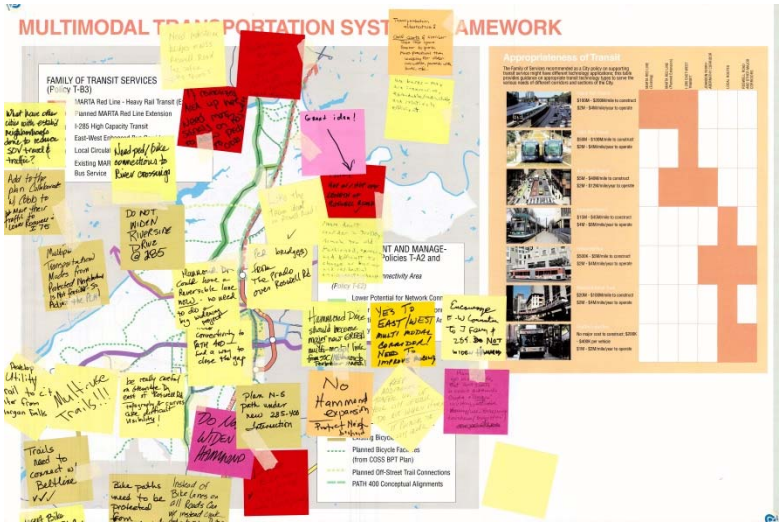
DISPLAY BOARD: Policies Land Use and Community Form



COMMENTS

- Protect all neighborhoods including those near Marta Station. The traffic affects quality of life.
- If they want to protect “neighborhood character” the city needs to stop development along the neighborhood borders. Stop removing our trees and putting up more vacant buildings.
- Expand bike lanes to overcome gap in networked bus/rail networks
- Thank you for increasing density to reduce sprawl. Build a lot more densely
- Exceedingly poor transition projections from I Rouse/A to 3-5/A
- Little consideration of topography
- Make the housing affordable! I was born here I want to be able to afford to stay here. Efficient land use should allow for lower costs and prices.
- Finish building out sidewalk network!
- Required buffers too little

DISPLAY BOARD: Multimodal Transportation System Framework

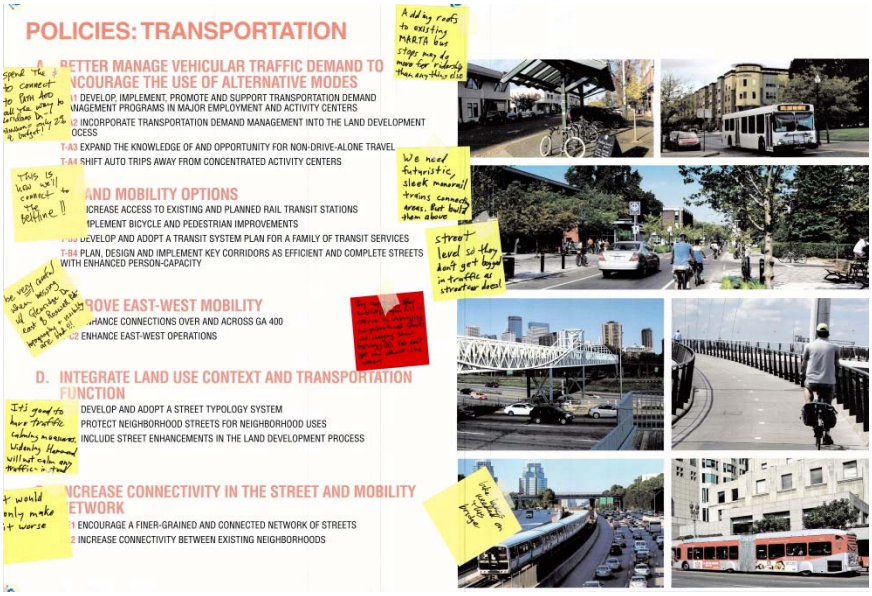


COMMENTS

- Need pedestrian bridges across Roswell Road for safe public transit
- Revitalized area needs more signals on Roswell to allow peds to cross
- Pedestrian bridges over Roswell Rd. North of Abernathy
- Transportation alternative: golf carts & similar
    - Takes up less space
    - Easier to park
    - More practical than walking for elderly, parents with kids, etc.
- Revitalized area up here need more signals on Roswell to allow peds to cross
- Need ped/bike connections to River crossing
- What have other cities with established neighborhoods don't to reduce SOV travel and traffic
- Add to the plan-collaborate with Cobb to move their traffic to lower Roswell & I 75
- Multiple transportation modes from protected neighborhood is not feasible-so adjust the plan
- Develop utility trail to city center from Morgan Falls
- Multi-use trails!
- Trails need to connect with beltline
- Be really careful on Glendale Dr. east of Roswell Rd. Topography and curves create difficult visibility
- Hammond Dr could be a reversible lane now – no need to do a big widening project.
- Need connectivity to Path 400-find a way to close the gap

- Multiple transportation nodes from protected neighborhood is not feasible-so adjust the plan
- Insert bike rental & zip car nodes & electric charge stations. Also, pickup/drop-off areas for protected neighborhoods.
- Bike paths need to be protected from motorists
- Instead of bike lanes on all roads can we instead create dedicated bike paths and separate cars from bikes
- Do not widen Hammond
- Improve bike lanes to protect cyclists-more family friendly
- Plan N-S path wider new 285-400 Intersection
- Hammond Dr should become major new green multi-modal link from SSC/Mt Vernon to perimeter Marta to perimeter Marta.
- Like the tram idea on Roswell Road
- Ped bridges from the Prado over Roswell Road.
- Use buses-they are inexpensive, expendable/constructable, and relatively efficient
- Tram hop on/hop off length of Roswell Rd
- Please don't consider a trolley-much too old fashioned, expensive and difficult to change as business and residential environmental change.
- Keep additional traffic out of your am center. Do not widen Hammond. It protects the city center.
- Hammond- yes, move people but don't create a desert boulevard. Create "unique", inviting, attractive housing.

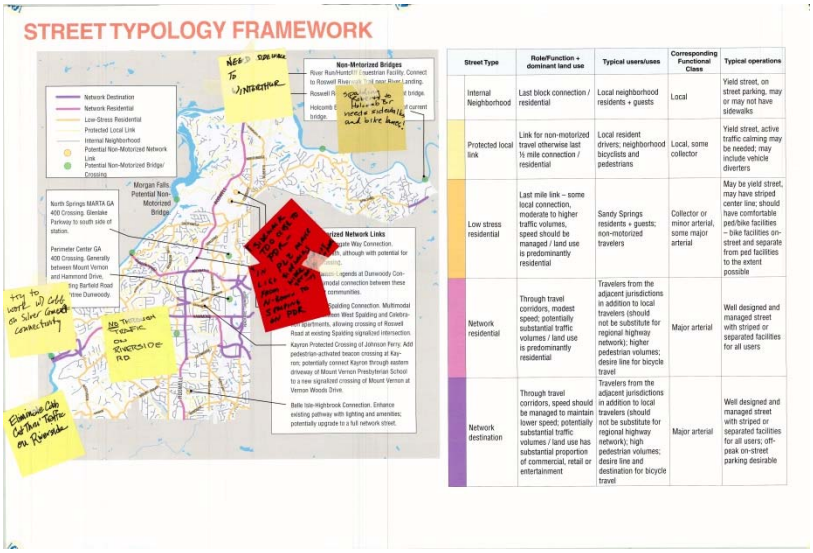
DISPLAY BOARD: Policies: Transportation



COMMENTS

- Spend the $ to connect to path add all the way to Loridans Dr.
- This is how we'll connect to the beltline!
- Be very careful when messing with Glenridge Dr. east of Roswell Rd-topographic and visibility are bad
- It's good to have a traffic calming measurements. Widening Hammond will not calm any traffic. Instead it would only make it worse.
- Adding roofs to existing MARTA bus stops ma do more for ridership than anything else
- We need futuristic, sleek monorail trains connecting areas. But build them above street level so they don't get bogged in traffic as streetcar does!
- By improving E/W mobility, you will in essence be destroying neighborhood streets and changing street typology. You can't get one without the other.
- Bike lanes needed on bridge.

DISPLAY BOARD: Street Typology 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 major arterial	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	Major 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	Major arterial	Well designed and managed street with striped or separated facilities for all users; off-peak on-street parking desirable

COMMENTS

- Need sidewalk to Winterthur
- Spalding Roberts to Holcomb Br needs sidewalks and bike lanes!
- Try to work with Cobb on Silver connectivity
- No through traffic on Riverside Rd
- Eliminate Cobb cut-through traffic on Riverside
- Sidewalk too close to PDR-please make sidewalks wider and get back N+S on PDR
- Include lighting from Abernathy

DISPLAY BOARD: Housing



COMMENTS

- We still have no brand, no identity! Just strategies. Who are we? Why Sandy Springs?
- Expand the true affordability to both middle and low income people. Don't make Sandy Springs primarily a place only for the rich or the poor but through having truly affordable housing. Make sure there's room for us all to make a dynamic community.

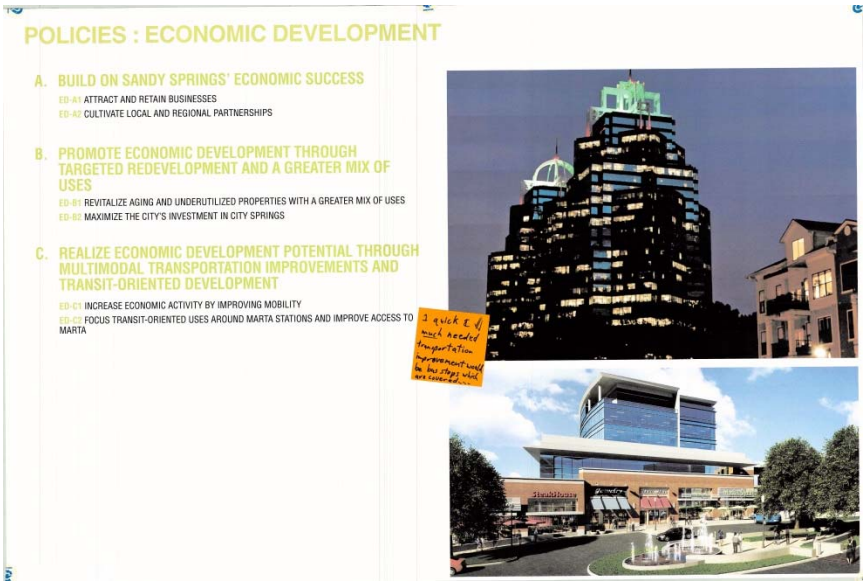
DISPLAY BOARD: Policies: Housing



COMMENTS

- Preserve tree canopy
- What about apartment conversions to condos?
- Too many “luxury” apartments being built now. See article in last weekend’s DD newspaper
- Include “for sale” homes at all levels-not just rental
- Look at demographics trend when issuing building permits. Millennials, aging boomers, Gen X’ers will want smaller.
- Housing options for all incomes.
- Need patio homes. One story or master on main floor. Plans for seniors and those wanting to stay in Sandy Springs
- We don’t need so many apartments!
- Many Chastain Park area residents looking to downsize but stay near park area-no real options here.
- Don’t just set aside truly affordable housing. Deliberately plan + build it as a priority.
- Need more housing options for middle and mixed incomes
- Need mixed income housing to avoid clusters of similar income housing.

DISPLAY BOARD: Policies: Economic Development



COMMENTS

- 1 quick and much needed transportation improvement would be bus stops which are covered.

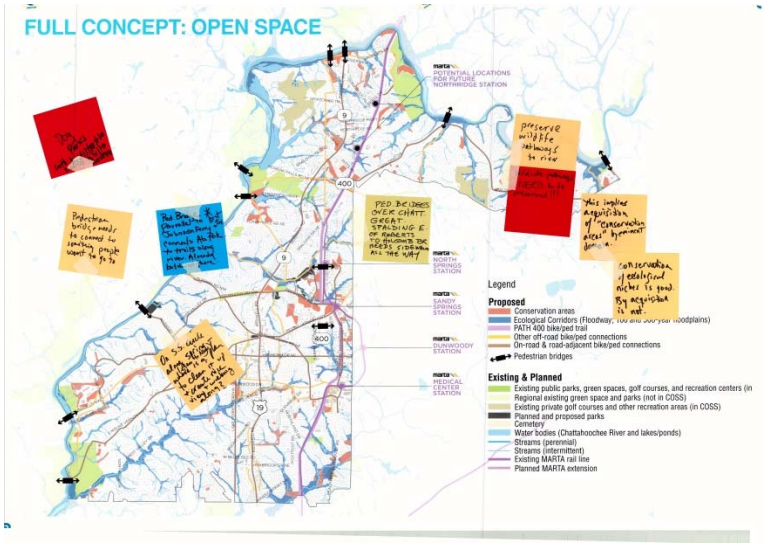
DISPLAY BOARD: Green Space, Natural Systems & Sustainability



COMMENTS

- Please plant only native trees & plants in our parks. Exotic plants and trees bring in exotic diseases which damage native trees and plants. Exotics also invade native tree & plant habitats with their seeds/progeny. Keep Sandy Springs green-plant native!
- Need 1 or 2 major new green spaces where residents can gather, throw Frisbees
- Keep trying to get river and green space access. Work with Cobb County for river destinations.
- Places like Columbus recreational area that connects with Alabama. If they can cross.
- State lines we can do county/city lines. (They even have a zip line attraction!)

DISPLAY BOARD: Full Concept: Open Space



COMMENTS

- Dog parks with infiltration to filter bacteria
- Pedestrian bridge needs to connect to something people want to go to
- Ped bridge parallel to Johnson Ferry connects Ab. Park to trails along river. Already butchered there
- On S.S. circle along spring where is a plan to clean it up and create nice view and walk along to.
- Ped bridges over Chatt. Great. Spalding E. of Roberts to Holcomb Br needs sidewalks all the way.
- Preserve wildlife pathways to river
- Wildlife pathways need to be preserved!!
- This implies acquisition of ‘conservation areas’ by eminent domain.
- Conservation of ecological niches is good. By acquisition is not.

DISPLAY BOARD: Policies: Green Space, Natural Systems & Sustainability



COMMENTS

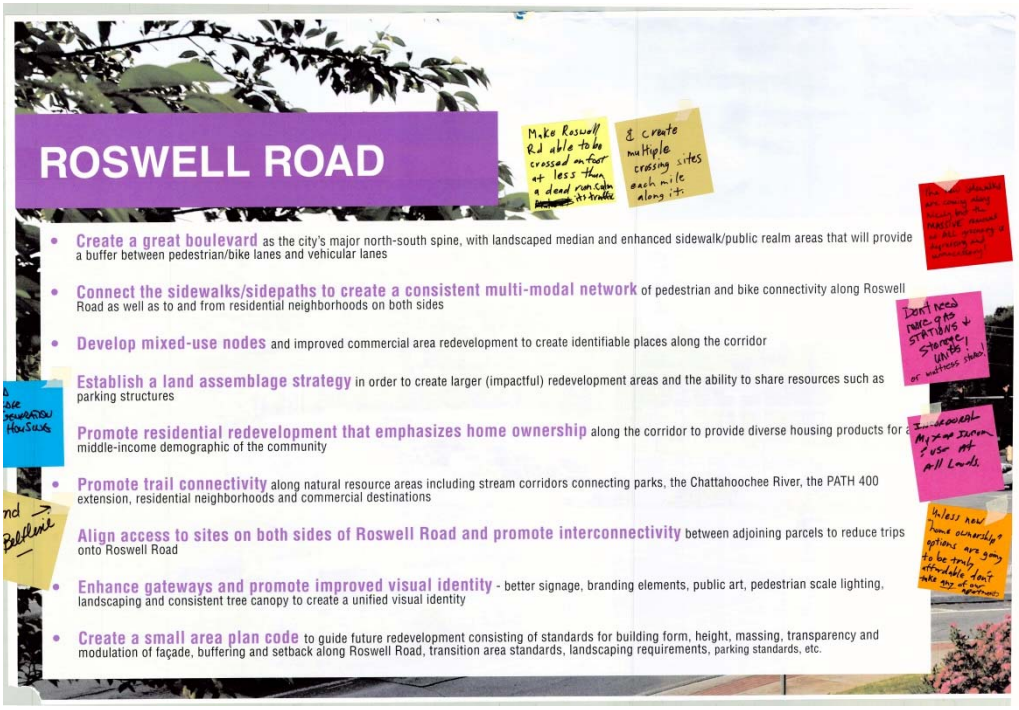
A. Preserve, enhance and expand the city's network of green spaces, recreational facilities and public gathering places
    a. But please also-primarily-protect the river
    b. Optimize greenspace dedicated and marginal land and native plants. Not just grass plains!
    c. We need to incorporate more native plantings and less pesticide use. Invasives are taking over the neighborhoods. Change needs to start at the city level especially in city garden spaces.
    d. Promote urban ecology policy, native plants to conserve water.
    e. When do we get the Windsor Parkway ped bridge completed?
    f. Encourage pollinators & wildlife/ bird refuges
B. Promote economic development through targeted redevelopment and greater mix of uses
    a. Preserve wildlife, not just 'green space'
    b. Ban clear cutting-new trees do not replicate the canopy lost
    c. Yes!
    d. Need consideration for wildlife impact. All wildlife to and from river. Hawks, birds, owls, deer and bears.
C. Connect parks, green space and recreational facilities through a multimodal network of trails

a. Climate adaptive planning: tail infrastructure as green infrastructure. “trail networks”. Tree Canopy.

D. Protect and enhance the city’s tree canopy and water resources
   a. OS-D4. All redevelopment should retain 1st inch of [svl on silp?]
   b. Add stormwater into line item on budget so we could do more than just be an add on big projects
   c. Improve tree ordinances
   d. Where is stream protection + cleanup? Remove 303d streams from federal regulation.
   e. How is the city going to protect the tree canopy when all they do is approve development that requires mass removal of old growth trees? Young saplings do not contribute to canopy

E. Foster environmental sustainability in all city actions
   a. Plant selection must include bird & pollinator friendly species in all areas
   b. Use existing natural tree cover rather than bulldozing all the trees than planting new ones.

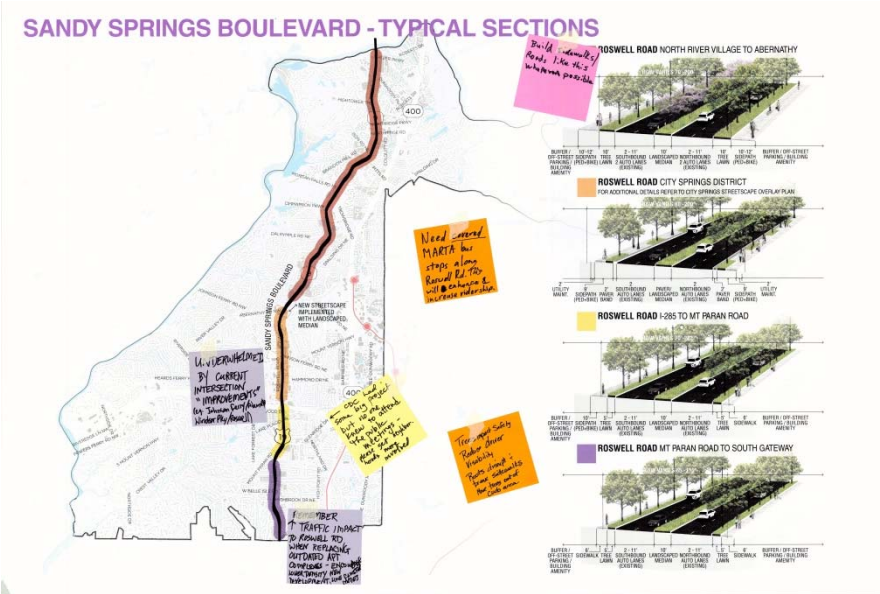
DISPLAY BOARD: Roswell Road



COMMENTS

- Make Roswell Road able to be crossed on foot at less than a dead run. Calm its traffic.
- Create multiple crossing sites each mile along it.
- Promote the beltline
- Add elder generational housing
- The new sidewalks are coming along nicely but the massive removal of all greenery is depressing and unnecessary
- Don't need more gas stations + storage units or mattress stores!
- Incorporate mixed income + use at all levels
- Unless new "home ownership" options are going to be truly affordable don't take any of our apartments.

DISPLAY BOARD: Sandy Springs Boulevard-Typical Sections

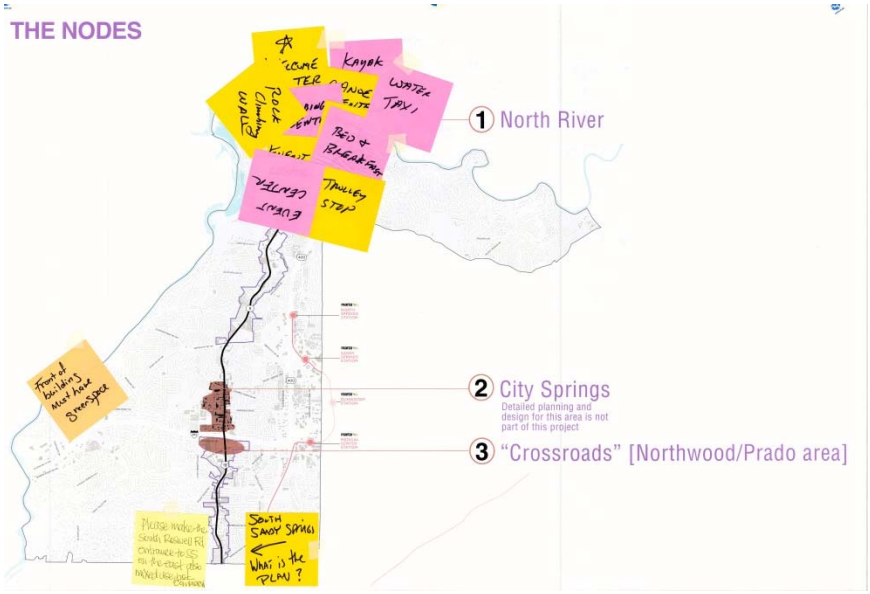


COMMENTS

- Build sidewalks/roads like this wherever possible
- Need covered MARTA bus stops along Roswell Rd. This well enhance and increase ridership
- Trees impact safety, reduce driver visibility. Roots disrupt and break sidewalks. Move trees out of curb area
- Underwhelmed by current intersection 'improvements' (eg Johnson Ferry/Windsor Parkway/Roswell)

- CDC had some big project but no one knew to attend the public meetings – please get neighborhoods more involved.
- Remember, traffic impact to Roswell Rd. when replacing outdated apartment complexes-encourage lower density new development, like clustered homes

DISPLAY BOARD: The Nodes



COMMENTS

- Front of building must have greenspace
- Please make the South Roswell Rd. entrance to SS on the east also mixed use-not combined.
- South Sandy Springs. What is the plan?
- Water Taxi
- Trolley Stop
- Event Center
- Rock Climbing Wall
- Welcome Center
- Kayak
- Bed and breakfast
- Paddle Board Center
- Bike Rental
- Tubing Center

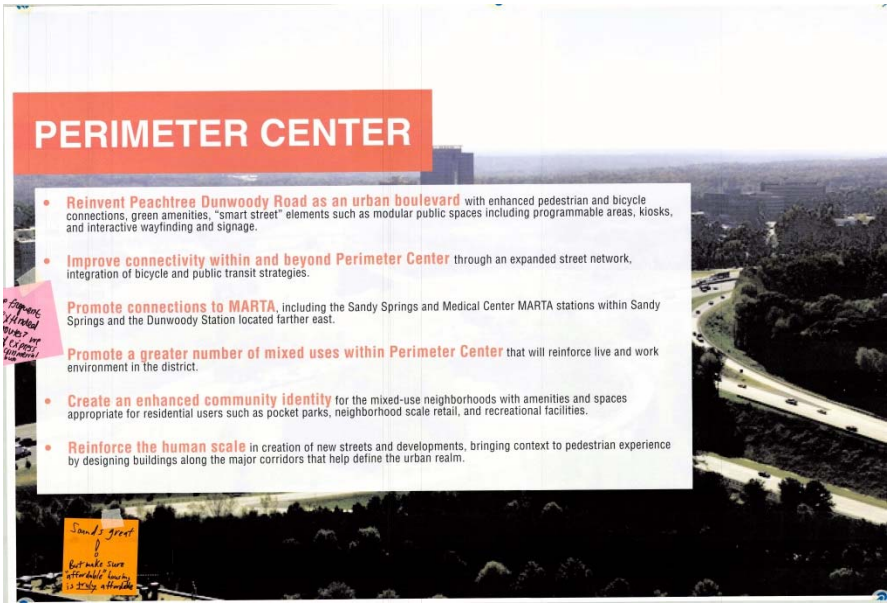
DISPLAY BOARD: The Nodes (North River)



COMMENTS

- Mixed income housing is desirable
- Looks hot! No trees
- Like nodes to develop areas that need attention e.g. North SS
- Don't see connection. Where are trees in residential areas?
- No concrete sidewalks in natural areas. Increase runoff. Walkways need to be natural and preserve habitat.
- Roswell greenway looks nice.

DISPLAY BOARD: Perimeter Center



COMMENTS

- More frequent or extended bus routes? We need express and commercial zone buses.
- Sounds great! But make sure ‘affordable’ housing is truly affordable

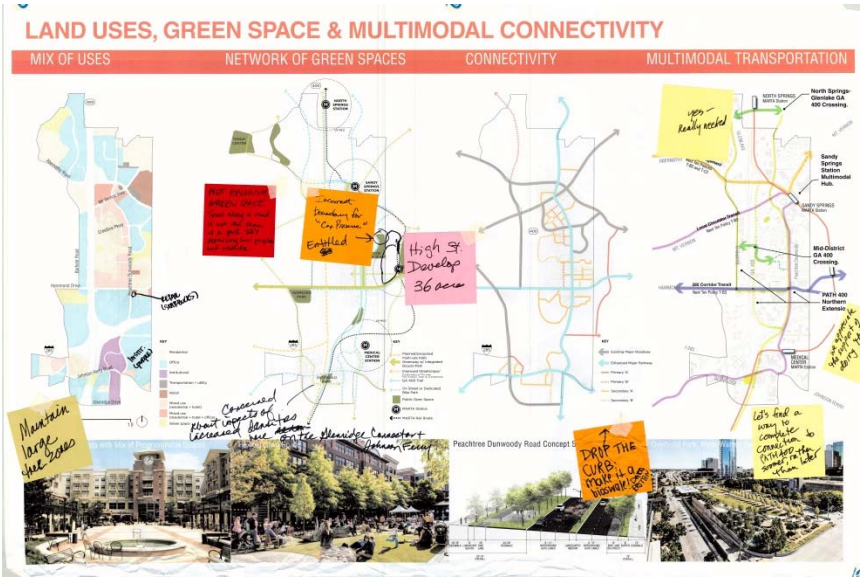
DISPLAY BOARD: Concept (Framework Diagram + Concept Plan)



COMMENTS

- Need easier multi-modal access to this area. I'd love to get out of my car to Perimeter Center area. Important to move folks. Like beltline model + Ponce City model.
- Glenridge Dr is tricky-hills and curves limit visibility-need protected turn lane throughout!
- Higher buildings would set new precedents for future zonings
- King and Queen buildings are the symbol of Sandy Springs. Other buildings should not be as tall as them.
- Need to limit maximum height of buildings.

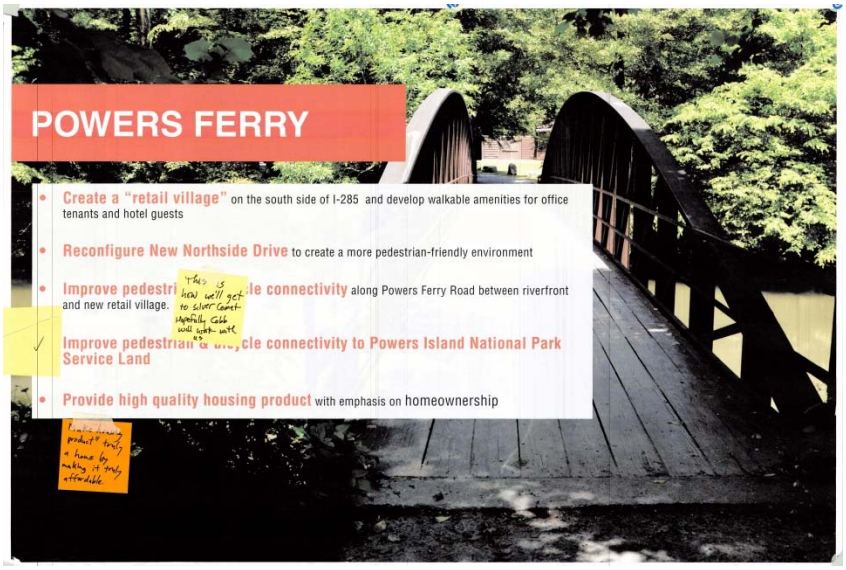
DISPLAY BOARD: Land Uses, Greenspace, and Multimodal Connectivity



COMMENTS

- Not enough green space. Trees along a road are not the same as a park. It's depressing for people and wildlife.
- Maintain large tree zones
- Incorrect boundary for "Cox Preserve"
- Convert curb to bioswale
- Lets find a way to complete connection to Path 400 sooner rather than later.

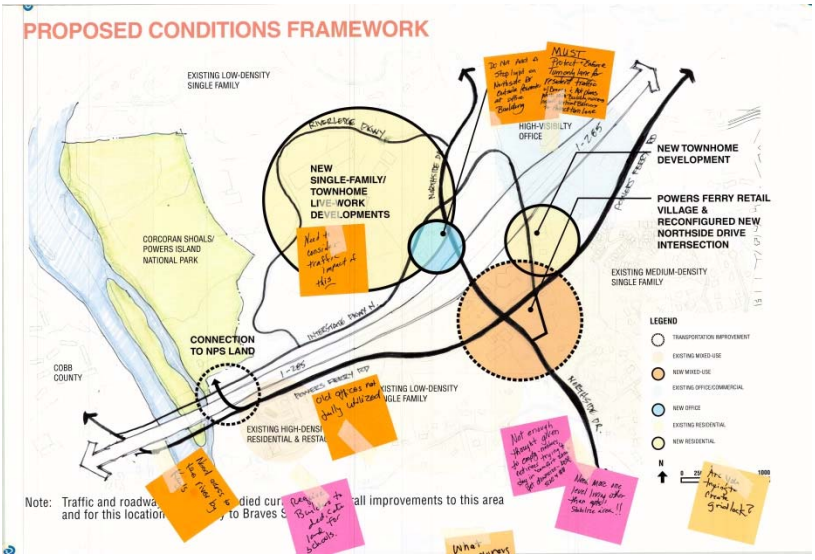
DISPLAY BOARD: Powers Ferry



COMMENTS

- This is how we'll get to Silver Comet. Hopefully Cobb will work with us.
- Make "housing product" truly a home by making it truly affordable

DISPLAY BOARD: Proposed Conditions Framework

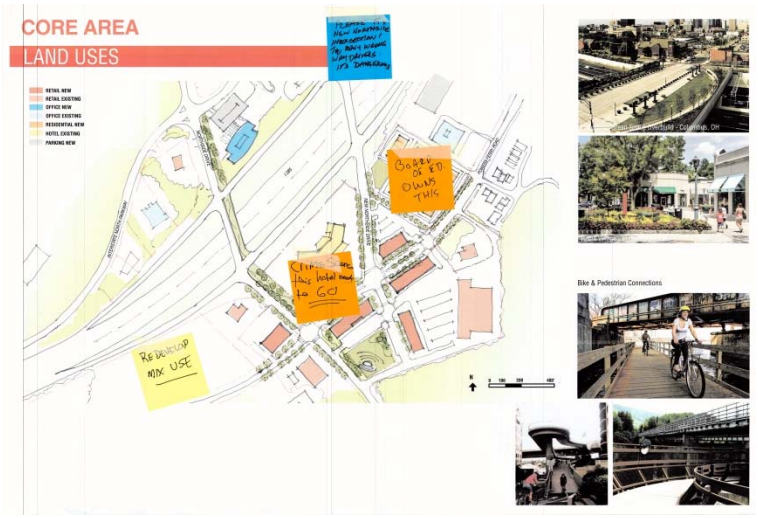


COMMENTS

- Do not add a stoplight on Northside Dr. outside perimeter at office building

- Must protect + enforce turn only lane for resident traffic with Braves and apartment plans work with building owners. Install vertical barriers to protect turn lane.
- Need to consider traffic impact of this
- Old offices not fully utilized
- Need access to the river by Kay's
- Require builders to dedicate land for schools
- What homeowners were consulted? Who was on this group?
- Not enough thought given to empy-nesters, retirees trying to stay in 'comfort zone' yet downsize both size + $$
- Need more one level living other than apartments! Stabilize area!!
- Are you trying to create gridlock?

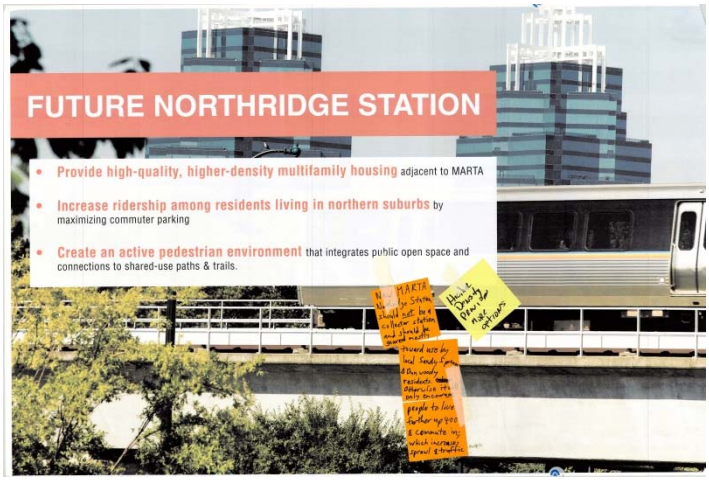
DISPLAY BOARD: Core Area-Land Uses



COMMENTS

- Redevelop mixed-use
- Crime scene, this hotel needs to go
- Board of Ed owns this
- Please fix new Northside intersection! Too many wrong-way drivers. Its dangerous

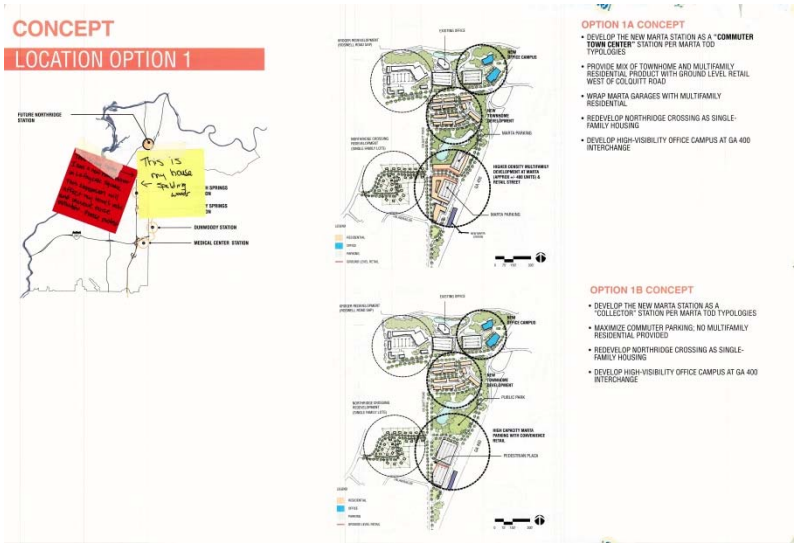
DISPLAY BOARD: Future Northridge Station



COMMENTS

- New MARTA Northridge Station should not be a collector station and should be geared mostly toward use by local Sandy Springs and Dunwoody residents. Otherwise it will only encourage people to live further up 400 and commute in; which increases sprawl + traffic.
- High density provides more options.

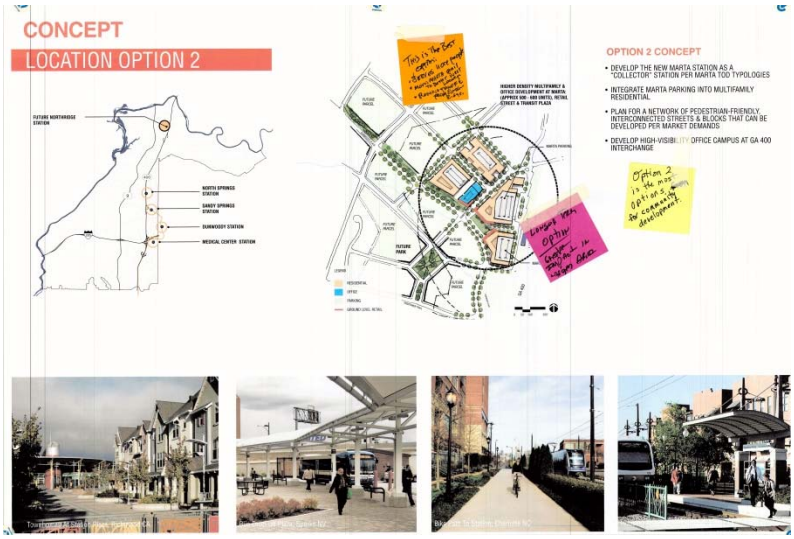
DISPLAY BOARD: Concept: Location Option 1



COMMENTS

- I am a new homeowner in Lafayette Square. This expansion will affect my home's value and increase noise pollution. Please protect.

DISPLAY BOARD: Concept-Location Option 2



COMMENTS

- This is the best option:
    - Serves more people
    - More MARTA rail to better west location
    - Removes traffic from North Ridge
- Longer term option: greater impact in larger area
- Option 2 [provides for] the most options for community development



COMMUNITY MEETING COMMENTS

DRAFT COMPREHENSIVE PLAN AND SMALL AREA PLANS

WEDNESDAY, NOV 16TH, 2016

WEDNESDAY, NOV 16TH, 2016

Morning Session Comments

1. Great that all of this has come together but nothing on architectural design limitations – not always enough room for sidewalk, some areas look like mish-mash, etc. What do we want neighborhoods and city to look like? Believe these things need to be built into plan.
2. Storage needed in heart of city in appropriate place. Would like to designate someplace appropriate.
3. City Springs is moving further east and west; not happy with these things.
4. Schools are missing from plan and should be demarcated – social centers, places for kids, multi-use spaces. These are assets. Commercial schools on Roswell should be modulated because of traffic. Also, nothing on plan designates big employers and engines of economic activity (ex. UPS, Mercedes-Benz). Perhaps a census should be taken of people who work there so plans can be more regional. Also, there is displacement of affordable housing. Lastly, applauds overbuild park – we should think bolder, perhaps a park over I-285 and GA 400.
5. Cannot lose track of human element.
6. Concern about number of townhouses and apartments in the plan – hasn't seen demographic projections for who will live in these. Nowhere in Sandy Springs to live when in retirement stage – no condos. Wonders if anyone has done studies of demographics. Would like to see planning that includes where might be best for apartments.
7. Schools generate traffic. Hopes to see city policy for future schools or expansions that mandate school buses picking up at accumulation sites.
8. Protected Neighborhoods and property rights: Quoted pages 82-83 ("new code minimum standards…") – suggests "new" be changed to "existing" or "greater" code minimums. Maintain existing code minimum standards. Also, Character Area Map colors should reflect two top zoning colors (brown). Wants to make sure Protected Neighborhoods are protected.
9. What is difference between future land use and Character Area Map? Secondly, neighborhood parks – is there a policy?
10. Concerned about apartments – perhaps helpful if describe ratios per Character Area and set saturation limits.
11. Hopes vigilence and mindset are maintained for trees and greenspace and preservation. We have to do things to proactively preserve resources and green spaces. Creation of parks and greenspace. Dog parks also – upscale amenity, quality of life. Some great park-like areas in Sandy Springs are in backyards. Be mindful in protecting these areas.
12. Opportunities to use power line easements.

13. Wants policy that requires new development to have sidewalks. No one wants to ride on bike lanes on roads, and they take up car space. Need to have protected bike paths with barriers. Commercial properties should have bike paths that allow bikers to stay safe.
14. Need to be mindful that there is reasonable access on and off roads in Urban Neighborhoods. Perhaps, left turn lane. Also, who is responsible for detailed design work? Connectivity to Silver Comet Trail? Is Hammond Drive redevelopment a done deal? What is biggest challenge to finishing and implementing the Comp Plan?
15. Wanted to point out a property on Sunnybrook Lane north of Abernathy and Roswell Road – it is like spot zoning. Wants this to be reconsidered – there should be reasonable transition – mixed use, higher density residential, and single-family home on Roswell. Possibly create connectivity and better access. Wants consideration of what was in existing land plan.
16. Protected Neighborhoods need to be protected, particularly at edges.
17. Plans do not seem to take GDOT plans into consideration.
18. What is the philosophy in regards to population growth and density – dealing with it or controlling and managing it? Thinks determination should be made of ideal numbers and that status quo should be established.
19. Has determination been made of ideal city population? This could be controlled by density caps. Interest of property owners vs. developers and impact on property rights.
20. Does Council set caps on density?
21. Has written for some properties zoned R-4 in her neighborhood to remain Protected Neighborhood, and this has not been reflected. Has submitted petitions and map. Appreciates addition of Neighborhood Village category.
22. 9755 Roberts Drive – they are putting bike bridge on property, designated as park setting but it is not a park setting.
23. In North River node, it does not show all commercial and office properties going down to river – this needs to be reflected. Trying to get event facility at 9755 Roberts Drive – need North River corridor to go down further. Area is not all parkland. There is only a little river corridor. We do not want to show property as park.
24. Aberdeen Forest area is being squeezed between City Springs and Perimter Center and needs to be considered.
25. No U-turn locations at Roswell Road. Does not think right to have a single-family house on Roswell. Protecting neighborhoods is important, but does not want a property being pigeonholed. Median on Roswell to allow for U-turns may alleviate problems. Protect neighborhood but also property rights.

WEDNESDAY, NOV 16TH, 2016

Evening Session Comments

1. Chattahoochee River area and greenspace – wonders if City of Roswell owns some of the property by the river. Corner of Roswell Road and Roberts – what is the zoning?
2. Traffic and thru-traffic on Roswell Road, bottleneck of bridge at Azalea and Riverside – getting traffic on side roads will help. Has there been any partnership with Roswell?
3. Michael Weber with Elizabeth Heights HOA: A seasoned landscape gated community adjacent to Protected Neighborhood Princeton Square on Dalrymple – on Character Area Map. Suggests relooking at Elizabeth Heights as Urban Neighborhood. Would love to meet with the City face-to-face on his property. Suggests going from Commercial Mix to Urban Neighborhood.
4. Concerns about purple on Character Area Map. Lives at 8690 Hope Mews Court.
5. People J-walking and walking across crosswalks – crosswalks need improvement.
6. Delighted to see east-west component. Doesn't come to north part of Sandy Springs, doesn't believe rail addresses local traffic issues. Hasn't seen anything about radical arterial additions east-west from East Cobb to Gwinnett County – are there any?
7. Regarding north of park along Abernathy (Johnson Ferry Road between Brandon Mill Road and Riverside Drive – Brandon Mill to Breakwater) – was told that streetlights would be continued but it is still dark. Can lights be continued? Wants to know timeline.
8. Seems like PATH400 is dependent on MARTA. Off-network trails – what is the feasibility? Wonders about the trail across the river to Cobb County.
9. Is there a possibility of extending sidewalks down Powers Ferry – New Northside Drive, Riverwood, Heards Ferry Road, Northside Drive to Powers Ferry Village?
10. Wants to see improvements on roads and road widening. A lot of roads with bottlenecks. Wants to list road corridors to look at: Spalding Drive from Roswell Road to east limit of Sandy Springs is a bottleneck, Glenridge Drive from Spalding to Hammond is two lanes and continuation is 4 lanes, Peachtree Dunwoody from Spalding to Hammond, intersection of Spalding/Trowbridge/Dalrymple is a bottleneck (was told that something would be done there).
11. Loves how Roswell Road will look with median but thinks perhaps median should be another turn lane. Beautifying the City at expense of thoroughfare and being able to move? May get more congested with median. Also, multimodal path proposed between Roswell Road and MARTA Station – what will it be used for, and who will use it? People mover is cheap way to get people from one place to another.
12. Excited about City Springs but worried that when create critical mass is going to be there, how make Roswell Road safe and walkable? Is there room to make sidewalks wider?

13. There is a need to get rid of signs that prohibit shared parking to enhance interconnectivity.
14. Lost Corner and Abernathy look great. When will they be landscaped?
15. South Cobb County put in a median – how difficult will these medians make things?
16. Transition points where people turn back up every morning and afternoon. Is there relief? Also, wonders about Peachtree Dunwoody Road.
17. Thinks images would be viable if starting from scratch – but how will these things happen now? Eminent domain? Wonders about condos.
18. Wants team to meet with people that live in north to refine Character Area Map, particularly area between Dunwoody Place, Roswell Road, and Hightower Tr. Will let City officials know.
19. Wants to know how team will handle discrepancies in Character Area Map. Thinks there needs to be a process to amend it.
20. Is there anything in the works on Mount Vernon into Dunwoody – any cooperation? Also, grateful for the realigning of Carpenter into Cliftwood.
21. North River shopping center – eyesore. What is going on with it?
22. Need shade for the kids at Abernathy Park and more parking. Maybe more small playthings for little kids instead of grassy area.
23. Is there an architectural/aesthetic vision for the branding? Is there a "Sandy Springs look"?
24. Millennials want a place where there is a mixture of buildings.

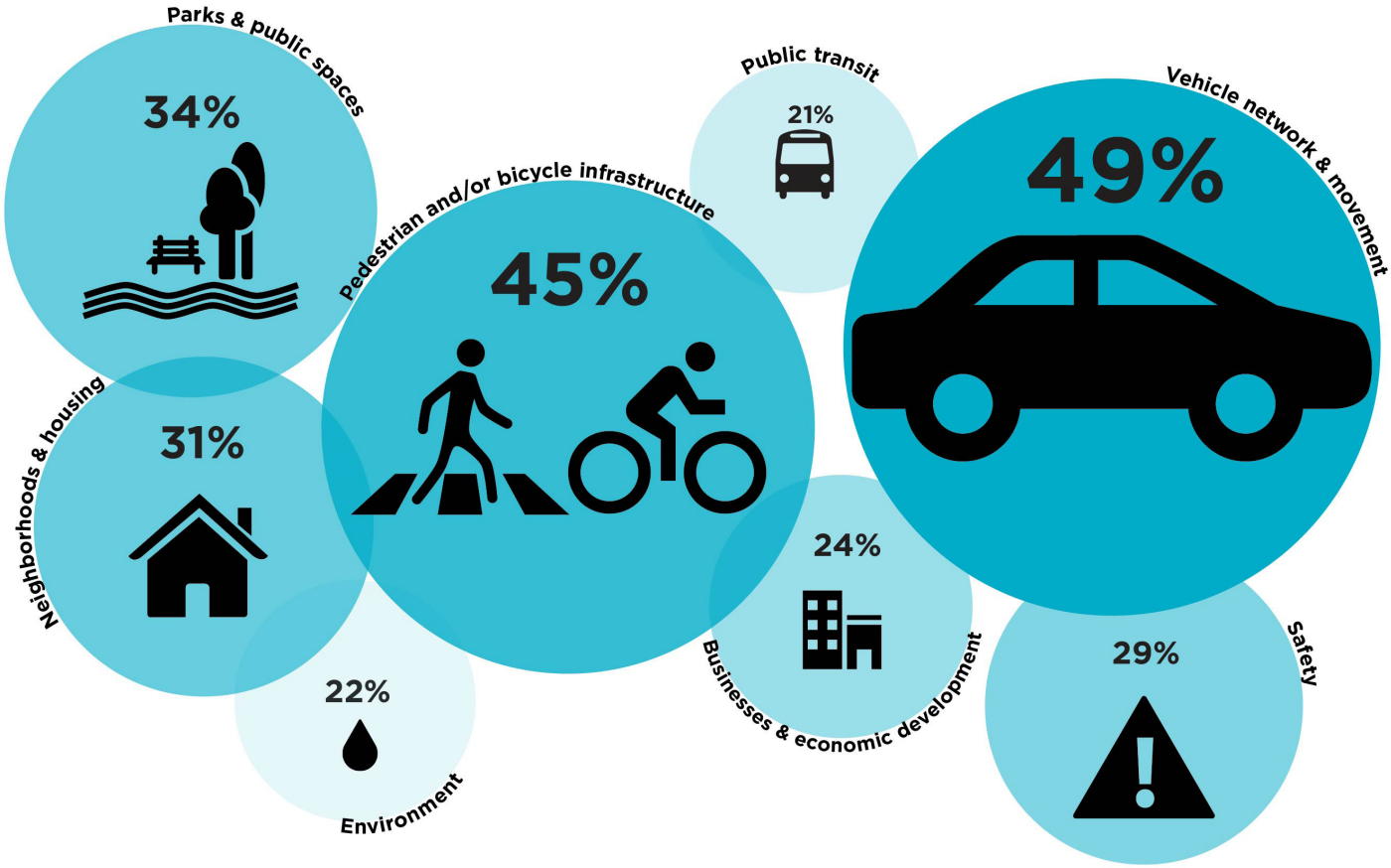


Website Poll Results

Poll #1: What one word best describes what you love about Sandy Springs today?



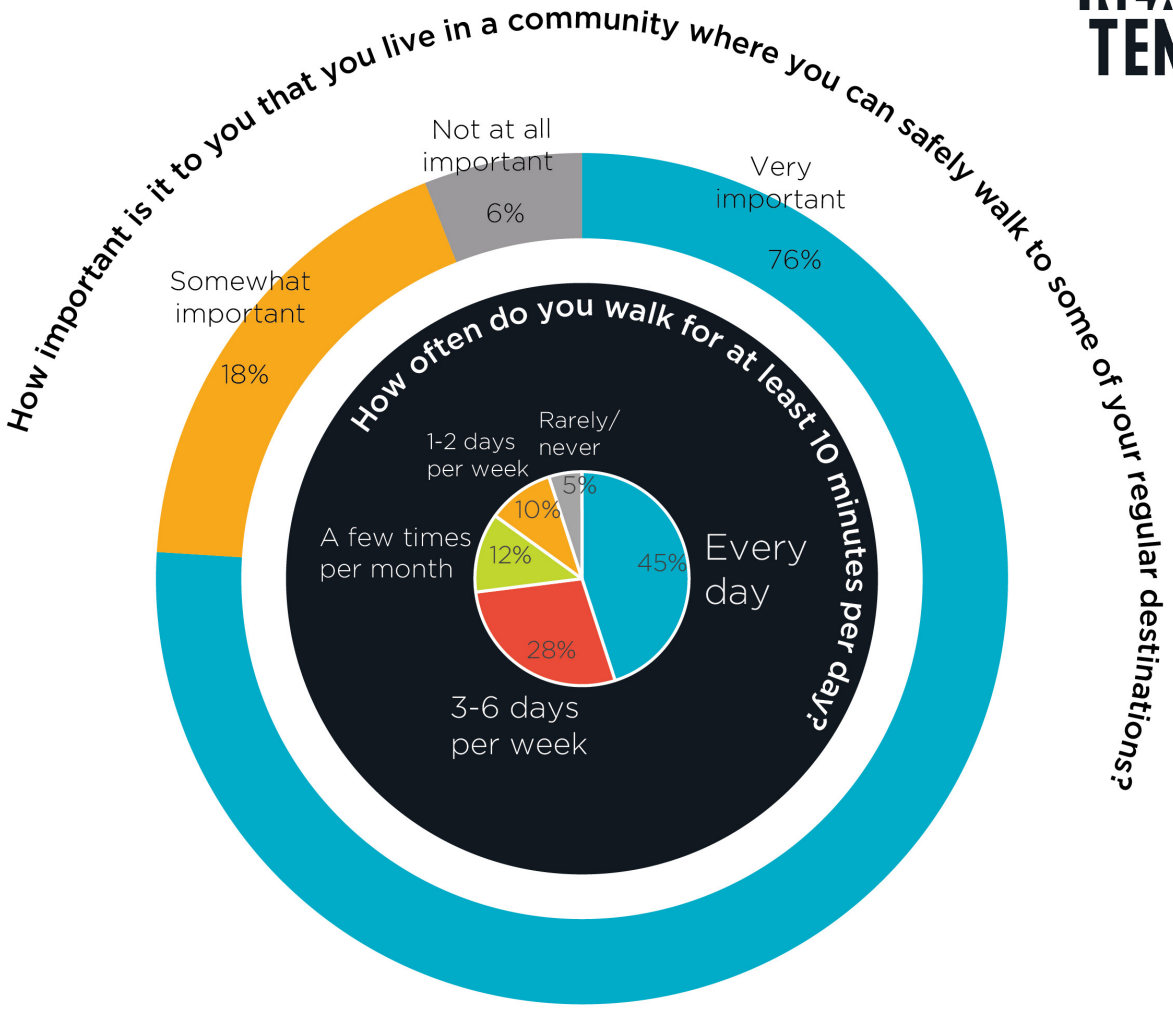
Poll #2: Which three of the following would you prioritize for improvements over the next 10 years?



Poll #3: Walkability

We asked three questions about walking in Sandy Springs, and we received 87 responses. Here's what we learned:

THE NEXT TEN
PLAN TOGETHER SANDY SPRINGS
WWW.THENEXT10.ORG



Have you experienced any of the following barriers to walking?
(Select all that apply.)

Lack of sidewalks, crossings, or other pedestrian facilities 43%

My destinations aren't within a walking distance 28%

Other* 18%

I don't have enough time to walk to my destinations 10%

Health restrictions 1%

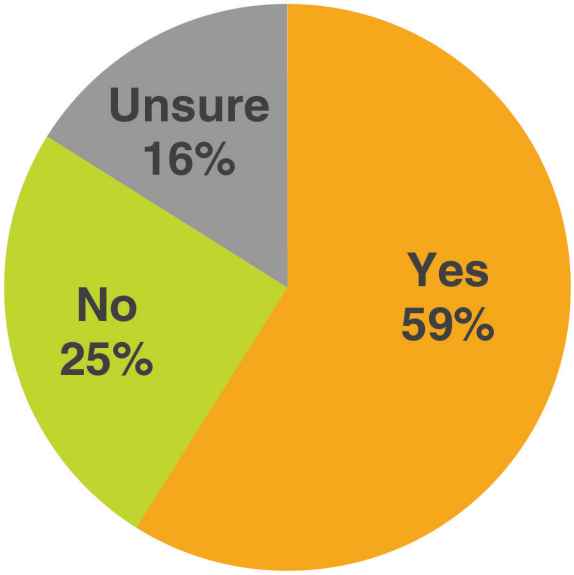
*Other responses include:
- Sidewalks are blocked, overgrown, or otherwise not maintained, or are too close to the road for comfort
- Lack of crosswalks/sidewalks
- Dangerous drivers/Traffic issues
- Some areas are dangerous, e.g., due to off-leash dogs or lack of streetlights.

Poll #4: Housing

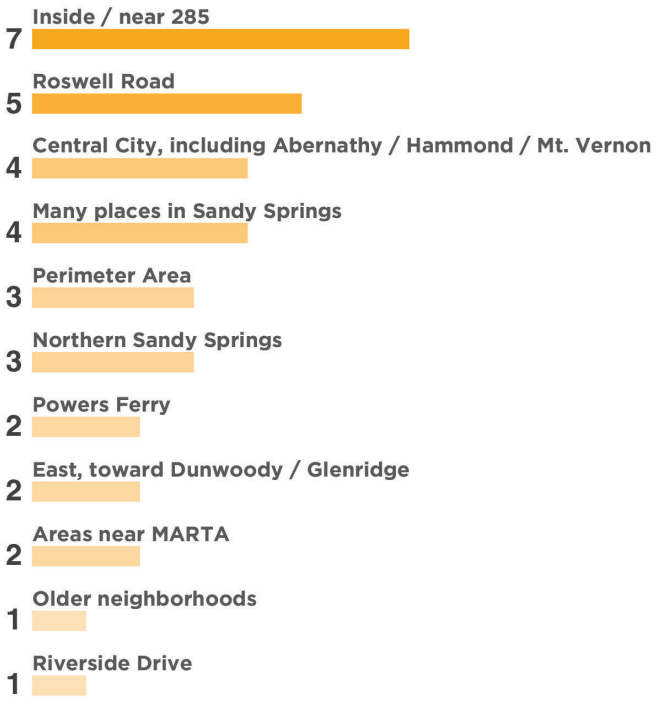
We posted information about the "missing middle" in housing*, and asked you some questions. We received 56 responses. Here's what we learned:

THE NEXT TEN
PLAN TOGETHER SANDY SPRINGS
WWW.THENEXT10.ORG

Do you think Sandy Springs has a "missing middle" in terms of housing options?



Which areas of Sandy Springs do you think have gaps in housing options?



* For more info, see http://thenext10.org/discover-housings-missing-middle/

5-YEAR UPDATE PUBLIC ENGAGEMENT SUMMARY 2022

COMMUNITY FEEDBACK
ONLINE PUBLIC ENGAGEMENT SUMMARY

This exhibit includes a summary of the community feedback received through online public engagement.

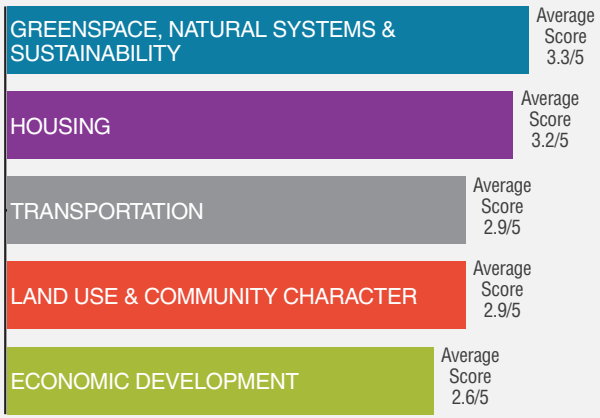
THE NEXT TEN FIVE YEAR UPDATE

ONLINE ENGAGEMENT - WHAT WE HEARD

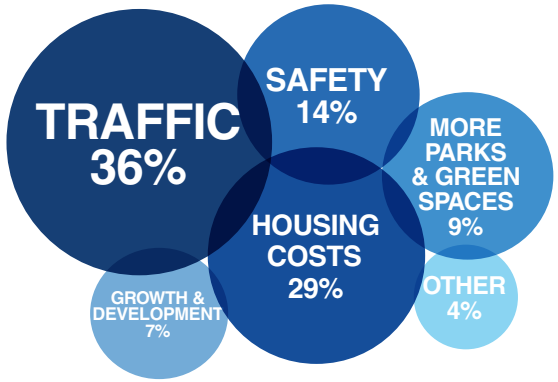
Between March 28, 2022 and May 9, 2022, an online public survey was open to collect feedback from the Sandy Springs community about the current state of Sandy Springs and to understand the needs, concerns, and wants of the community. We received over 520 responses across 6 surveys and collected invaluable information that has been incorporated into the 5-Year Comprehensive Plan Update.

Overall, survey respondents felt that the **most urgent areas that need to be addressed in the future are Greenspace, Natural Systems & Sustainability** and **Housing**. Respondents also noted **concerns about traffic**. Regarding major accomplishments, respondents felt that the **development of City Springs has been the most positive development in the last 5 years.**

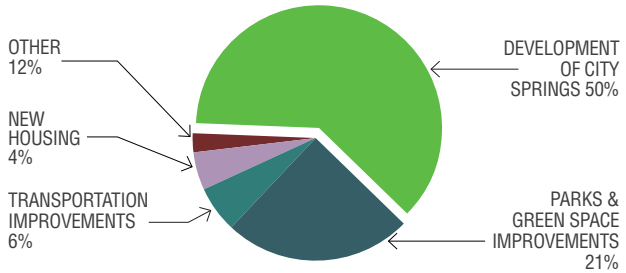
WHICH OF THESE CATEGORIES NEED THE MOST URGENT ATTENTION IN SANDY SPRINGS?



WHAT IS YOUR BIGGEST CONCERN ABOUT SANDY SPRINGS AS IT BEGINS TO UPDATE ITS COMPREHENSIVE PLAN?



WHAT HAS BEEN THE MOST POSITIVE CHANGE IN SANDY SPRINGS IN THE PAST 5 YEARS?



WHAT ARE THE WORDS YOU WOULD USE TO DESCRIBE SANDY SPRINGS IN THE FUTURE?



HOW WE USED WHAT WE LEARNED

Through a series of open house meetings, online surveys, pop-up at the park events, and other public discussion forums, the planning team gathered the communities' opinions about the City, existing plans, and thoughts about how the City should grow into the future. Based on the data collected, staff reviewed the comments and identified the common themes and general ideas. The team used these to edit existing policy recommendations and key actions and create new recommendations and actionable projects, as appropriate.

COMMUNITY FEEDBACK
ENGAGEMENT SUMMARY

This exhibit includes a summary of the community feedback received through several meetings with the Advisory Committee as well as community meetings.

THE NEXT TEN FIVE YEAR UPDATE

LAND USE & COMMUNITY CHARACTER

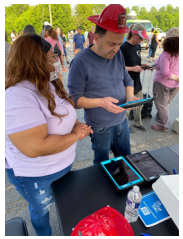
- Encourage mixed-use development and place-making opportunities within target redevelopment areas and on property adjacent to MARTA stations
- Consider requiring a greater mix of uses in new development
- Encourage a variety of residential unit types
- Implement the Roswell Road Boulevard
- Conduct a review of the Sandy Springs Development Code
- Establish community design standards to encourage high-quality development
- Ensure appropriate neighborhood land-use and height transitions
- Encourage multi-modal connectivity between parks, transit stations, and key commercial nodes
- Desire for community centers, like a YMCA

ECONOMIC DEVELOPMENT

- Encourage business friendly climate, with emphasis on incentives for small businesses and local entrepreneurs
- Economic development efforts, like retail recruitment, should be tailored to various character areas
- Encourage active corporate citizenship
- Consider options for last-mile connectivity to MARTA stations
- Encourage live, work, play environments where appropriate, like City Springs, and pursue place-making opportunities
- Interest in greater restaurant selection, including chef-driven restaurants
- Ensure alcohol restrictions align with desires for live-work-play goals

HOUSING

- Preserve and enhance the quality of multi-family housing
- Encourage inclusive, affordable housing opportunities
- Consider additional incentives to create workforce housing opportunities in new development
- Pursue Housing policy studies and consider regional solutions
- Promote home ownership opportunities
- Consider options to allow conversion of underutilized office buildings to residential
- Consider programs and policies to enhance living conditions and improve property maintenance
- Preserve naturally occurring affordable housing






GREEN SPACE, NATURAL SYSTEMS & SUSTAINABILITY

- Preserve and protect existing green spaces, forested lands, and public spaces
- Pursue opportunities for strategic land acquisition
- Pursue development of new pocket parks
- Incentivize public access to privately developed amenity spaces
- Implement the Trail Master Plan
- Encourage on and off road linkages and regional connections, like PATH400 and the Beltline
- Increase public access to the river
- Reduce clear cutting and strengthen the tree ordinance
- Establish tree canopy goals
- Encourage stormwater green infrastructure within the Roswell Road Boulevard implementation
- Encourage sustainable development practices, including green parking lots, green infrastructure for stormwater retention, and native plantings and pollinator habitats
- Enhance educational programs on green infrastructure and sustainability initiatives
- Create partnerships with local organizations
- Incentivize electric vehicle infrastructure

Comments received during the second virtual engagement series regarding the proposed updates to the Next Ten Comprehensive Plan.

1. How do you feel about the proposed Community Goals?
    - I would like to see sandy springs become a model for green living and innovation so we can meet the needs of individuals and the community as we cope with climate change.
    - I'm offering these comments on behalf of Church of the Redeemer located at 5185 Peachtree Dunwoody Road. Our church would like to add 1.5 stories building to replace an aging single-family home used for office & meeting space. We're unable to build under the 2017 development code due to set-back requirements w/ adjoining property owners. In fact, under this code there is very little buildable area such that the existing buildings could not be built today. This is due to the set-back requirements not taking into consideration a land parcel with a narrow width. Therefore, Church of the Redeemer would like to recommend that the next code incorporate a provision for reasonable and common-sense variances.
    - Neighborhood Preservation only applies to single-family neighborhoods. This is a biased goal an disenfranchises our apartment neighborhoods. Preservation of neighborhoods needs to extend to multi-family rentals. This is where our workforce lives, employers need housing that there employees can afford
    - Truly, as a resident of sandy springs having lived here for one year. I would love to see investments made toward the restoration of Big Trees; Nature Preserve I would like to see investments made towards, Implementing a task force to support transparency in housing code enforcement process with the department of community development. One that focus on trauma-informed and cultured sensitivity for minorities residing in sandy springs
    - Too many goals-not enough action
    - Protecting character of existing neighborhoods- should be all neighborhoods, including multi-family housing
    - mixed-income housing and multimodal transportation need to be top priorities
    - Crime Increased already, traffic can't get out on my street in a timely manner (Hammond) Speeders!!
    - retrofit/ upgrade Marta station to have better kiosks, improve safety, upgrade station environment and access points
    - Neighborhood preservation should include apartment complexes/multifamily communities. I do not see housing affordability as a key community goal, seems like it should be.
    - When you say you plan to "preserve and sustain" the character of existing neighborhoods" you are referring to multi-family apartments and or condo neighborhoods as well- correct?
    - Protected neighborhoods continue to be encroached upon by condominiums and apartments that get approved by City Council. Please stop this. Also, the "park" on the south side of the Abernathy greenway area that is designated for adults needs some improvements as it looks no better than a dirt path through the grass. Would like to see more emphasis on stopping crime in the area, particularly that which occurs along the Roswell Rd corridor.
    - I'm all for affordable housing and appropriate development but we already have too many apartments, especially on Roswell Road.
    - Please do not Eminent Domain my front lawn
    - We need to worry less about protecting single family neighborhoods that take up 75% of our land but represents less than 50% of our residents.
    - I agree with the revisions to goal #5
    - Please expand on the definition of "protecting the character of existing neighborhoods"-- Does that include controlling the removal of established hardwoods in older neighborhoods?

2. How do you feel about the proposed Key Actions?

- #5 Housing types need to include low-middle income housing, along with a clear definition of what AMI we are addressing when we use these terms-MANY AMBIGUOUS-AND needs to be more transparent about what income level will be able to live here.
- I am a new resident, recently relocated to sandy springs within the last year. I grew up in a small-town Cedar Grove, NJ the municipality had their own local channel. Where community events were aired 24/7. Graduation, sporting events, community events, town hall meetings etc. All of these key actions are somewhat new to me, almost foreign. Repetition, consisting continuity can build and garner public interest? Perhaps coordinated events for screened civilians with an interest in public works, community development, parks and recs etc. to meet their officials, spend a day learning in real time?
- A boulevard construction looks good
- DO NOT incentivize/ encourage redevelopment, i.e. demolition, of existing apartment complexes, hence displacement of residents. Renters- much of our population- are honorable, contributing citizens. Not the enemy or 2nd class sandy-springers.
- I agree with density around transit. Again, make sure that its equitable. Housing that's affordable that meets the diverse need of sandy springs residents (cost affordability, quality construction and safe environment.).
- Why is Hammond Drive being widened into a drug strip (which will encourage even more car use) while sandy spring circle is being reduced in size to increase walkability? The former project is stupid, but the latter makes sense.
- If anything, Roswell Rd needs more lanes for cars. If creating a pedestrian-friendly urban boulevard or medians should not take away any lanes of traffic. I'd prefer more lanes of traffic on that road than any pedestrian walkways or medians since that road is already way too congested.
- Please do not Eminent Domain my front lawn
- We need a housing strategy, with a full range of housing policies. Our development code already places too many emphases on single family neighborhoods. We need to focus on improving lives of all residents of our city. If design standards should not increase the costs of building or renovating. It seems we worry too much about how the city looks vs the quality of life it provides.
- Strengthen step 5 to penalize landlords who do not maintain properties
- I understand affordable housing, but I think focusing on develop a comprehensive transportation plan is more realistic.

3. How do you feel about the proposed revisions and/or new items to the Land Use & Community Character chapter?

- Support residential agriculture. Develop a mixed use vibrant everything you could need in one place TOD at Sandy Springs Marta
- We need at least two open, unstructured green space where kids can run, kick a ball, come together in a safe environment. We also need t find a place for our kids the “hangout” in a safe place. Supervised, don’t need to wait until we build something.
- No pun intended, but again very green to the city. My immediate interest involves restoration investments in Big Trees, Nature preserve and Residential developer accountability in effectively and professionally restoring older building and multi-family apartments complexes
- Please cleanup 285 south Roswell sidewalks
- In general- the south end situation is underutilized. Empty lots, abandon buildings, The city is not making an effort to resolve these issues
- We need to focus on affordable housing and improve public transit
- Not a fan of bike lanes, better to have widened 8ft sidewalks to keep bikes separate from car traffic
- I would like to see a community center that is inclusive for families and also has facet dedicated to special needs chidden and adults
- Marta train expansion will be great, create an open green space in the north end will be wonderful, transform underutilized//uncensed building into a community center, community garden, again there was a lot of emphasis on single family homes; what about apartment communities
- Don’t forget to also preserve multi-family housing (you know you left it out on purpose no matter how much you pretend that you came about this issue. I just find it such a complex issue which is a lame excuse
- We’re reviewing the Development Code way more than was planned. What happened to the ten-year plan? It seems like less than a year later; we were tweaking it and now it’s time for yet another review? Residents are tired of having to attend meetings to deal with all of the proposed changes which typically are creating more density and less protection to existing neighborhoods.
- Mixed use developments on Roswell road sound a lot like more apartments. There are too many already and way too much traffic. Also, the types of properties and locations make no sense. Like the townhomes between Zaxbys and what used to be steak and shake? Mid-rise buildings everywhere... it’s too much
- However, Please do not Eminent Domain my front lawn
- We need a housing strategy, with a full range of housing policies. Our development code already places too much emphases on single family neighborhoods. We need to focus on improving lives of all residents of our city. If design standards should not increase the costs of building or renovating. It seems we worry too much about how the city looks vs the quality of life it provides.
- Glad to see consideration given to ROI of developers to encourage smart, and safe build and renovation
- Guidelines for development is so important or the city will lose the little character that it has left.

4. How do you feel about the proposed revisions to the Housing chapter?

- Give incentives for green building
- Increase density in non-protected neighborhoods. More housing type, lofts, live/work, mixed condo and hotel buildings. Mixed office and residential buildings.
- Need more affordable housing in city springs area. Need affordable housing throughout city-not just in the north end. We need a housing staff person that has expertise in affordable housing finance, as well what other cities are doing to meet this challenge. Create an affordable housing fund to help with affordable housing, and also create a land bank for permanent affordable home ownership. Incentivize conversion of office building to residential

- In today's housing market, In my opinion there is rising demand for mixed use residential complexes. Could the city discuss implementing variances for existing residentials developers to invest in reinventing their public image by adopting similar styles of mixed-use retail friendly options on site: increasing hopefully a competitive edge? Further incentivizing residents to shop work and pay where they live?
- Affordable housing is being ignored- keep apartments are bring rented without affordable housing component's City managers stated in a meeting its a regional issue' what does that mean? No action
- Redevelop commercial properties, not existing residential properties. Add- keep current affordable housing affordable.
- Need to balance the need for affordable housing and existing neighborhood preservation
- I am wondering if a "tiny house" development has been looked at as a practical solution to affordability and community building
- Urgently focus on converting underutilized buildings to residential. Pandemic had lead to a lot of low utilized office space
- Need more apartments to reduce cost
- I would like to see the city incorporate a housing authority of staff to assist in finding and offering affordable housing solutions. Housing needs are interconnected with all facets of the Next Ten and without it, our city will be sustainable.
- We need affordable housing stock and laws to prevent high cost of hoedowning and/ or renting
- Designate/ appoint a person to address issue of housing affordability, manages a housing program that address the diverse needs of sandy springs residents. AFFORDABLE, EQUITABLE + SAFE HOUSING SHOULD BE INTEGRAL TO THE VISIONING PROCESS
- I don't like it at all the preservation of multi-family housing was not even mentioned. Does your silence here serve as code for you planning to eliminate such housing or to at best not protect it?
- Please stop allowing the addition of stacked condos and in particular, apartments, to areas designated protected neighborhoods.
- Sandy springs already is one of the most sought-after places to live... we don't need to change it to make it better, we just need to not mess it up.
- Do not alter existing Zoning Codes that could negatively affect existing middle-income single family homes' compliance. Grandfather them "as-built" instead.
- We need a housing strategy, with a full range of housing policies including anti displacement policies. We should support growing housing low- and middle-income levels. Our development code already places too much emphases on single family neighborhoods. We need to focus on improving lives of all residents of our city. If design standards should not increase the costs of building or renovating. It seems we worry too much about how the city looks vs the quality of life it provides.

5. How do you feel about the propsed revisions to the Economic Development chapter?

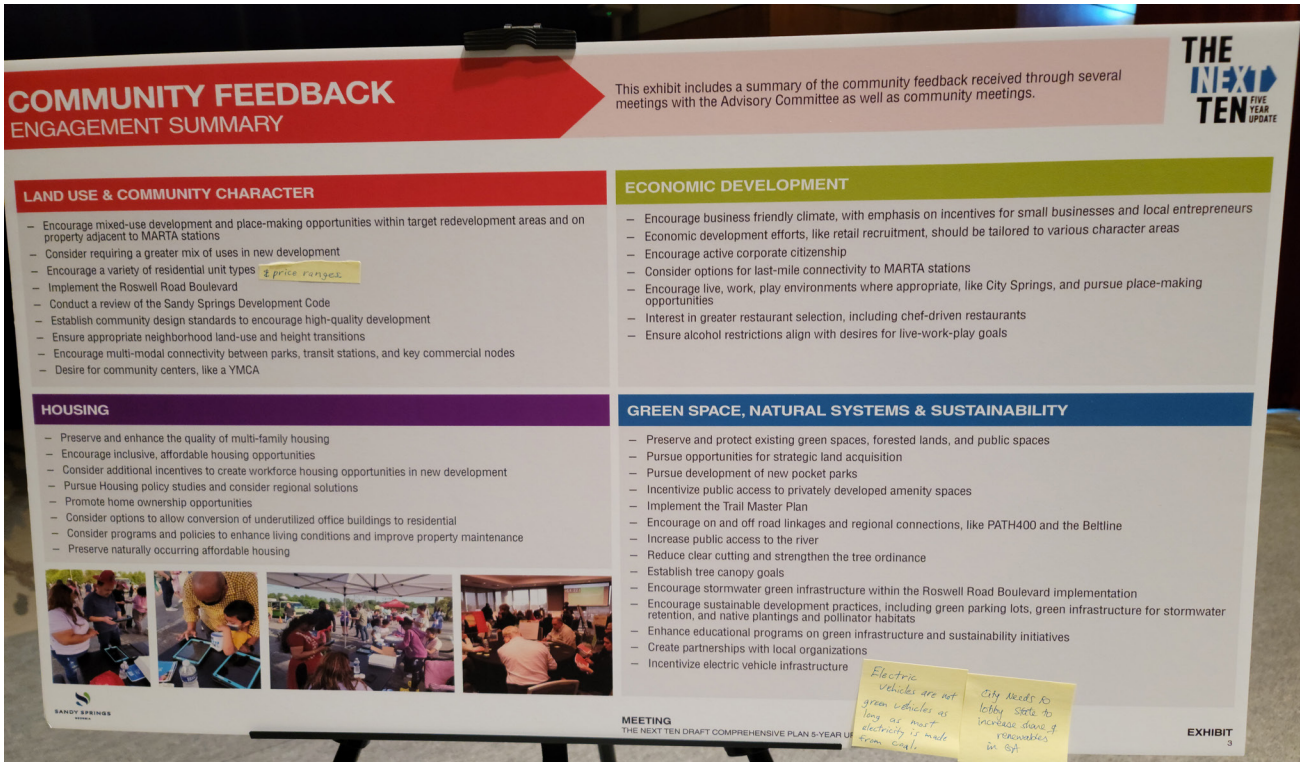
- Boutique hotel at City Springs.
- Create an “anchor institution” on the north-end to stimulate the economy could possibly be a college or technical school’s satellite campus
- Well Done. Is there any way to invite or even create a similar farmers market and invite a diverse number of culturally diverse, minority centric, small businesses to advertise, market and engage with the community?
- Opportunities for small business development/contracts with sandy springs. Minority, woman, veteran owned business owners
- Help keep small business open
- In order to market property better incentives and encouragement needs to be offered More proactive marketing
- Economic development is welcome but considers effects on property values. Mortgages and rents cant keep skyrocketing.
- Be sure to incorporate people’s desire to work from home. This has decreased demand for office space everywhere.
- Too much alcohol restrictions are bad, but we can’t swing to much on the other end
- Bringing in a different element already apartments are always transcend clientele- already a lack of concern for our city is on the rise
- We need LGBTQ place and more places that promote equity and social justice. business establishments
- Support and help encourage small business “mom and pop”, small family owned/ unique restaurants shops and etc., create community- small business plus residents (example a restaurant offering cooking classes, maybe using locally grown ingredients from a sandy springs community garden.
- We need more local, unique restaurants and stores rather than all these same ole, same ole national brand stores and restaurants you find everywhere. This would give us a sense of place
- Businesses want to come to Sandy Springs. The City should provide very few, if any, tax incentives to do so.
- We should review the strategic economic study consider the issues and risks identified around housing in our plans.
- Where does encouraging collaboration of nonprofits with the city fit? A community center?
- local events are very important, the city is doing a great job

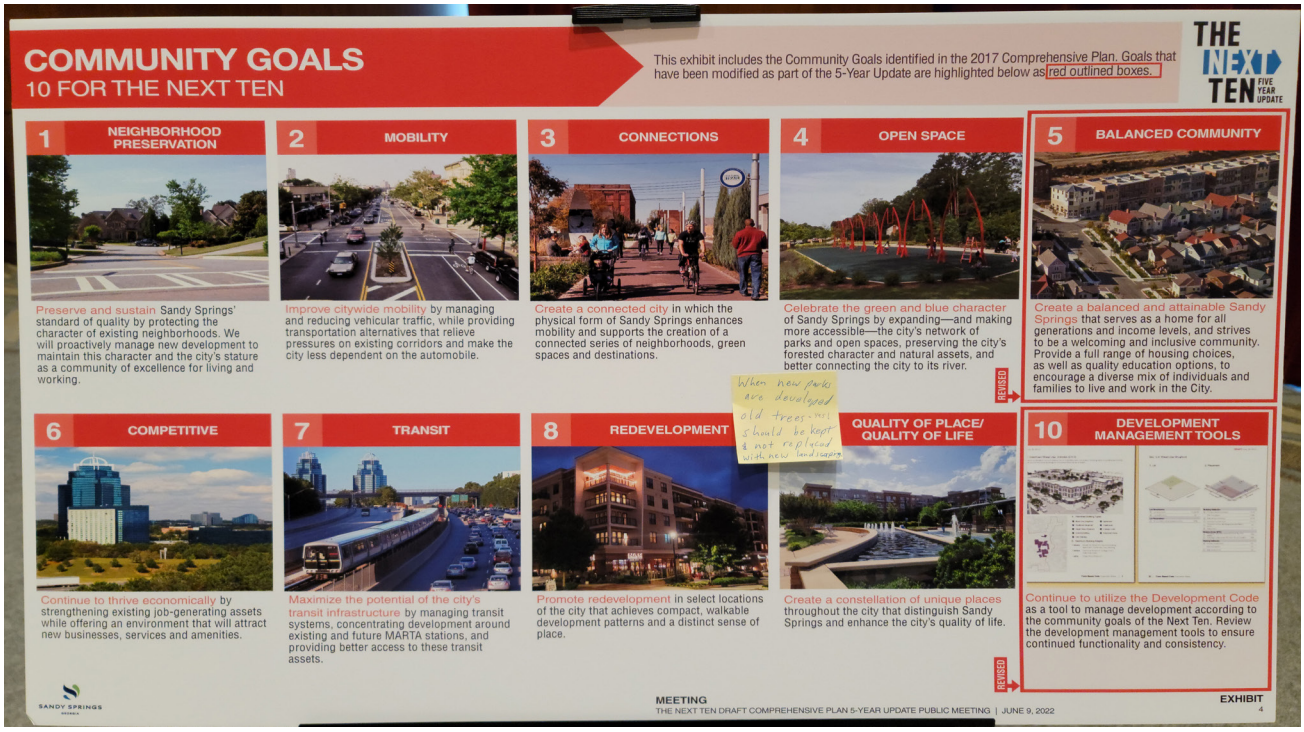
6. How do you feel about the proposed revisions to the Green Space, Natural Systems & Sustainability chapter?

- Pursue river access while preserving the private property rights of homeowners.
- Floats green space bond to fund additional parks.
- We need more open spaces for parks where kids can play in unstructured area-just gras in an open area. Low maintenance for the city and fun for the kids
- I appreciate these items. Truly I do. My question, since the Cox foundation donated over 200 million dollars towards the expansion of the Beltline, is the city move likely to join in with the recession of he beltline?
- Walkable trails, Morgan falls was a nice project
- AS LONG AS EMINENT DOMAIN IS NOT ABUSED
- The parks are already suffering from excess traffic (i.e. trail erosion, wildlife) Cancel pedestrian bridges across Chattahoochee- this would greatly increase foot and bike traffic in the area.
- Prioritize existing tree canopies over new green development.
- Trail master plan should be accelerated
- Get rid of excess driveways and access pts on Roswell Rd/ Sandy Springs area to promote flow of traffic
- We need more amenities at the dog park at Morgan Falls: benches, tables, shade, water (drinking) access.

- Maintain/ reserve tree canopy; keep old growth trees. Do not cut them. Get rid of invasive species like Kudzu, English ivy. Do not plant invasive species/ or non-native species. Create a green space in the Northend! A community garden will be nice
- Quit cutting down big native trees to plant small non-native invasive trees and plants, preserve existing canopy trees for new parks (such as near the library)
- If greening Roswell Road means adding a median or at all restricting traffic flow, I'm against it. Roswell Road is already a congested mess to travel. It needs to be widened.
- Bike / walking / stroller / wheelchair paths isolated from traffic is mandatory for modern municipal improvement
- We need to care as much or more about all our residents as we do about trees. With this year's budget we will have 3 positions focused on trees and zero focused on housing. We need to determine the utilization of existing parks prior to creating new parks. Costs of parks should consider the ongoing maintenance when making budget decisions. We need to tell the truth about the total cost of Veterans Park and stop saying the majority of costs are Tsplost. That park is costing over $12 million and regardless of the pocket its coming from, it's still taxpayer dollars.
- Preserve the forested character of established, older neighborhoods

Presentation boards from the second Public Information Open House.





COMMUNITY FEEDBACK
ONLINE PUBLIC ENGAGEMENT SUMMARY

This exhibit includes a summary of the community feedback received through online public engagement.

THE NEXT TEN

ONLINE ENGAGEMENT - WHAT WE HEARD

Between March 28, 2022 and May 9, 2022, an online public survey was open to collect feedback from the Sandy Springs community about the current state of Sandy Springs and to understand the needs, concerns, and wants of the community. We received over 520 responses across 6 surveys and collected invaluable information that has been incorporated into the 5-Year Comprehensive Plan Update.

Overall, survey respondents felt that the **most urgent areas that need to be addressed in the future are Greenspace, Natural Systems & Sustainability** and **Housing**. Respondents also noted **concerns about traffic**. Regarding major accomplishments, respondents felt that the **development of City Springs has been the most positive development in the last 5 years.**

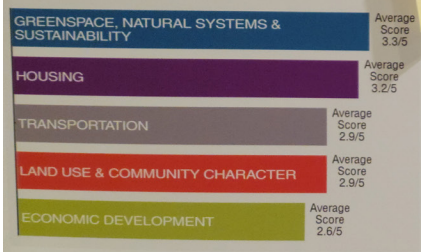
WHAT IS YOUR BIGGEST CONCERN ABOUT SANDY SPRINGS AS IT BEGINS TO UPDATE ITS COMPREHENSIVE PLAN?



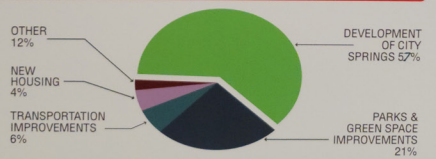
WHAT ARE THE WORDS YOU WOULD USE TO DESCRIBE SANDY SPRINGS IN THE FUTURE?



WHICH OF THESE CATEGORIES NEED THE MOST URGENT ATTENTION IN SANDY SPRINGS?



WHAT HAS BEEN THE MOST POSITIVE CHANGE IN SANDY SPRINGS IN THE PAST 5 YEARS?



HOW WE USED WHAT WE LEARNED

Through a series of open house meetings, online surveys, pop-up at the park events, and other public discussion forums, the planning team gathered the communities' opinions about the City, existing plans, and thoughts about how the City should grow into the future. Based on the data collected, staff reviewed the comments and identified the common themes and general ideas. The team used these to edit existing policy recommendations and key actions and create new recommendations and actionable projects, as appropriate.

KEY ACTIONS

This exhibit includes the key actions identified in the 2017 Comprehensive Plan. Actions that have been added or modified that are part of the 5-Year Update are highlighted below.

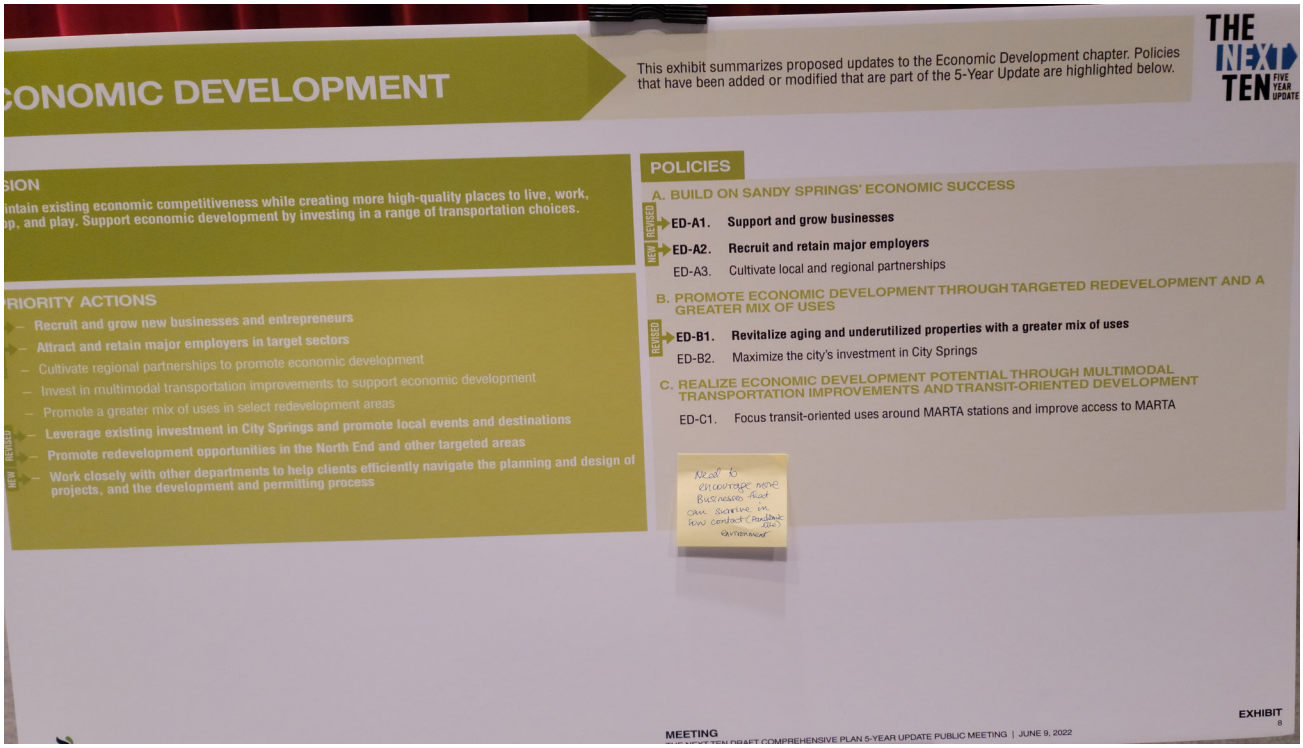
THE NEXT TEN FIVE YEAR UPDATE

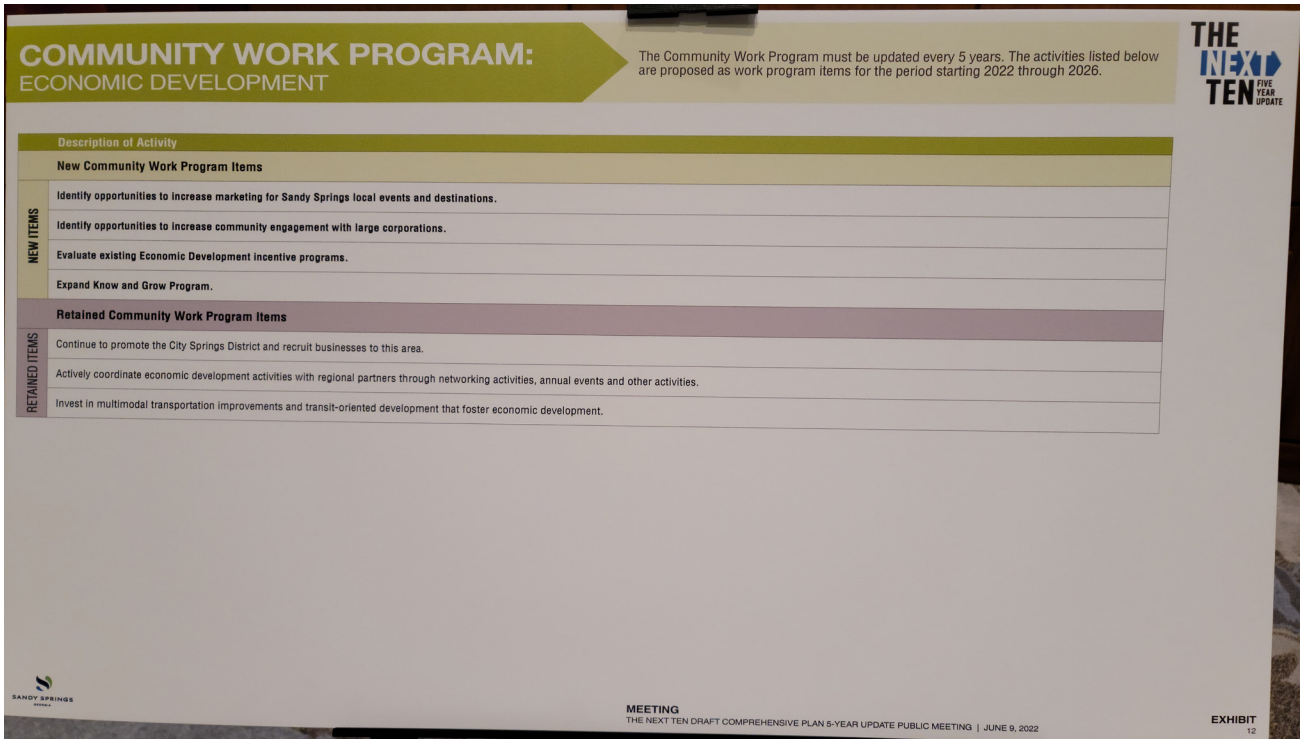
1. **Conduct a comprehensive review of the Sandy Springs Development Code** to ensure it adequately defines the expectations and standards for achieving high-quality development through a process that is orderly, predictable, clear and reliable, and focuses on the protection of Sandy Springs' neighborhoods. — REVISED
2. **Revitalize Roswell Road** into a dynamic main street, through incentivizing mixed-use redevelopment in target redevelopment areas, with a focus on the North End, and through creation of a pedestrian-friendly urban boulevard. — REVISED
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, establishment of a multimodal urban greenway along Peachtree-Dunwoody Road, and consider modifications to allow conversion of underutilized office buildings to residential.
4. **Focus high-quality, higher-density uses** around MARTA stations.
5. **Achieve a better housing balance**, with a focus on encouraging a greater variety of housing types and price ranges to enable middle-income and workforce individuals to both live and work in Sandy Springs. Consider programs and policies to enhance living conditions and improving property maintenance.
6. **Begin implementation of the Hammond Drive corridor improvements between Glenridge Drive and Boylston Drive**, and continue to acquire right-of-way on an opportunity basis, in order to provide a multimodal connection between the Perimeter Center and City Springs districts. — RE
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. **Create citywide design guidelines.** — NEW
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 canopy trees, 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."

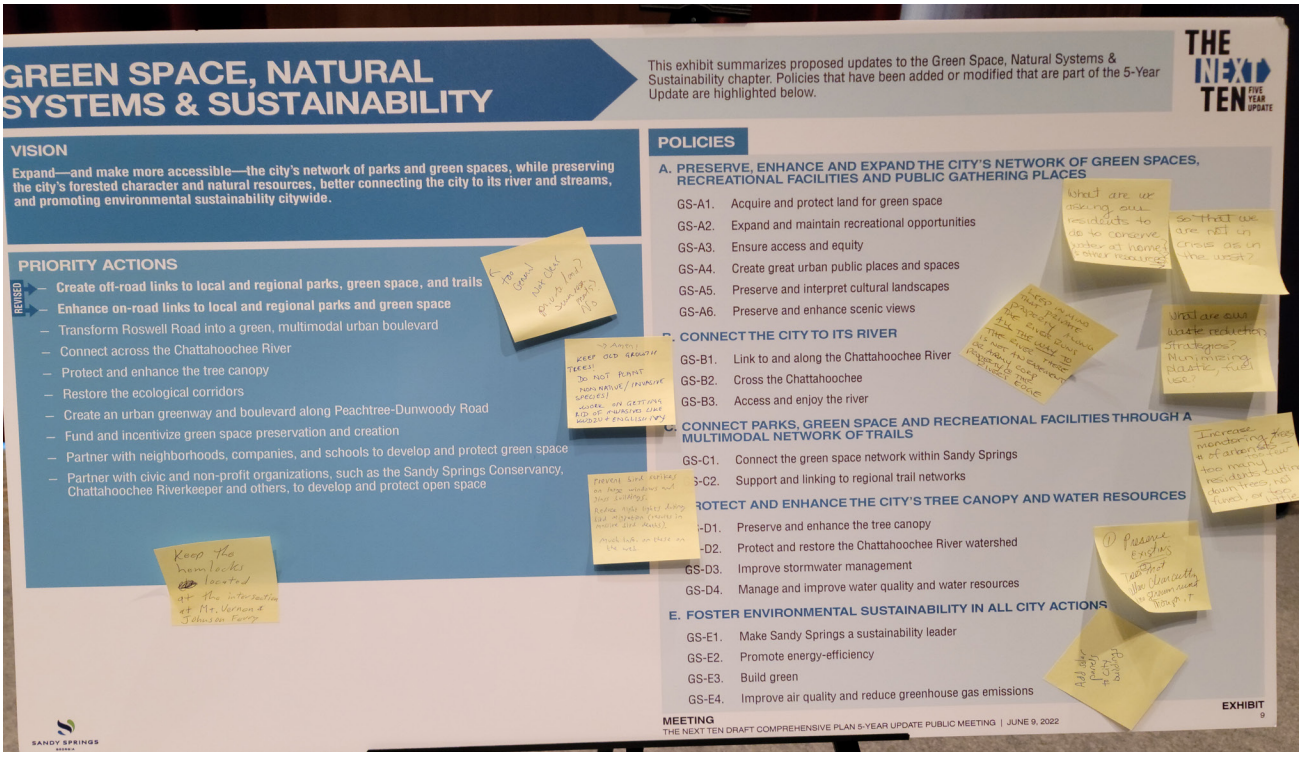
Doesn't make sense to widen Hammond & to narrow Sandy Springs outside.


Trail Master Plan Segment 2A Rendering


ArtSS in the Open Sculpture at City Springs, by Lee Badger


ONOMIC DEVELOPMENT
This exhibit summarizes proposed updates to the Economic Development chapter. Policies that have been added or modified that are part of the 5-Year Update are highlighted below.
THE NEXT TEN FIVE YEAR UPDATE
SION
intain existing economic competitiveness while creating more high-quality places to live, work, p, and play. Support economic development by investing in a range of transportation choices.
RIORITY ACTIONS
Recruit and grow new businesses and entrepreneurs
Attract and retain major employers in target sectors
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 and promote local events and destinations
Promote redevelopment opportunities in the North End and other targeted areas
Work closely with other departments to help clients efficiently navigate the planning and design of projects, and the development and permitting process
NEW REVISED
POLICIES
A. BUILD ON SANDY SPRINGS' ECONOMIC SUCCESS
REVISED ED-A1. Support and grow businesses
NEW ED-A2. Recruit and retain major employers
ED-A3. Cultivate local and regional partnerships
B. PROMOTE ECONOMIC DEVELOPMENT THROUGH TARGETED REDEVELOPMENT AND A GREATER MIX OF USES
REVISED 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
ED-C1. Focus transit-oriented uses around MARTA stations and improve access to MARTA
Need to encourage more Businesses that can survive in this context (pandemic etc) environment
MEETING
THE NEXT TEN DRAFT COMPREHENSIVE PLAN 5-YEAR UPDATE PUBLIC MEETING | JUNE 9, 2022
EXHIBIT
8


COMMUNITY WORK PROGRAM:
ECONOMIC DEVELOPMENT
The Community Work Program must be updated every 5 years. The activities listed below are proposed as work program items for the period starting 2022 through 2026.
THE NEXT TEN FIVE YEAR UPDATE
Description of Activity
New Community Work Program Items
NEW ITEMS
Identify opportunities to increase marketing for Sandy Springs local events and destinations.
Identify opportunities to increase community engagement with large corporations.
Evaluate existing Economic Development incentive programs.
Expand Know and Grow Program.
Retained Community Work Program Items
RETAINED ITEMS
Continue to promote the City Springs District and recruit businesses to this area.
Actively coordinate economic development activities with regional partners through networking activities, annual events and other activities.
Invest in multimodal transportation improvements and transit-oriented development that foster economic development.
SANDY SPRINGS
MEETING
THE NEXT TEN DRAFT COMPREHENSIVE PLAN 5-YEAR UPDATE PUBLIC MEETING | JUNE 9, 2022
EXHIBIT
12



GREEN SPACE, NATURAL SYSTEMS & SUSTAINABILITY

This exhibit summarizes proposed updates to the Green Space, Natural Systems & Sustainability chapter. Policies that have been added or modified that are part of the 5-Year Update are highlighted below.

THE NEXT TEN FIVE YEAR UPDATE

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

REVISED
- **Create off-road links to local and regional parks, green space, and trails**
- **Enhance on-road links to local and regional parks and green space**
- Transform Roswell Road into a green, multimodal urban 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
- Fund and incentivize green space preservation and creation
- Partner with neighborhoods, companies, and schools to develop and protect green space
- Partner with civic and non-profit organizations, such as the Sandy Springs Conservancy, Chattahoochee Riverkeeper and others, to develop and protect open space

POLICIES

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

- GS-A1. Acquire and protect land for green space
- GS-A2. Expand and maintain recreational opportunities
- GS-A3. Ensure access and equity
- GS-A4. Create great urban public places and spaces
- GS-A5. Preserve and interpret cultural landscapes
- GS-A6. Preserve and enhance scenic views

B. CONNECT THE CITY TO ITS RIVER

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

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

- GS-C1. Connect the green space network within Sandy Springs
- GS-C2. Support and linking to regional trail networks

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

- GS-D1. Preserve and enhance the tree canopy
- GS-D2. Protect and restore the Chattahoochee River watershed
- GS-D3. Improve stormwater management
- GS-D4. Manage and improve water quality and water resources

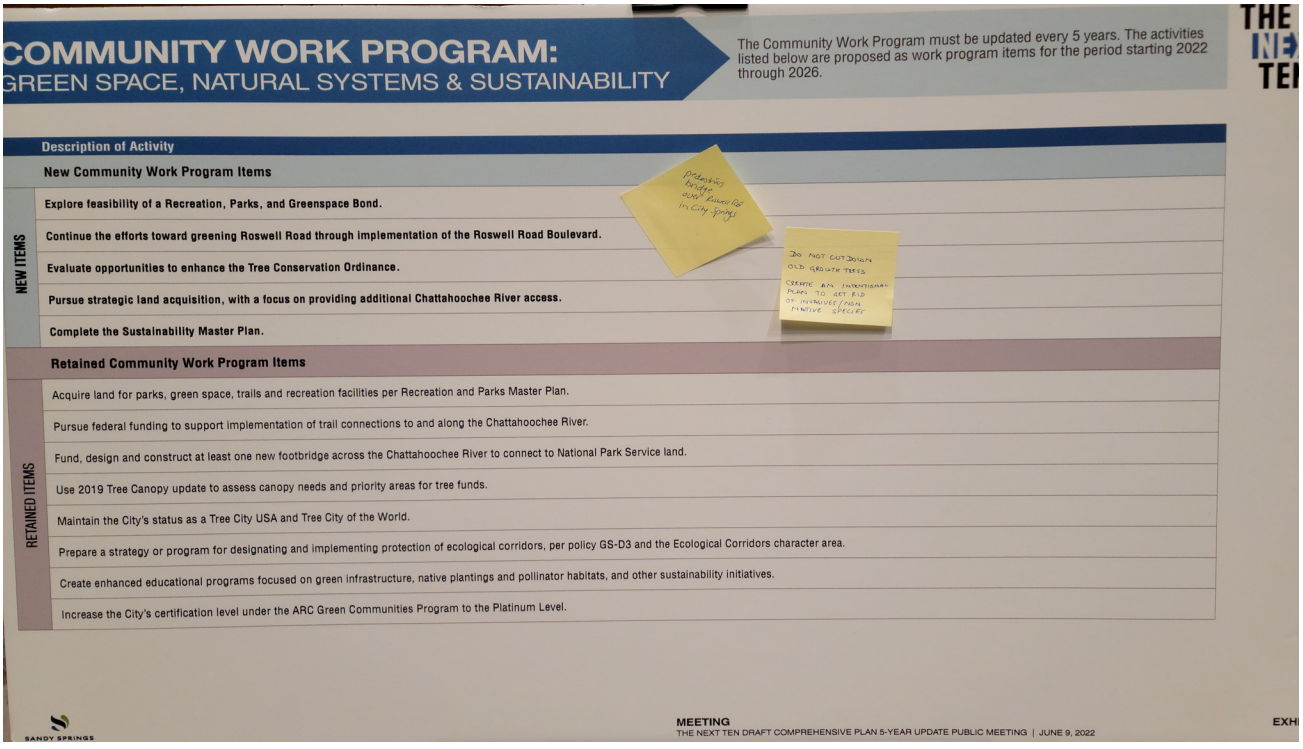
E. FOSTER ENVIRONMENTAL SUSTAINABILITY IN ALL CITY ACTIONS

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

EXHIBIT 9

MEETING
THE NEXT TEN DRAFT COMPREHENSIVE PLAN 5-YEAR UPDATE PUBLIC MEETING | JUNE 9, 2022

SANDY SPRINGS



COMMUNITY WORK PROGRAM: GREEN SPACE, NATURAL SYSTEMS & SUSTAINABILITY

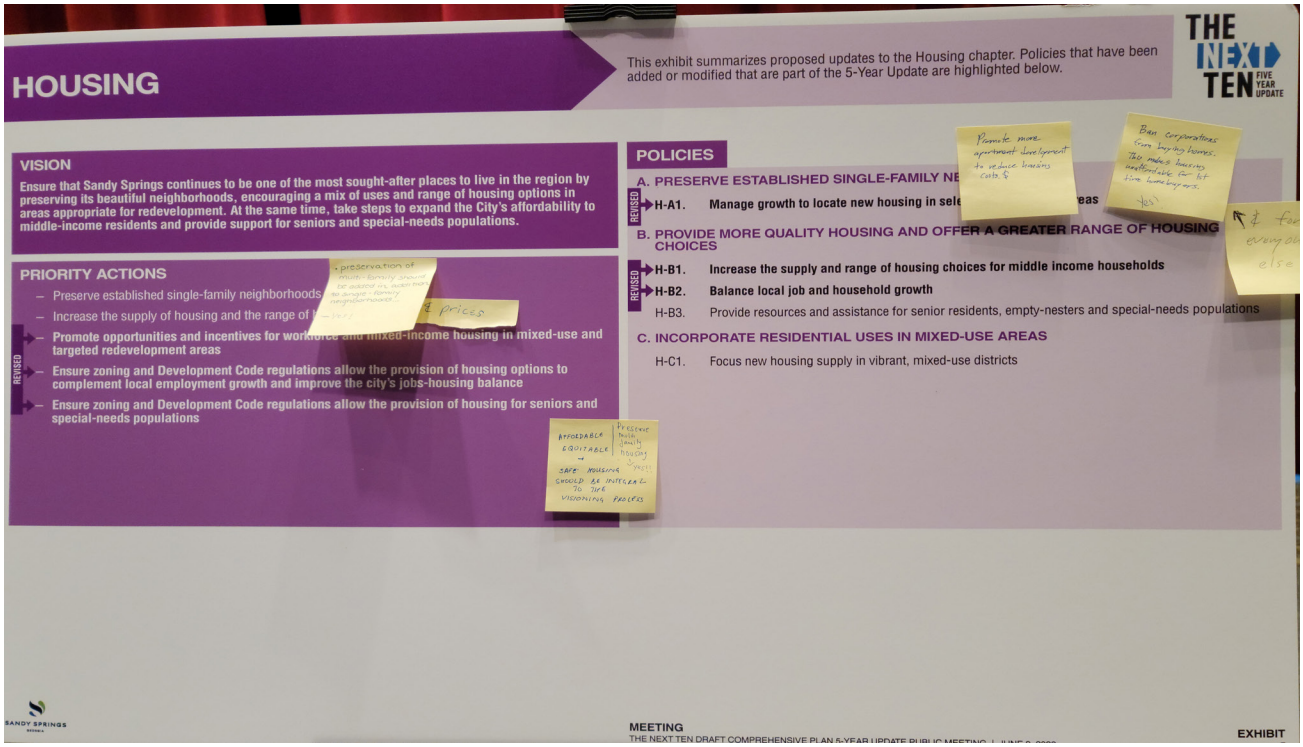
The Community Work Program must be updated every 5 years. The activities listed below are proposed as work program items for the period starting 2022 through 2026.

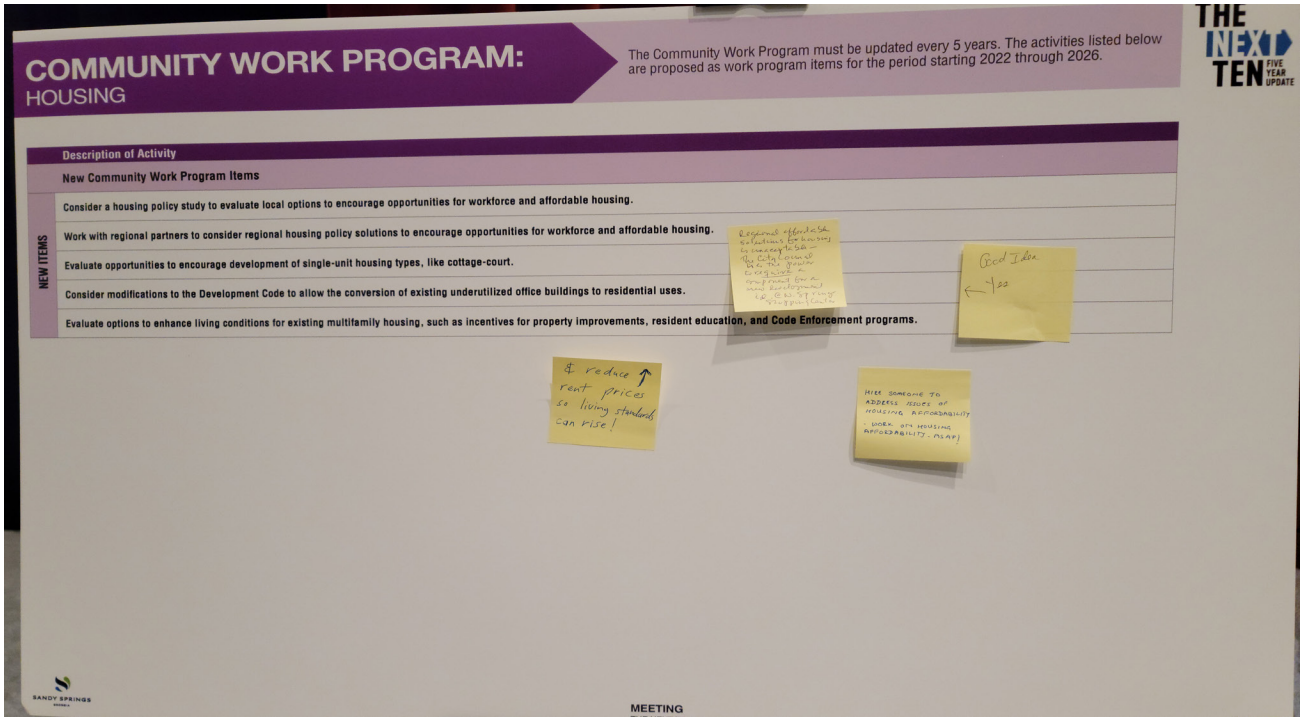
THE NEXT TEN

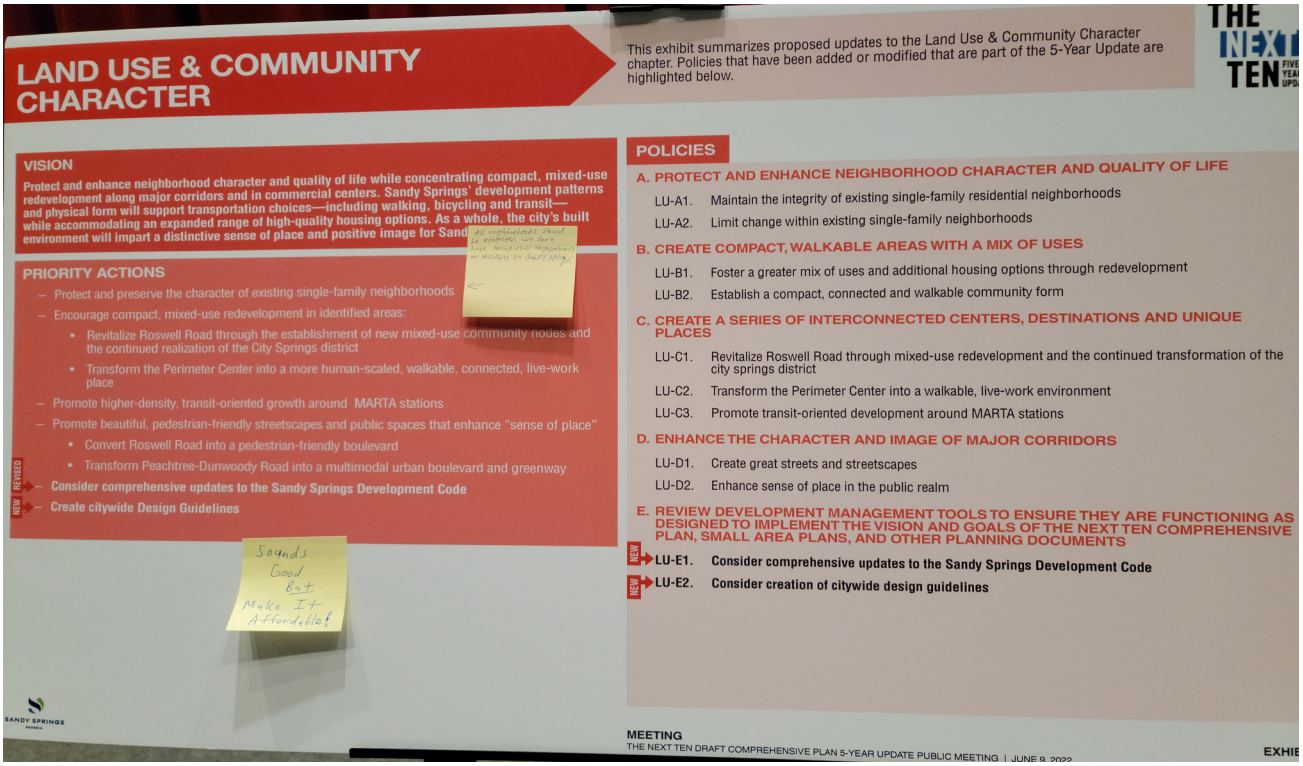
	Description of Activity
	New Community Work Program Items
NEW ITEMS	**Explore feasibility of a Recreation, Parks, and Greenspace Bond.**
NEW ITEMS	**Continue the efforts toward greening Roswell Road through implementation of the Roswell Road Boulevard.**
NEW ITEMS	**Evaluate opportunities to enhance the Tree Conservation Ordinance.**
NEW ITEMS	**Pursue strategic land acquisition, with a focus on providing additional Chattahoochee River access.**
NEW ITEMS	**Complete the Sustainability Master Plan.**
	Retained Community Work Program Items
RETAINED ITEMS	Acquire land for parks, green space, trails and recreation facilities per Recreation and Parks Master Plan.
RETAINED ITEMS	Pursue federal funding to support implementation of trail connections to and along the Chattahoochee River.
RETAINED ITEMS	Fund, design and construct at least one new footbridge across the Chattahoochee River to connect to National Park Service land.
RETAINED ITEMS	Use 2019 Tree Canopy update to assess canopy needs and priority areas for tree funds.
RETAINED ITEMS	Maintain the City's status as a Tree City USA and Tree City of the World.
RETAINED ITEMS	Prepare a strategy or program for designating and implementing protection of ecological corridors, per policy GS-D3 and the Ecological Corridors character area.
RETAINED ITEMS	Create enhanced educational programs focused on green infrastructure, native plantings and pollinator habitats, and other sustainability initiatives.
RETAINED ITEMS	Increase the City's certification level under the ARC Green Communities Program to the Platinum Level.

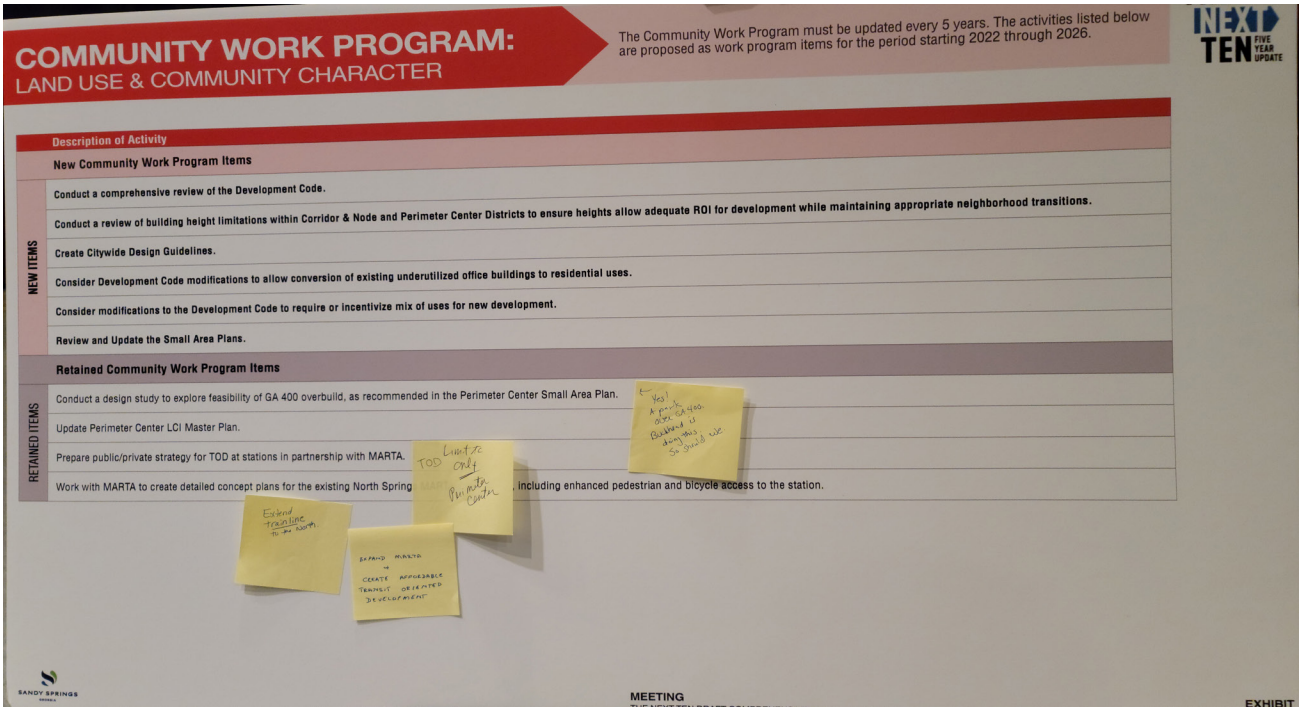
SANDY SPRINGS

MEETING
THE NEXT TEN DRAFT COMPREHENSIVE PLAN 5-YEAR UPDATE PUBLIC MEETING | JUNE 9, 2022


HOUSING
This exhibit summarizes proposed updates to the Housing chapter. Policies that have been added or modified that are part of the 5-Year Update are highlighted below.
THE NEXT TEN FIVE YEAR UPDATE
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 special-needs populations.
PRIORITY ACTIONS
– Preserve established single-family neighborhoods
– Increase the supply of housing and the range of
REVISED
Promote opportunities and incentives for workforce and mixed-income housing in mixed-use and targeted redevelopment areas
Ensure zoning and Development Code regulations allow the provision of housing options to complement local employment growth and improve the city's jobs-housing balance
Ensure zoning and Development Code regulations allow the provision of housing for seniors and special-needs populations
POLICIES
A. PRESERVE ESTABLISHED SINGLE-FAMILY NE
REVISED
H-A1. Manage growth to locate new housing in sele eas
B. PROVIDE MORE QUALITY HOUSING AND OFFER A GREATER RANGE OF HOUSING CHOICES
REVISED
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
H-C1. Focus new housing supply in vibrant, mixed-use districts
MEETING
EXHIBIT


COMMUNITY WORK PROGRAM:
HOUSING
The Community Work Program must be updated every 5 years. The activities listed below are proposed as work program items for the period starting 2022 through 2026.
THE NEXT TEN FIVE YEAR UPDATE
Description of Activity
New Community Work Program Items
NEW ITEMS
Consider a housing policy study to evaluate local options to encourage opportunities for workforce and affordable housing.
Work with regional partners to consider regional housing policy solutions to encourage opportunities for workforce and affordable housing.
Evaluate opportunities to encourage development of single-unit housing types, like cottage-court.
Consider modifications to the Development Code to allow the conversion of existing underutilized office buildings to residential uses.
Evaluate options to enhance living conditions for existing multifamily housing, such as incentives for property improvements, resident education, and Code Enforcement programs.
MEETING


LAND USE & COMMUNITY CHARACTER
This exhibit summarizes proposed updates to the Land Use & Community Character chapter. Policies that have been added or modified that are part of the 5-Year Update are highlighted below.
THE NEXT TEN
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 Sand
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 a multimodal urban boulevard and greenway
NEW REVISED – Consider comprehensive updates to the Sandy Springs Development Code
NEW REVISED – Create citywide Design Guidelines
Sounds Good But Make It Affordable!
POLICIES
A. PROTECT AND ENHANCE NEIGHBORHOOD CHARACTER AND QUALITY OF LIFE
LU-A1. Maintain the integrity of existing single-family residential neighborhoods
LU-A2. Limit change within existing single-family neighborhoods
B. CREATE COMPACT, WALKABLE AREAS WITH A MIX OF USES
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
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
LU-D1. Create great streets and streetscapes
LU-D2. Enhance sense of place in the public realm
E. REVIEW DEVELOPMENT MANAGEMENT TOOLS TO ENSURE THEY ARE FUNCTIONING AS DESIGNED TO IMPLEMENT THE VISION AND GOALS OF THE NEXT TEN COMPREHENSIVE PLAN, SMALL AREA PLANS, AND OTHER PLANNING DOCUMENTS
NEW LU-E1. Consider comprehensive updates to the Sandy Springs Development Code
NEW LU-E2. Consider creation of citywide design guidelines
SANDY SPRINGS
MEETING
THE NEXT TEN DRAFT COMPREHENSIVE PLAN 5-YEAR UPDATE PUBLIC MEETING | JUNE 9, 2022
EXHIBIT


COMMUNITY WORK PROGRAM:
LAND USE & COMMUNITY CHARACTER
The Community Work Program must be updated every 5 years. The activities listed below are proposed as work program items for the period starting 2022 through 2026.
NEXT TEN
Description of Activity
New Community Work Program Items
NEW ITEMS
Conduct a comprehensive review of the Development Code.
Conduct a review of building height limitations within Corridor & Node and Perimeter Center Districts to ensure heights allow adequate ROI for development while maintaining appropriate neighborhood transitions.
Create Citywide Design Guidelines.
Consider Development Code modifications to allow conversion of existing underutilized office buildings to residential uses.
Consider modifications to the Development Code to require or incentivize mix of uses for new development.
Review and Update the Small Area Plans.
Retained Community Work Program Items
RETAINED ITEMS
Conduct a design study to explore feasibility of GA 400 overbuild, as recommended in the Perimeter Center Small Area Plan.
Update Perimeter Center LCI Master Plan.
Prepare public/private strategy for TOD at stations in partnership with MARTA.
Work with MARTA to create detailed concept plans for the existing North Spring
including enhanced pedestrian and bicycle access to the station.
Extend trailline
TOD Limit to only Private Center
Yes! A
SANDY SPRINGS
MEETING
EXHIBIT

REPORT OF ACCOMPLISHMENTS
SUBSEQUENT TO COMPLETION OF 2017 PLAN

This exhibit includes a list of accomplishments pursuant to the completion of the 2017 Comprehensive Plan. This includes completed projects, plans, policies, etc.

THE NEXT TEN FIVE YEAR UPDATE

LAND USE & COMMUNITY CHARACTER

- Created the Sandy Springs Development Code
  - Regulated infill within existing residential neighborhoods
  - Enhanced Land use transitions and buffers
  - Created development tools to facilitate compact connected and walkable redevelopment
- Implemented a comprehensive zoning update for the City.
- Purchased property for Fire Station 5 and reconstructed Fire Station 2
- Roswell Road Access Management Plan is underway
- Roswell Road/Grogans Ferry Intersection improvement project is underway to implement vision for the Roswell Road Boulevard
- Enhanced the City's Streetscape requirements
- Sandy Springs Art in Public Places Plan

HOUSING

- Completed a Housing Needs Assessment
- Established height incentives within the Sandy Springs Development Code to encourage affordable housing units
- Established Economic Development incentive policy for affordable housing
- Created new development patterns within the Sandy Springs Development Code to encourage more diverse housing types.

ECONOMIC DEVELOPMENT

- Completed a Strategic Economic Development Plan
- City Springs Master Plan Update is in process
- Completed the North End conceptual design study to envision redevelopment opportunities in underutilized shopping centers

GREEN SPACE, NATURAL SYSTEMS & SUSTAINABILITY

- Completed a comprehensive update to the Recreation and Parks Master Plan
- Completed the Trail Master Plan. Construction anticipated to begin on the first segment in 2022.
- Acquired property adjacent to Allen Road Park and along the River at Island Ferry.
- Completed Riverfront Vision Plan to develop a strategy to improve access to the Chattahoochee River
- Conducted tree inventories on city-owned properties and established an ongoing partnership with Trees Atlanta to plant on public property and provide free front yard trees to City residents. Recognized as a Tree City of the World.
- Increased the City's Atlanta Regional Commission Green Communities certification level from Silver to Gold

The only suitable tree/plant is a native/non-invasive tree or plant - Native Voice



City Springs


City Springs

SANDY SPRINGS

MEETING
THE NEXT TEN DRAFT COMPREHENSIVE PLAN 5-YEAR UPDATE PUBLIC MEETING | JUNE 9, 2022

EXHIBIT
1

D. TRANSPORTATION ASSESSMENT





THE NEXT TEN

Sandy Springs Comprehensive Plan Overview

Transportation Assessment

THE NEXT TEN
PLAN TOGETHER SANDY SPRINGS
WWW.THENEXT10.ORG

CONTENTS

Transportation Introduction	5
Sandy Springs and the Region	6
The Sandy Springs Transportation Network	16
Additional Transportation Options	25
Balance of Travel in Sandy Springs	33
Sandy Springs and the State of the Transportation Practice	37
Current State of Sandy Springs Capital Improvement Projects	41

FIGURES

Figure 1	Sandy Springs in the Region	7
Figure 2	Commute Patterns in Sandy Springs	8
Figure 3	Travel Patterns in Sandy Springs	9
Figure 4	Major Barriers and Crossing Points	10
Figure 5	Street Networks and Travel Options	11
Figure 6	Congestion in Atlanta Since the Early 1980s	12
Figure 7	Average Traffic Volumes by Hour on Major Corridors	14
Figure 8	Congestion Throughout the Day	15
Figure 9	Jurisdiction Over Sandy Springs Streets and Roads	16
Figure 10	Street Functional Classification	17
Figure 11	Functional Classification and Land Use	17
Figure 12	Traffic Volumes on Major Corridors	18
Figure 13	Change in Traffic Over Time on Major Corridors	19
Figure 14	Traffic Signal Infrastructure	20
Figure 15	Bridge Conditions	21
Figure 16	Crash Rates on Major Corridors	22
Figure 17	Crash Statistics from 2012-2014 for Major Sandy Springs Corridors	23
Figure 18	Bicycle and Pedestrian Crashes	24
Figure 19	Major Transit Routes and Ridership	26
Figure 20	Sandy Springs Bicycle Network	27
Figure 21	Sandy Springs Pedestrian Network	28
Figure 22	Access to Schools via Street Network	30
Figure 23	Access to Schools via Sidewalk or Bike Facility	30
Figure 24	Access to Parks via Street Network	31
Figure 25	Access to Parks via Sidewalk or Bike Facility	31
Figure 26	Access to Transit via Street Network	32
Figure 27	Access to Transit via Sidewalk or Bike Facility	32
Figure 28	Person-Moving Function of Major Corridors	34
Figure 29	Primary Nodes and Corridors in Sandy Springs	35
Figure 30	Person Throughput by Mode	38
Figure 31	Impact of Mode Split on Travel Time	39
Figure 32	Impact of Location on Transit Use	40
Figure 33	TOD Impact on Congestion	40
Figure 34	Status of CIP Project Types	41
Figure 35	Map of CIP Project Types and Current Status	42



TRANSPORTATION

The City of Sandy Springs is one of the most dynamic and prosperous communities in the Atlanta metropolitan region. Roughly a quarter-million people live or work in Sandy Springs. More than 100,000 people reside in the city, while the concentration of retail and employment centers draws a large daytime population from other parts of the region.

Sandy Springs was traditionally a bedroom community to Atlanta. Although travel demand has increased commensurately with the city's rising economic activity, travel patterns have remained definitively suburban with most trips being made in single-occupant automobiles.

However, the city has many advantages and assets apart from automobile travel to help it meet these transportation challenges in the next ten years. These include three MARTA rail stations with direct connections to major city streets, and ongoing investment in better sidewalks and bicycle connections. The following discussion puts the city's challenges and opportunities into perspective.

SANDY SPRINGS AND THE REGION

Sandy Springs' location immediately north of the City of Atlanta and in the 'neck' of north Fulton County places it between several key locations in the Atlanta region. It is directly north of the three major business districts of Atlanta, generally five miles to Buckhead and ten miles to Downtown and Midtown. It is connected to both of these destinations, as well as to Hartsfield-Jackson Atlanta International Airport, by the region's freeway network as well as by MARTA heavy rail transit. However, Sandy Springs is also directly east of the Cumberland/Galleria business and retail district, which in addition to a large concentration of employment today will also feature the new Atlanta Braves stadium and entertainment complex by 2017. The city also shares the Perimeter Center employment district with neighboring cities Dunwoody and Brookhaven; the primary concentration of Perimeter's hospitals and healthcare facilities are located in Sandy Springs.

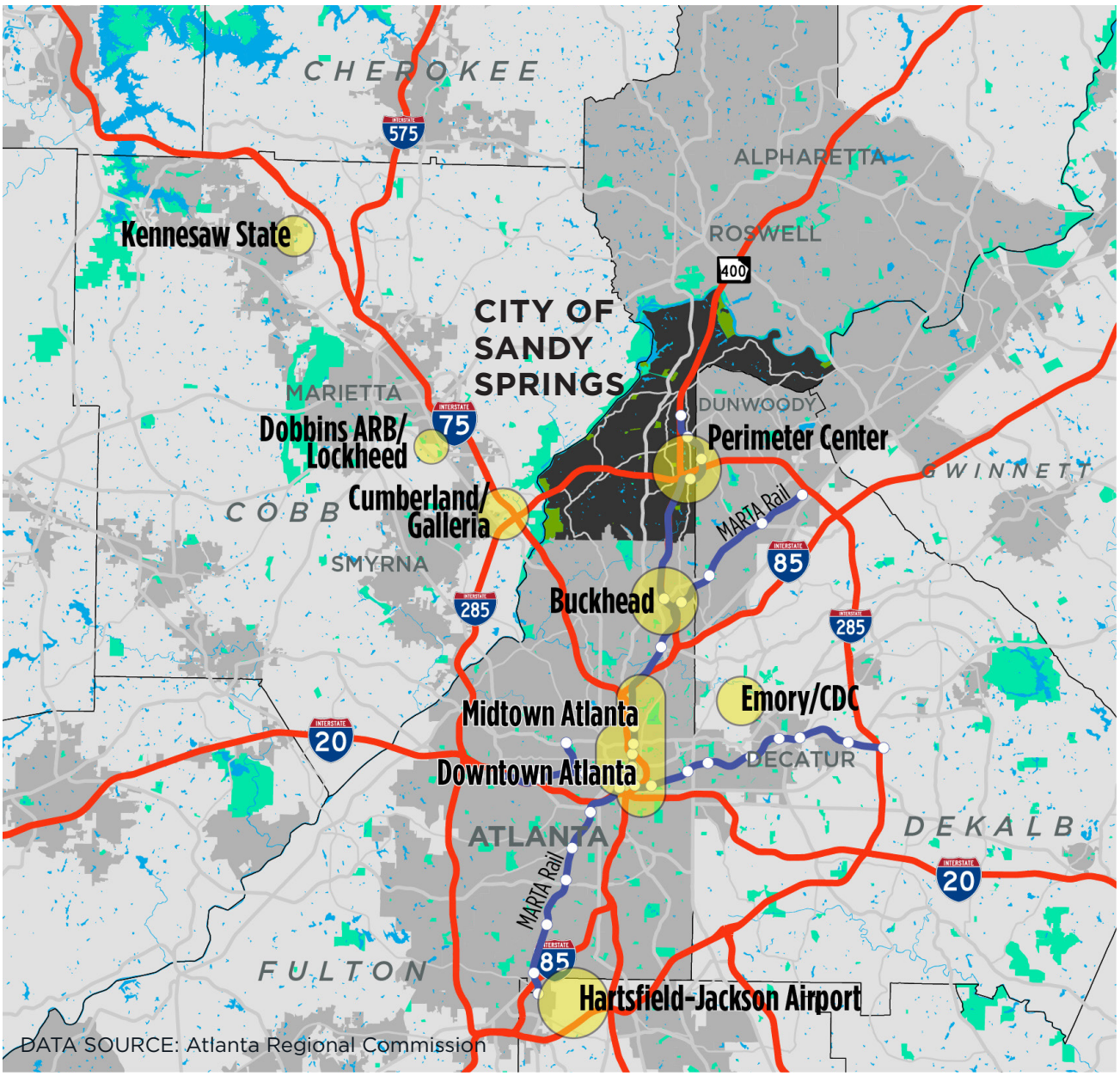
As shown in Figure 1 on the following page, Sandy Springs is located in a highly active and dynamic part of the metropolitan area, at the interchange of two of the region's primary freeways and at the end of the north line of MARTA's rail system. This location in the region is both a tremendous asset—the Perimeter Center area is the largest office real estate sub-market in the southeast, having approximately 130,000 jobs—but also presents significant challenges. Georgia 400 and Georgia State Route 9 (Roswell Road) both pass directly through the city connecting north Fulton County to Atlanta, and with them comes significant traffic and congestion that spills over onto the Sandy Springs local street network. In addition, the city's location along the Chattahoochee River limits the number of ways in and out to the north and west, and Interstate 285 and Georgia 400 both limit the street network that connects through the city.

The following discussions present Sandy Springs's transportation context within the larger region and provide a detailed look at what the city faces from its location in a busy and dynamic part of the metropolitan area.

COMMUTE FLOWS TO, FROM AND THROUGH SANDY SPRINGS

Each of the major thoroughfares in Sandy Springs connects to a neighboring jurisdiction and, as such, carries both local traffic and regional commuters. This is an important part of understanding the transportation challenges the city faces, as it is related to traffic congestion, available capacity in the transportation system for growth and development in Sandy Springs, and quality of life for Sandy Springs residents.

Figure 1 Sandy Springs in the Region



SANDY SPRINGS AND THE REGION

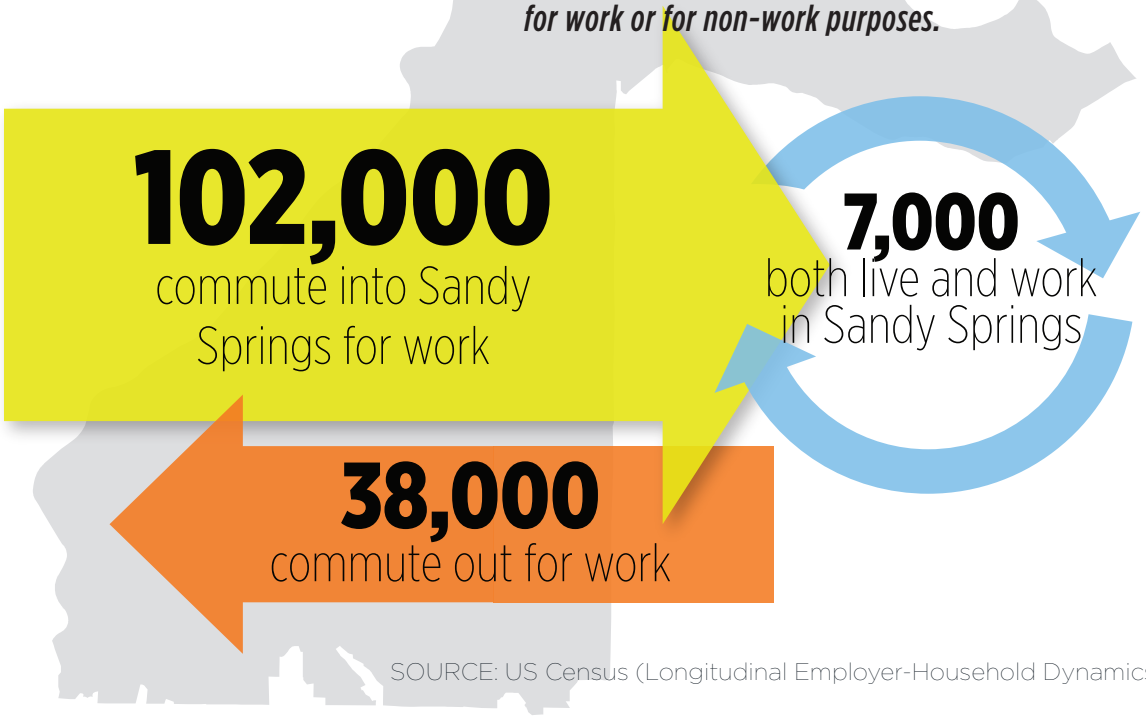
The City of Sandy Springs is shown in Figure 1 in dark grey relative to the Atlanta region's major transportation corridors and jobs centers. Historically a bedroom community to Atlanta, today Sandy Springs is home to a major employment center of its own and is located near other centers apart from the historic metropolitan core of downtown Atlanta. This has led to a dynamic, complex series of travel patterns for Sandy Springs, as it is all at once a place of residence, a destination and a crossroads.

Figure 2 Commute Patterns in Sandy Springs

INFLOW AND OUTFLOW OF WORKERS

COMMUTERS AND RESIDENTS AND THEIR PLACES OF WORK, PER DAY

Figures 2 and 3 illustrate both commuters (persons traveling for work) in and out of the city each day as well as trips (one-way journeys). It is important to keep in mind that one person who commutes may make multiple trips in a day, and that trips may be for work or for non-work purposes.

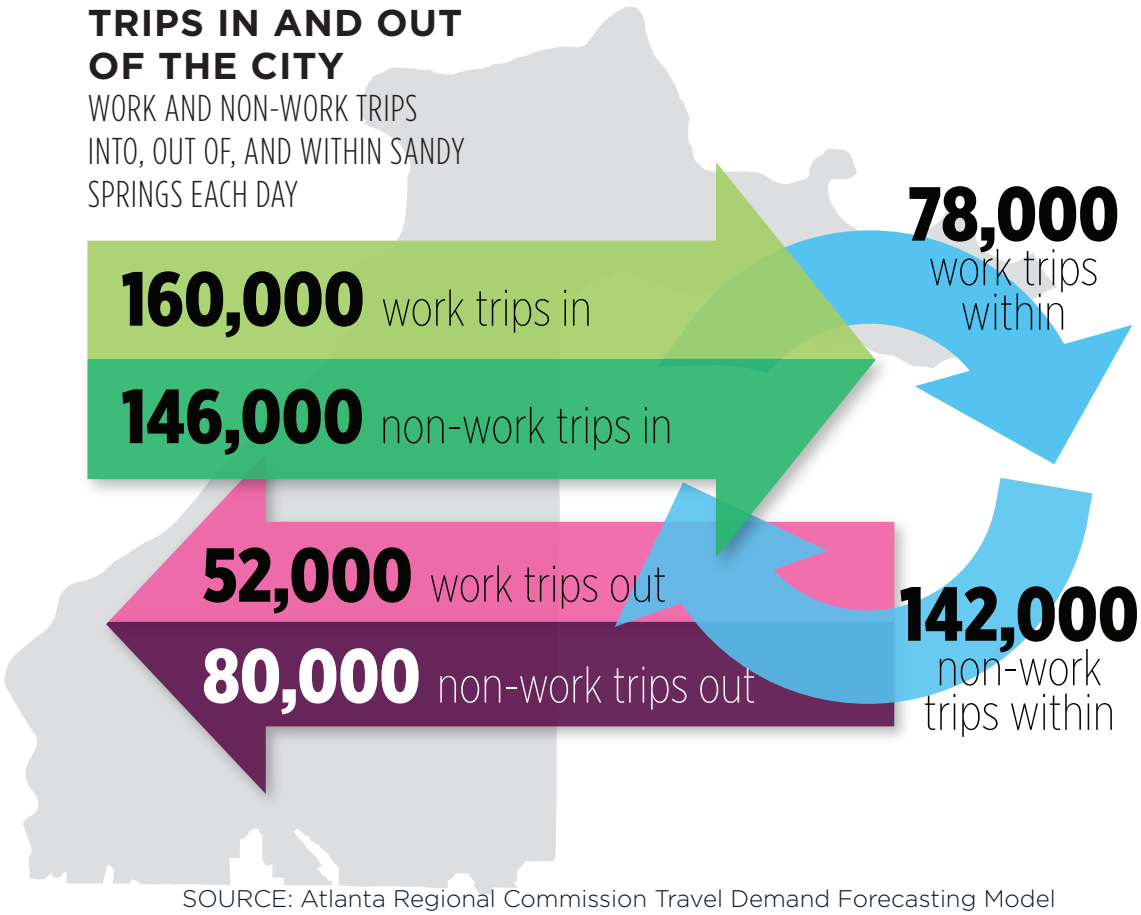


SOURCE: US Census (Longitudinal Employer-Household Dynamics)

Commute patterns to jobs represent a key dynamic in how Sandy Springs and the region interact, and despite having a high number of jobs within the city limits, much of Sandy Springs' resident workforce works elsewhere. Illustrated in Figure 2 above, data from the US Census indicate that, of the nearly 110,000 jobs in the city limits, only around 7,000 of these are held by Sandy Springs residents (of whom a total of 45,000 are in the workforce). Over 100,000 workers commute into the city for jobs, many of which are located in the Perimeter Center district and along the Roswell Road corridor.

The Atlanta Regional Commission (ARC) travel demand forecasting model provides a more expansive view of regional travel and commute activity, estimating and forecasting not only work trips but also non-work trips into, out of and within the city. This model estimates similar levels of travel demand (shown in Figure 3), with approximately 212,000 work trips and approximately 226,000 non-work trips in and out of the city each day. Another 220,000 trips both begin and end inside the city each day.

Figure 3 Travel Patterns in Sandy Springs



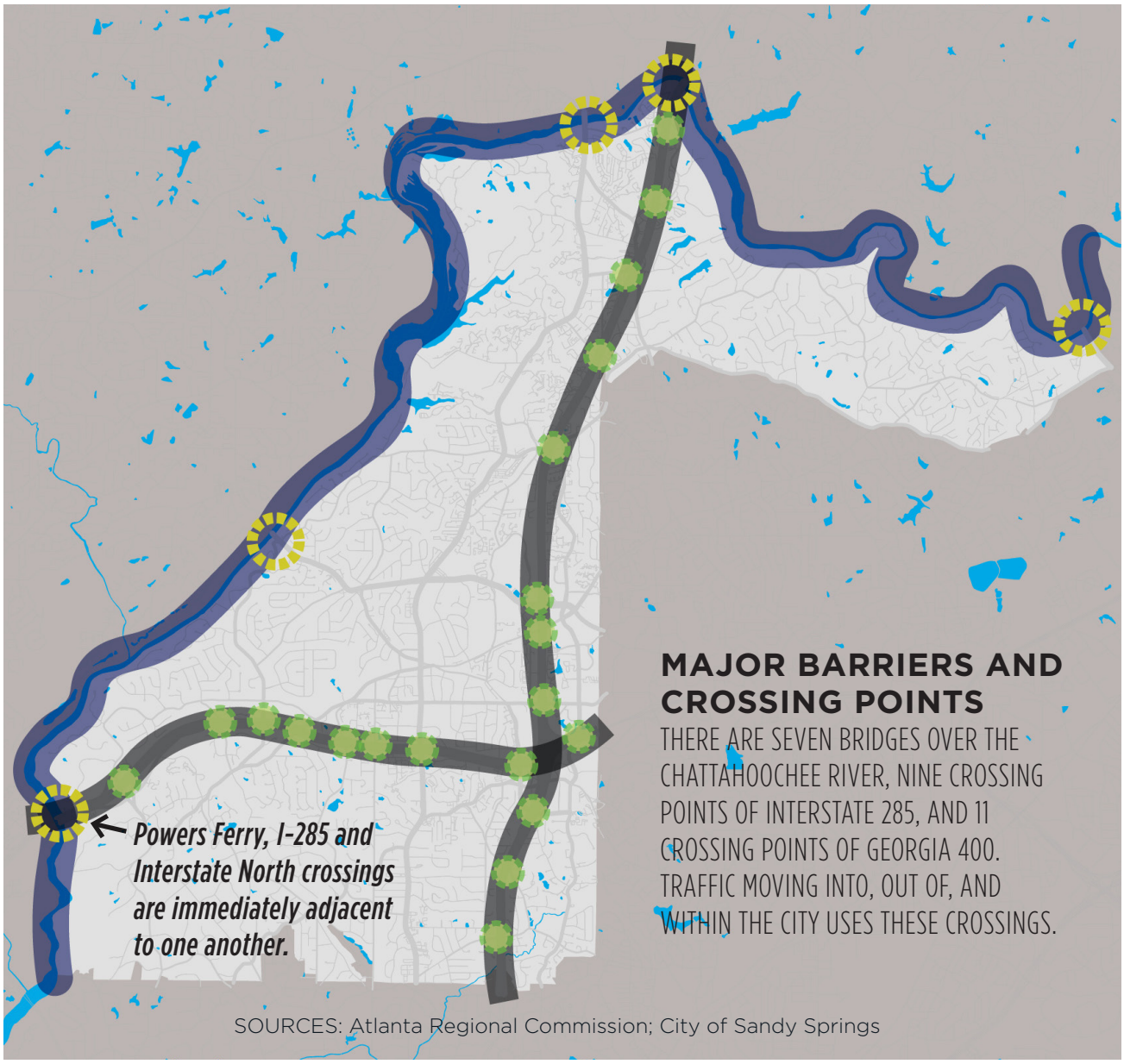
SOURCE: Atlanta Regional Commission Travel Demand Forecasting Model

NETWORK LIMITATIONS WITHIN THE CITY

The traffic coming into and out of Sandy Springs uses a combination of the city's two freeways (I-285 and Georgia 400) and its surface street network to reach its destinations. However, the city's geographic location along the river and the freeways themselves limit how completely this network serves the city. There are only 11 crossing points of Georgia 400 in the city (over a length of over nine miles), with some of these being local neighborhood-focused streets not designed to carry large volumes of traffic.

I-285 has a similarly limited number of crossings (nine street network crossings in six miles). Most notably, there are only seven crossings of the Chattahoochee River. Two of those crossings are Georgia 400 and I-285, while another two are local access streets abutting I-285 (Powers Ferry Road and Interstate North Pkwy). Roswell Road, Johnson Ferry Road and Holcomb Bridge Road are the the only surface-street crossings throughout the rest of the city. This places a significant burden on the expressways and provides a limited number of connecting streets to

Figure 4 Major Barriers and Crossing Points



serve traffic within Sandy Springs and accommodate the large number of trips being made into and out of the city each day.

The diagram in Figure 4 illustrates the limited barrier crossings in the city, and the diagrams in Figure 5 on the following page show figure-ground representations of the Sandy Springs street network: the upper diagram is the full street network and the lower diagram is the effective network of only those streets and highways that provide true connections through the city. Some of these may be shortcuts around major intersections or through neighborhoods, but they illustrate that true crosstown connectivity in Sandy Springs is limited.

Figure 5 Street Networks and Travel Options



EXISTING STREET NETWORK
ALL STREETS IN THE SANDY SPRINGS NETWORK



CONNECTED STREET NETWORK
ONLY STREETS CONNECTING TO OTHER STREETS AT BOTH ENDS

STREET NETWORKS AND TRAVEL OPTIONS

Although Sandy Springs has an extensive street network, only a limited portion of this network provides a true connecting function within the city. Many of the streets that comprise its effective connecting network are neighborhood streets, and the major thoroughfares that link neighborhoods and employment and business districts serve the bulk of the city's travel needs.

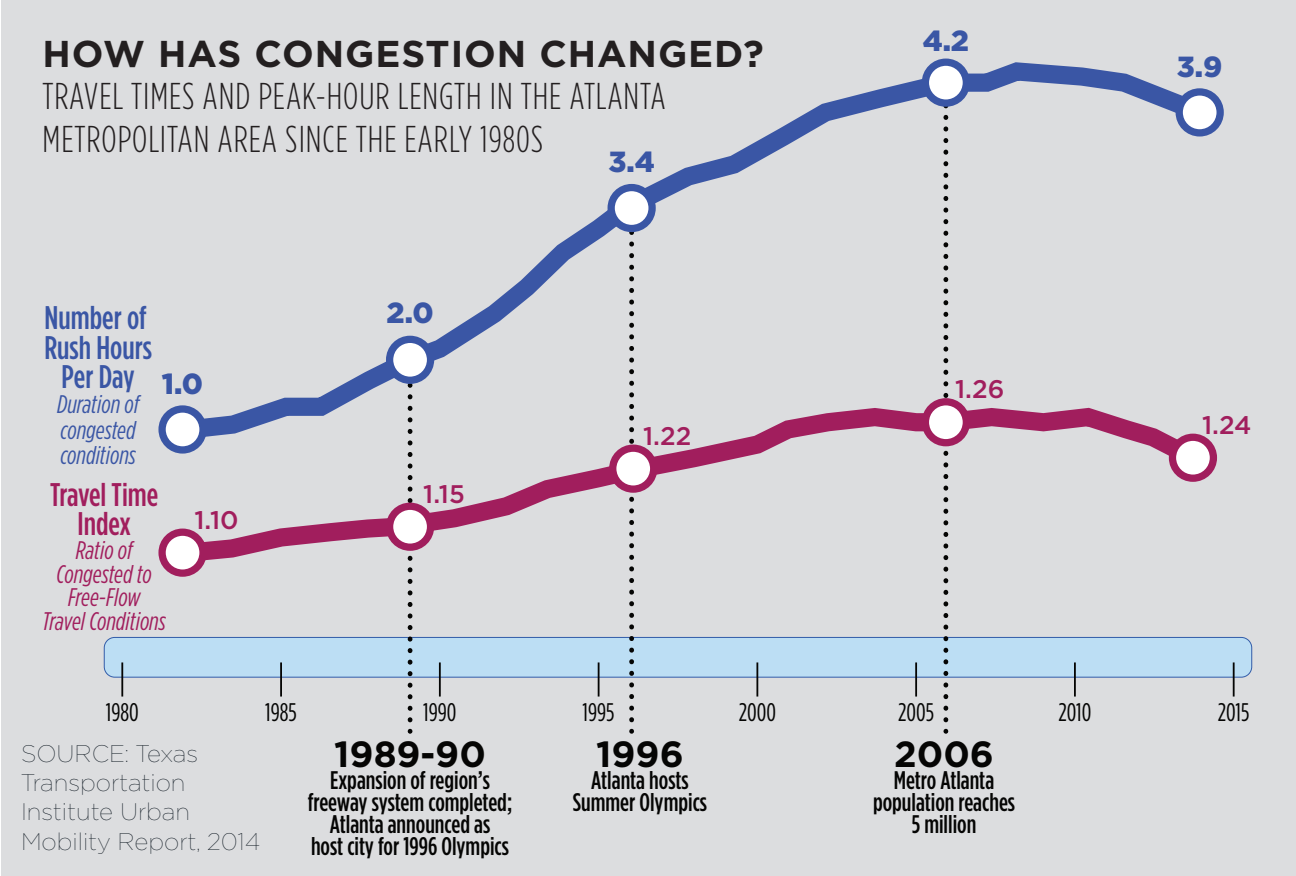
CHANGES IN TRAVEL OVER TIME

Certain thoroughfares in Sandy Springs have long been primary commuting routes for northern metro Atlanta. Where Roswell Road has historically carried the heaviest volumes of traffic, the opening of the Buckhead extension of Georgia 400 in 1993 diverted some of this travel demand. However, the advent of that road, and its freeway connection to communities to the north, greatly facilitated the development of the Perimeter Center and Buckhead business districts, leading to more travel demand to these areas—and consequently through Sandy Springs.

CONGESTION AND THE PEAK PERIOD

To be sure, this has contributed to the traffic congestion that most Sandy Springs residents recognize and experience frequently. This problem is not limited to Sandy Springs—the overall Atlanta region has seen an increase in congestion levels over the last three decades, with a one-hour rush hour in the early 1980s extending to nearly four hours by the early 2000s. Closely related to the length of the rush hour is the degree to which metro Atlantans experience congestion relative to free-flowing (or uncongested) conditions on the region's roadway network.

Figure 6 Congestion in Atlanta Since the Early 1980s



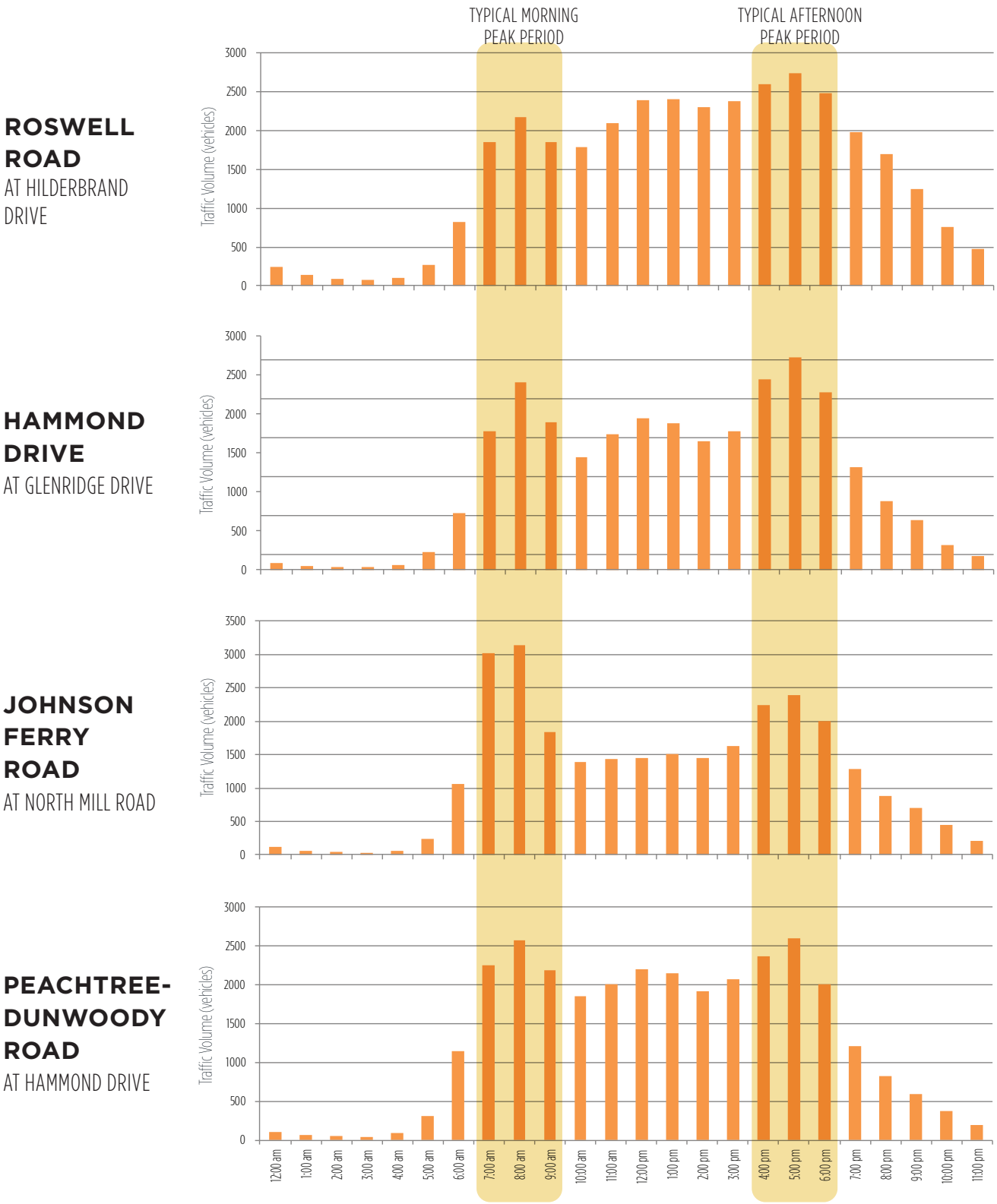
The diagram in Figure 6 illustrates these conditions at a select number of significant milestones since the early 1980s and the congestion levels—and the consequent length of the peak commuting period when congestion is greatest.

What is notable about traffic congestion, however, is its concentration in the peak travel periods in Sandy Springs. As the diagrams in Figure 7 on the following pages illustrate, peak travel periods feature higher volumes, a typical phenomenon in most communities, although some roads have a higher concentration of traffic during the peak than others. Major commuting corridors and those serving employment and retail land uses, such as Roswell Road and Peachtree-Dunwoody Road, carry higher volumes throughout the day than primarily residential corridors like Johnson Ferry Road, although these still have high peak-period concentrations as they are heavily-used commuting routes into and around the Perimeter Center area. When considered over the course of the entire day, many of these same streets feature levels of use that are typical for urban thoroughfares, and most are not at congested levels of use.

The diagrams in Figure 8 illustrate how the roadway system operates throughout the day, depicting levels of congestion as a function of traffic volume and roadway capacity. Heavier lines in the diagrams represent higher volume-to-capacity relationships, with key regional thoroughfares such as I-285, Georgia 400 and Abernathy Road showing high levels of traffic throughout the day. When considering these relationships in peak travel periods, not only do these same corridors show high levels of congestion, but other key corridors locally known to be major commuting routes, such as Johnson Ferry Road from Cobb County, indicate a similar pattern of congestion. Access points to the freeway system show congestion during these peak travel times as well, as the freeway-related congestion pushes back onto the surface street system.

This is an important phenomenon to understand for two reasons. First, traffic and congestion on the freeway system are regional and state-level concerns and not entirely in the control of Sandy Springs. Decisions and policies in managing travel and traffic congestion on the freeway system may have effects on Sandy Springs insofar as the city's local streets connect to the freeway system. Second, although many key corridors do not experience congestion on an ongoing basis during the day, some (such as portions of Roswell Road) do, suggesting that transportation challenges that come from a limited roadway network and a high level of regional travel demand into and out of Sandy Springs are not entirely related to commuting traffic. This suggests, in turn, that a broader set of approaches is needed to ensure a reliable transportation system.

Figure 7 Average Traffic Volumes by Hour on Major Corridors

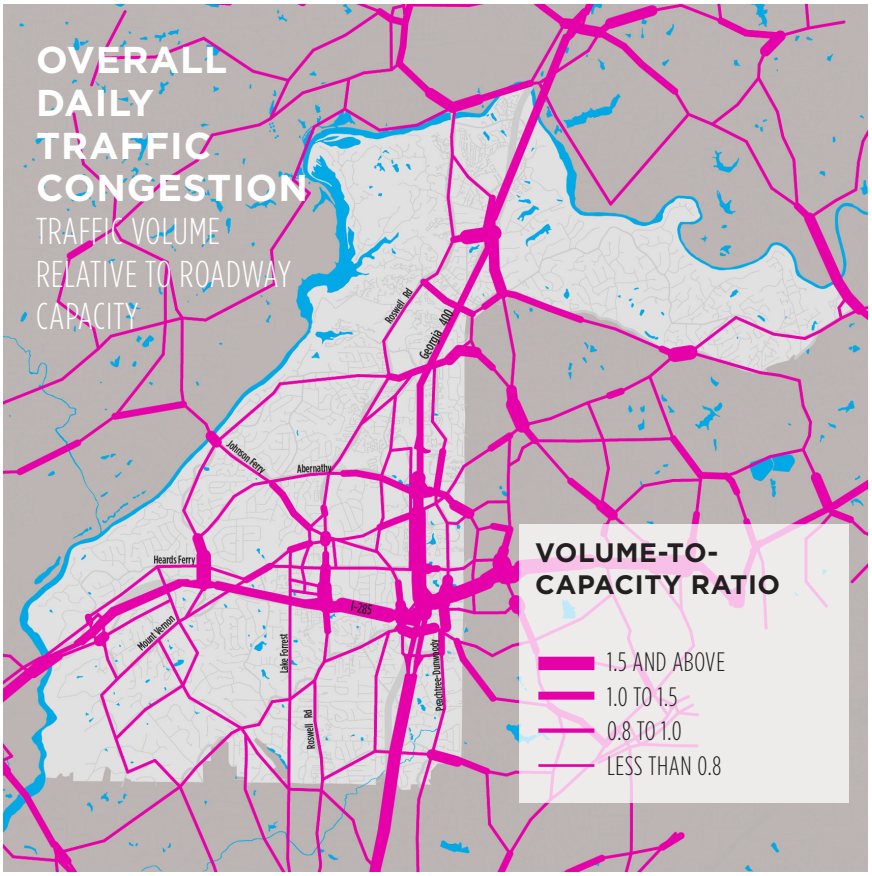


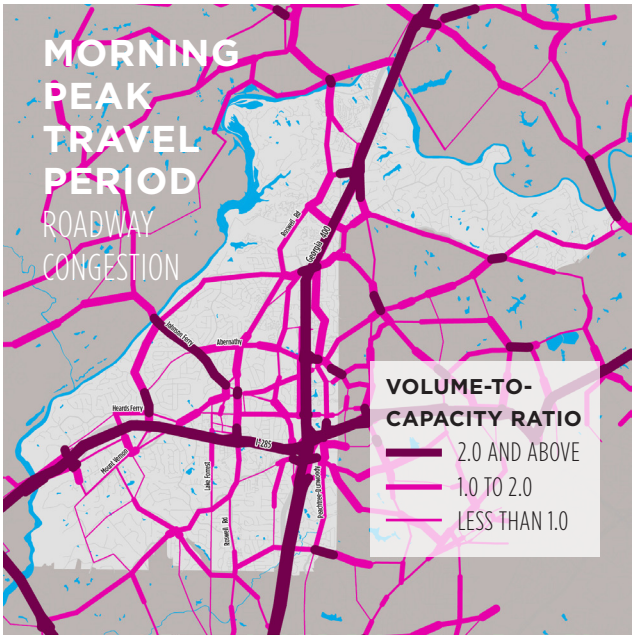
SOURCE: Georgia Department of Transportation, Annualized Average Daily Traffic Count Reports

CONGESTION THROUGHOUT THE DAY

Congestion does not happen evenly throughout the day in Sandy Springs, although some corridors experience longer periods of congestion than others. On the diagrams shown in Figure 8, heavier lines indicate a higher degree of traffic relative to a road's capacity, both throughout the day (right) and in the peak travel hours (below). A volume-to-capacity ratio of greater than 1 indicates that there is demand that exceeds current capacity, and more than one signal cycle may be required to pass through an intersection. Ratios less than 0.8 indicate that adequate capacity is available and no delay is expected. Ratios between 0.8 and 1 indicate a stable and acceptable traffic flow.

Figure 8 Congestion Throughout the Day







SOURCE: Atlanta Regional Commission Travel Demand Forecasting Model (2015 Network)

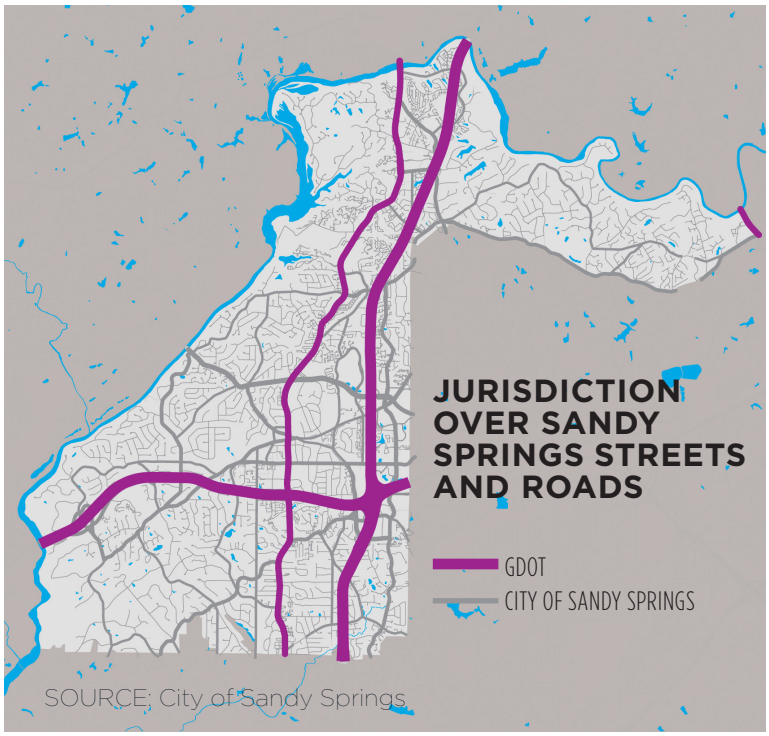
THE SANDY SPRINGS TRANSPORTATION NETWORK

The Sandy Springs transportation system reflects the City's roots as a suburban bedroom community. The suburban street pattern, most notably the limited number of connecting thoroughfares through the city, presents challenges as the community has grown and urbanized.

THE STREET NETWORK

Surface streets in Sandy Springs largely reflect the societal preferences for single-family residential subdivisions that gained popularity in the mid-20th century.

Figure 9 Jurisdiction Over Sandy Springs Streets and Roads



The network features many dead-end and cul-de-sac streets and relies heavily on a limited number of connecting thoroughfare streets, in contrast to the connected streets and blocks of older cities.

As the Sandy Springs community grew prior to the city's incorporation, these subdivisions grew along historic rural roads, such as Johnson Ferry Road and Mount Vernon Highway, that generally followed natural topography and were not designed to carry large volumes of traffic. Along with the new subdivisions, large portions of these roads were developed with single-family residential housing, which has made it difficult to consider widening them as traffic levels have grown over the years.

FUNCTIONAL CLASSIFICATION

In addition to the form of the network, the way Sandy Springs' streets function as a system also reflects the community's suburban development pattern. As with all communities in the United States,

streets in Sandy Springs are assigned a functional classification (based on definitions used by state and federal transportation agencies) that describes their primary intended purpose: freeway and arterial streets are intended to serve a mobility function, whereas local streets are focused on providing local access to properties and land uses. Although local streets are typically the most common in a community, in Sandy Springs they account for approximately three-quarters of all streets in the city and approximately two-thirds of all lane-miles (refer to Figure 10 to the right).

Primary streets such as Roswell and Abernathy Roads are also the location of most of the non-residential land uses, especially commercial and office uses, as shown in Figure 11. This is significant, as these land use patterns drive demand for local property access that the streets must serve in addition to their intended function as through-traffic corridors.

Overall, functional classification in Sandy Springs is distributed as shown in the following table.

Roadway Classification	Centerline-Miles	Lane Miles
Interstate/Freeway	17.7	141.6
Principal Arterial	15.4	77.0
Minor Arterial	40.7	122.1
Major/Minor Collector	45.0	90.0
Local (includes private streets)	364.5	729

Figure 10 Street Functional Classification

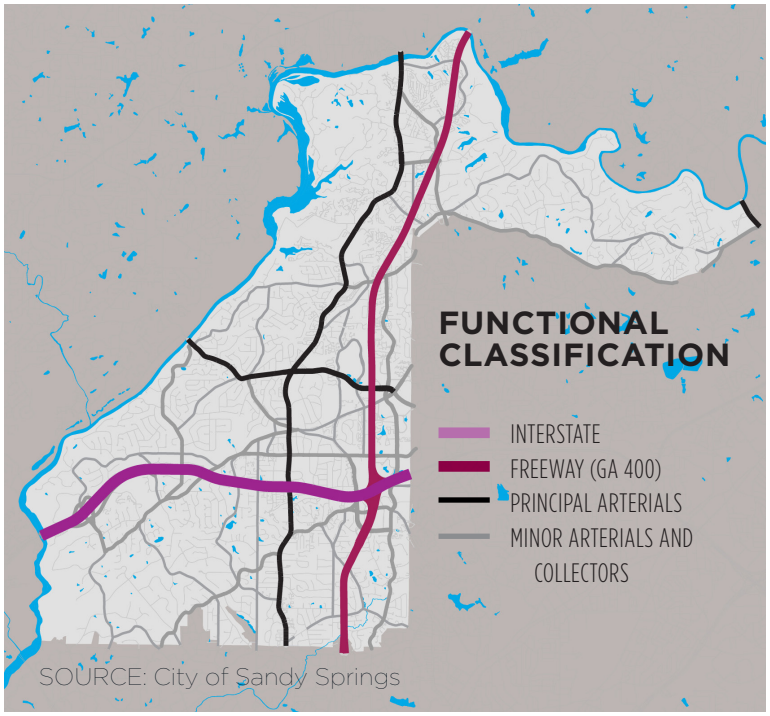


Figure 11 Functional Classification and Land Use

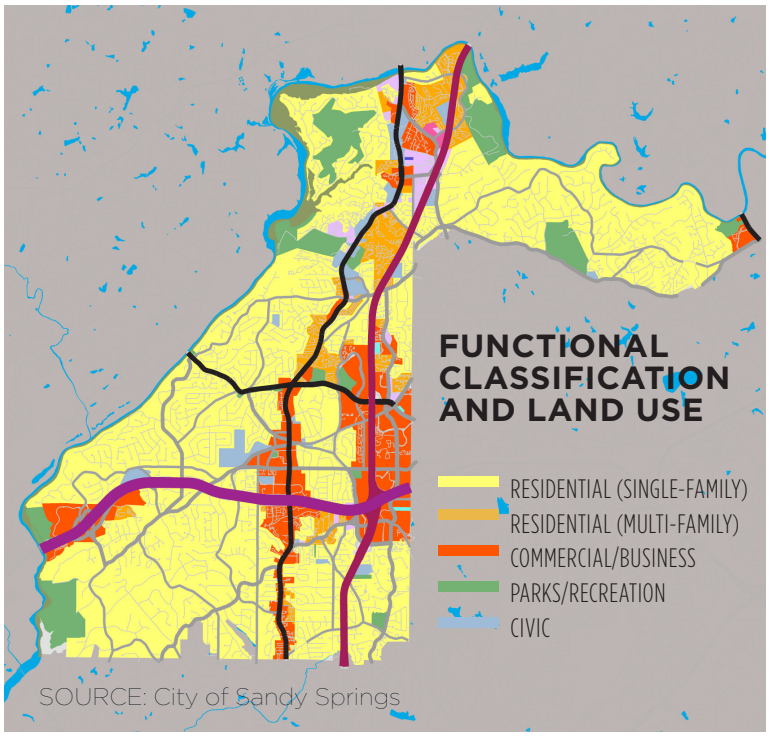
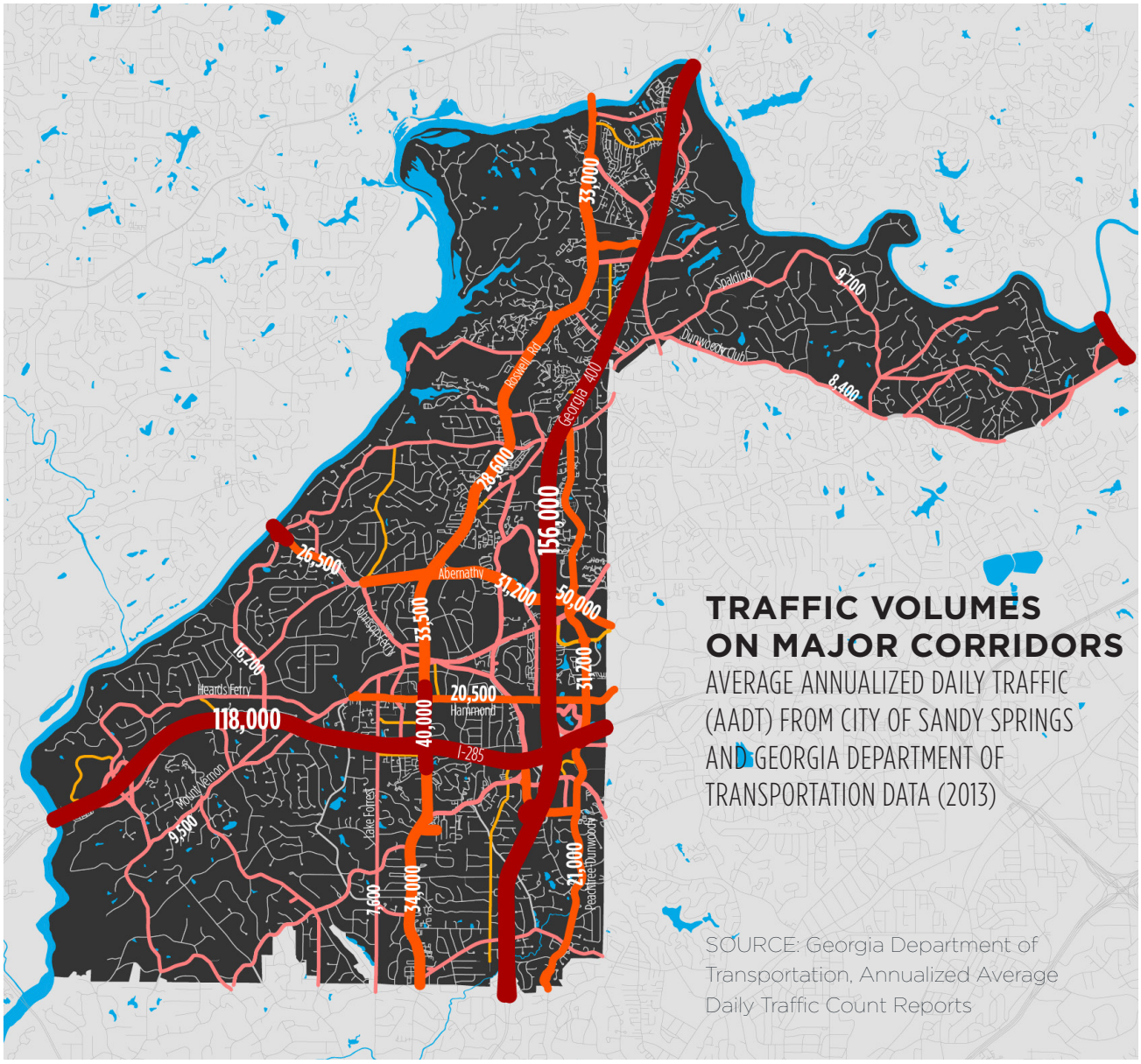


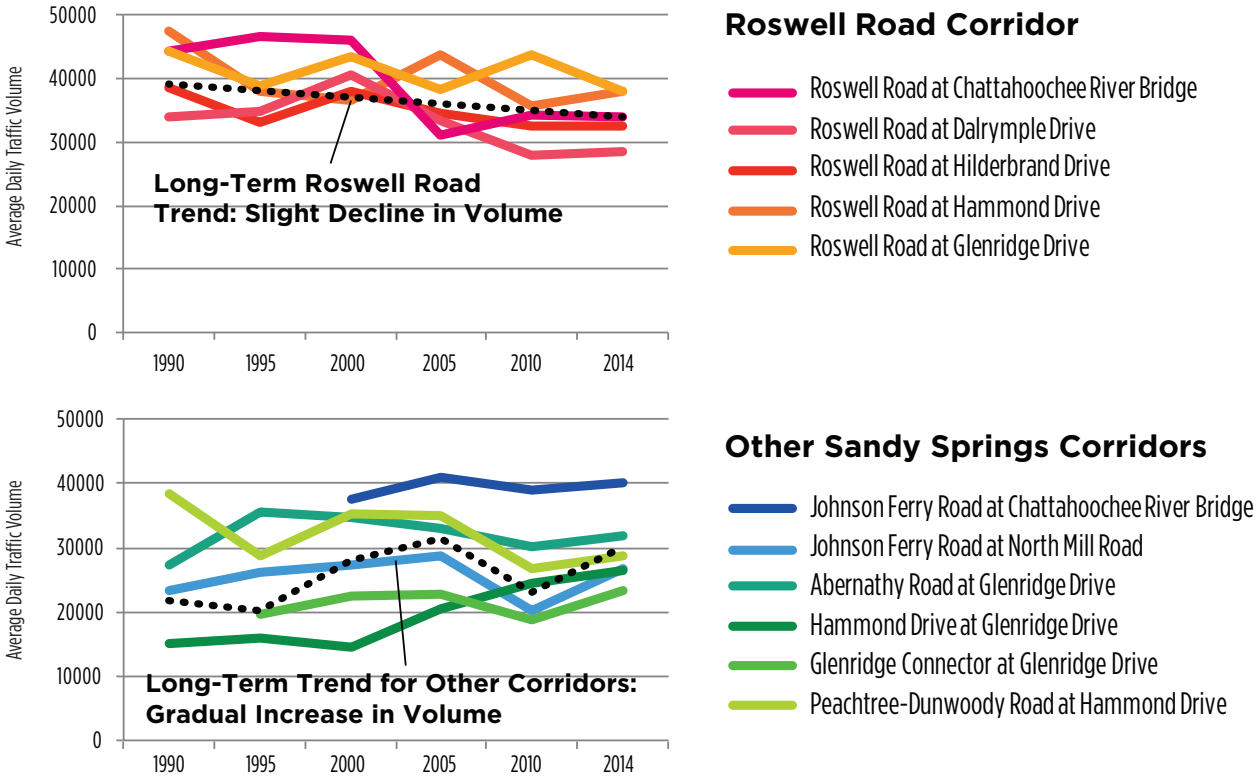
Figure 12 Traffic Volumes on Major Corridors



TRAFFIC

Currently, most of Sandy Springs' local and collector streets carry relatively modest traffic volumes (under 10,000 vehicles per day). However, the major thoroughfare streets carry much greater traffic volumes—typically over 20,000 vehicles per day—and Roswell Road generally has the highest volumes of any of the city's surface streets, with between 30,000 and 40,000 vehicles per day throughout most of its length. Other key locations, shown in the citywide map in Figure 12, also carry high traffic volumes, such as Johnson Ferry Road immediately east of the Chattahoochee River

Figure 13 Change in Traffic Over Time on Major Corridors

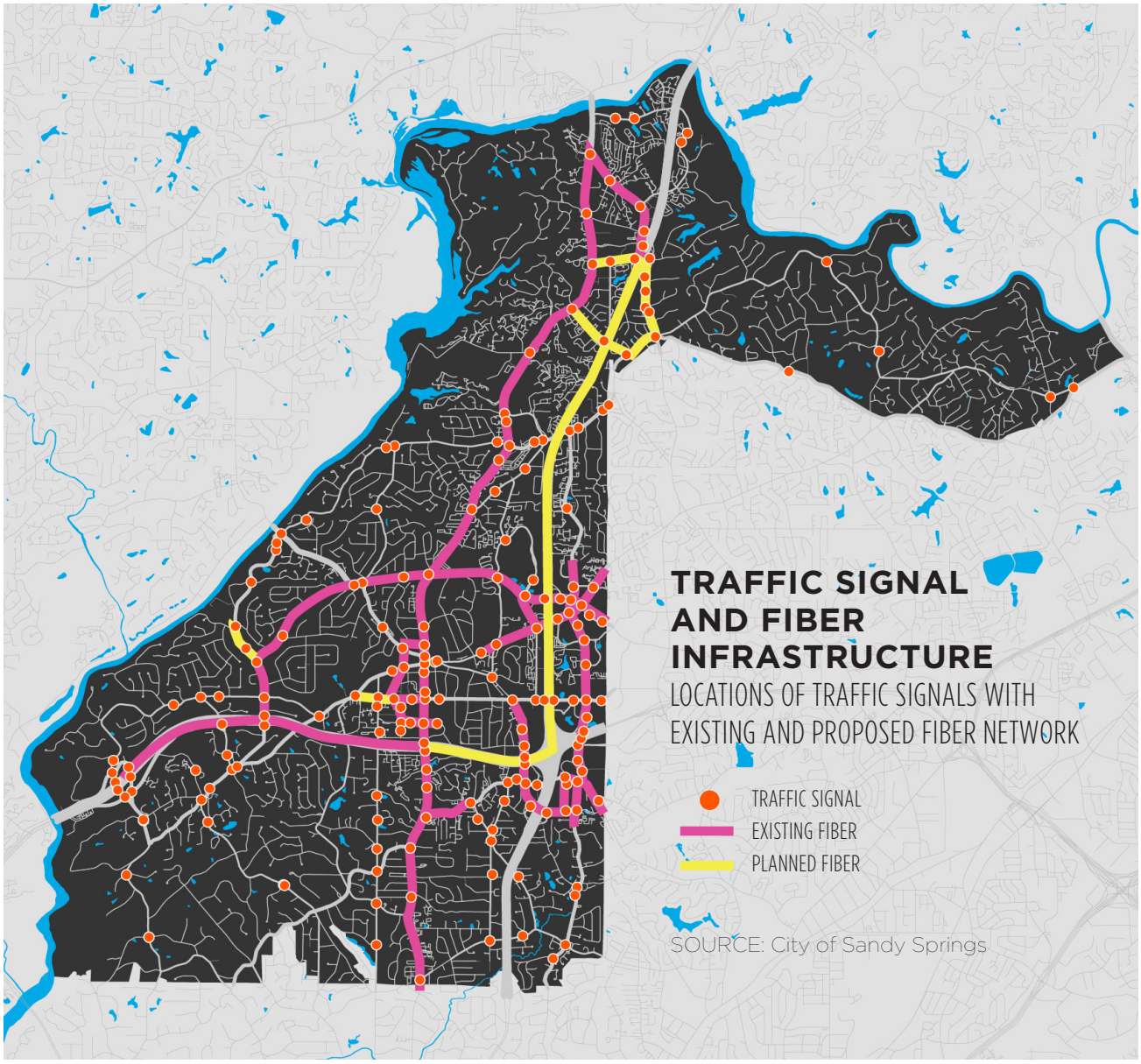


SOURCE: Georgia Department of Transportation, Annualized Average Daily Traffic Count Reports

bridge, and Abernathy Road between the Perimeter Center district and Georgia 400 (with volumes of over 50,000 vehicles per day in some locations).

Just as the general profile for the Atlanta region's commuting patterns has shown a slight decrease in congestion and rush-hour length, traffic volumes on some Sandy Springs corridors, especially Roswell Road, have been declining gradually through the 2000s after years of increase (as shown in the diagram in Figure 13). However, many of the city's other major thoroughfares have seen volumes stay relatively constant, with some corridors' volumes even increasing slightly over the last 25 years. Even when discounting for changes in regional traffic due to the 2008-2011 economic downturn, traffic volumes on many major Sandy Springs thoroughfares have grown since 1990.

Figure 14 Traffic Signal Infrastructure

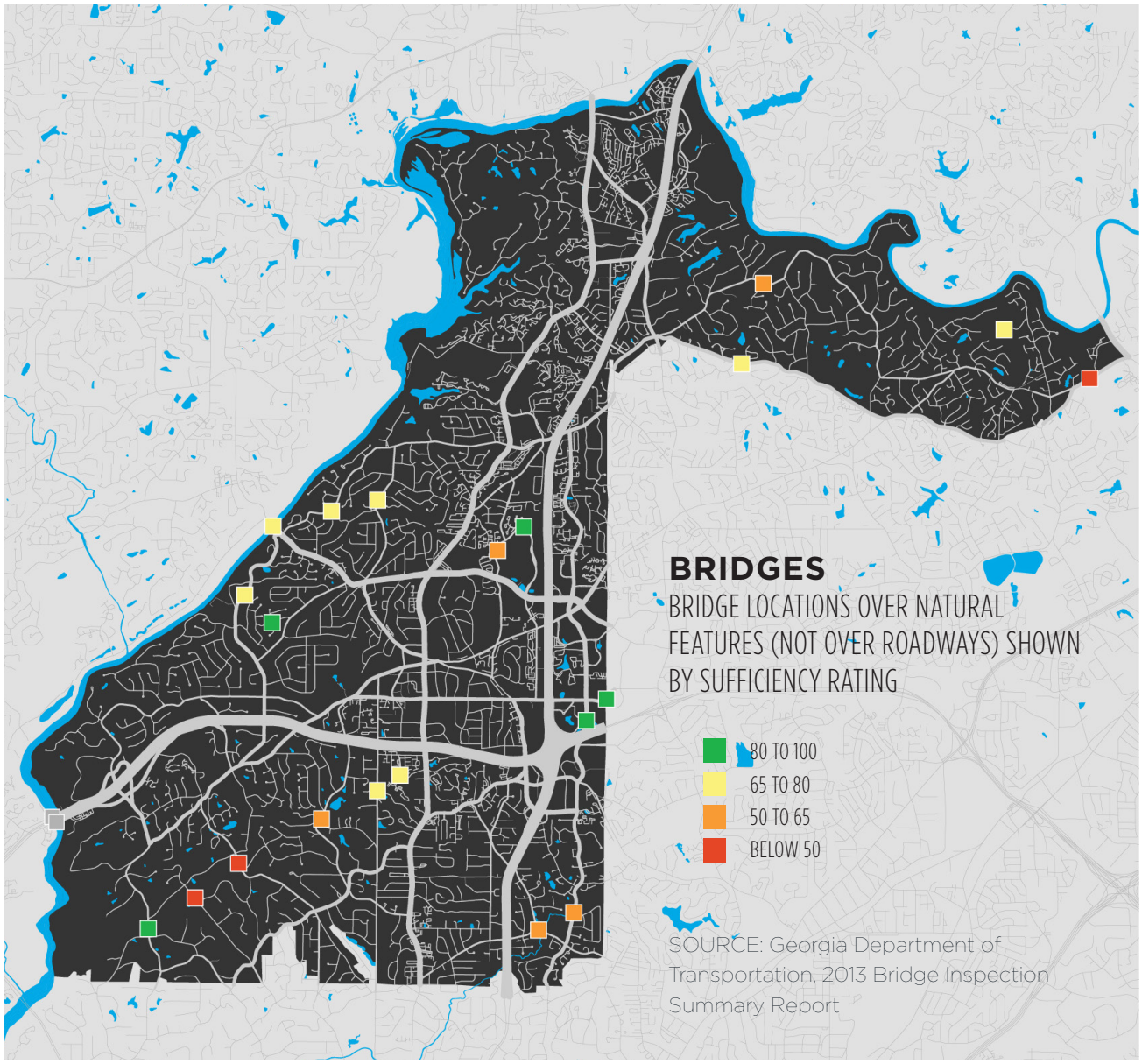


TRAFFIC SIGNAL AND MANAGEMENT INFRASTRUCTURE

The City has invested in an extensive system of traffic control infrastructure, complementing over half of its nearly 200 traffic signals with a fiber-optic network to help coordinate signal operations and consolidate control in the City's traffic management center.

This system, the Advanced Traffic Management System, is being implemented in a phased approach and currently includes 32 miles of fiber-enhanced roadways (illustrated in Figure 14 above). It includes major corridors such as Roswell Road and Abernathy Drive and streets within the Perimeter Center area as well as streets providing access to the regional freeway network.

Figure 15 Bridge Conditions

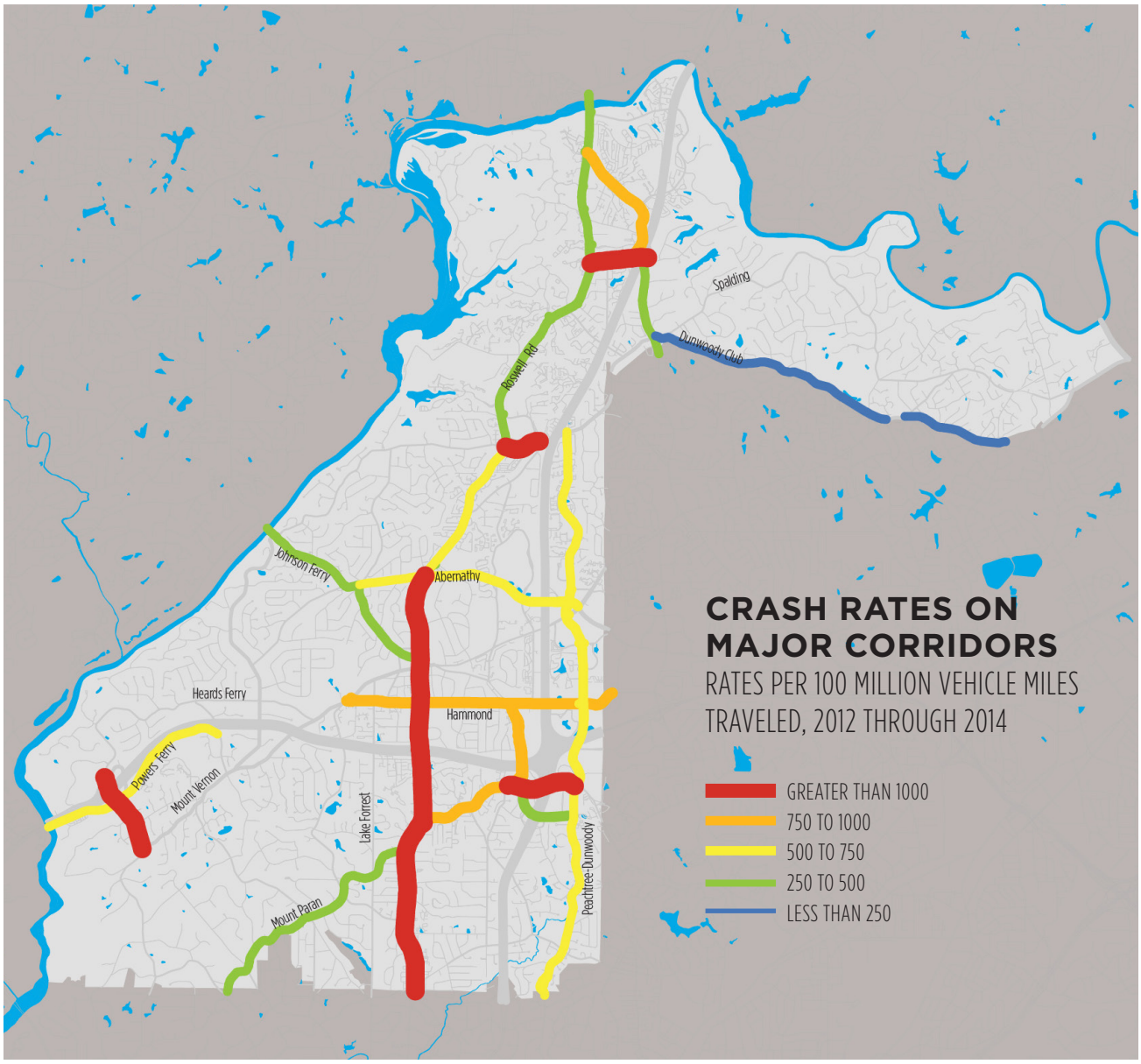


ROADWAY PAVEMENT AND BRIDGE CONDITIONS

In the Sandy Springs City limits, the roadway network comprises nearly 500 miles of street length and over 1,100 lane-miles. Approximately 175 lane-miles are under the jurisdiction of GDOT and the remainder are maintained by the City.

The City's bridges, although mostly on local streets, are assessed for sufficiency by GDOT. In the most recent available report, all bridges in Sandy Springs are described in fair to good condition; only two of the 23 bridges in the inventory have sufficiency ratings below 50 (on a scale of 0 to 100) and none have been recommended for replacement. The locations and sufficiency ratings of these bridges are shown in Figure 15 above.

Figure 16 Crash Rates on Major Corridors



SAFETY AND HIGH-CRASH CORRIDORS

Several of Sandy Springs's major thoroughfares, in addition to carrying high traffic volumes, also feature high crash rates that compare to or even exceed statewide averages for different classifications of streets and roads.

The diagram in Figure 16 illustrates some of the highest rates of crashes on key Sandy Springs corridors. Roswell Road south of Abernathy is a dominant corridor in the city, with the extent from Hammond Drive

text continues on page 24

Figure 17 Crash Statistics from 2012-2014 for Major Sandy Springs Corridors

		Number of Crashes	Injuries	Fatalities	Average Daily Volume	Crash Rate (per 100 million VMT)	Comparison to Statewide Rate
Principal Arterial Statewide Average: 1017 crashes per 100MVM	JOHNSON FERRY RD: Roswell Rd to City Limits	282	77	0	26600	453	Below
	ROSWELL RD: Abernathy Rd to Darlymple Rd	348	115	0	35200	559	Below
	ROSWELL RD: Darlymple Rd to Chattahoochee River	765	243	1	32200	468	Below
	ROSWELL RD: Hammond Dr to Abernathy Rd	1445	439	2	37600	2028	Above
	ROSWELL RD: Meadownbrook Dr to I-285	997	323	2	35100	1055	Above
Minor Arterial: Statewide Average 610 crashes per 100MVM	ABERNATHY RD: Mount Vernon Hwy to Johnson Ferry Rd	767	242	0	31800	557	Below
	DUNWOODY CLUB DR: Spalding Dr to Happy Hollow Rd	31	12	0	6200	131	Below
	DUNWOODY PL: Roswell Rd to Northridge Rd	228	88	0	16000	993	Above
	GLENRIDGE CONNECTOR: Glenridge Dr to Peachtree Dunwoody Rd	167	51	0	24200	381	Below
	HAMMOND DR: Mount Vernon Hwy to City Limits	775	261	0	25800	999	Above
	JOHNSON FERRY RD: Glenridge Dr to Peachtree Dunwoody Rd	191	39	0	20700	1247	Above
	MOUNT PARAN RD: Roswell Rd to City Limits	56	17	0	5200	400	Below
	NORTHRIDGE RD: Roswell Rd to Roberts Dr	595	236	0	23000	4136	Above
	PEACHTREE DUNWOODY RD: Hollis Cobb Cir to Spalding Dr	722	207	0	23700	535	Below
	PEACHTREE DUNWOODY RD: Hollis Cobb Cir to Trimble Rd	235	48	0	21300	529	Below
	PEACHTREE DUNWOODY RD: Trimble Rd to City Limits	104	26	0	14500	506	Below
	POWERS FERRY RD: Heards Rd to City Limits	173	39	0	14100	553	Below
Collector: Statewide: 455/100MVM	DALRYMPLE RD: Roswell Rd to Spalding Dr	99	39	0	18500	949	Above
	NORTHSIDE DR: Mount Vernon Hwy to New Northside Dr	356	91	0	6200	4183	Above
	ROBERTS DR: Northridge Rd to City Limits	48	7	0	8400	295	Below
Local State:315/ 100MVM	GLENRIDGE DR: Hammond Dr to Roswell Rd	487	136	0	15300	296	Below

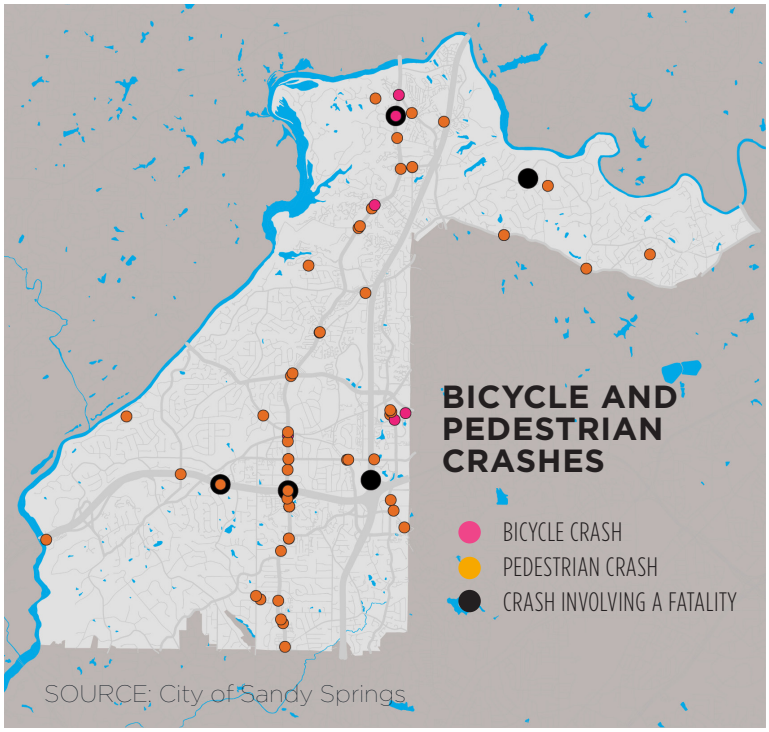
SOURCE: Georgia Department of Transportation Crash Data for Fulton County (2012-14)

The table in Figure 17 provides additional detail on high-crash corridors compared to the statewide average. Crash rates represent the number of crashes per 100 million vehicle miles traveled on the selected section of roadway annually (abbreviated as 100MVM in the left-hand header column), and statewide averages are compiled per major functional classification category: numbers in the left-hand column indicate the statewide average to which each of the corridor segments is compared.

to Abernathy experiencing a crash rate at twice the Georgia statewide average for principal arterials. This is a striking statistic for the main street of Sandy Springs, and the types of crashes that occurred in this extent of the corridor suggest that the complex vehicle movements resulting from Roswell Road's dual role as a traffic-moving thoroughfare and a primary commercial access street are largely the reason for the high number of accidents. Of the nearly 1,000 crashes in this extent of the corridor from 2012 through 2014, approximately 350 were angle crashes and 400 were rear-end collisions: the former point to the difficulty of turning across oncoming traffic, and the latter are due in part to areas of congestion and in part to differences in speeds between through-moving vehicles and vehicles entering or exiting driveways or side streets. Other high-crash locations include streets providing access to the freeways in Sandy Springs, including Northside Drive at Interstate 285 and Northridge Drive at Georgia 400.

The diagram in Figure 18 illustrates the location of crashes involving more vulnerable users of the transportation system—bicyclists and pedestrians. It also illustrates the location of crashes involving fatalities, of which five occurred in Sandy Springs between 2012 and 2014 (inclusive). Most of these pedestrian crashes occurred on Roswell Road, pointing to both a high degree of pedestrian demand along that corridor as well as higher traffic volumes and motorist behavior not amenable to pedestrians. However, concentrations of crashes in other high-demand locations, especially in the Perimeter Center area, also underscore the potential for conflict and a need to address safety risks.

Figure 18 Bicycle and Pedestrian Crashes



ADDITIONAL TRANSPORTATION OPTIONS

Although vehicle traffic and commuting patterns clearly affect the function and reliability of the city's transportation network, they do not represent the only means of transportation in Sandy Springs. Transit users, bicyclists and pedestrians are also part of the city's transportation system; as with the system as a whole, each of these specific travel modes faces both opportunities and challenges in today's transportation environment.

TRANSIT

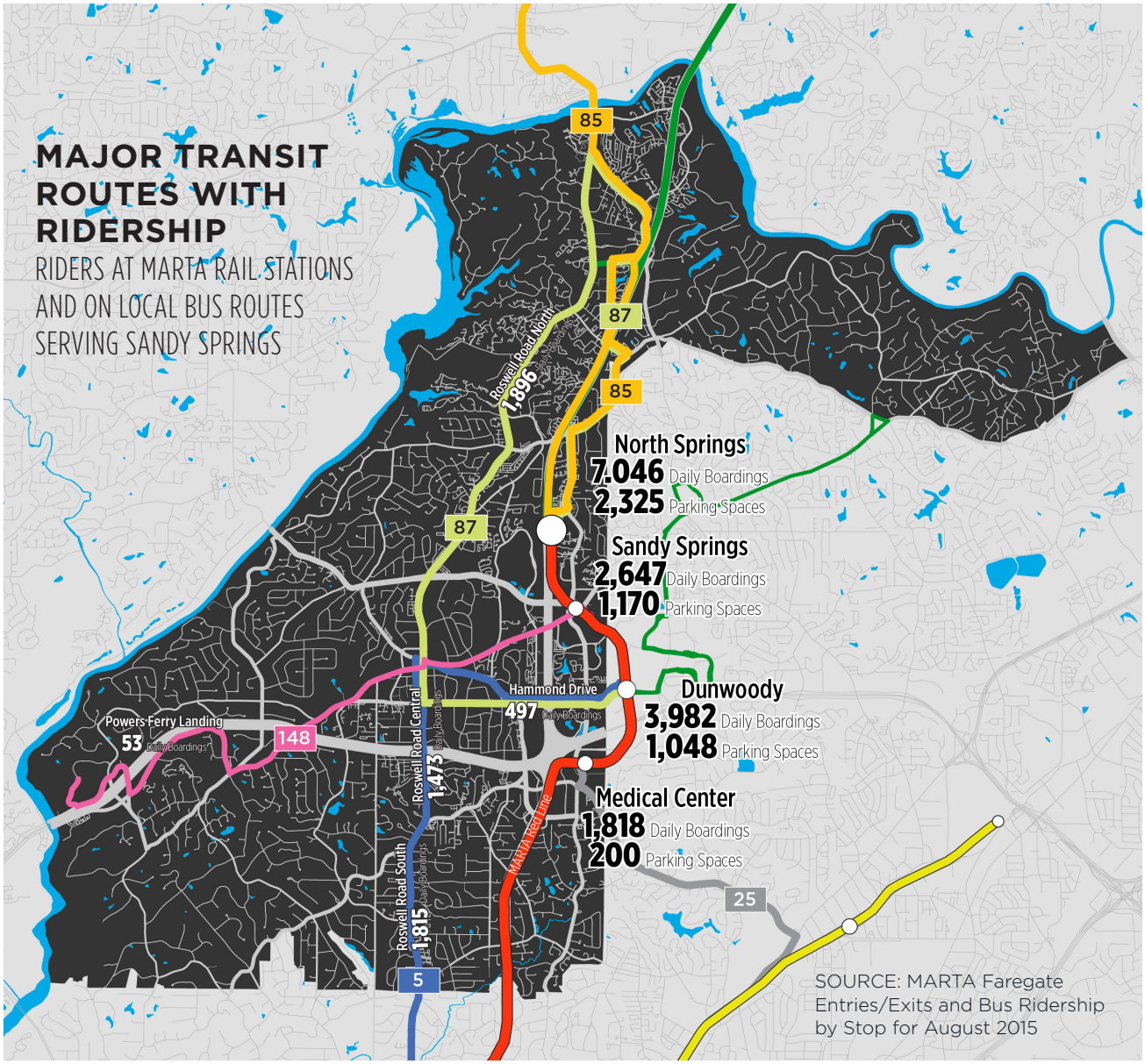
As a municipality in Fulton County, Sandy Springs is served by the Metropolitan Atlanta Rapid Transit Authority (MARTA), with direct access to both bus and rail services. The city benefits from having three MARTA rail stations in its city limits—more stations than in any of the region's other cities except Atlanta—and two of these (Medical Center and Sandy Springs) are positioned directly adjacent to major employment and community destinations. The North Springs station is the system's newest and was constructed with over 2,300 spaces exclusively for MARTA users and direct ramp access to the station from Georgia 400. A fourth station, Dunwoody, lies just outside of Sandy Springs in the City of Dunwoody, although it is accessed directly from Hammond Drive and thus connected to one of Sandy Springs's major east-west streets. Figure 19 on the following page provides additional information on services and stations.

There is the potential, however, to better utilize these stations as transportation assets. All three of the stations directly in the Perimeter Center core area (Medical Center, Dunwoody and Sandy Springs) have average to low levels of ridership relative to other MARTA stations, despite their locations in a major business district. North Springs, on the other hand, has among the highest ridership of any of the stations in the system (surpassed only by the Airport and Five Points stations), owing to its functional role as a major park-and-ride station.

Connecting local bus transit is also provided by MARTA, largely along Roswell Road and Hammond Drive. This service consists largely of MARTA's Routes 5 and 87, each of which terminates at the Dunwoody rail station just outside the Sandy Springs city limits. MARTA also provides service to the Powers Ferry Landing business district through its express, peak-hour-only Route 148, and provides local and express service to the north via the North Springs rail station.

Overall, Route 5 has some of the highest ridership in the MARTA system and, throughout its extent on Roswell Road in Sandy Springs, it generates over 1,000 average weekday boardings per mile and nearly 100 boardings per revenue service hour.

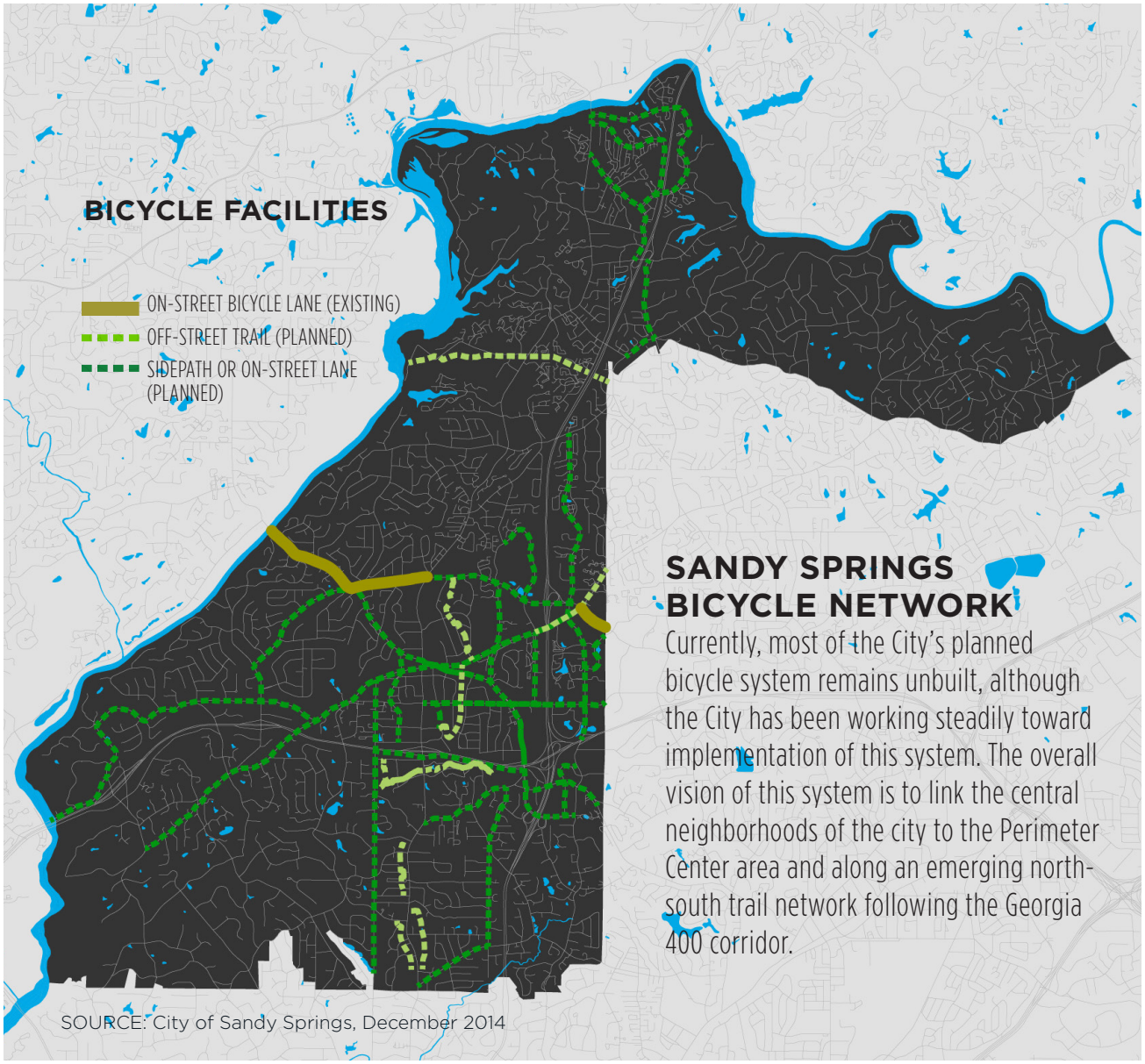
Figure 19 Major Transit Routes and Ridership



Nonetheless, none of the system's bus routes provide service more frequently than every 20 minutes in peak hours; weekend frequencies are never more than every 30 minutes. Although rail service is offered at greater levels of frequency and provides Sandy Springs connections with major destinations in the City of Atlanta and Hartsfield-Jackson Atlanta International Airport, it is accessible to most of Sandy Springs by connection on the local bus routes or by driving and accessing one of the rail stations.

In addition to MARTA's rail and fixed-route bus service, Sandy Springs is served by MARTA Mobility demand-responsive paratransit

Figure 20 Sandy Springs Bicycle Network

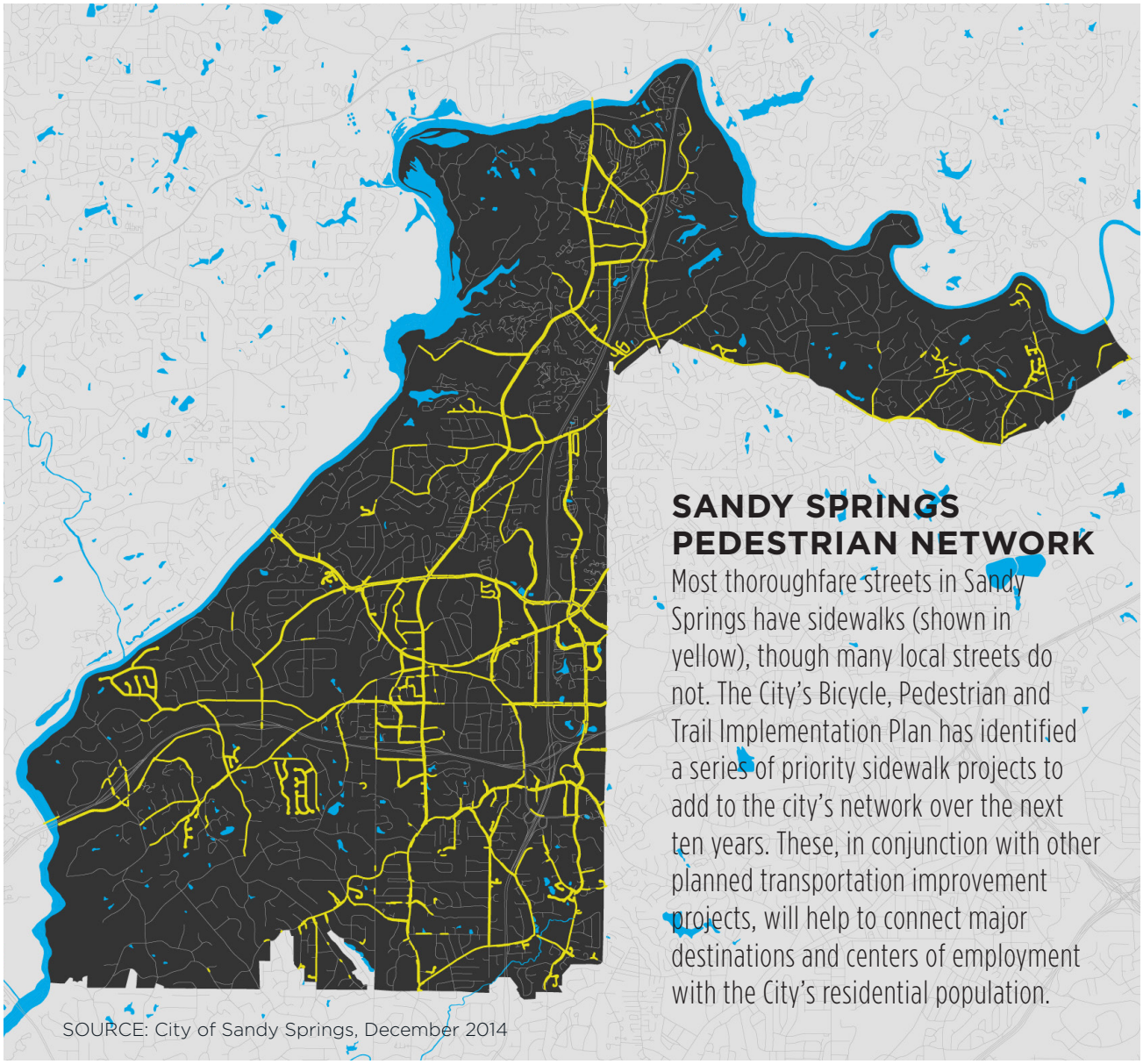


service within a three-quarter mile distance of all fixed routes, a type of service required of all public transit agencies by the Americans with Disabilities Act of 1990. Sandy Springs is also served by the Georgia Regional Transportation Authority's Xpress commuter bus service, which provides the 428 service from two park-and-ride locations on the eastern I-20 corridor (West Conyers and Panola Road) to Perimeter Center.

BICYCLE NETWORK

The Sandy Springs bicycle network is currently limited. However, the City's Bicycle, Pedestrian, and Trail Implementation Plan, adopted in December 2014, calls for an

Figure 21 Sandy Springs Pedestrian Network



expanded network of facilities. Many of these are side-paths parallel to the roadway edge.

Currently, the primary routes in this system that are already constructed are in the Perimeter Center area and along Abernathy Road and Johnson Ferry Road. The plan offers a framework for implementation of these projects (shown in Figure 20), with many identified as priorities for the next ten years.

In addition to these efforts from the City, non-governmental groups such as the Sandy Springs Conservancy continue to lead efforts to develop a recreation-based trail system

that will better connect parks and outdoor amenities to the rest of the Sandy Springs community. Looking forward, there will be opportunities for the City to integrate the Bicycle, Pedestrian, and Trail Implementation plan with the Atlanta region's emerging trail network. The major transportation project to reconstruct the I-285/Georgia 400 interchange will include a bicycle and pedestrian connection through the interchange as a way of connecting different projects along the 400 corridor. This offers potential for greatly increased non-motorized access to the Perimeter Center and hospital/medical district (known as Pill Hill) areas of Sandy Springs, complementing the service that MARTA already offers through its rail network and reaching an area of the Atlanta region currently not immediately served by a rail station.

PEDESTRIAN NETWORK

Likewise, since its 2005 incorporation, Sandy Springs has made commendable progress in adding sidewalks to its street network, spending $8 million on sidewalk implementation in 2013 alone. The Bicycle, Pedestrian and Trail Implementation Plan identifies a series of priority projects for future implementation. Many of these are on key streets where existing sidewalk gaps limit options for non-motorized travel and have led to potential safety concerns.

Connectivity and Suitability

The city's current bicycle and pedestrian systems are largely concentrated around the City Springs area and along major thoroughfares. However, numerous community facilities in Sandy Springs, especially schools and parks, lie outside of this area and have more limited sidewalk networks. The figures on the following pages illustrate the areas accessible by bicycle (yellow) and pedestrian (orange) from schools and parks. Figures 22, 24 and 26 illustrate a comfortable walking or bicycling distance (one mile for bicyclists and one half-mile for pedestrians) from schools, parks, and transit, respectively, along the existing street network. Figures 23, 25 and 27 illustrate that walking distance against the actual sidewalk network, displaying where the lack of sidewalks might be a limitation to an even greater level of pedestrian access to these facilities.

GREENWAYS AND PARKS

Greenways have been another focus in Sandy Springs, though their implementation has been led more by civic groups and local advocates than by the City. Organizations such as the Sandy Springs Conservancy have focused on development of trails and parks, with a particular emphasis on improving access to the Chattahoochee River National Recreation Area.

In addition, the City has other opportunities for trails that can connect with the larger region. The reconstruction of the I-285-Georgia 400 interchange will include a non-motorized trail connection, allowing the emerging system along the 400 corridor, such as the Path 400 trail being planned in the City of Atlanta, to connect through Sandy Springs.

Figure 22 Access to Schools via Street Network

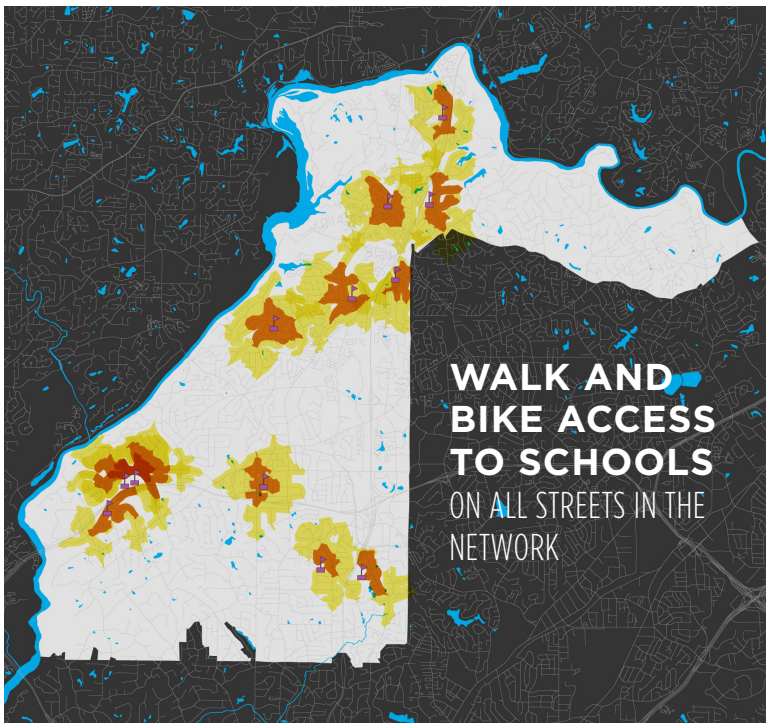


Figure 23 Access to Schools via Sidewalk or Bike Facility



THE REACH OF THE BICYCLE AND PEDESTRIAN NETWORKS

Complete bicycle and pedestrian systems can greatly contribute to a community's overall set of mobility options, especially when they connect the destinations and land uses serving populations less prone to drive. The diagrams to the left and on the following page illustrate where public schools and parks are located and 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.

However, the network on streets that actually have sidewalks or protected bicycle facilities is more limited, as shown in the lower diagrams.

SOURCE: City of Sandy Springs, December 2014

Figure 24 Access to Parks via Street Network

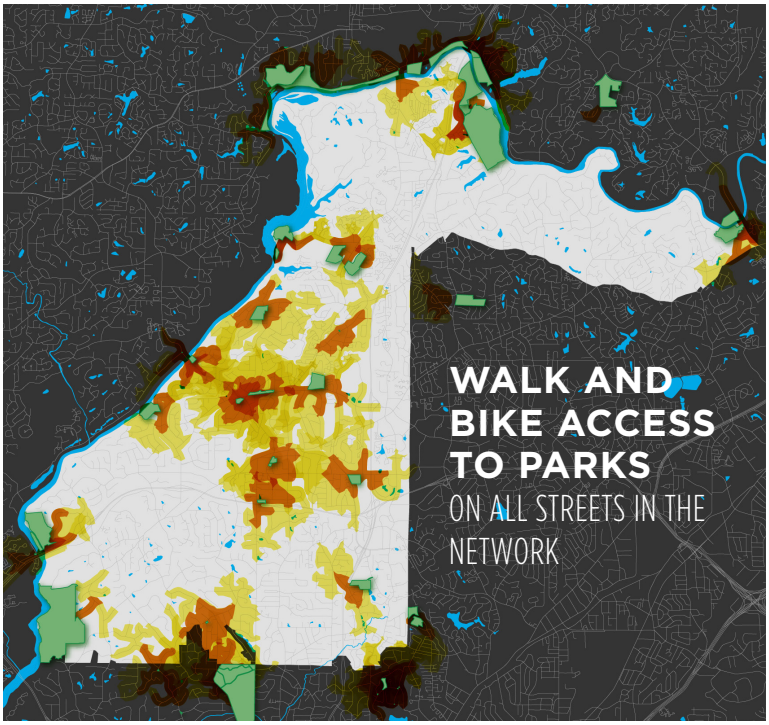


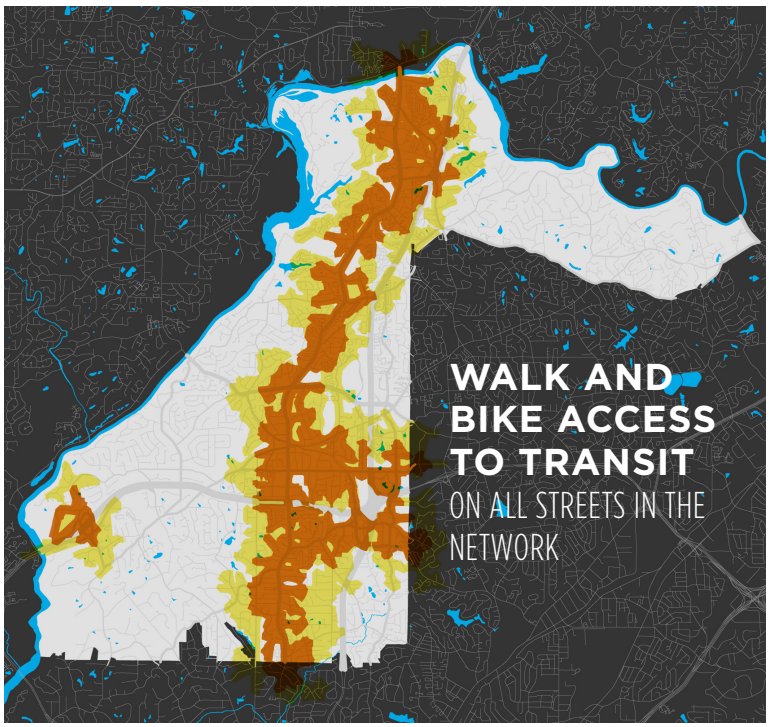
Figure 25 Access to Parks via Sidewalk or Bike Facility



Based on current enrollment in Sandy Springs schools, eliminating the need to drive students to and from school could reduce up to 40,000 vehicle trips from the Sandy Springs street network each day. Although the City's Bicycle, Pedestrian and Trail Implementation Plan has identified high-priority projects and a framework for how they are to be completed, continued focus on connections to these community-serving land uses will contribute to building a balanced transportation system for Sandy Springs.

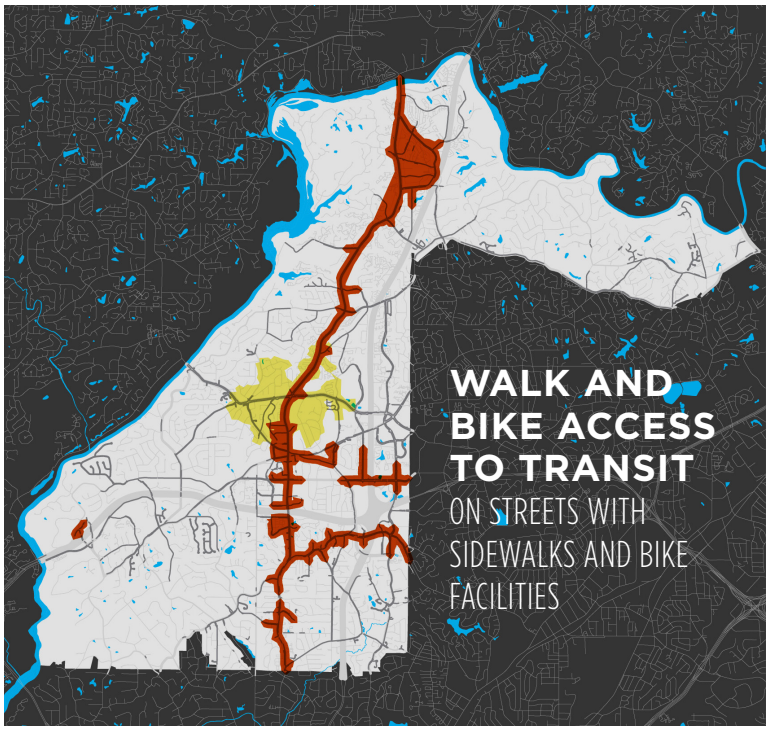
SOURCE: City of Sandy Springs, December 2014

Figure 26 Access to Transit via Street Network



Likewise, additional enhancements to the bicycle and pedestrian networks can greatly help to improve access to transit. Few streets that connect with transit corridors such as Roswell and Hammond Roads have sidewalks or dedicated bicycle facilities today, limiting the potential for transit ridership to a much smaller area than it could be.

Figure 27 Access to Transit via Sidewalk or Bike Facility



BALANCE OF TRAVEL IN SANDY SPRINGS

Travel in Sandy Springs already includes walking, bicycling, and transit use, and this share can be increased if policy decisions focus on the capacity of major corridors to move people instead of simply vehicles.

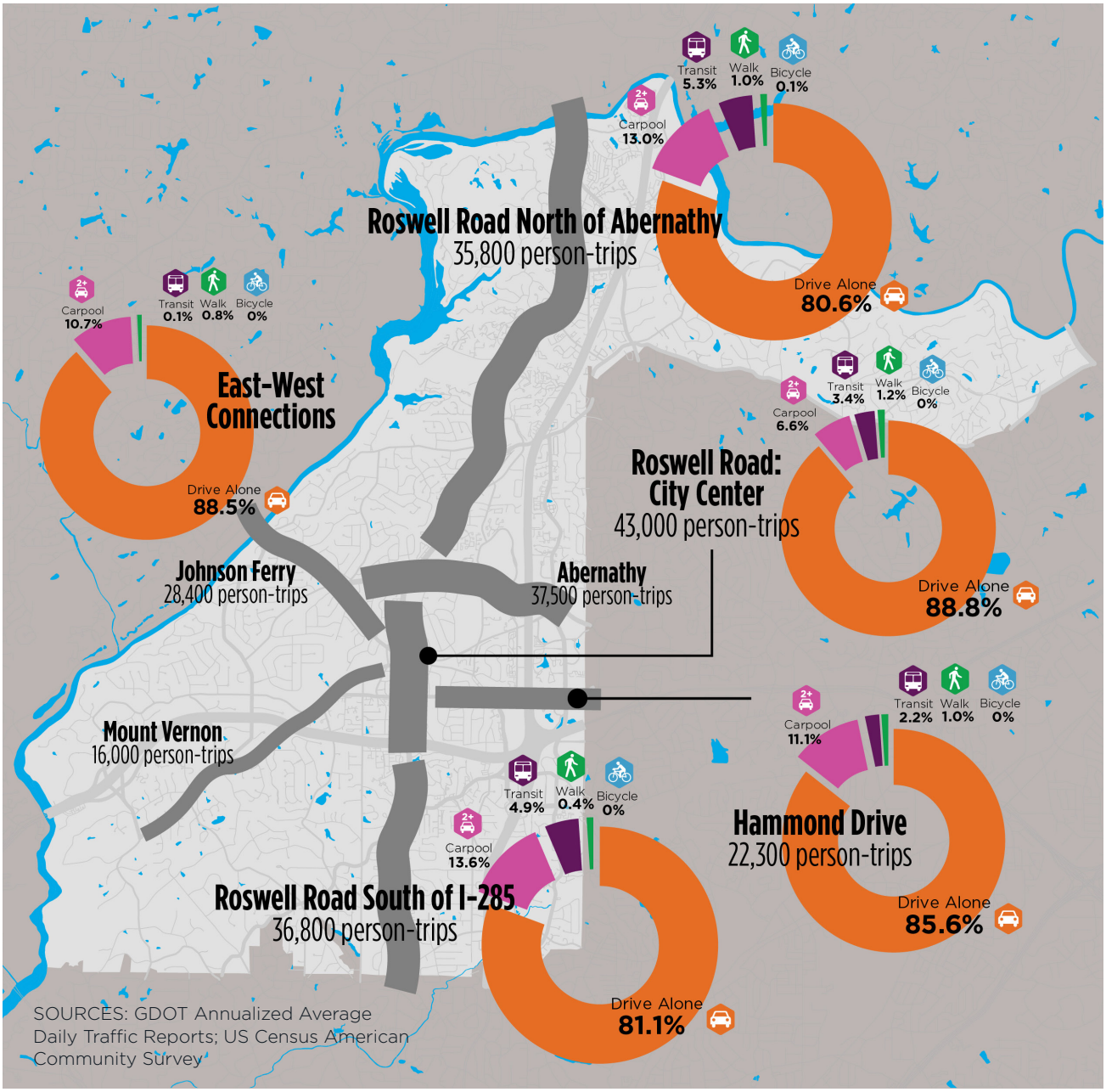
The diagram in Figure 28 illustrates the current state of travel on selected corridors in the city and how individual person-trips are balanced between different travel modes. Comparing this to the daily traffic volumes presented in Figure 12, these corridors currently carry a number of people that is greater than the number of cars due to transit use, carpooling and other travel modes. However, in each of these corridors, drive-alone travel is the dominant mode of transportation. Complementary modes vary in their degree of serving person-trips in these corridors, reflecting the level of transit service and bicycle and pedestrian facility coverage these corridors have available.

ORIGINS AND DESTINATIONS

As discussed previously, regional demand for inter-city travel met by using the Sandy Springs transportation system presents a challenge in addressing traffic congestion and safety concerns. Even apart from Interstate 285 and Georgia 400, commuters from other parts of the region use local streets in Sandy Springs—such as Roswell Road, Johnson Ferry Road and Hammond Drive—to reach employment and retail destinations. The City does not have immediate control over this traffic, but must absorb its impact nonetheless.

These traffic patterns are due in part to the limited roadway network in the city and the north Atlanta region. As the Atlanta metropolitan area grew outward from the City of Atlanta after World War II, and previously-separate towns expanded with suburban growth, the region did not make systematic improvements to the regional thoroughfare network. Roads that had previously been rural in character became primary routes for vehicle traffic as towns around the Atlanta area added population, and the development of the region's freeway system beginning in the 1950s not only diverted some of this metropolitan traffic away from surface roads but also facilitated the growth of the metropolitan area even further outward.

Figure 28 Person-Moving Function of Major Corridors

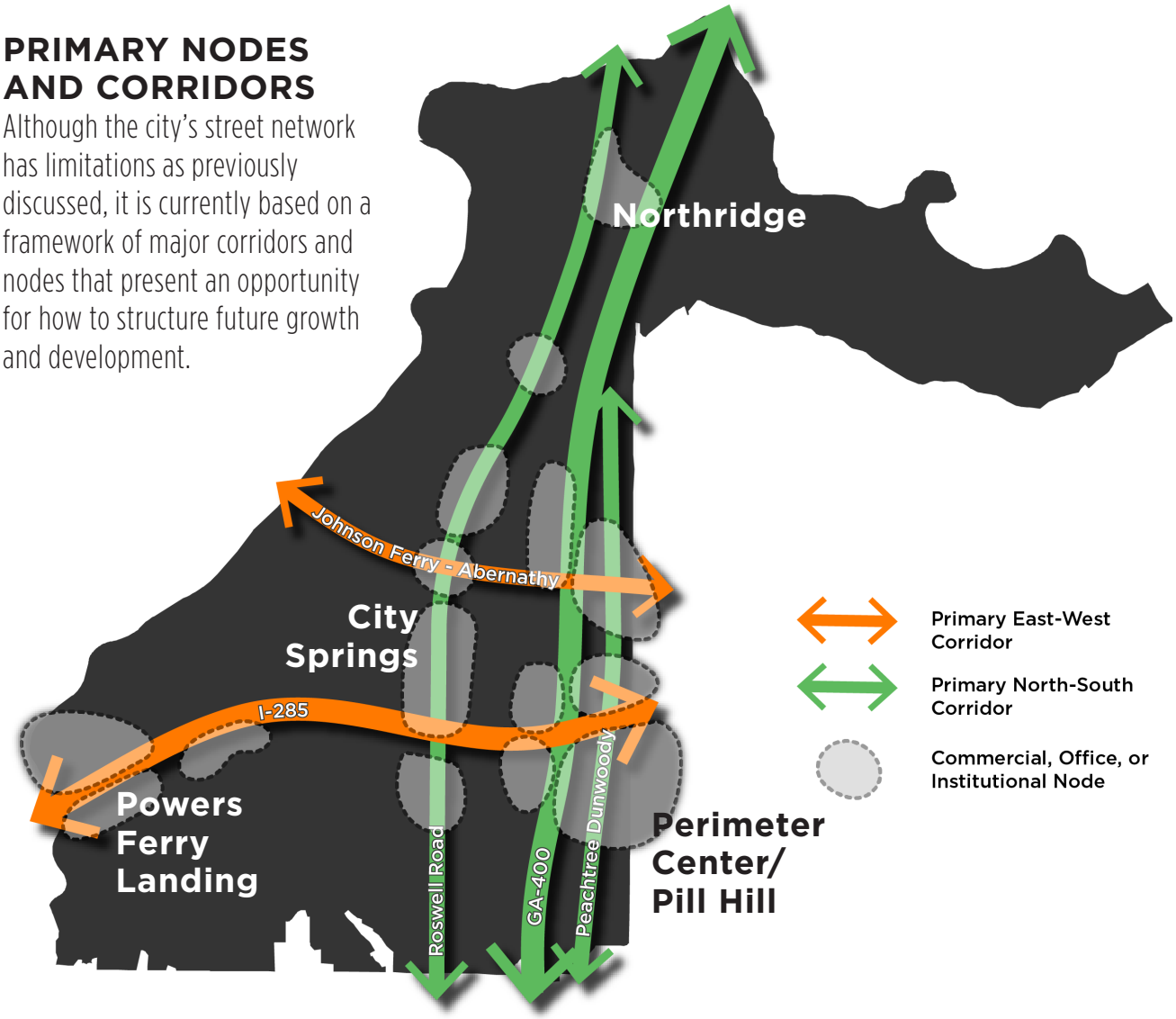


Single-occupant automobile travel is not the only means of transportation in Sandy Springs, even if it is dominant today. The city's primary corridors are able to carry a greater number of ***persons*** than vehicles through carpooling, transit, and non-motorized travel. Person-trips were derived by using Census data on means of transportation; the count of vehicles per day was divided between drive-alone and carpool trips, assuming two passengers per carpool, and trips made by other modes are estimated by the proportional share of all commuters they represent.

Figure 29 Primary Nodes and Corridors in Sandy Springs

PRIMARY NODES AND CORRIDORS

Although the city's street network has limitations as previously discussed, it is currently based on a framework of major corridors and nodes that present an opportunity for how to structure future growth and development.



As the City looks forward to the next ten years, it is critical to understand ways to manage this external traffic while preserving the Sandy Springs' quality of life and the character of its residential neighborhoods.

NODES AND CORRIDORS

Overall, the city's street and transportation network is largely oriented to Roswell Road, with additional north-south corridors that focus on primarily regional travel (Georgia 400) or local travel (Peachtree-Dunwoody Road), as shown in Figure 29 above.

East-west travel in the city is more limited, with only one main surface thoroughfare corridor (Abernathy

Road and Johnson Ferry Road), which functions as a hybrid local-regional connection as it is one of a limited number of crossings of both the Chattahoochee River and Georgia 400.

This limited network of thoroughfares not only connects traffic through, and in and out of, the city, but also serves the city's primary nodes of activity, especially Perimeter Center and the smaller retail and employment concentrations along Roswell Road. The importance of these corridors as the backbone of the Sandy Springs transportation network is clear, but they are physically and politically constrained from simple expansion. Policy approaches to address transportation need in Sandy Springs will need to explore a broader range of options than just capacity-adding capital projects.

However, the concentration of major commercial, institutional and employment centers in major nodes throughout the city presents an opportunity for meeting future travel demand in different ways. These nodes are currently locations where zoning and land use policy would allow additional intensity. Although current traffic and congestion levels on some of the major corridors connecting these nodes suggests limits to absorbing new growth, changes in how growth areas meet their travel needs are more likely when these areas feature a mix of uses, land use intensities to support better transit service, and ways to manage parking and service access that reduce the need for direct access off of major corridors.

SANDY SPRINGS AND THE STATE OF THE TRANSPORTATION PRACTICE

There are significant challenges in the current conditions of the Sandy Springs transportation system, but the City has numerous opportunities for addressing these challenges—and through strategies that are different from conventional, often highly costly, solutions that have been used in the past.

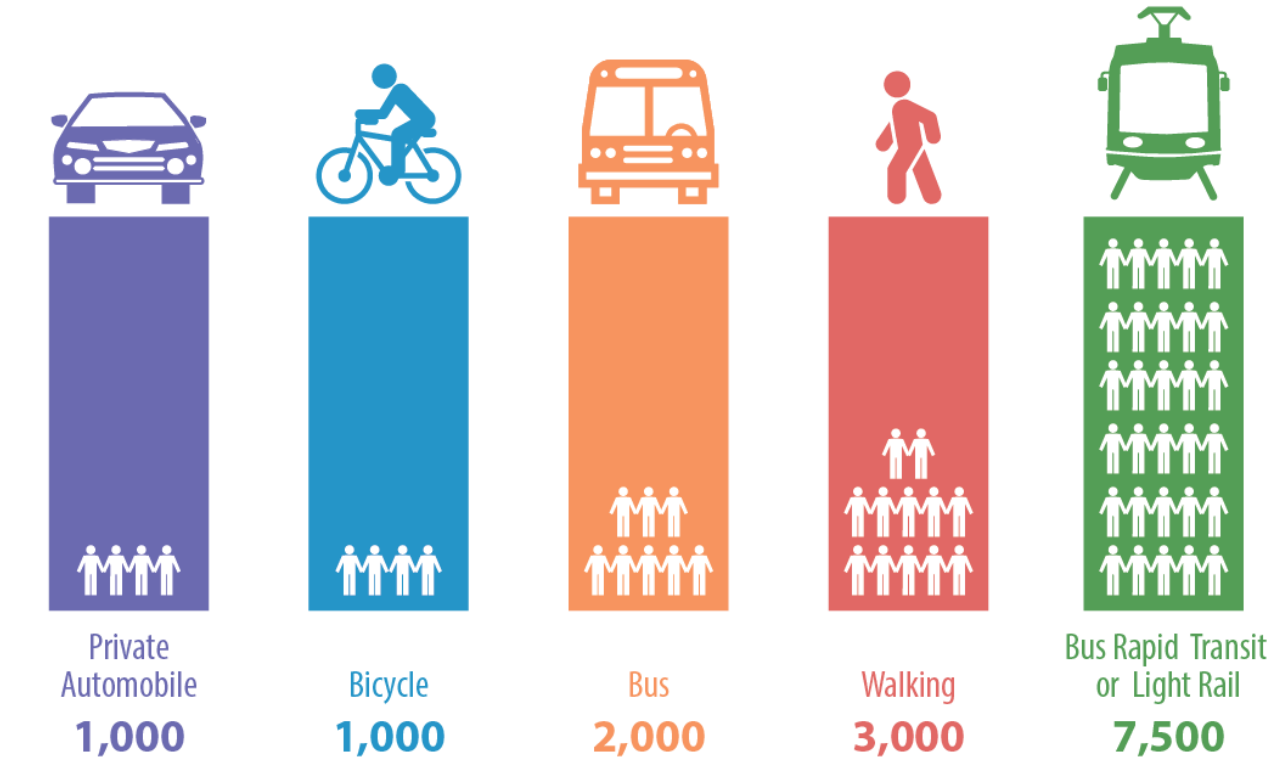
MEASURING PERSON-CAPACITY OF DIFFERENT MODES

Many development policies and regulations focus on understanding and managing transportation impact but define this simply as vehicle trips. Furthermore, these also tend to focus on intersections and vehicle-based travel delay and do not look more broadly at how other travel modes can meet travel demand. To be sure, automobile travel is dominant throughout the United States, especially in suburban communities like Sandy Springs, but different types of community context, and land use environment, might appropriately be able to draw on a more extensive set of measures and criteria for understanding and managing transportation impact.

As discussed previously, the major corridors in Sandy Springs already carry a greater number of person-trips than their vehicle traffic counts might suggest. Roswell Road is one of the Atlanta region's busiest corridors for bus riders, and the three MARTA rail stations in the city point to opportunities to increase walk and bike travel, even for commuting trips, to access other parts of the region.

The City should continue to explore this concept as a basis for policy approaches to manage the capacity and operational performance of key thoroughfares. It has already made important steps in this direction, allowing credit against vehicle-based traffic impact for development projects that contribute to the pedestrian and bicycle networks or that are served by transit. Looking forward to the next ten years of the City's growth, however, strategies might range from development review efforts that encourage broader sets of development review steps for mitigating transportation

Figure 30 Person Throughput by Mode



Number of people traveling in one-lane in an urban environment during a one-hour period

Note: The numbers represent a daily average throughput per hour. They are calculated as daily demand divided by the number of operating hours for each facility. Data source is city and transit agency data on real facilities from U.S. and Latin American cities.

impacts to working with partner agencies, especially MARTA, GRTA, and Cobb Community Transit, to introduce transportation services intended to reduce the drive-alone need on key corridors that experience high levels of congestion.

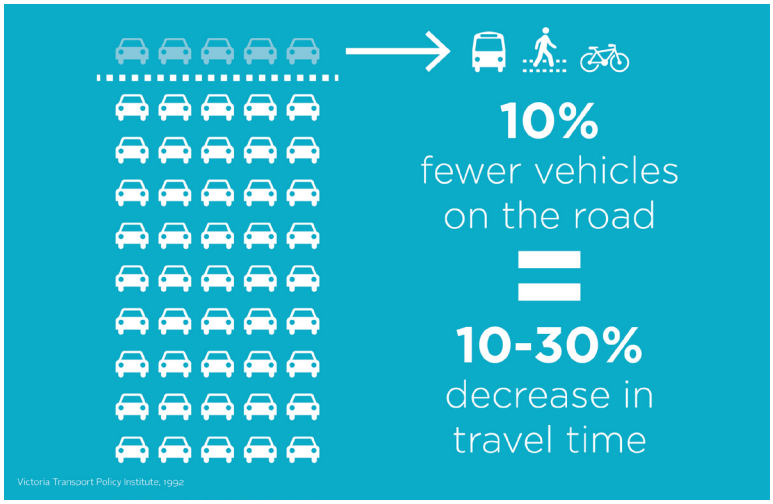
The diagram in Figure 30 provides general information on how a broader, more multimodal approach to evaluating transportation impacts might be able to help the City in managing transportation impacts and challenges, especially on key corridors. By considering multiple travel modes as potential partners in urban mobility solutions focused on person-travel capacity, the City can extend the infrastructure utility of its constrained transportation network.

MANAGING THE NEED TO TRAVEL ALONE, OR AT CERTAIN TIMES

Sandy Springs is not alone in facing the dual challenges of traffic congestion and a limited, constrained roadway network whose expansion would necessarily impact community character. Many communities throughout the United States have addressed similar challenges by looking beyond conventional roadway expansion and greater amounts of vehicle travel to solve congestion and demand challenges. The general practice of managing the need for drive-alone automobile travel for all travel needs—especially for peak-period work commuting—is referred to in the transportation industry as transportation demand management (TDM), and it is gaining acceptance throughout the country as more and more communities need to look to less costly ways to provide travel alternatives to driving alone or during peak hours.

Sandy Springs is well positioned to benefit from ongoing TDM efforts of two key agency partners: the Perimeter Center Improvement Districts in Sandy Springs and Dunwoody, who are redefining their TDM-based transportation management services as a program called Perimeter Connects, and Georgia Commute Options, an organization that provides regional TDM assistance and manages incentives programs intended to reduce peak-hour and drive-alone travel throughout metropolitan Atlanta.

Figure 31 Impact of Mode Split on Travel Time



SOURCE: Victoria Transport Policy Institute

Figure 32 Impact of Location on Transit Use

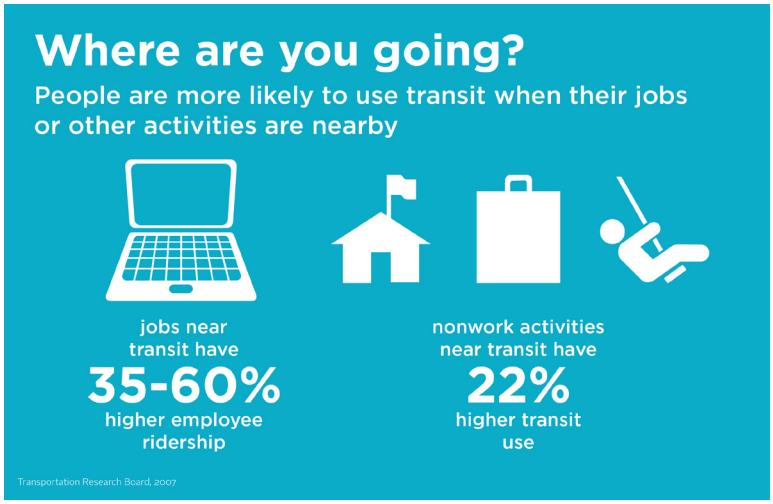
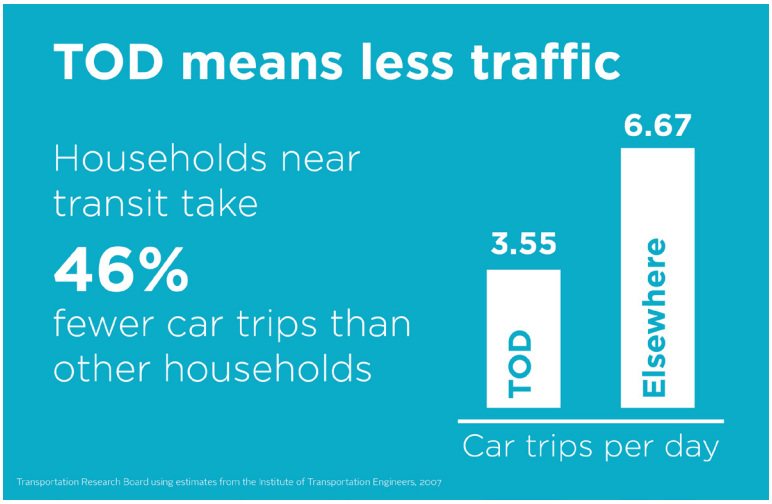


Figure 33 TOD Impact on Congestion



SOURCE: Transportation Research Board

TRANSIT FOCUSED ON COMMUNITY SERVICE

In metropolitan Atlanta, transit in the last 35 years has been focused on either connecting neighborhoods to MARTA's heavy rail network or, more recently, providing long-distance express commuting service from suburban communities to major employment centers. However, MARTA has recently begun to shift the organization of its bus system away from simply feeding to the rail network and toward a family of services that offers express and limited-stop routes on major corridors, as well as neighborhood circulators and connectors that may not interface with a rail station.

Sandy Springs can take advantage of these potential changes to the MARTA bus system, as the city not only has rail stations that might be better utilized with stronger transit connections, but also an emerging civic center that is designed to complement the retail and employment concentration already in place in the Perimeter Center area.

In so doing, Sandy Springs can also focus land use and redevelopment policies to identify key areas where transit service can play a greater role in meeting travel demand, especially for peak-hour commuting to work and for short trips to other destinations in the city.

CURRENT STATE OF SANDY SPRINGS CAPITAL IMPROVEMENT PROJECTS

The City's current Capital Improvement Plan (CIP) defines a series of transportation projects to be implemented over a multi-year period. The Next Ten plan will provide a new Capital Improvements Element and will combine any forthcoming projects with new capital project recommendations. This section provides a basic overview of the current state of project development and implementation.

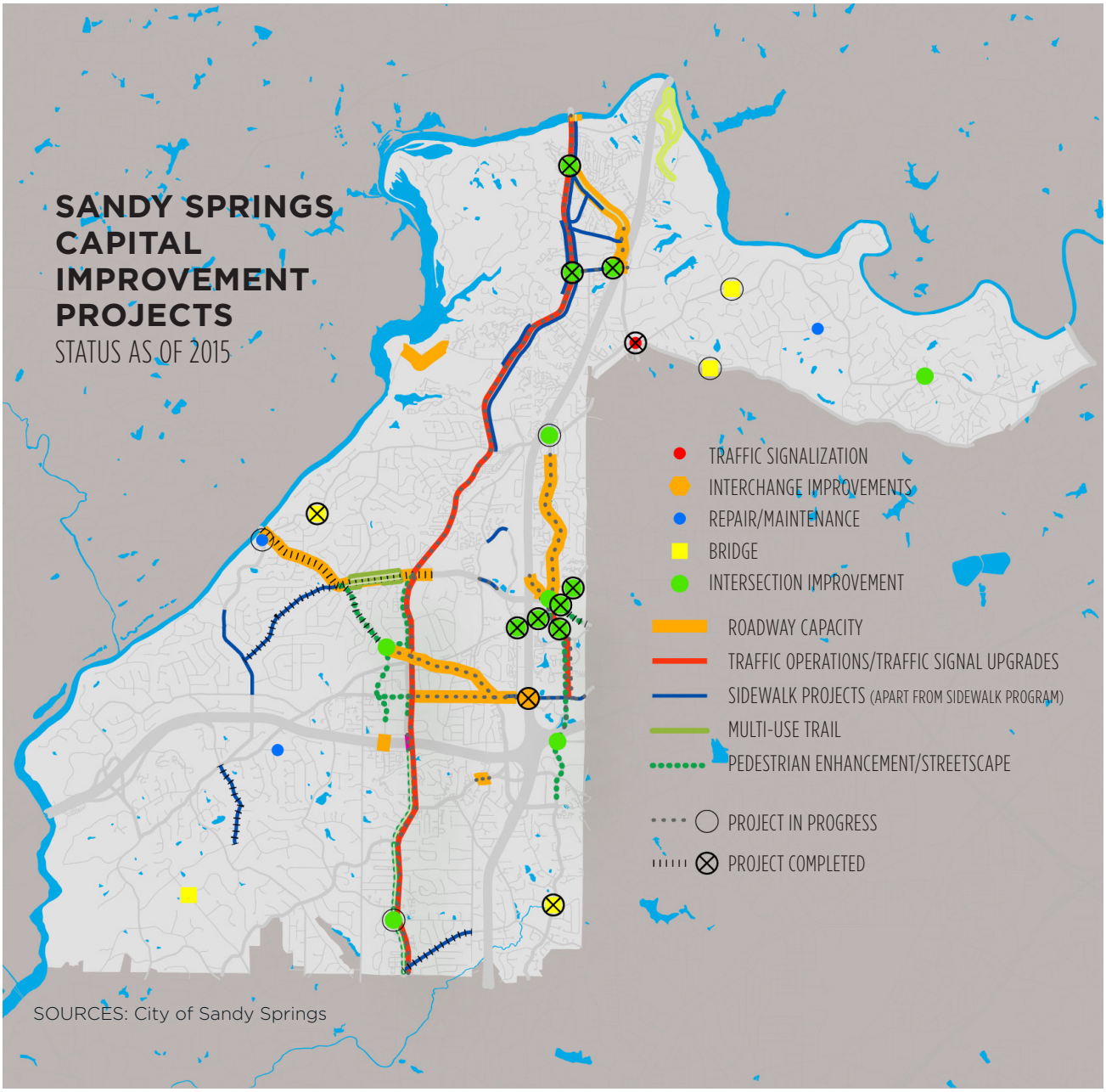
Transportation projects in the CIP range from sidewalks and streetscape projects to larger roadway capacity improvements and interchange modifications that involve coordination with the Perimeter Community Improvement Districts and the the Georgia Department of Transportation. Since adoption of the current CIP, ten of the 38 projects in the CIP have been completed, with most others either under construction or in some other stage of project development. Major project completions from the current CIP include the widening of Abernathy and Johnson Ferry Roads, the installation of much of the City's Advanced Traffic Management System, and addition of the Hammond Road access ramps to Georgia 400.

Figures 34 and 35 provide additional detail on current status of projects.

Figure 34 Status of CIP Project Types

Project Type	Completed	In Progress
Signal Control/Advanced Traffic Management System	32 miles (first two phases) installed; progress is ongoing	
New Traffic Signals	1	0
Road Capacity	1	5
Sidewalks	2	7
Pedestrian Enhancements/ Streetscapes	0	3
Interchange and Intersection Improvements	3	4
Greenways and Trails	2	0

Figure 35 Map of CIP Project Types and Current Status



E. MARKET ANALYSIS



Sandy Springs Comprehensive Plan Update
RCLCO Market Report

Prepared for City of Sandy Springs, Georgia | September 28, 2015

TABLE OF CONTENTS

MARKET REPORT **3**
Background and Objectives **3**
Methodology **3**
Summary of Market Opportunities **3**
Regional Location **4**
Sandy Springs Strengths and Challenges **5**
Strengths 5
Challenges 5
Market Opportunities by Land Use **6**
For-Sale Residential Housing 6
For-Rent Residential Housing 7
Retail 8
Office 9
Industrial 10
Hotel 11
Economic Analysis **13**
Demographic Analysis **16**
Census Housing Analysis **19**
For-Rent Housing Analysis **24**
For-Sale Housing Analysis **26**
Retail Analysis **30**

Office Analysis **31**

Industrial Analysis **33**

Hotel Analysis **33**

CRITICAL ASSUMPTIONS 34

GENERAL LIMITING CONDITIONS 35

APPENDIX: SUPPORTING EXHIBITS

MARKET REPORT

Background and Objectives

RCLCO is part of the Rhodeside & Harwell team working on the Sandy Springs Comprehensive Plan Update; preparing small area plans for the Roswell Road corridor, Perimeter Center Improvement District, the North Springs MARTA station, the new northern MARTA stations, and the Powers Ferry Landing Area Plan; and preparing new zoning tools and transit-oriented development guidelines to implement planning goals for each of the small area plans.

Any comprehensive planning effort must consider the economic realities of the market. RCLCO's market analysis will inform the land uses, development programs, and the scale and character of development opportunities for each of the small area plans. This analysis, in conjunction with the transportation, urban design, and branding efforts of the team, will inform recommendations regarding appropriate uses for each corridor and character themes for each small planning area.

RCLCO prepared a market study to support the planning efforts above. This document is a summary of the market study for the City of Sandy Springs. It does not include information on the small planning areas, but only on city-wide information. Small area plan information will be included in subsequent documents.

Methodology

The tasks necessary to fulfill the market and economic development analyses were as follows:

- Prepare a regional and local socioeconomic analysis;
- Complete a market analysis for each of the following land uses: for-sale residential, for-rent multifamily, retail, office, industrial, and hotel;
- Translate the market research into overall city-wide development conclusions for each land use, specifying: market position, products, typical unit types and sizes for residential uses, annual absorption by land use, and likely achievable pricing;
- Our next step will be to provide land use recommendations for each of the small area plan areas.

Summary of Market Opportunities

The real estate market outlook for Sandy Springs is very positive. Sandy Springs is a desirable market area for a variety of land uses. It is centrally located within the Atlanta region and has excellent access to GA400, I-285, and MARTA. With its neighboring city, Dunwoody, it is home to one of the region's

largest employment concentrations (Perimeter Center). It also has good access to retail, services, medical, and amenities. The center of Sandy Springs along Roswell Road, GA400, and near the Perimeter Center features fairly dense development, while the edges of the city provide high-end single-family detached product.

There has been a significant amount of new development within the city including retail, office, for-rent residential, and in-fill single-family detached. One of the challenges for future growth in the city is the lack of available land. In the future, a significant portion of development will have to be smaller scale, in-fill redevelopment of older, outdated buildings and parking lots.

Regional Location

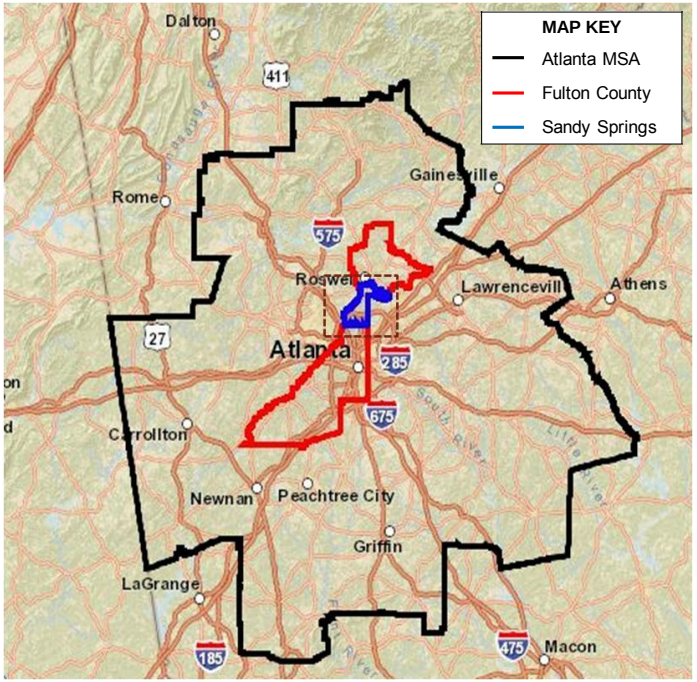
- Sandy Springs has a strong regional location in the northern portion of Atlanta. Many assert that Atlanta's "center of gravity" is where I-285 and GA400 intersect, putting Sandy Springs in the middle of the region, with good access to the surrounding counties as well as Midtown and Downtown Atlanta.

- As Atlanta continues to grow outward, particularly north, Sandy Springs is transitioning from an outlying, suburban location to a close-in, urban area. This has implications for the type of development that is likely to be built—namely, smaller in-fill and redevelopment projects.

- Sandy Springs has strong access to points north and south—including downtown, Midtown, and Buckhead—via I-285, as well as east-west access to Gwinnett County and Cobb County, respectively, via GA400. These corridors are heavily congested, however. Traffic is one of the major concerns of residents and business owners in Sandy Springs.

- MARTA rail access is also strong and will become increasingly important in employers' and residents' decision to locate in Sandy Springs. MARTA rail's direct connection to Hartsfield-Jackson Atlanta International airport is another benefit to employers, particularly with the business travel generated by Sandy Spring's large company headquarters.

Figure 1 ***Sandy Springs' Regional Location***



Sandy Springs Strengths and Challenges

Strengths

Sandy Springs has a wealth of strengths to draw upon. These include:

- Strong regional location that is attractive for both residents and businesses.
- MARTA access as well as GA400 and I-285.
- The Chattahoochee River provides an opportunity for recreation, open space, and green space. The river could also provide opportunities for riverside dining, gathering places, and residential views.
- We have heard that the city is fairly easy to do business with, and that developers do not have a hesitation building within the community. The current moratorium on new rezoning applications could hurt this reputation, but at this point, it is too early to tell the implications.
- Sandy Springs enjoys a reputation as a top Atlanta submarket for office space.
- There has been a significant amount of development in rental apartments since the recession, helping to draw younger professionals to the area.

Challenges

Similar to any other city, although the majority of qualities in Sandy Springs are highly desirable for real estate development, there are some challenges the city will have to face, including:

- Although one of Sandy Springs' biggest strengths is its central location and highway access, perhaps its biggest current and future challenge is traffic. A limited street grid 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.
- Another challenge will be to make sure the city maximizes development opportunities around current and future MARTA rail stations so that MARTA becomes a more viable transportation choice for the area.
- Sandy Springs' resident profile is skewed to the extremes. Residents tend to either be affluent and live in large, single-family homes or be low-income and live in the city's aging rental stock; there is very little population in the middle. This sharp divide complicates the politics surrounding development and redevelopment opportunities in the city.
- As mentioned above, regional development patterns are causing Sandy Springs to transition from a suburban area to an urban area. This has important implications for the demand for and character of new development in the city. For example, with undeveloped land now scarce, more

future development will be smaller scale, in-fill redevelopment of older, outdated buildings and parking lots. The challenge is to continue to develop while still embracing many of the things that made the city great in the first place, like its reputation for safe, beautiful neighborhoods.

Market Opportunities by Land Use

For-Sale Residential Housing

There is a strong opportunity to develop for-sale residential housing in Sandy Springs given the employment base, transit access, highway access, school quality, and the reputation for Sandy Springs as a good place to live. The products in demand range from condominiums and townhomes in denser areas to single-family detached in the less dense areas of the city. The target market audience would be a wide range of buyers from young singles and couples to families to empty-nesters and retirees. Part of attracting each of these demographics is providing the type of product and environment where they will want to purchase a home. Generally speaking (and there is a wide range of buyers across all age groups), younger buyers without children tend to prefer more urban areas with denser housing while older buyers with children tend to gravitate towards single-family detached in less urban areas. Sandy Springs, given the wealth of amenities and services provided, could be a good location for more urban "lite" product targeting empty nesters and retirees, many of whom are interested in having a walkable lifestyle in a safe, urban "lite" location. Additionally, there is an opportunity to build smaller lot single-family homes to provide more options for buyers who are currently priced out of Sandy Springs. The smaller lots would increase density somewhat but also allow developers to price their homes more affordably.

Figure 2 ***For-Sale Residential Housing Opportunity Matrix***

Strengths	• Well-known location for for-sale housing • Generally well-maintained, attractive housing stock • Plenty of tree cover and topography • Chattahoochee River • Aging stock of townhomes and condominiums provides affordable ownership opportunities • Sandy Springs is an attractive place to live for Perimeter Center employees who do not want to commute far to work
Challenges	• Lack and price of available land • Price of housing unattainable for middle and lower income buyers • Potential issue with schools in some areas • Most opportunity for new development is based upon tearing down existing single-family homes in high-end areas, thus requiring the new home to be even higher priced than the one torn down
Potential Future Locations in City	• Close to the Chattahoochee River • Within existing single-family neighborhoods

Average Annual Future Demand Potential 2015-2035[1]	• 390-560 units
Cumulative Future Demand Potential 2015-2035[1]	• 8,200-11,800 units
New Development Market Position and Products	There is a wide-range of price points and sizes for each of the product types. The below is a potential range of typical product sizes and prices. A specific development parcel within the city could be above or below the typical ranges: • Condos: $200,000-$450,000; 800-1,800 square feet • Townhomes: $300,000-$450,000; 1,700-2,500 square feet • Entry Level/Small lot SFD: $350,000-$600,000; 1,850-3,500 square feet • Move-up SFD: $600,000-$950,000; 2,800-4,800 square feet • Luxury SFD: $1.2 million and higher; 4,000+ square feet

[1] Lower number in range indicates demand in baseline demand scenario; higher number indicates demand in aggressive growth scenario.

For-Rent Residential Housing

There is a strong opportunity to develop for-rent residential housing in Sandy Springs given the employment base, transit access, highway access, and the reputation for Sandy Springs as a good place to live. There has been a significant amount of apartment development in Sandy Springs in the last few years. Land is relatively expensive, which requires developers to build communities of greater density than walk-up/garden construction allows; however, current rents in Sandy Springs/Perimeter are too low to justify the cost of podium or high-rise construction. As a result, all new deliveries in Sandy Springs/Perimeter have been wrap construction. Assuming that these market conditions continue, RCLCO would expect new apartments in Sandy Springs in the near-term to also be wrap construction. As the area continues to mature and rents increase, there could be the opportunity for podium or high-rise construction in prime locations. The primary market audience for new apartments in Sandy Springs will likely consist of high-income young professional singles, couples, and roommates, with a secondary segment consisting of more mature singles and couples and some empty nester households.

Figure 3 ***For-Rent Residential Housing Opportunity Matrix***

Strengths	• Up-and-coming location for new apartments • The newer apartments are generally well-maintained and attractive • The City Center will be a compelling location for new rental to create a walkable live/shop/play environment • Sandy Springs is an attractive place to live for Perimeter Center employees who do not want to commute far to work • Sandy Springs is well positioned to attract professional renters who are priced out of Buckhead

Challenges	• Lack and price of available land • Zoning requirements in the city typically don't allow for higher density rental which would be required with higher land costs • Resident perception that Sandy Springs already has its fair share of rental units makes approval of new development politically difficult • Aging existing stock in certain areas of the city • Current moratorium on new rezoning applications could impact the city's positive reputation with developers and have longer-term consequences for the amount of housing units the city is able to provide to meet demand among new households
Potential Future Locations in City	• Close to office and retail, MARTA rail, and major transportation arterials
Average Annual Future Demand Potential 2015-2035[1]	• 490-700 units
Cumulative Future Demand Potential 2015-2035[1]	• 10,200-14,700 units
New Development Market Position and Products	• Current pricing for the newest apartments in the Sandy Springs/Perimeter area (built since 2008) ranges from approximately $1.50/SF to $2.00/SF. Further, three communities have been built since 2014, and they are earning $1.77/SF to $1.97/SF. RCLCO would expect new apartment units to also earn top-of-market rents of approximately $2.00/SF. • The type of product being built is a wrap-style apartment product with parking in the middle and apartments surrounding the parking garage.

[1] Lower number in range indicates demand in baseline demand scenario; higher number indicates demand in aggressive growth scenario.

Retail

There is a strong opportunity over the time period of the Comprehensive Plan to develop neighborhood and community retail, including restaurants, grocery stores, pharmacies, specialty food stores, and other retail that meets the needs of the local residents and workers. Roswell Road is also a strong current and future location for "mom and pop" businesses, given the neighborhood orientation of existing retail and the more affordable rents compared to Perimeter Mall. Most large and regional retailers will continue to locate in Dunwoody to be near Perimeter Mall, where there is already a strong core of such retail. Until there is sufficient demand to warrant two locations of stores such as Ann Taylor, Macys, Pier One, Sports Authority, Restoration Hardware, etc. in the market area, there will not be a need for these types of stores to the west of GA400 along Roswell Road. It may be possible, in certain strong locations, to create a mixed-use "town center." These types of locations often attract high-end retailers who are interested in a new environment. It would be necessary to review the companies currently located in the Perimeter Mall area, determine if there are any missing tenants, and attract them to the location. Certain tenants such as Chico's, Pottery Barn, Williams Sonoma, and Apple tend to gravitate towards these types of areas.

Figure 4 ***Retail Opportunity Matrix***

Strengths	• High income population fuels the demand for additional retail • Roswell Road has strong traffic counts • City Center will help anchor and provide a sense of place to the Roswell Road retail corridor that is currently lacking • Several older shopping centers on Roswell Road are good candidates for redevelopment
Challenges	• Through-commuters on Roswell Road do not stop to shop but contribute to congestion along the corridor • Some struggling shopping centers along Roswell Road are held in trusts, which makes them more difficult to rehab or redevelop • The Perimeter Mall and surrounding retail in Dunwoody makes it very challenging to compete for community and regional retail along Roswell Road
Potential Future Locations in City	• Redevelopment of older underperforming shopping centers on Roswell Road • City Center • Powers Ferry • Transit-oriented development (TOD) planning areas around MARTA rail
Average Annual Future Demand Potential 2015-2035[1]	• 35,000-50,000 SF (from new household growth) • There may be the opportunity to a) fulfill some of the under supply from the Sandy Springs/Dunwoody area and/or b) replace some of the existing, outdated, older retail in addition to the retail demand generated from new households
Cumulative Future Demand Potential 2015-2035[1]	• 735,000-1,050,000 SF
New Development Market Position and Products	• Average lease rates in Sandy Springs are approximately $18/SF triple net NNN, which does not include property taxes, property insurance, or maintenance costs. The newest centers in the market lease for an average of $25-$32/SF NNN. • Products in demand will be strip centers and mixed-use town centers. Ideally, new developments would be required to help create a sense of place, walkability, and scale along Roswell Road.

[1] Lower number in range indicates demand in baseline demand scenario; higher number indicates demand in aggressive growth scenario.

Office

There is a strong opportunity to develop office in Sandy Springs, especially in the Perimeter Center area, the medical center area, Powers Ferry area, and selectively along Roswell Road and MARTA stations as a part of mixed-use projects. Perimeter Center should be examined for continuing opportunities for densification and redevelopment. Existing and future MARTA rail stations also represent particularly strong opportunities for additional development as demand for transit grows among commuters. Sandy Springs should continue to focus on the types of tenants that have been successful in the past including medical and biotechnology, headquarters, business services and logistics, small businesses, insurance, and technology companies. The strategy of retention, expansion, and attraction of businesses laid out in the 2012 Economic Development Plan is sound.

Figure 5 ***Office Opportunity Matrix***

Strengths	• Sandy Springs has a strong reputation in the market as the location of large company headquarters and the majority of the office space in Perimeter Center • Strong outlook for Sandy Springs' largest office-using industries (business/professional services, finance) • Planned infrastructure projects are expected to mitigate congestion near I-285 • Plenty of high-end, executive housing to attract business owners
Challenges	• Limited space remains for campus style development and/or new development • Existing campus style developments are not particularly walkable, which limits the potential impact of MARTA stations nearby • Providing housing for all income levels will be important for the long-term health of the PCID and the office market overall
Potential Future Locations in City	• Perimeter Center Improvement District • Near MARTA rail stations • Powers Ferry • Medical center
Average Annual Future Demand Potential 2015-2035[1]	• 200,000-360,000 SF
Cumulative Future Demand Potential 2015-2035[1]	• 4,240,000-7,620,000 SF
New Development Market Position and Products	• Rents for office will vary depending on the type of office and the desirability of the location • Top Perimeter properties exceed $30/SF gross (North Park, Concourse) • Other, less well-located locations would be lower • New office will likely be high rise and dense. There could also be demand for locally-serving office in mixed-use town centers that would be lower density

[1] Lower number in range indicates demand in baseline demand scenario; higher number indicates demand in aggressive growth scenario.

Industrial

There is limited opportunity for future industrial in the city due to cost of land, access to interstates, and current land use patterns. There is very little industrial currently in the city; industrial tends to be located in places with good road and rail access, but lower land values. Sandy Springs' industrial uses will likely continue to transition to a more flex-style industrial building, with more of the space being devoted to office uses.

Figure 6 ***Industrial Opportunity Matrix***

Strengths	• The industrial property in Sandy Springs is 100% occupied and has been since 2012
Challenges	• There is very little existing industrial space, which makes it difficult to attract new industrial users or for residents to accept the addition of industrial uses • Land values and rents are too high for industrial development
Potential Future Locations in City	• N/A
Average Annual Future Demand Potential 2015-2035	• Negligible
Cumulative Future Demand Potential 2015-2035	• Negligible
New Development Market Position and Products	• N/A

Hotel

The demand for new office development will drive future hotel opportunities in Sandy Springs. While metro Atlanta overall hosts a large amount of leisure travel, the majority of demand for hotels in the Sandy Springs area is tied to the number of businesses located in the area. With that said, Sandy Springs' hotels do attract a number of groups on the weekends including SMERF (Social, Military, Educational, Religious, Fraternal) groups, weddings, and family reunions. There is the possible opportunity for additional conference center space in any of the new hotels. Event space is somewhat limited in the existing hotel stock; however, this demand may be mitigated with the new Performing Arts Center planned for City Center.

Figure 7 ***Hotel Opportunity Matrix***

Strengths	• Perimeter Center generates significant demand from business travelers • The hospitals in the medical center area ("Pill Hill") also generate hotel demand • The same quality of life that attracts businesses and residents is attractive to hotel guests • Seen as a safe alternative, with good access, to downtown Atlanta for groups
Challenges	• Leisure travelers who visit Atlanta' s major tourist attractions (World of Coca Cola, Atlanta Aquarium, etc.) are not likely to stay in Sandy Springs, given the number of hotel options in downtown and Midtown • Sandy Springs does not have significant meeting/convention space

CITY OF SANDY SPRINGS

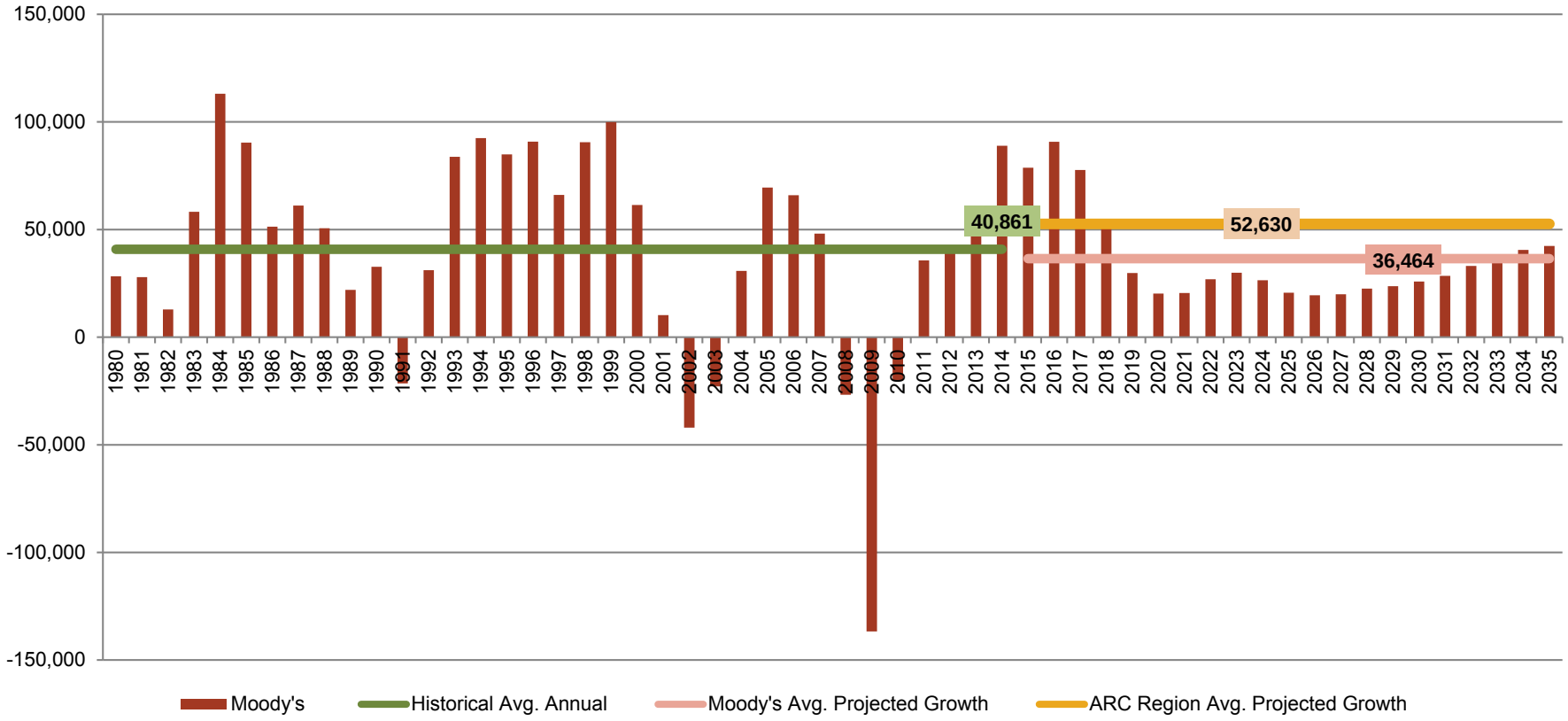
Potential Future Locations in City	• Office and medical cores (Perimeter Center, Powers Ferry) • Mixed-use centers and areas
Average Annual Future Demand Potential 2015-2035[1]	• 390 rooms
Cumulative Future Demand Potential 2015-2035[1]	• 4,300 rooms
New Development Market Position and Products	• Hotel rates vary widely by hotel chain • The new Homewood Suites' standard rate is $150-200/night • Higher-end hotels would command higher rates

[1] Lower number in range indicates demand in baseline demand scenario; higher number indicates demand in aggressive growth scenario.

Economic Analysis

The Atlanta region has experienced significant employment growth in the past two years after a sluggish recovery from the Great Recession. Atlanta added 88,000 jobs during 2014, which is the highest job growth seen since the 1990s. Robust gains in employment are expected to continue through 2018, adding an average of 75,000 jobs annually. Moody's, a national data provider, predicts a slowdown in new jobs after 2018, though growth should still be positive.

Figure 8 ***Atlanta MSA Non-Agricultural Employment Growth, 1980-2035***

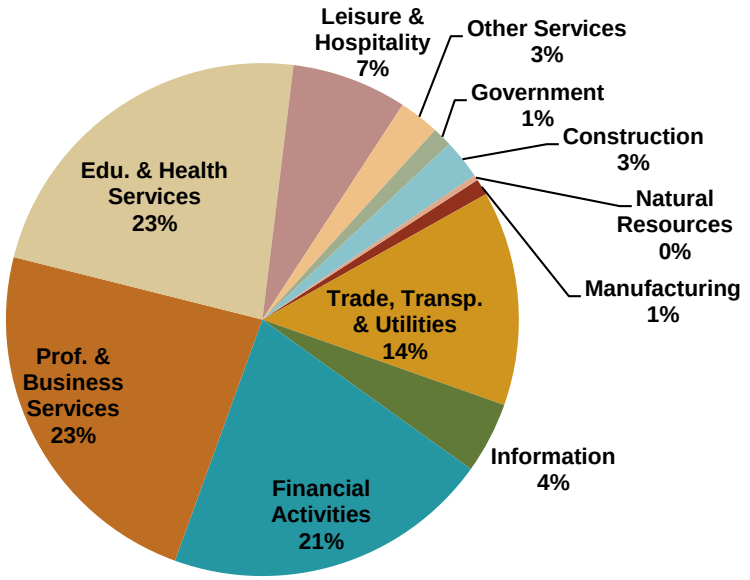


Source: Moody's; Atlanta Regional Commission

The outlook for employment is strong overall, and perhaps even more favorable when considering much of the growth over the next five years will be in professional level, high-income jobs. 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.

The MSA is expected to add 270,000 net new jobs between 2015 and 2020. This strong employment growth makes the Atlanta region a prime market for housing and office development. Specifically, the Sandy Springs/Perimeter Center area will benefit from the strong growth in professional services sectors as it is already established as one of Atlanta's largest office cores. These high-income jobs in the area will be a strong driver for rental apartment, for-sale housing, and office demand.

Figure 9 ***Sandy Springs Employment Profile, 2014***

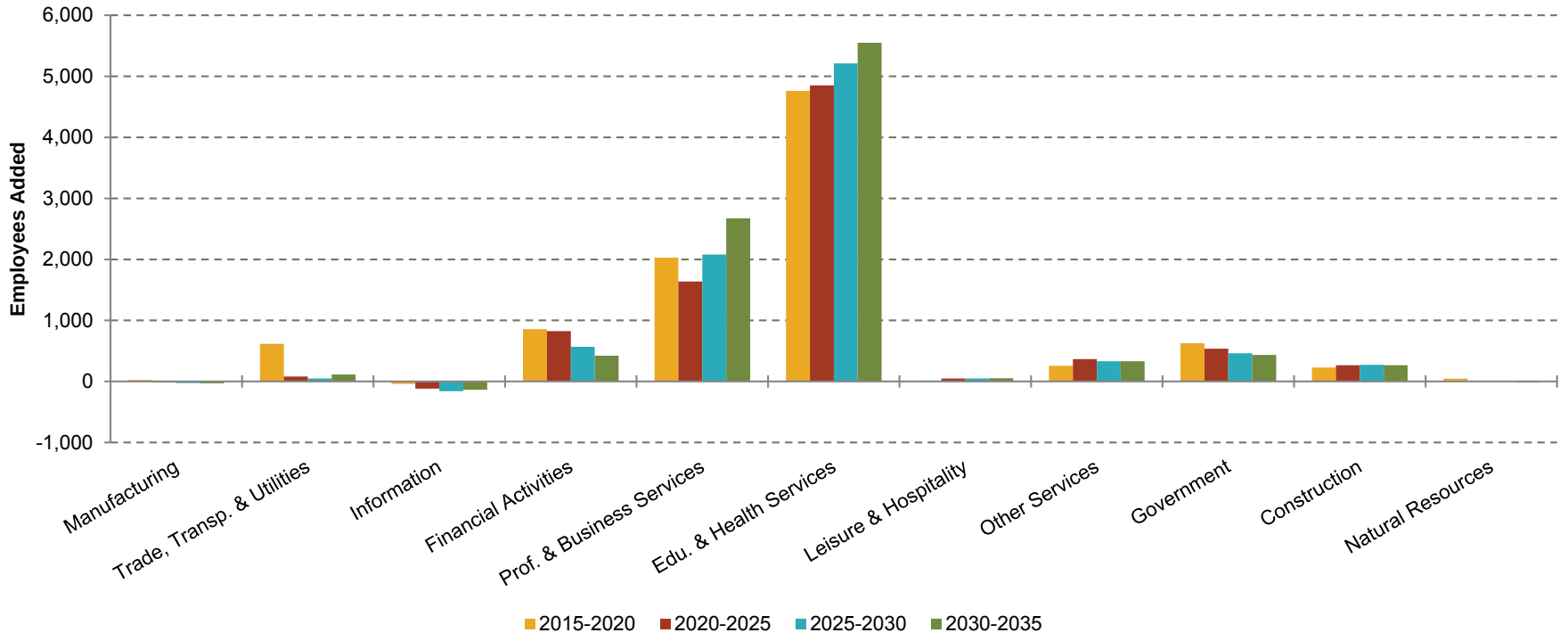


Source: Atlanta Regional Commission

The largest concentrations of jobs in Sandy Springs are Professional and Business Services (23%), Education and Health Services (23%), and Financial Activities (21%). Employment in Sandy Springs is concentrated around the Perimeter Center area, the medical center ("Pill Hill"), and in the Powers Ferry area.

The bulk of job growth in Sandy Springs will continue to be in these three largest sectors as well, particularly Education and Health Services.

Figure 10 ***Employment Growth in Sandy Springs, 2015-2035***



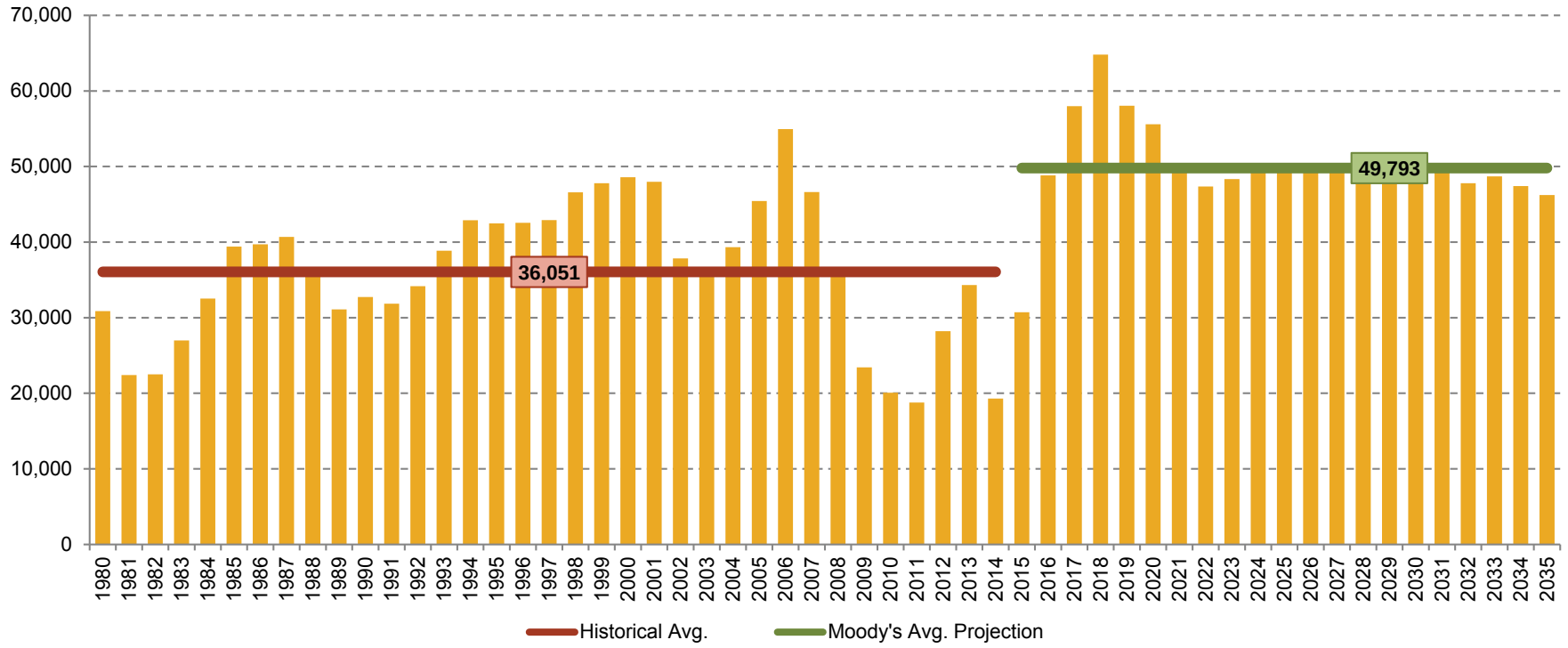
Source: Atlanta Regional Commission

Additional information on the economy of the region and Sandy Springs is located in Section I of the Appendix.

Demographic Analysis

As of 2015, the Atlanta-Sandy Springs-Roswell MSA has 2.1 million households. Household growth is anticipated to grow at a pace of 19,299 households in 2015, peaking with growth of 64,805 households in 2018, before moderating at average growth of 49,000 households annually. This household growth will drive a tremendous amount of demand for housing and retail.

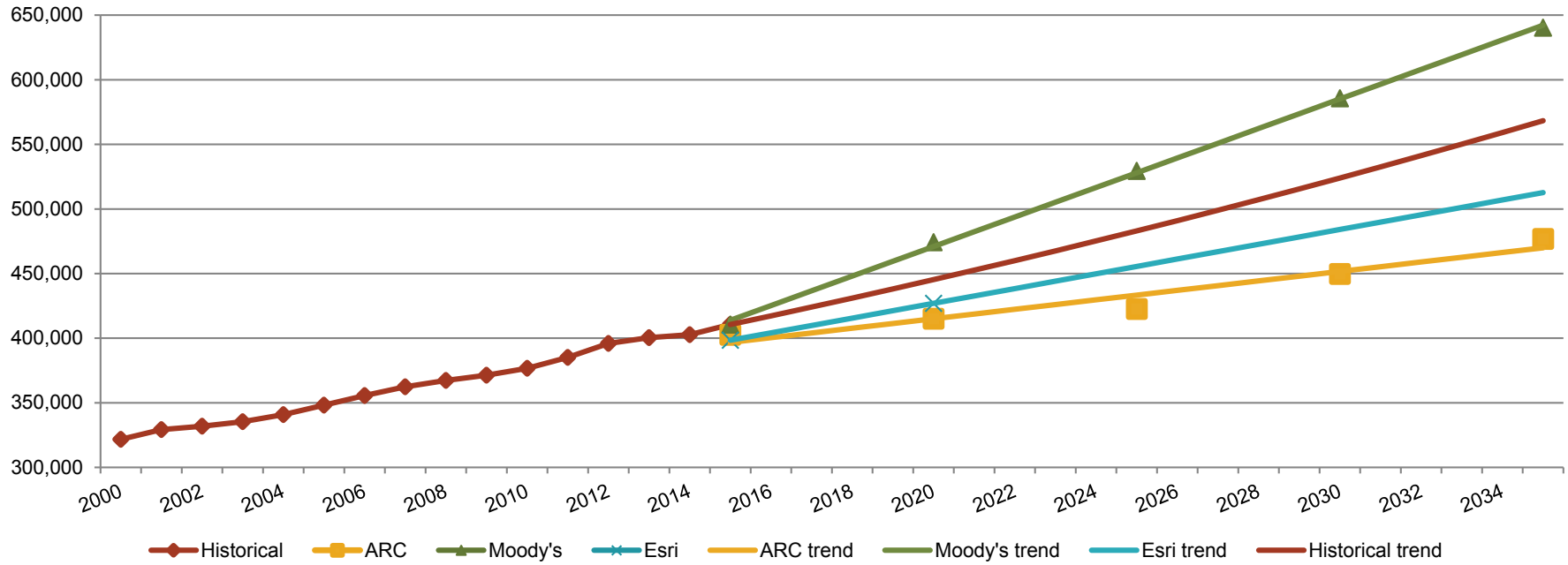
Figure 11 ***Atlanta MSA Household Growth, 1980-2035***



Source: Moody's

Moody's household projections are likely too aggressive, however. Upon examining household projections from several data sources, we have determined that it is most likely that Sandy Springs will continue to grow at the same rate it has experienced since 2000 (in red, below). As such, we have modeled the long-term demand for housing and retail using the historical trend as a baseline scenario and Moody's projections as an alternative, more aggressive scenario.

Figure 12 ***Fulton County Household Projections, 2000-2035***

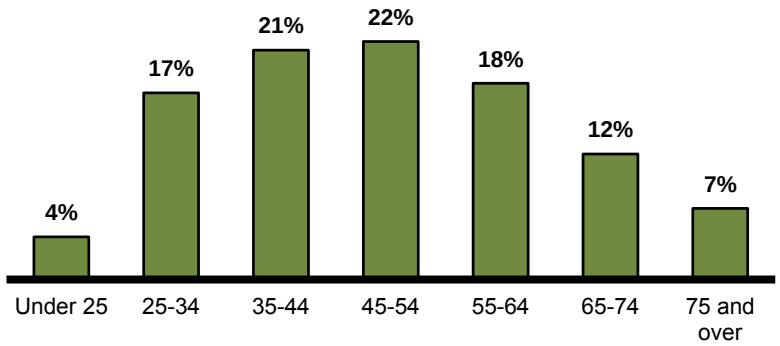


Source: Moody's, Atlanta Regional Commission, Esri

Driven by rapid employment growth, strong household growth will bolster demand for rental apartments and for-sale housing as new households move to the area seeking jobs, and new households are formed as Millennials continue to unbundle from their parent's homes and live independently.

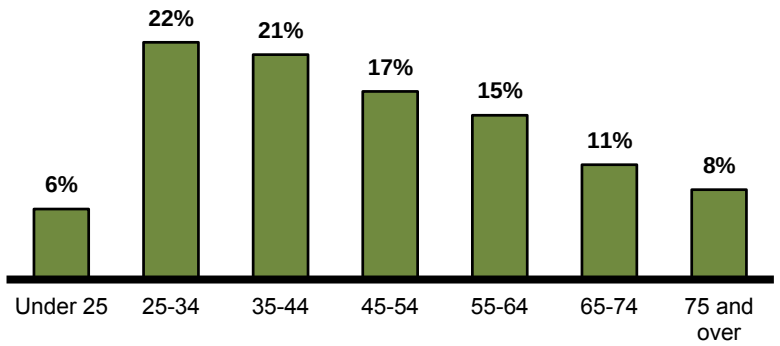
Sandy Springs has a high distribution of residents age 25 to 34 as compared to the Atlanta MSA. This is, perhaps, not surprising considering the concentrations of multifamily buildings in the area and Sandy Springs' proximity to employment cores and entertainment destinations like Buckhead.

Figure 13A ***Atlanta MSA Households by Age, 2015***



Source: Esri Business Analyst

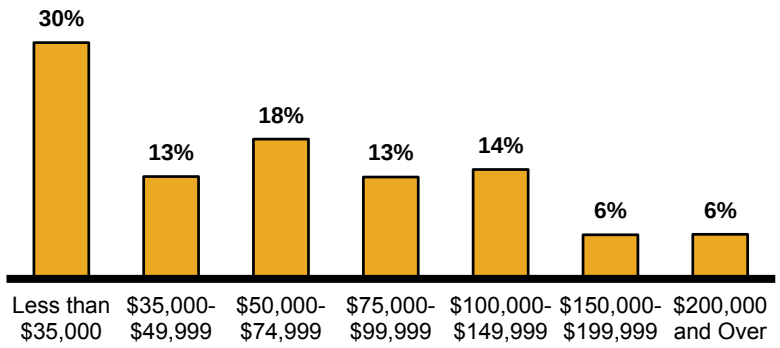
Figure 13B ***Sandy Springs Households by Age, 2015***



Source: Esri Business Analyst

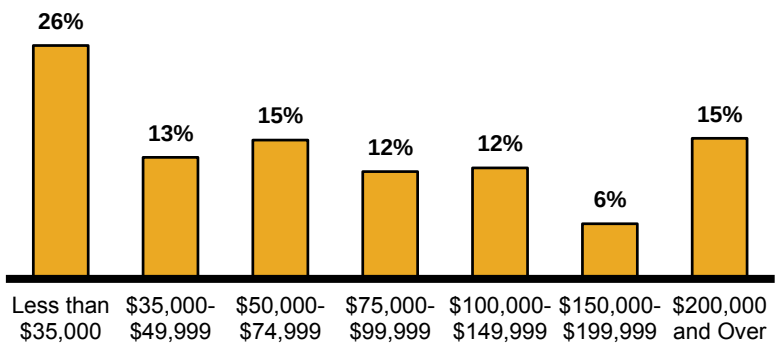
The median household income in Sandy Springs is $65,913. An impressive 34% of households earn more than $100,000, as compared to 25% of households in the MSA. As a prime residential submarket, new, well-located rental and for-sale housing projects in Sandy Springs should be able to command top-of-market rents and prices and support very high quality communities.

Figure 14A ***Atlanta MSA Households by Income, 2015***



Source: Esri Business Analyst

Figure 14B ***Sandy Springs Households by Age, 2015***



Source: Esri Business Analyst

Additional information on the demographics of the region and Sandy Springs is located in Section I of the Appendix.

Census Housing Analysis

In addition to the typical demographic analysis we complete, RCLCO took a deeper dive into the housing and Sandy Springs' residents based upon Census data. This analysis gives us a strong understanding of the renters and the owners in the market as well as the housing stock. The numbers do not always add up the same total since the American Community Survey (ACS) makes estimates, and different years were used for different analyses. In addition, on the household segmentation analysis, RCLCO utilized the 2015 household number estimate from Esri, a national data provider, with the ACS percentages.

The largest market segments in Sandy Springs are either renters who make less than $65,000 per year in household income or owners how make over $100,000 per year. Sandy Springs' population thus has a barbell distribution of incomes—most residents fall either at the low or high end of the income range, with relatively few falling in the middle. See following chart.

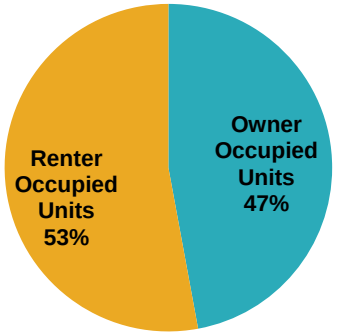
CITY OF SANDY SPRINGS

Figure 15 ***Household Segmentation, Sandy Springs, GA, 2015***

		Renters					Owners					
		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*	**TOTAL**
Household Income	< $25K	964 2.2%	1,751 3.9%	923 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%

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.

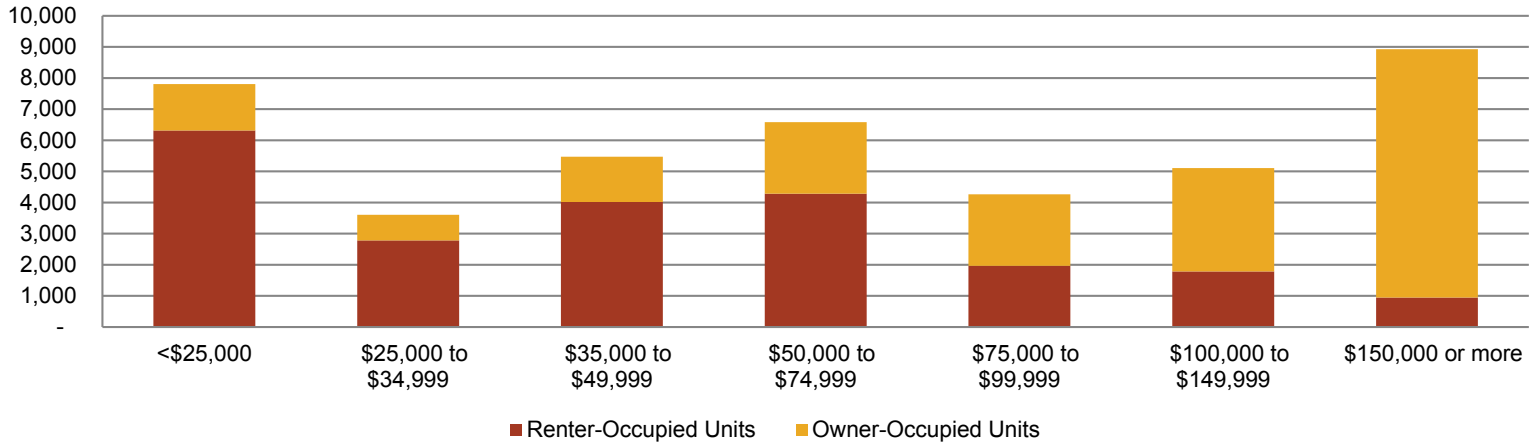
Figure 16 ***Sandy Springs Housing Units, 2013***



Source: American Community Survey, 2009-2013

Not surprisingly, the renter households tend to be lower income than the ownership households.

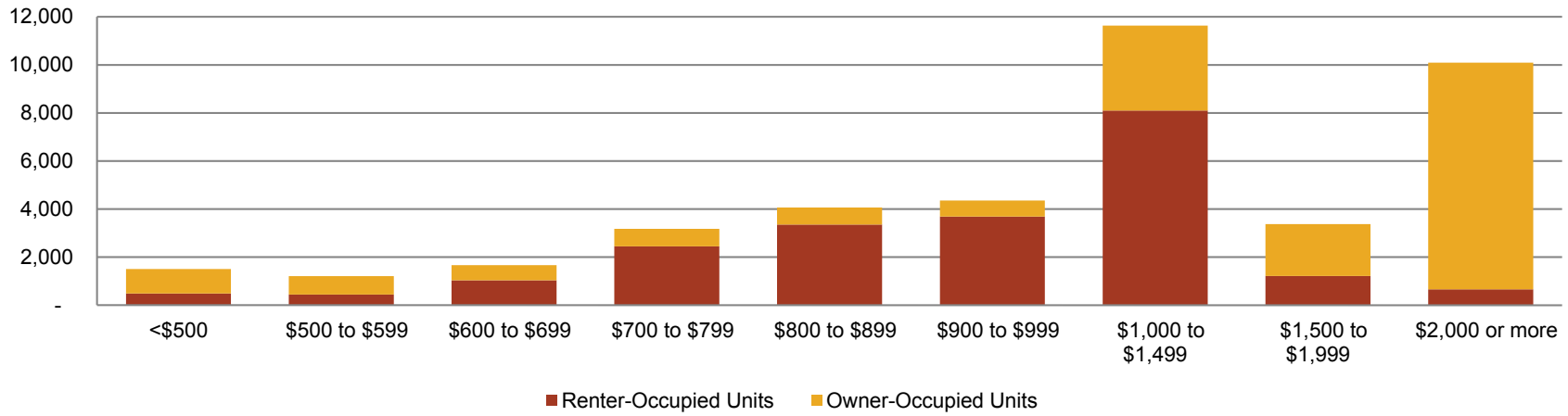
Figure 17 ***Sandy Springs Renter- and Owner-Occupied Units by Household Income***



Source: American Community Survey, 2009-2013

The majority of renters have a monthly housing cost of $800 to $1,500 per month. 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.

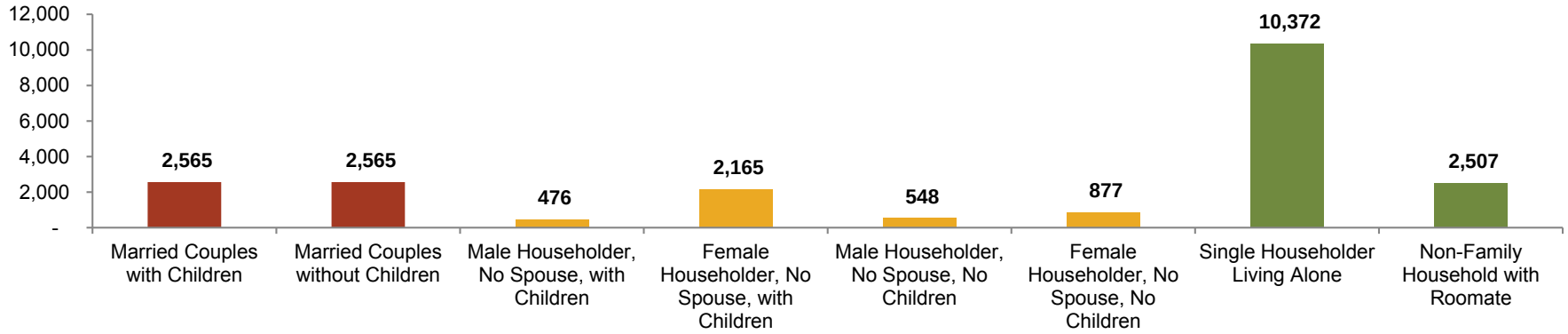
Figure 18 ***Sandy Springs Renter- and Owner-Occupied Units by Monthly Housing Cost***



Source: American Community Survey, 2009-2013

Renters are racially diverse (46% white, 31% black, and 13% Hispanic/Latino), while owners are largely white (86%). Most owners (73%) live in a single-family detached unit. Most renters (63%) live in a multifamily building with more than nine units. 50% of renters are a single householder living alone.

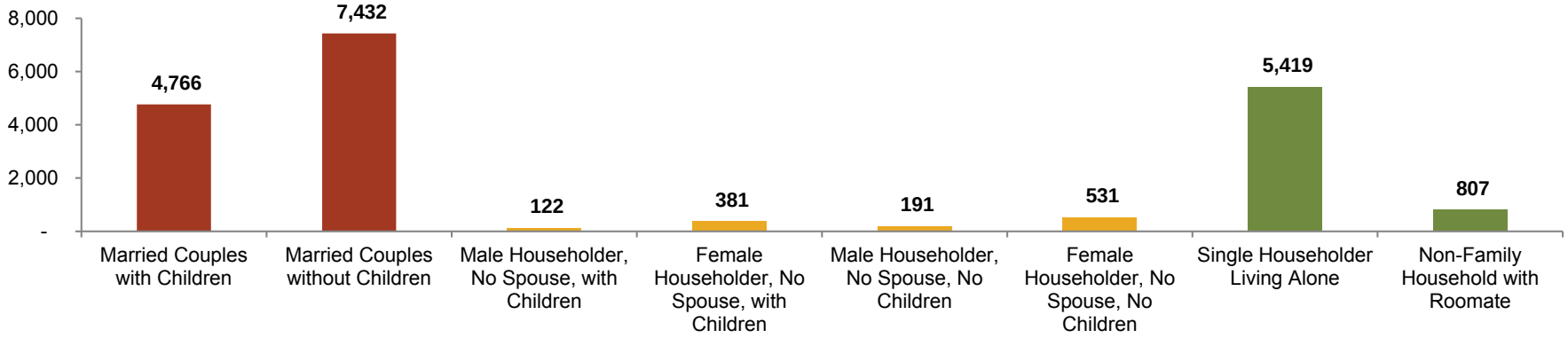
Figure 19 ***Sandy Springs Renters by Family Type***



Source: American Community Survey, 2009-2013

Owners, on the other hand, tend to be married couples with or without children.

Figure 20 ***Sandy Springs Owners by Family Type***



Source: American Community Survey, 2009-2013

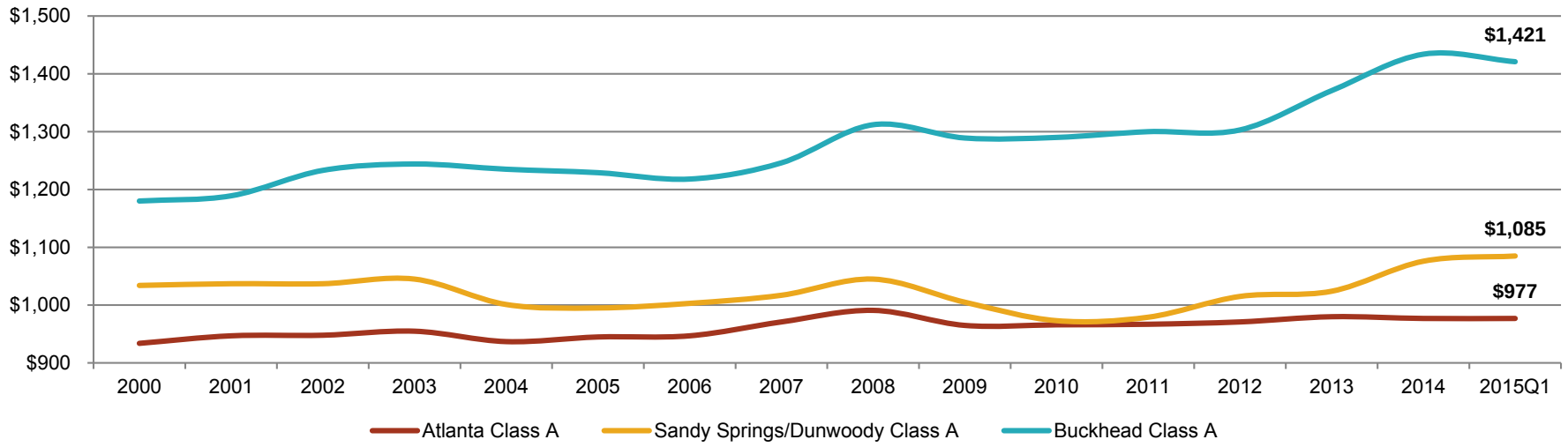
Additional Census information regarding housing in Sandy Springs is located in Section I of the Appendix.

For-Rent Housing Analysis

The current apartment market in Sandy Springs is very strong: vacancies are low, rents are up, and new apartments are leasing well (20-25 units per month). Future demand for new apartments is also strong, due to strong projected job and household growth at the MSA level, as well as locally.

The Sandy Springs/Dunwoody apartment market has performed at consistently strong levels in recent years, with an occupancy rate above 95% and continuing rental rate growth. This strong performance in the apartment market has been in part fueled by lagging new deliveries in the years following the Great Recession and strong employment growth beginning in 2012.

Figure 21 ***Class A Asking Rental Rates, 2000-Q1 2015***



Source: CoStar

Current monthly rents for the newest apartments in the Sandy Springs/Perimeter area (built since 2008) range from approximately $1.50/SF to $2.00/SF. Further, three communities have been built since 2014 (Indigo House, Citizen Perimeter, and 1160 Hammond), and they are earning $1.77/SF to $1.97/SF.

One-bedroom units and one-bedroom with den/loft units generally comprise 50%-70% of the overall unit mix for new apartments in Sandy Springs/Perimeter. Only 1160 Hammond currently offers studio apartments, and only Alexander at the Perimeter has three-bedroom apartments. This is due to the target market audience which is primarily professional, young singles and couples. Unlike older apartment buildings which often have a larger percentage of lower income families, new apartment communities tend to attract a younger, single or couple demographic. The units are typically smaller, and are higher rent. Families that rent tend to need larger apartments as well as outside space.

Land is relatively expensive, which requires developers to build communities of greater density than garden construction allows; however, current rents in Sandy Springs/Perimeter are too low to justify the cost of podium or high-rise construction. As a result, all new deliveries in Sandy Springs/Perimeter have been wrap construction. These are projects where the apartments are wrapped around the parking garage.

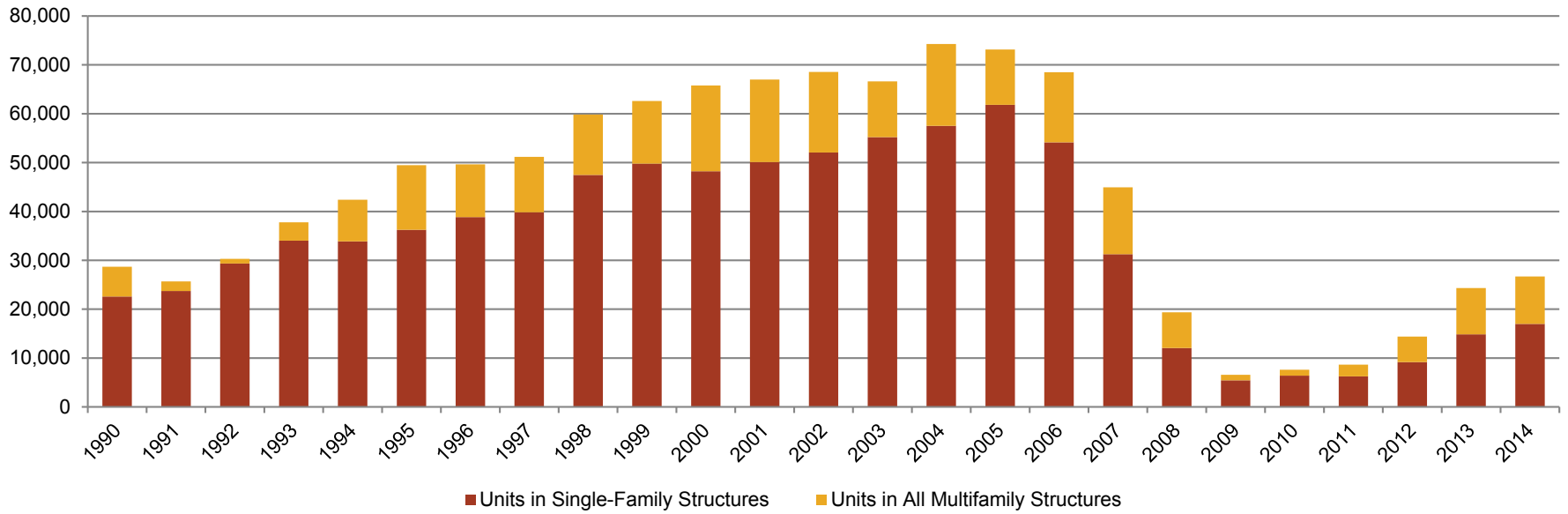
Given household growth forecasts, RCLCO anticipates demand for new rental units to range between 490 and 700 units per year from 2015 to 2035, resulting in a cumulative demand of 10,200 to 14,700 units.

Additional information regarding for-rent residential in Sandy Springs is located in Section II of the Appendix. The demand is found in Section VII of the Appendix.

For-Sale Housing Analysis

Residential permitting (single-family and multifamily) for the Atlanta MSA remains significantly down from pre-recession levels. There were 16,984 single-family permits in 2014, which is only 27% of 2005 levels (the previous peak year for single-family permits). There were 9,699 multifamily permits in 2014, which is close to 60% of the levels seen in the early 2000s. Multifamily permits can be either rental or for-sale. The same pattern is seen at the Fulton County level.

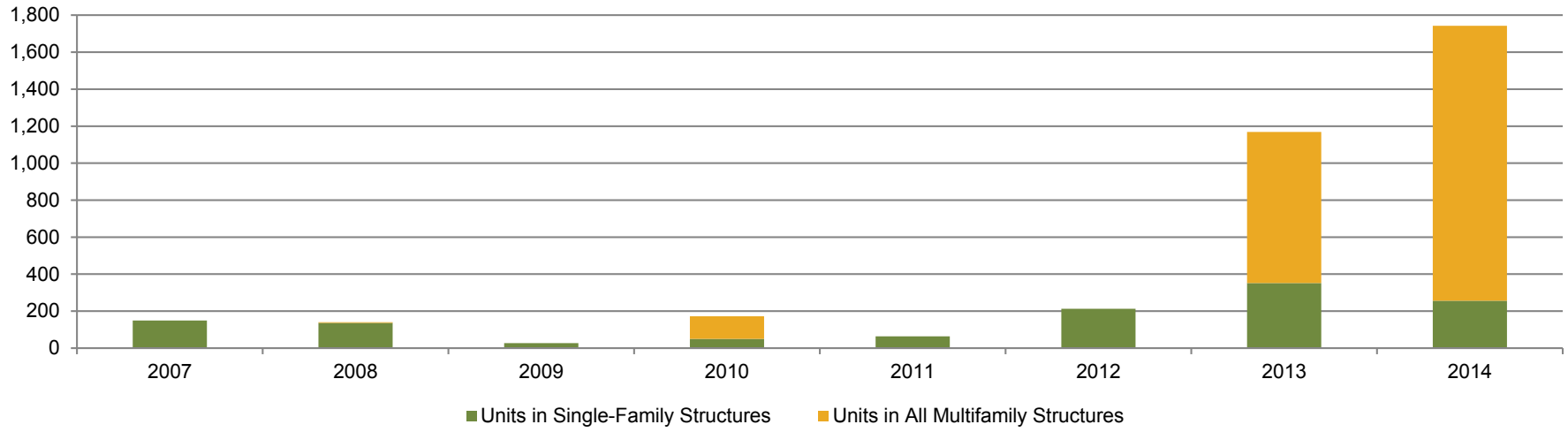
Figure 22 ***Atlanta MSA Residential Permitting Activity, 1990-2014***



Source: HUD SOCDS

Permitting in Sandy Springs is much stronger than the region. 2014 single-family permits were almost twice 2007 levels (data for Sandy Springs permitting is not available prior to 2007). 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 from residents and officials in Sandy Springs. There is currently a moratorium on any new rezoning applications in the city.

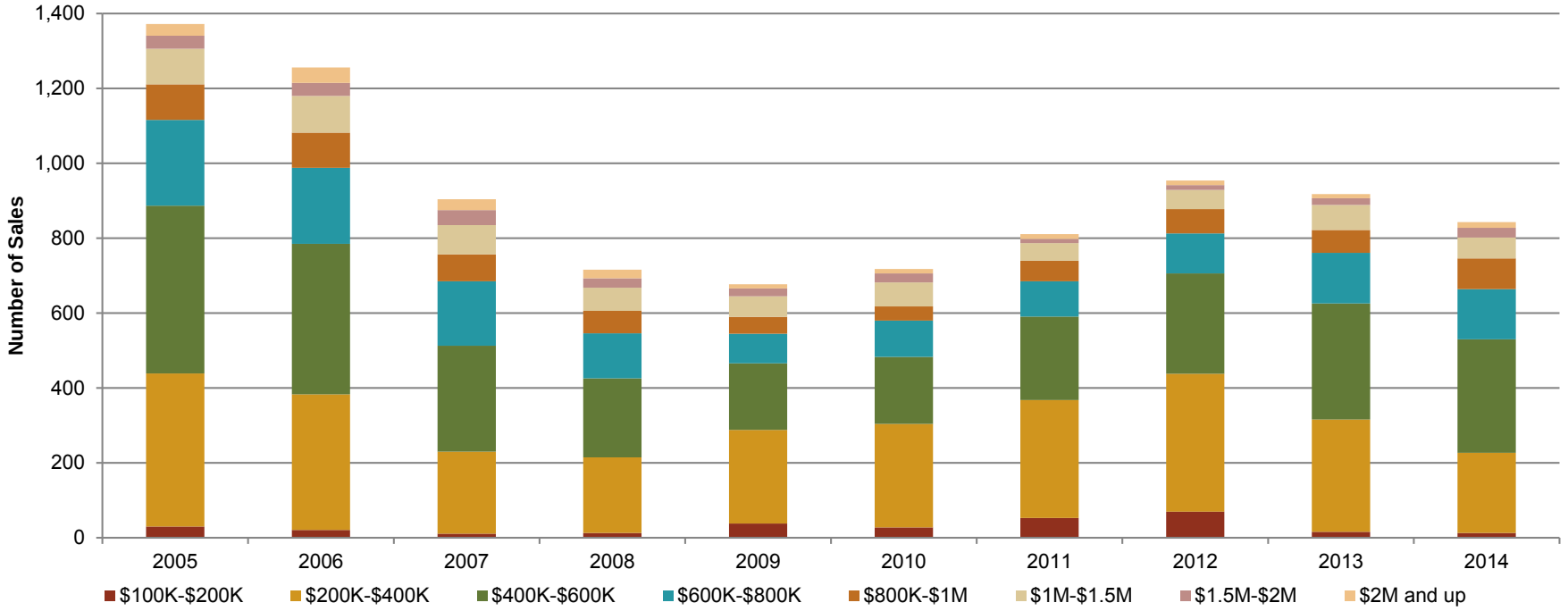
Figure 23 ***Sandy Springs Residential Permitting Activity, 1990-2014***



Source: HUD SOCDS

Based upon Fulton County appraiser data, single-family home sales in Sandy Springs remain approximately 600 sales per year below the previous peak in 2005. From 2005-2014, sales of homes priced $100K-$400K dropped from 32% of sales to 27% of sales. Sales of $600K and higher, however, represent nearly the same proportion of all sales in 2014 that they did in 2005 (35% and 37%, respectively).

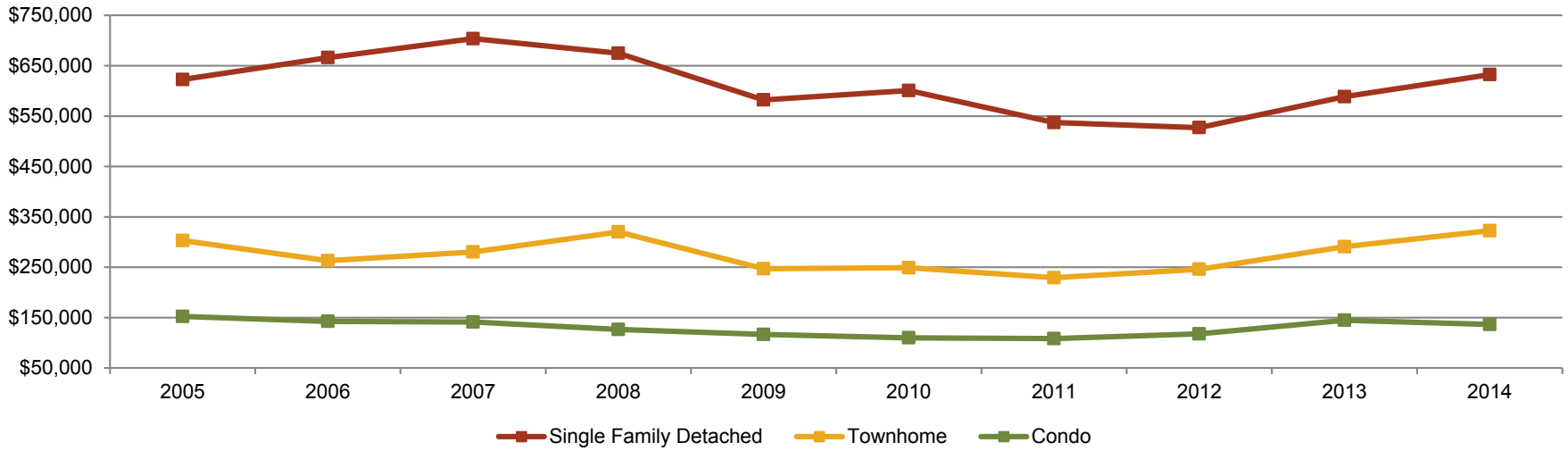
Figure 24 ***Single-Family Detached Home Sales by Price in Sandy Springs, 2005-2014***



Source: Fulton County Assessors Office

Average sales prices in Sandy Springs today are very similar to those seen before the recession. The average single-family home price in 2014 was approximately $632,000. The average townhome in 2014 sold for approximately $322,000. The average condo sold for $136,000.

Figure 25 ***Average Sale Price by Product Type in Sandy Springs, 2005-2014***



Source: Fulton County Assessors Office

New single-family homes currently selling in Sandy Springs are priced at an average of $864,000, over $200,000 above average price for all single-family sales. However, there are only 250 units of new supply currently on the market.

New townhomes in Sandy Springs and adjacent areas are priced at an average of $448,000, also over $100,000 more than the average price for all townhome sales. Again, however, there are only 141 units of actively selling new supply.

There have only been two new condo projects in the area since 2010—the Serrano (Sandy Springs, 2010) and Parkside on Canton (Roswell, 2015). The Parkside condos had an average price of $460,000, far above the condominium average price in the market. Some older apartments have been converted into condominiums, providing a less expensive for-sale option in the market.

Given household growth trends and assuming that Sandy Springs continues to represent 10% of all owner households in Fulton County, RCLCO projects average annual demand for 390 to 560 units of new for-sale housing between 2015 and 2035, resulting in a cumulative total of 8,200 to 11,800 new for-sale units demanded over that time period.

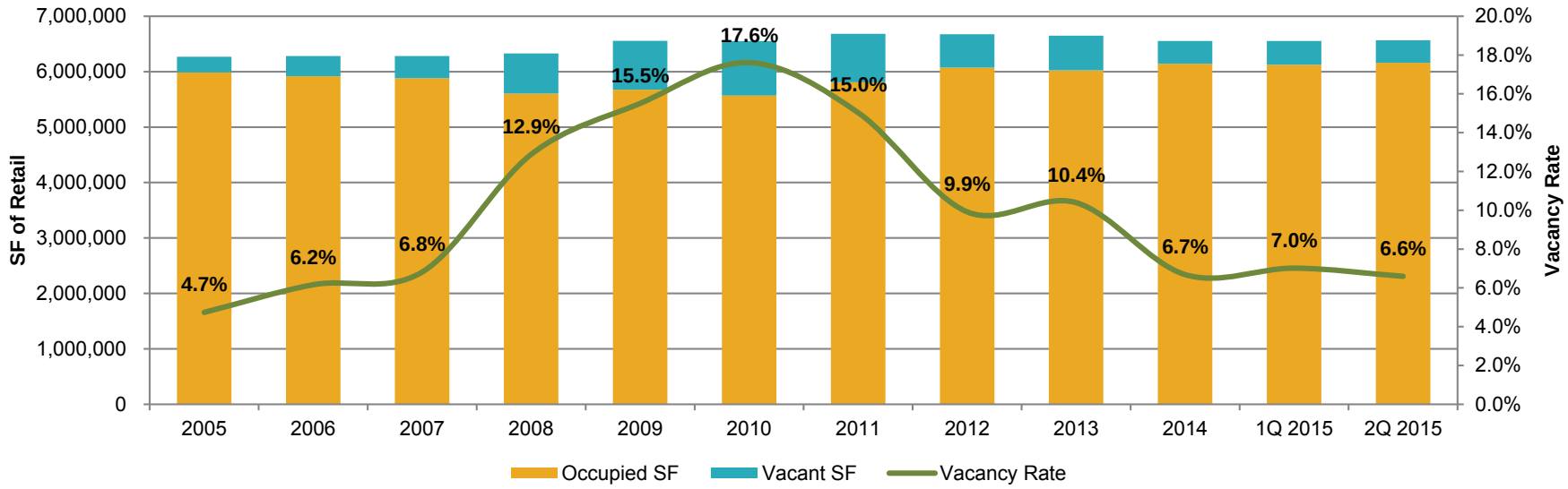
Additional information regarding for-sale residential in Sandy Springs is located in Section III of the Appendix. The demand is found in Section VII of the Appendix.

Retail Analysis

Sandy Springs is located in the Sandy Spring/North Central retail submarket of Atlanta. The retail submarket is performing relatively well.

- Vacancies are low at 6% as of 2Q 2015, down from a high of 11% in 2010.
- Rental rates have been fairly flat for the last few years, and have not yet reached their pre-recession maximum of $19/SF average. As of 2Q 2015, rents in the submarket average $17.8/SF.
- Since 2005, the submarket has absorbed almost 700K SF of retail space.

Figure 26 ***Occupied and Vacant Retail Space (All Types), Sandy Springs, 2005-2015***



Source: CoStar

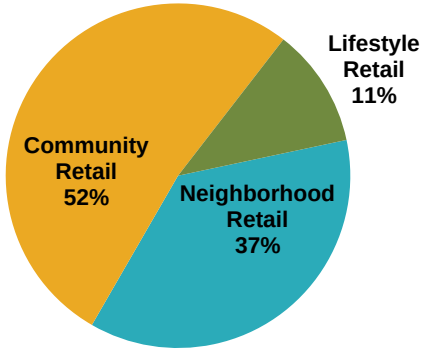
Sandy Springs has approximately 6.6 million SF of retail space; the larger Sandy Springs/North Central Atlanta submarket has 11 million SF of space. The trends in Sandy Springs, in terms of vacancy at rental rates, mirror the submarket.

Retail in Sandy Springs is primarily neighborhood serving (i.e., grocery stores, drug stores, daily needs) and community serving (i.e., big box stores) in nature. Regional shopping malls for Sandy Springs residents are in the City of Dunwoody at the Perimeter Mall and in Buckhead at the Lenox Square Mall and Phipps Plaza.

Retail in Sandy Springs is concentrated along Roswell Road, with some in the Perimeter area west of GA400.

Given historical conditions and household growth projections (because household spending drives retail demand), RCLCO forecasts demand for an average of 35,000 to 50,000 SF of new retail space per year between 2015 and 2035. Cumulative total demand will be 735,000 to 1,050,000 SF of retail space.

Figure 27 ***Sandy Springs Retail Supply by Gross Leasable Area (GLA), July 2015***



Source: CoStar

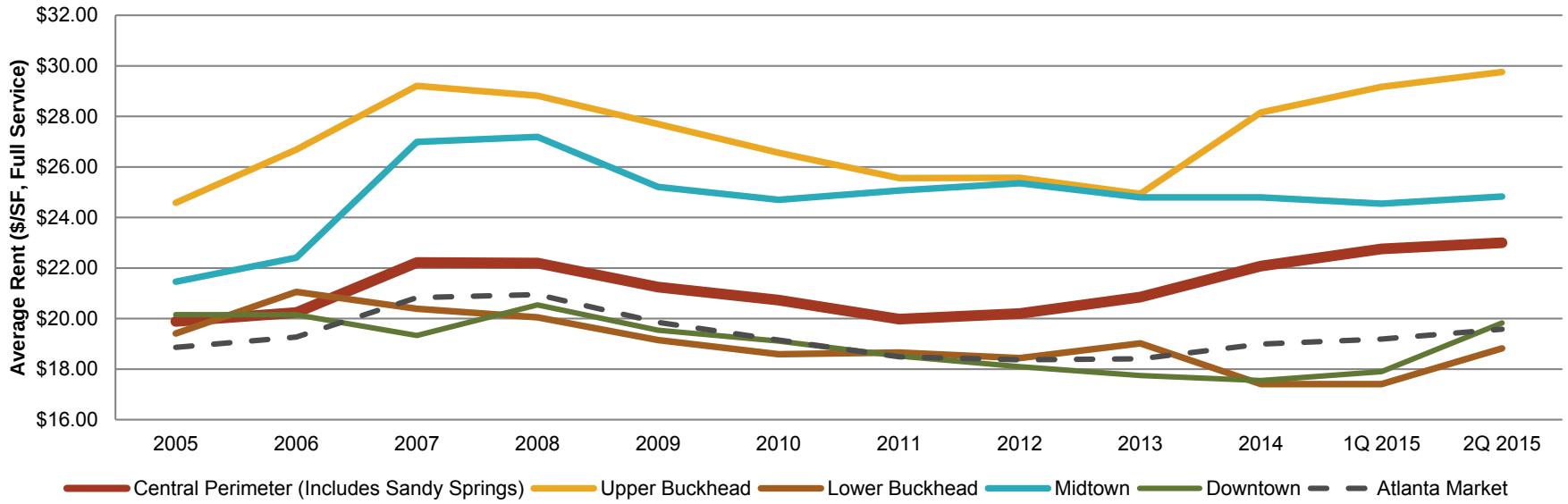
Additional information regarding the retail market in Sandy Springs is located in Section IV of the Appendix. The demand is found in Section VII of the Appendix.

Office Analysis

Sandy Springs is located within the Central Perimeter office submarket of Atlanta. Office areas within Sandy Springs include: Perimeter, Northridge (which is a business park), Roswell Road (where office spaces are mixed in with retail and smaller than office spaces found in Perimeter Center), and the Powers Ferry area. The Central Perimeter office submarket is performing well:

- Absorption has been strong. With the submarket absorbing almost 1.5 million SF of space since 2011.
- Vacancies are down to 13% as of 2Q 2015 compared to a high of 23% in 2011.
- Rents are above pre-recession levels at an average of $23/SF as of 2Q 2015. Only Buckhead and Midtown have higher average rents than the Perimeter area.

Figure 28 ***Office Rental Rates by Submarket, 2005-2015***



Source: CoStar

Of the almost 35 million SF of office located in the Central Perimeter submarket, 26 million SF is located in the City of Sandy Springs. The trends in the Central Perimeter are mirrored in Sandy Springs.

Of the new companies that have moved to Sandy Springs in the last few years, many have been headquarters, in the tech industry, medical, or in information technology. The average number of employees for these new companies was approximately 430.

Given historical and projected employment growth trends, RCLCO expects Sandy Springs to see demand for an average of 200,000 to 360,000 SF of new office space per year over the next 20 years. This results in a cumulative total demand for 4.2 million to 7.6 million SF of office demand between 2015 and 2035.

Additional information regarding the office market in Sandy Springs is located in Section V of the Appendix. The demand is found in Section VII of the Appendix.

Industrial Analysis

Sandy Springs is part of the Central Perimeter Market. The industrial market is very small in this area. There is a total of just over 800,000 SF of industrial in the submarket, and 180,000 SF of industrial in Sandy Springs. Industrial tends to be in a business park format and is quasi-office, storage, and flex space. It is not heavy industrial (manufacturing, outdoor storage, utilities, etc.). The industrial in the market is performing well. Vacancies are low and rents are some of the highest in the market, on average.

The demand for new industrial is limited. Sandy Springs has only absorbed a net 3,200 SF of industrial space since 2006, and it has not absorbed any new industrial space since 2012.

Additional information regarding the industrial market in Sandy Springs is located in Section V of the Appendix.

Hotel Analysis

There are 20 hotels with a total of 2,800 rooms in Sandy Springs. In the Atlanta Perimeter Center/Roswell Georgia hotel submarket, there are 34 hotels with 5,089 rooms. The hotel market is performing well:

- The Average Daily Rate (ADR), which represents the average rental income per paid occupied room in a given time period, has increased from a low of $81 in 2011 to $107 as a June 2015.
- Occupancy has increased from a low of 58% in 2009 to 74% in 2014.

Hotel demand in Sandy Springs is driven by business travelers during the week and leisure travelers on the weekends. Sandy Springs is popular with groups, weddings, family reunions, and religious activities, such as Bar Mitzvahs. There is also some spill-over from Atlanta conventions. Overall tourism has been increasing in the Atlanta region for the last four years by 6% annually.

Future demand for hotels is strong given the occupancy trends, tourism trends, and projected job growth. RCLCO projects that the market could absorb on average 392 new hotel rooms per year from 2015 to 2025.

Additional information regarding the hotel market in Sandy Springs is located in Section VI of the Appendix. The demand is found in Section VII of the Appendix.

CRITICAL ASSUMPTIONS

Our conclusions are based on our analysis of the information available from our own sources and from the client as of the date of this report. We assume that the information is correct, complete, and reliable.

We made certain assumptions about the future performance of the global, national, and local economy and real estate market, and on other factors similarly outside either our control or that of the client. We analyzed trends and the information available to us in drawing these conclusions. However, given the fluid and dynamic nature of the economy and real estate markets, as well as the uncertainty surrounding particularly the near-term future, it is critical to monitor the economy and markets continuously and to revisit the aforementioned conclusions periodically to ensure that they are reflective of changing market conditions.

We assume that the economy and real estate markets will grow at a stable and moderate rate to 2020 and beyond. However, stable and moderate growth patterns are historically not sustainable over extended periods of time, the economy is cyclical, and real estate markets are typically highly sensitive to business cycles. Further, it is very difficult to predict when an economic and real estate upturn will end.

With the above in mind, we assume that the long term average absorption rates and price changes will be as projected, realizing that most of the time performance will be either above or below said average rates.

Our analysis does not consider the potential impact of future economic shocks on the national and/or local economy, and does not consider the potential benefits from major "booms" that may occur. Similarly, the analysis does not reflect the residual impact on the real estate market and the competitive environment of such a shock or boom. Also, it is important to note that it is difficult to predict changing consumer and market psychology.

As such, we recommend the close monitoring of the economy and the marketplace, and updating this analysis as appropriate.

Further, the project and investment economics should be “stress tested” to ensure that potential fluctuations in revenue and cost assumptions resulting from alternative scenarios regarding the economy and real estate market conditions will not cause failure.

In addition, we assume that the following will occur in accordance with current expectations:

- Economic, employment, and household growth.
- Other forecasts of trends and demographic and economic patterns, including consumer confidence levels.
- The cost of development and construction.
- Tax laws (i.e., property and income tax rates, deductibility of mortgage interest, and so forth).
- Availability and cost of capital and mortgage financing for real estate developers, owners and buyers.
- Competitive projects will be developed as planned (active and future) and that a reasonable stream of supply offerings will satisfy real estate demand.
- Major public works projects occur and are completed as planned.

Should any of the above change, this analysis should be updated, with the conclusions reviewed accordingly (and possibly revised).

GENERAL LIMITING CONDITIONS

Reasonable efforts have been made to ensure that the data contained in this study reflect accurate and timely information and are believed to be reliable. This study is based on estimates, assumptions, and other information developed by RCLCO from its independent research effort, general knowledge of the industry, and consultations with the client and its representatives. No responsibility is assumed for inaccuracies in reporting by the client, its agent, and representatives or in any other data source used in preparing or presenting this study. This report is based on information that to our knowledge was current as of the date of this report, and RCLCO has not undertaken any update of its research effort since such date.

Our report may contain prospective financial information, estimates, or opinions that represent our view of reasonable expectations at a particular time, but such information, estimates, or opinions are not offered as predictions or assurances that a particular level of income or profit will be achieved, that particular events will occur, or that a particular price will be offered or accepted. Actual results achieved during the period covered by our prospective financial analysis may vary from those described in our report, and the variations may be material. Therefore, no warranty or representation is made by RCLCO that any of the projected values or results contained in this study will be achieved.

Possession of this study does not carry with it the right of publication thereof or to use the name of "Robert Charles Lesser & Co." or "RCLCO" in any manner without first obtaining the prior written consent of RCLCO. No abstracting, excerpting, or summarization of this study may be made without first obtaining the prior written consent of RCLCO. This report is not to be used in conjunction with any public or private offering of securities or other similar purpose where it may be relied upon to any degree by any person other than the client without first obtaining the prior written consent of RCLCO. This study may not be used for any purpose other than that for which it is prepared or for which prior written consent has first been obtained from RCLCO.

APPENDIX: SUPPORTING EXHIBITS

LIST OF EXHIBITS

I. MACROECONOMY & DEMOGRAPHICS

Exhibit I-1 Map of Sandy Springs, Fulton County, and Atlanta MSA; Atlanta, Georgia; 2015

Exhibit I-2 Historical and Forecasted Non-Agricultural Employment Growth; Atlanta MSA and United States; 2000-2035

Exhibit I-3 Historical and Forecasted Non-Agricultural Employment Growth; Atlanta MSA; 1980-2035;

Exhibit I-4 Historical and Forecasted Non-Agricultural Employment Growth; Fulton County, Georgia; 1980-2035;

Exhibit I-5 Historical and Forecasted Non-Agricultural Employment and Household Growth; Atlanta MSA; 2000-2035

Exhibit I-6 Local Employment Projections; Sandy Springs, Georgia; 2015-2035

Exhibit I-7 Historical Non-Agricultural Employment Growth; Sandy Springs, Fulton County, and Atlanta MSA; 1990-2014

Exhibit I-8 Employment by Industry; Atlanta MSA and Sandy Springs, Georgia; 2014

Exhibit I-9 Forecasted Employment Growth by Industry; Atlanta MSA and Sandy Springs, Georgia; 2015-2030

Exhibit I-10 Location Quotient; Atlanta MSA and Sandy Springs, Georgia; 2015

Exhibit I-11 Employment Density (Per Square Mile); Sandy Springs, Georgia; 2014

Exhibit I-12 Comparative Socioeconomic Characteristics; Sandy Springs, Fulton County, and Atlanta MSA; 2000-2020

Exhibit I-13 Historical and Forecasted Household Growth; Fulton County and Atlanta MSA; 2000-2035

Exhibit I-14 Household Growth; Atlanta MSA; 1980-2035

Exhibit I-15 Household Growth; Fulton County, Georgia; 1980-2035

Exhibit I-16 Household Projections; Fulton County, Georgia; 2000-2035

Exhibit I-17 Population and Household Projections; Sandy Springs, Georgia; 2015-2035

Exhibit I-18 Households by Age and Income; Atlanta MSA; 2015

Exhibit I-19 Households by Age and Income; Fulton County, Georgia; 2015

Exhibit I-20 Households by Age and Income; Sandy Springs, Georgia; 2015

Exhibit I-21 Commute Patterns of 30328 Residents and Workers; 30328 Zip Code; 2012

Exhibit I-22 Languages Spoken At Home; Sandy Springs, Georgia; 2013

Exhibit I-23 Median Household Income; Sandy Springs, Georgia; 2015

Exhibit I-24 Housing Tenure; Sandy Springs, Georgia; 2015

Exhibit I-25 Households by Tenure and Size of Household; Sandy Springs, Georgia; 2015

Exhibit I-26 Tenure Propensity by Age and Income; Sandy Springs, Georgia; 2012-2013

Exhibit I-27 Household Density; Sandy Springs, Georgia; 2014

Exhibit I-28 Rentership Affordability; Sandy Springs, Georgia; 2015

Exhibit I-29 Homeownership Affordability; Sandy Springs, Georgia; 2015

Exhibit I-30 Actively Selling and Recently Sold New For-Sale Residential Product; Sandy Springs, Georgia; July 2015

Exhibit I-31 Household Segmentation by Tenure, Age, Income, and Presence of Children; Sandy Springs, Georgia; 2015

Exhibit I-32 Renter Household Segmentation by Age, Income, and Presence of Children; Sandy Springs, Georgia; 2015

Exhibit I-33 Owner Household Segmentation by Age, Income, and Presence of Children; Sandy Springs, Georgia; 2015

Exhibit I-34 Segmentation by Tenure, Age, Income, and Presence of Children for Households That Moved Last Year; Sandy Springs, Georgia; 2015

Exhibit I-35 Household Segmentation by Age, Income, and Presence of Children -- Renters That Moved; Sandy Springs, Georgia; 2015

Exhibit I-36 Household Segmentation by Age, Income, and Presence of Children -- Owners That Moved; Sandy Springs, Georgia; 2015

Exhibit I-37 Rental Households That Moved by Age and Income and Bedroom Preference; Sandy Springs, Georgia; 2015

Exhibit I-38 Short-Term Rental Demand; Sandy Springs, Georgia; 2015-2020

Exhibit I-39 Short-Term Owner Demand; Sandy Springs, Georgia; 2015-2020

Exhibit I-40 Number of Owner and Renter Housing Units; Sandy Springs, Georgia; 2013

Exhibit I-41 Number of Renter or Owner-Occupied Units by Annual Household Income; Sandy Springs, Georgia; 2013

Exhibit I-42 Number of Renter or Owner-Occupied Units by Monthly Housing Cost; Sandy Springs, Georgia; 2013

Exhibit I-43 Number of Renter or Owner-Occupied Units by Age of Head Householder; Sandy Springs, Georgia; 2013

Exhibit I-44 Number of Renter or Owner-Occupied Units by Race of Head Householder; Sandy Springs, Georgia; 2013

Exhibit I-45 Number of Renter or Owner-Occupied Units by Persons in Household; Sandy Springs, Georgia; 2013

Exhibit I-46 Renters by Family Type; Sandy Springs, Georgia; 2013

Exhibit I-47 Owners by Family Type; Sandy Springs, Georgia; 2013

Exhibit I-48 Renters by Family Type and Age; Sandy Springs, Georgia; 2013

Exhibit I-49 Owners by Family Type and Age; Sandy Springs, Georgia; 2013

Exhibit I-50 Geographic Mobility for Population 1 Year and Older by Tenure; Sandy Springs, Georgia; 2013

Exhibit I-51 Number of Renter or Owner Occupied Units by Building Size; Sandy Springs, Georgia; 2013

Exhibit I-52 Number of Renter or Owner-Occupied Units by Year Structure Built; Sandy Springs, Georgia; 2013

Exhibit I-53 Number of Renter or Owner-Occupied Units by Number of Bedrooms per Unit; Sandy Springs, Georgia; 2013

II. FOR-RENT RESIDENTIAL MARKET

Exhibit II-1 Rental Apartment Submarket Maps; Atlanta Region and Sandy Springs, Georgia; 2015

Exhibit II-2 Rental Apartment Submarket Comparison; Atlanta Region; Q1 2015

Exhibit II-3 Historical and Projected Completions and Net Absorption; Atlanta Apartment Market; 2000-2019

Exhibit II-4 Historical and Projected Completions and Net Absorption; Sandy Springs/Dunwoody and Buckhead Submarkets; 2000-2019

Exhibit II-5 Class A and B/C Asking Rental Rates; Atlanta Region and Sandy Springs/Dunwoody Submarket; 2000-Q1 2015

Exhibit II-6 Class A and Class B/C Vacancy Rates; Atlanta Region and Sandy Springs/Dunwoody Submarket; 2000-Q1 2015

Exhibit II-7 Map of Recent Rental Apartment Deliveries; Sandy Springs/Perimeter, Buckhead, and Brookhaven; August 2015

Exhibit II-8 Recently Delivered Rental Apartment Projects; Sandy Springs/Perimeter, Buckhead, and Brookhaven; August 2015

Exhibit II-9 Rent To Size Relationship -- New Studio Apartments; Sandy Springs/Perimeter, Buckhead, and Brookhaven; August 2015

Exhibit II-10 Rent to Size Relationship -- Newest 1Br and 1Br+Den Apartments; Sandy Springs/Perimeter; August 2015

Exhibit II-11 Rent To Size Relationship -- Newest 1Br and 1Br+Den Apartments; Sandy Springs/Perimeter, Buckhead, and Brookhaven; August 2015

Exhibit II-12 Rent-To-Size Relationship -- Newest 1Br+Den Apartments; Sandy Springs/Perimeter, Buckhead, and Brookhaven; August 2015

Exhibit II-13 Rent to Size Relationship -- Newest 2Br and 2Br+Den Apartments; Sandy Springs/Perimeter; August 2015

Exhibit II-14 Rent To Size Relationship -- Newest 2Br Apartments; Sandy Springs/Perimeter, Buckhead, and Brookhaven; August 2015

Exhibit II-15 Rent To Size Relationship -- New 2Br+Den and 3Br Apartments; Sandy Springs/Perimeter, Buckhead, and Brookhaven; August 2015

Exhibit II-16 Planned and Proposed Rental Apartments; Sandy Springs and Perimeter Center; August 2015

Exhibit II-17 Planned and Proposed Rental Apartment Projects; Sandy Springs and Perimeter Center; August 2015

III. FOR-SALE RESIDENTIAL MARKET

Exhibit III-1 Multifamily and Single-Family Permits; Atlanta MSA; 1990-2014

Exhibit III-2 Multifamily and Single-Family Permits; Fulton County, Georgia; 1990-2014

Exhibit III-3 Total Permits; Atlanta MSA and Fulton County, Georgia; 1990-2014

Exhibit III-4 Multifamily and Single-Family Permits; Sandy Springs, Georgia; 2007-2014

Exhibit III-5 Total Permits; Fulton County and Sandy Springs, Georgia; 2007-2014

Exhibit III-6 Single Family Detached Home Sales by Price (Sales Over $100K Only); Sandy Springs, Georgia; 2005-2014

Exhibit III-7 Townhome Sales by Price (Sales Over $30K Only); Sandy Springs, Georgia; 2005-2014

Exhibit III-8 Condominium Home Sales by Price (Sales Over $30K Only); Sandy Springs, Georgia; 2005-2014

IV. RETAIL

Exhibit IV-1 Costar Retail Market Definitions; Atlanta, Georgia; 2015

Exhibit IV-2 All Retail -- Total Occupied Square Feet and Vacancy Rate; Select Atlanta Markets; 2005-2015

Exhibit IV-3 Retail Vacancy Rates by Submarket; Atlanta, Georgia; 2005-2015

Exhibit IV-4 Retail Lease Rates by Submarket (Triple Net); Atlanta, Georgia; 2005-2015

Exhibit IV-5 Sandy Springs/North Central and City of Sandy Springs Retail Markets; Atlanta, Georgia; 2005-2015

Exhibit IV-6 Occupied and Vacant Retail Space (All Types); Sandy Springs, Georgia; 2005-2015

Exhibit IV-7 Annual Direct Net Absorption of Retail Space (All Types); Sandy Springs, Georgia; 2005-2015

Exhibit IV-8 Sandy Springs Retail Supply Profile; Sandy Springs, Georgia; July 2015

Exhibit IV-9 Average Lease Rates by Retail Type (Triple Net); Sandy Springs, Georgia; 2005-2015

Exhibit IV-10 Occupied and Vacant Neighborhood Center Retail; Sandy Springs, Georgia; 2005-2015

Exhibit IV-11 Occupied and Vacant Community Center Retail; Sandy Springs, Georgia; 2005-2015

Exhibit IV-12 Occupied and Vacant Lifestyle Center Retail; Sandy Springs, Georgia; 2005-2015

Exhibit IV-13 Total Retail Net Absorption; Sandy Springs, Georgia; 2006-2015 YTD

Exhibit IV-14 Key Retail Centers; Sandy Springs, Georgia; August 2015

Exhibit IV-15 Summary of Lifestyle, Community, and Neighborhood Retail Centers Over 100,000 Sq. Ft.; Sandy Springs, Georgia; August 2015

Exhibit IV-16 Local Grocery Stores; Sandy Springs, Georgia; August 2015

Exhibit IV-17 Local Superstores and Convenience Retail; Sandy Springs, Georgia; August 2015

Exhibit IV-18 Starbucks Locations; Sandy Springs, Georgia; August 2015

Exhibit IV-19 Daily Traffic Count Map; Sandy Springs, Georgia; 2015

Exhibit IV-20 Planned, Proposed, and Under Construction New Retail Developments; Sandy Springs, Georgia; August 2015

Exhibit IV-21 Current Retail Under and Over Supply; Sandy Springs, Georgia; August 2015

Exhibit IV-22 Current Retail Under and Over Supply; 5-Mile Radius Around Perimeter Mall; August 2015

Exhibit IV-23 Summary of Short-Term Demand for Retail; Sandy Springs, Georgia; 2015-2025

Exhibit IV-24 Short-Term Demand for Retail; Sandy Springs, Georgia; 2015-2025

V. OFFICE & INDUSTRIAL

Exhibit V-1 Costar Office Market Definitions; Atlanta, Georgia; 2015

Exhibit V-2 Atlanta Office Market; Atlanta Market by Submarket; Mid-Year 2015

Exhibit V-3 Occupied Office Space by Submarket; Atlanta, Georgia; 2005-2015

Exhibit V-4 Office Vacancy Rates by Submarket; Atlanta, Georgia; 2005-2015

Exhibit V-5 Office Rental Rates by Submarket; Atlanta, Georgia; 2005-2015

Exhibit V-6 Annual Direct Net Absorption of Office Space (All Office); Central Perimeter Submarket, Atlanta, Georgia; 2005-2015

Exhibit V-7 Sandy Springs and Central Perimeter Office Markets; Atlanta, Georgia; 2005-2015

Exhibit V-8 Occupied and Vacant Office Space (All Classes); Sandy Springs, Georgia; 2005-2015

Exhibit V-9 Occupied Square Feet of Office Space and Vacancy Rate (All Classes); Sandy Springs, Georgia; 2005-2015

Exhibit V-10 Annual Direct Net Absorption of Office Space (All Classes); Sandy Springs, Georgia; 2005-2015

Exhibit V-11 Class A Office Buildings Built Since 2000; Sandy Springs, Georgia; July 2015

Exhibit V-12 Major New Office Tenants; Sandy Springs, Georgia; 2012-2015

Exhibit V-13 Planned, Proposed, and Under Construction Office Space; Sandy Springs, Georgia; August 2015

Exhibit V-14 Selected Office Cores For Regions with Over 1 Million Jobs; Perimeter Center Improvement District and Other Office Cores; Data Gathered 2011-2015

Exhibit V-15 Costar Industrial Market Definitions; Atlanta, Georgia; 2015

Exhibit V-16 Occupied Industrial Space by Submarket; Atlanta, Georgia; 2005-2015

Exhibit V-17 Industrial Vacancy Rates by Submarket; Atlanta, Georgia; 2005-2015

Exhibit V-18 Industrial Rental Rates by Submarket; Atlanta, Georgia; 2005-2015

Exhibit V-19 Annual Direct Net Absorption of Industrial Space; Central Perimeter Submarket, Atlanta, Georgia; 2006-2015

Exhibit V-20 Sandy Springs and Central Perimeter Industrial Markets; Atlanta, Georgia; 2005-2015

Exhibit V-21 Occupied and Vacant Industrial Space; Sandy Springs, Georgia; 2005-2015

Exhibit V-22 Annual Direct Net Absorption of Industrial Space; Sandy Springs, Georgia; 2006-2015

Exhibit V-23 Industrial Space Inventory; Sandy Springs, Georgia; July 2015

VI. HOTEL

Exhibit VI-1 Visitor and Hotel Data; Atlanta Metro; August 2015

Exhibit VI-2 Characteristics of Domestic Visitors; Atlanta Metro; 2013

Exhibit VI-3 Characteristics of Domestic Visitors -- Overnight Trips Only; Atlanta Metro; 2013

Exhibit VI-4 Average Daily Rate Trends; Hotels in Perimeter Center/Roswell, Georgia Submarket; January 2000-June 2015

Exhibit VI-5 Occupancy Trends; Hotels in Perimeter Center/Roswell, Georgia Submarket; January 2000-June 2015

Exhibit VI-6 Supply versus Demand Trends; Hotels in Perimeter Center/Roswell, Georgia Submarket; January 2000-June 2015

Exhibit VI-7 Map of Area Hotels; Sandy Springs/Perimeter Center; July 2015

Exhibit VI-8 Information Regarding Select Hotels; Sandy Springs/Perimeter Center; July 2015

Exhibit VI-9 Planned, Proposed, and Under Construction Hotels; Sandy Springs/Perimeter Center; August 2015

Exhibit VI-10 Demand for Hotel Rooms; Hotels in Perimeter Center/Roswell, Georgia Submarket; 2015-2025

VII. DEMAND

Exhibit VII-1 Residential For-Sale Demand - Baseline Scenario; Sandy Springs, Georgia; 2015-2035

Exhibit VII-2 Residential For-Sale Demand - Aggressive HH Growth Scenario; Sandy Springs, Georgia; 2015-2035

Exhibit VII-3 Residential For-Rent Demand - Baseline Scenario; Sandy Springs, Georgia; 2015-2035

Exhibit VII-4 Residential For-Rent Demand - Aggressive HH Growth Scenario; Sandy Springs, Georgia; 2015-2035

Exhibit VII-5 Total Retail Demand – Baseline Scenario; Sandy Springs, Georgia; 2015-2035

Exhibit VII-6 Total Retail Demand – Aggressive HH Growth Scenario; Sandy Springs, Georgia; 2015-2035

Exhibit VII-7 Total Office Demand – Baseline Scenario; Sandy Springs and Small Areas; 2015-2035

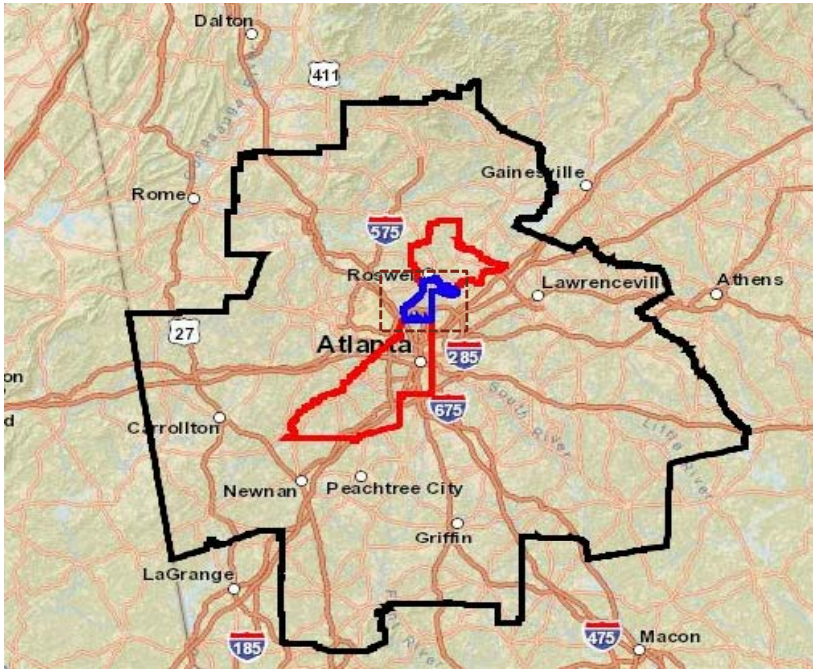
Exhibit VII-8 Total Office Demand – Aggressive Local Capture Scenario; Sandy Springs and Small Areas; 2015-2035

I. MACROECONOMY & DEMOGRAPHICS

CITY OF SANDY SPRINGS

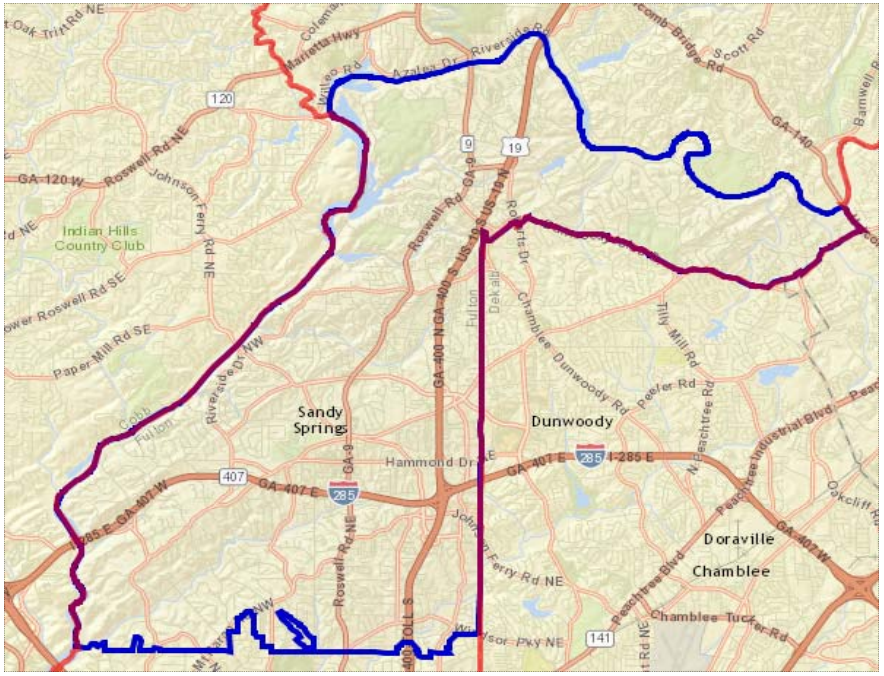
Exhibit I-1

MAP OF SANDY SPRINGS, FULTON COUNTY, AND ATLANTA MSA
ATLANTA, GEORGIA
2015



Atlanta MSA
Fulton County
Sandy Springs

Inset Map

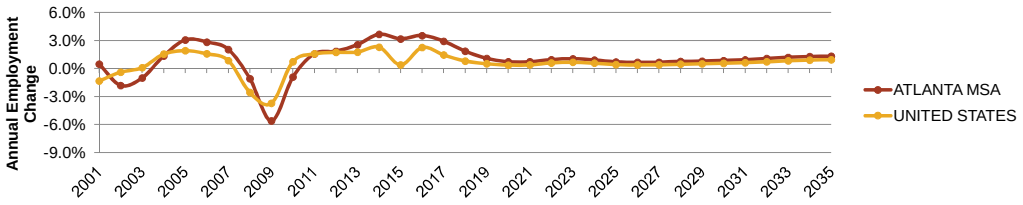


SOURCE: ESRI Business Analyst; RCLCO

Exhibit I-2

HISTORICAL AND FORECASTED NON-AGRICULTURAL EMPLOYMENT GROWTH
ATLANTA MSA AND UNITED STATES
2000-2035

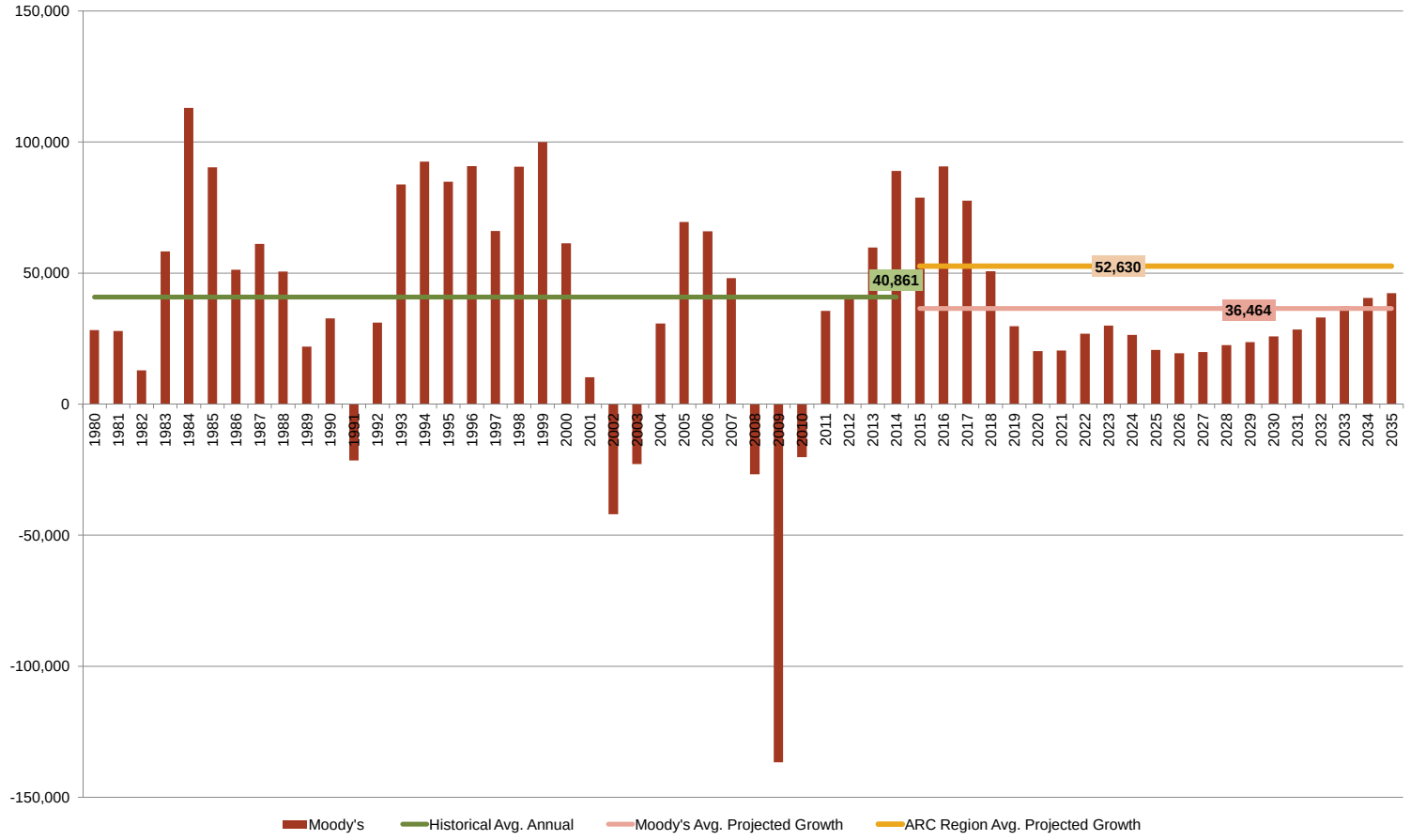
	ATLANTA MSA			UNITED STATES		
YEAR	TOTAL	ANNUAL CHANGE	PERCENT CHANGE	TOTAL	ANNUAL CHANGE	PERCENT CHANGE
2000	2,299,667	--	--	133,547,000	--	--
2001	2,310,467	10,800.0	0.5%	131,756,000	-1,791,000.0	-1.3%
2002	2,268,233	-42,233.3	-1.8%	131,233,000	-523,000.0	-0.4%
2003	2,245,275	-22,958.3	-1.0%	131,351,000	118,000.0	0.1%
2004	2,275,408	30,133.3	1.3%	133,376,000	2,025,000.0	1.5%
2005	2,344,842	69,433.3	3.1%	135,923,000	2,547,000.0	1.9%
2006	2,410,983	66,141.7	2.8%	138,065,000	2,142,000.0	1.6%
2007	2,459,892	48,908.3	2.0%	139,231,000	1,166,000.0	0.8%
2008	2,433,058	-26,833.3	-1.1%	135,656,000	-3,575,000.0	-2.6%
2009	2,296,525	-136,533.3	-5.6%	130,606,000	-5,050,000.0	-3.7%
2010	2,275,617	-20,908.3	-0.9%	131,556,000	950,000.0	0.7%
2011	2,311,158	35,541.7	1.6%	133,625,000	2,069,000.0	1.6%
2012	2,353,592	42,433.3	1.8%	135,938,000	2,313,000.0	1.7%
2013	2,413,350	59,758.3	2.5%	138,327,000	2,389,000.0	1.8%
2014	2,501,583	88,233.3	3.7%	141,484,000	3,157,000.0	2.3%
2015	2,580,595	79,011.4	3.2%	142,023,520	539,520.0	0.4%
2016	2,671,358	90,763.5	3.5%	145,219,870	3,196,350.0	2.3%
2017	2,749,001	77,642.5	2.9%	147,330,843	2,110,972.5	1.5%
2018	2,799,730	50,729.0	1.8%	148,491,095	1,160,252.5	0.8%
2019	2,829,501	29,771.5	1.1%	149,249,320	758,225.0	0.5%
2020	2,849,787	20,285.3	0.7%	149,782,320	533,000.0	0.4%
2021	2,870,299	20,512.3	0.7%	150,368,798	586,477.5	0.4%
2022	2,897,227	26,928.3	0.9%	151,262,895	894,097.5	0.6%
2023	2,927,174	29,946.8	1.0%	152,277,900	1,015,005.0	0.7%
2024	2,953,636	26,461.8	0.9%	153,147,680	869,780.0	0.6%
2025	2,974,280	20,644.0	0.7%	153,783,925	636,245.0	0.4%
2026	2,993,751	19,471.5	0.7%	154,376,125	592,200.0	0.4%
2027	3,013,661	19,909.8	0.7%	154,989,033	612,907.5	0.4%
2028	3,036,229	22,568.5	0.7%	155,716,653	727,620.0	0.5%
2029	3,059,902	23,672.5	0.8%	156,496,850	780,197.5	0.5%
2030	3,085,736	25,834.3	0.8%	157,367,228	870,377.5	0.6%
2031	3,114,235	28,499.0	0.9%	158,345,375	978,147.5	0.6%
2032	3,147,305	33,069.8	1.1%	159,493,825	1,148,450.0	0.7%
2033	3,184,663	37,357.8	1.2%	160,809,348	1,315,522.5	0.8%
2034	3,225,202	40,539.0	1.3%	162,251,703	1,442,355.0	0.9%
2035	3,267,588	42,386.8	1.3%	163,773,600	1,521,897.5	0.9%



SOURCE: U.S. Bureau of Labor Statistics; Moody's Analytics; RCLCO

Exhibit I-3

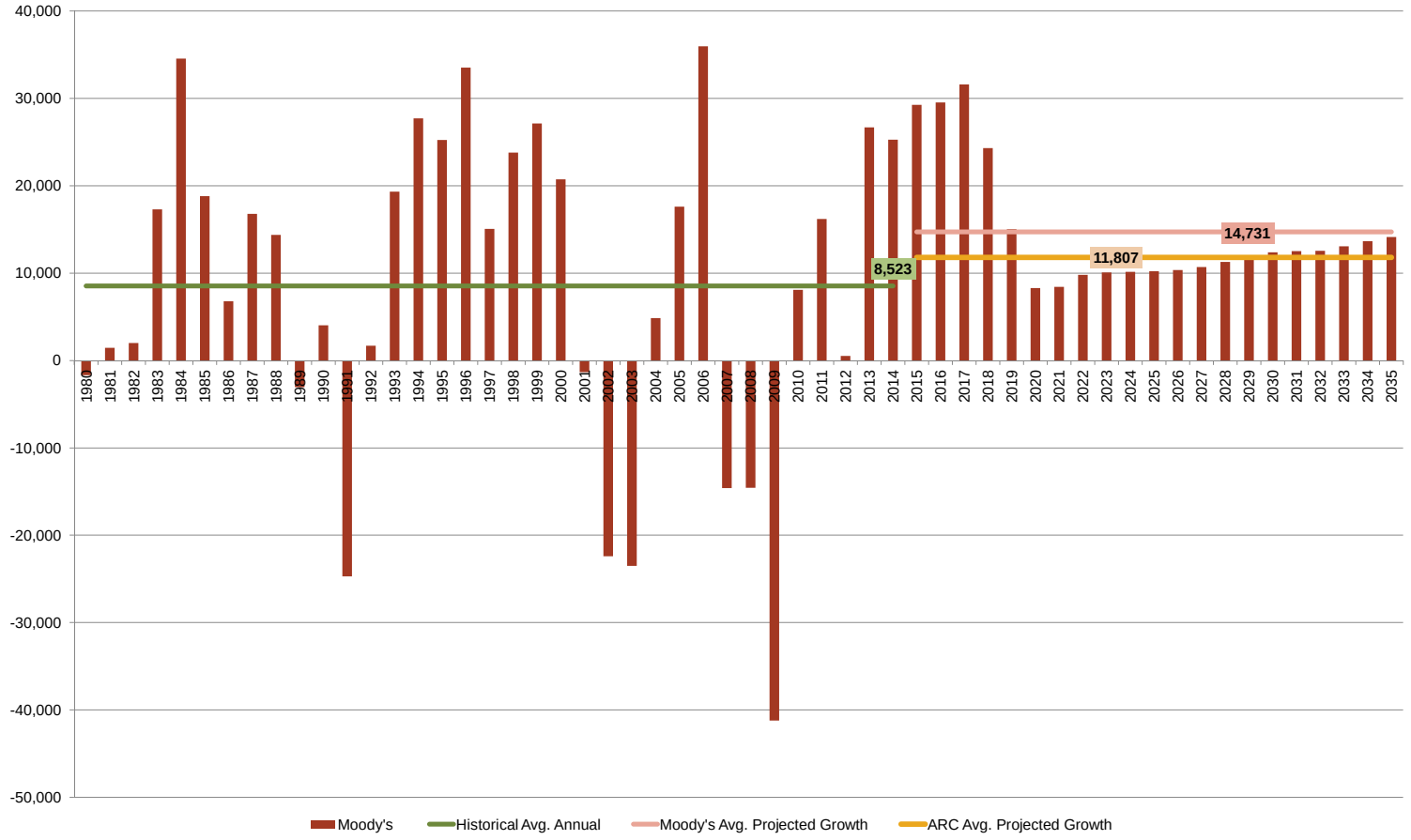
HISTORICAL AND FORECASTED NON-AGRICULTURAL EMPLOYMENT GROWTH
ATLANTA MSA
1980-2035



SOURCE: Moody's Analytics; Atlanta Regional Commission; RCLCO

Exhibit I-4

HISTORICAL AND FORECASTED NON-AGRICULTURAL EMPLOYMENT GROWTH
FULTON COUNTY, GEORGIA
1980-2035

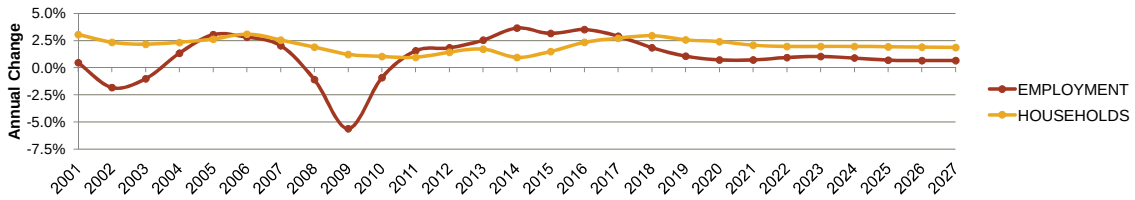


SOURCE: Moody's Analytics; Atlanta Regional Commission; RCLCO

Exhibit I-5

HISTORICAL AND FORECASTED NON-AGRICULTURAL EMPLOYMENT AND HOUSEHOLD GROWTH
ATLANTA MSA
2000-2035

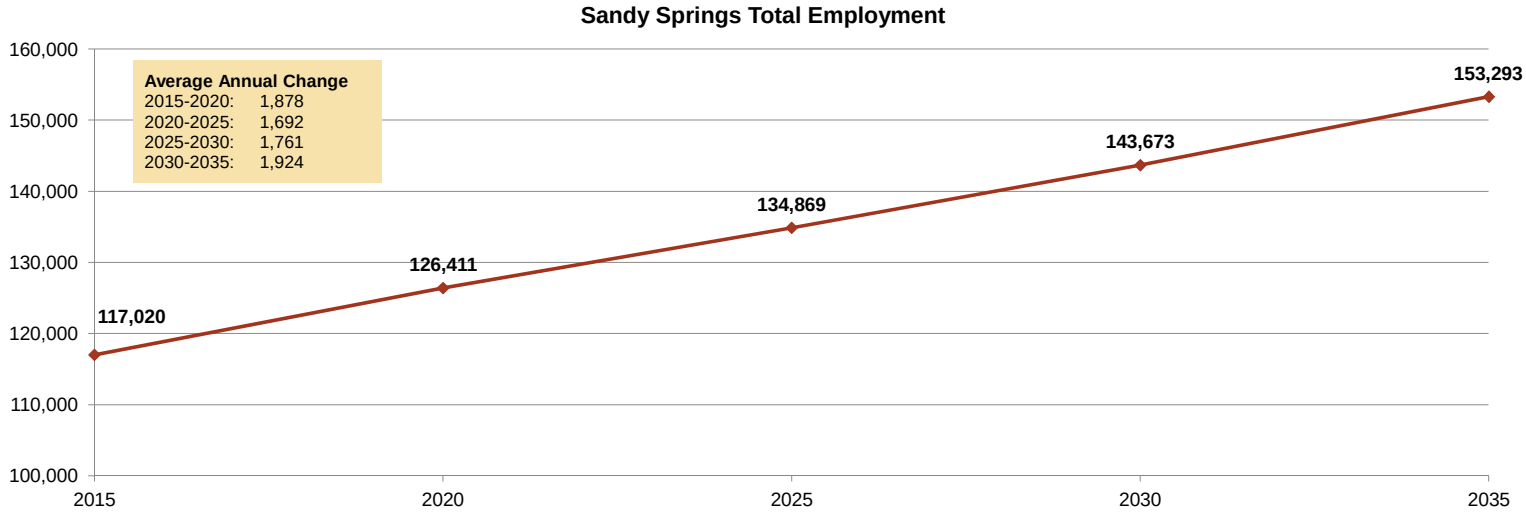
	EMPLOYMENT			HOUSEHOLDS			JOB
YEAR	TOTAL	ANNUAL CHANGE	PERCENT CHANGE	TOTAL	ANNUAL CHANGE	PERCENT CHANGE	GROWTH/ HH GROWTH
2000	2,299,667	--	--	1,571,894	--	--	
2001	2,310,467	10,800	0.5%	1,619,878	47,985	3.1%	0.2
2002	2,268,233	-42,233	-1.8%	1,657,723	37,845	2.3%	-1.1
2003	2,245,275	-22,958	-1.0%	1,693,639	35,916	2.2%	-0.6
2004	2,275,408	30,133	1.3%	1,732,973	39,333	2.3%	0.8
2005	2,344,842	69,433	3.1%	1,778,413	45,440	2.6%	1.5
2006	2,410,983	66,142	2.8%	1,833,359	54,946	3.1%	1.2
2007	2,459,892	48,908	2.0%	1,879,989	46,630	2.5%	1.0
2008	2,433,058	-26,833	-1.1%	1,915,637	35,648	1.9%	-0.8
2009	2,296,525	-136,533	-5.6%	1,939,067	23,430	1.2%	-5.8
2010	2,275,617	-20,908	-0.9%	1,959,136	20,069	1.0%	-1.0
2011	2,311,158	35,542	1.6%	1,977,901	18,765	1.0%	1.9
2012	2,353,592	42,433	1.8%	2,006,115	28,214	1.4%	1.5
2013	2,413,350	59,758	2.5%	2,040,432	34,317	1.7%	1.7
2014	2,501,583	88,233	3.7%	2,059,731	19,299	0.9%	4.6
2015	2,580,595	79,011	3.2%	2,090,455	30,724	1.5%	2.6
2016	2,671,358	90,764	3.5%	2,139,277	48,822	2.3%	1.9
2017	2,749,001	77,643	2.9%	2,197,262	57,985	2.7%	1.3
2018	2,799,730	50,729	1.8%	2,262,067	64,805	2.9%	0.8
2019	2,829,501	29,771	1.1%	2,320,103	58,036	2.6%	0.5
2020	2,849,787	20,285	0.7%	2,375,703	55,600	2.4%	0.4
2021	2,870,299	20,512	0.7%	2,424,988	49,285	2.1%	0.4
2022	2,897,227	26,928	0.9%	2,472,345	47,357	2.0%	0.6
2023	2,927,174	29,947	1.0%	2,520,673	48,328	2.0%	0.6
2024	2,953,636	26,462	0.9%	2,570,002	49,329	2.0%	0.5
2025	2,974,280	20,644	0.7%	2,619,419	49,417	1.9%	0.4
2026	2,993,751	19,472	0.7%	2,669,242	49,823	1.9%	0.4
2027	3,013,661	19,910	0.7%	2,718,982	49,740	1.9%	0.4
2028	3,036,229	22,569	0.7%	2,767,966	48,984	1.8%	0.5
2029	3,059,902	23,673	0.8%	2,816,940	48,974	1.8%	0.5
2030	3,085,736	25,834	0.8%	2,866,013	49,073	1.7%	0.5
2031	3,114,235	28,499	0.9%	2,915,287	49,274	1.7%	0.6
2032	3,147,305	33,070	1.1%	2,963,076	47,789	1.6%	0.7
2033	3,184,663	37,358	1.2%	3,011,761	48,685	1.6%	0.8
2034	3,225,202	40,539	1.3%	3,059,165	47,404	1.6%	0.9
2035	3,267,588	42,387	1.3%	3,105,387	46,222	1.5%	0.9



SOURCE: Moody's Analytics; RCLCO

Exhibit I-6

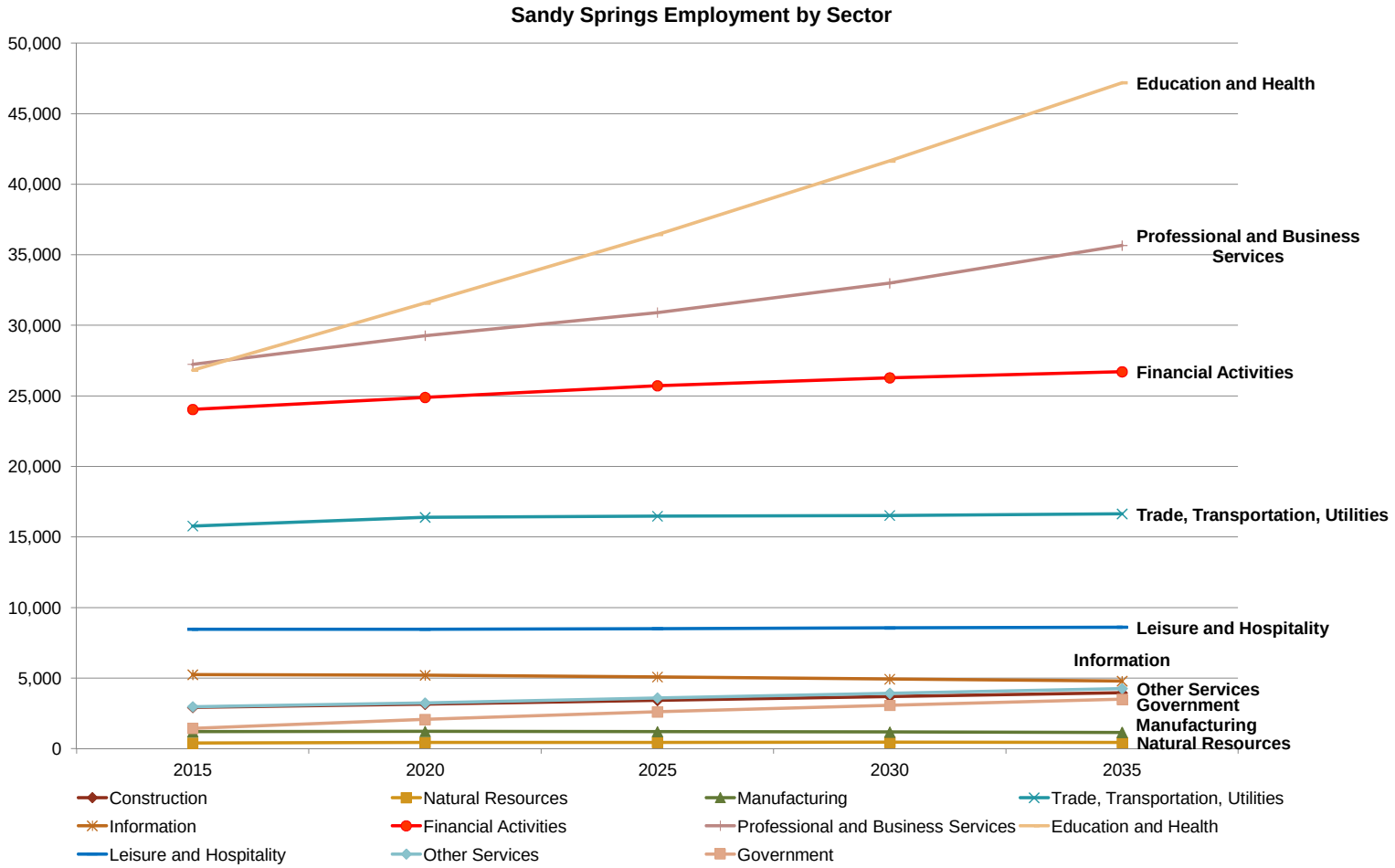
LOCAL EMPLOYMENT PROJECTIONS
SANDY SPRINGS, GEORGIA
2015-2035



SOURCE: Atlanta Regional Commission

Exhibit I-6

LOCAL EMPLOYMENT PROJECTIONS
SANDY SPRINGS, GEORGIA
2015-2035

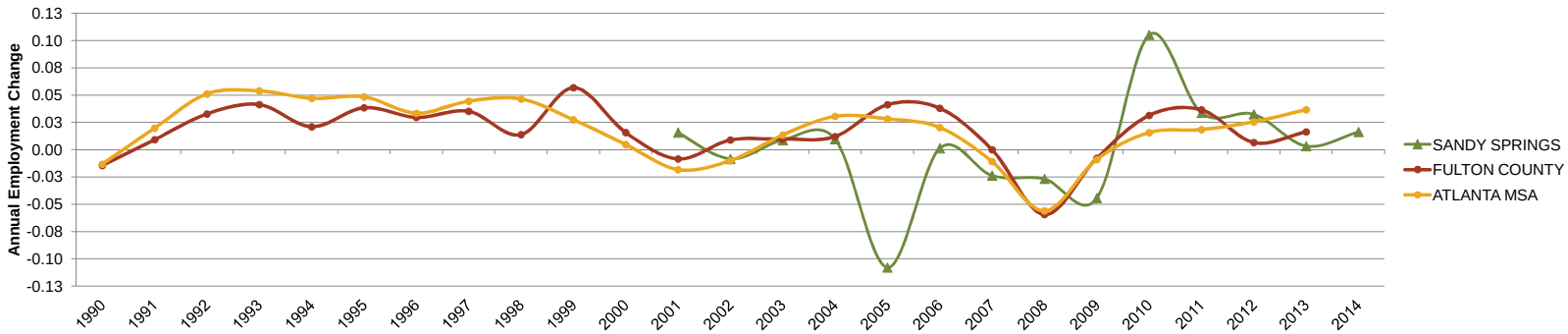


SOURCE: Atlanta Regional Commission

Exhibit I-7

HISTORICAL NON-AGRICULTURAL EMPLOYMENT GROWTH
SANDY SPRINGS, FULTON COUNTY, AND ATLANTA MSA
1990-2014

	SANDY SPRINGS			FULTON COUNTY			ATLANTA MSA			FULTON COUNTY
YEAR	TOTAL	ANNUAL CHANGE	PERCENT CHANGE	TOTAL	ANNUAL CHANGE	PERCENT CHANGE	TOTAL	ANNUAL CHANGE	PERCENT CHANGE	SHARE OF MSA EMP. GROWTH
1990				320,341			1,620,467			
1991				315,693	-4,647	-1.5%	1,598,850	-21,617	-1.3%	21%
1992				318,585	2,892	0.9%	1,630,292	31,442	2.0%	9%
1993				329,009	10,424	3.3%	1,713,500	83,208	5.1%	13%
1994				342,611	13,603	4.1%	1,805,775	92,275	5.4%	15%
1995	Data for Sandy Springs not available prior to 2000.			349,806	7,195	2.1%	1,890,675	84,900	4.7%	8%
1996				363,261	13,455	3.8%	1,982,133	91,458	4.8%	15%
1997				374,007	10,746	3.0%	2,048,192	66,058	3.3%	16%
1998				387,165	13,158	3.5%	2,139,175	90,983	4.4%	14%
1999				392,495	5,330	1.4%	2,238,442	99,267	4.6%	5%
2000	55,216			414,781	22,286	5.7%	2,299,667	61,225	2.7%	36%
2001	56,084	868	1.6%	421,301	6,520	1.6%	2,310,467	10,800	0.5%	60%
2002	55,610	-474	-0.8%	417,741	-3,560	-0.8%	2,268,233	-42,233	-1.8%	8%
2003	56,103	493	0.9%	421,444	3,702	0.9%	2,245,275	-22,958	-1.0%	-16%
2004	56,648	544	1.0%	425,535	4,092	1.0%	2,275,408	30,133	1.3%	14%
2005	50,534	-6,113	-10.8%	430,634	5,098	1.2%	2,344,842	69,433	3.1%	7%
2006	50,601	67	0.1%	448,380	17,746	4.1%	2,410,983	66,142	2.8%	27%
2007	49,402	-1,199	-2.4%	465,409	17,029	3.8%	2,459,892	48,908	2.0%	35%
2008	48,080	-1,322	-2.7%	465,380	-29	0.0%	2,433,058	-26,833	-1.1%	0%
2009	45,947	-2,134	-4.4%	437,746	-27,634	-5.9%	2,296,525	-136,533	-5.6%	20%
2010	50,781	4,834	10.5%	434,315	-3,432	-0.8%	2,275,617	-20,908	-0.9%	16%
2011	52,490	1,710	3.4%	447,939	13,624	3.1%	2,311,158	35,542	1.6%	38%
2012	54,192	1,702	3.2%	464,310	16,371	3.7%	2,353,592	42,433	1.8%	39%
2013	54,375	183	0.3%	467,366	3,056	0.7%	2,413,350	59,758	2.5%	5%
2014	55,263	888	1.6%	474,995	7,630	1.6%	2,501,583	88,233	3.7%	9%

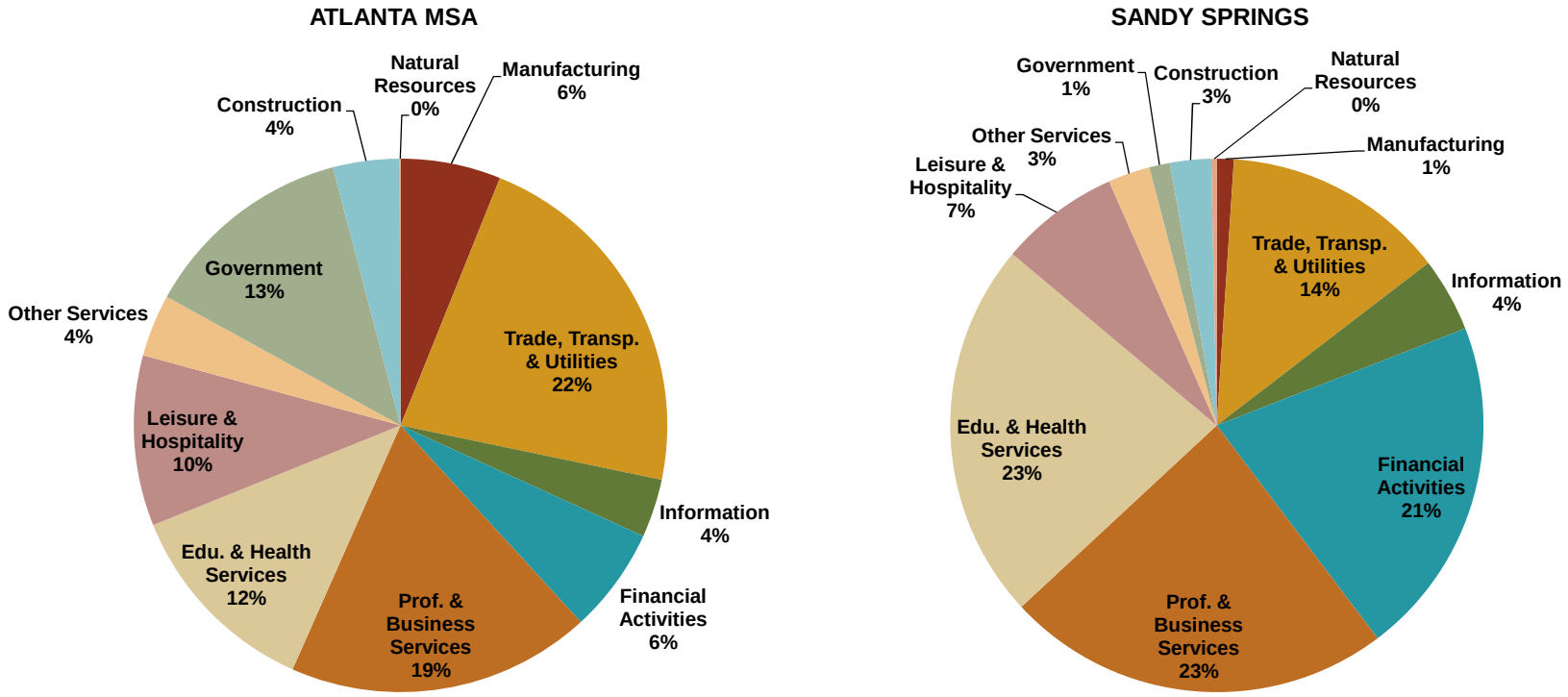


SOURCE: U.S. Bureau of Labor Statistics; RCLCO

CITY OF SANDY SPRINGS

Exhibit I-8

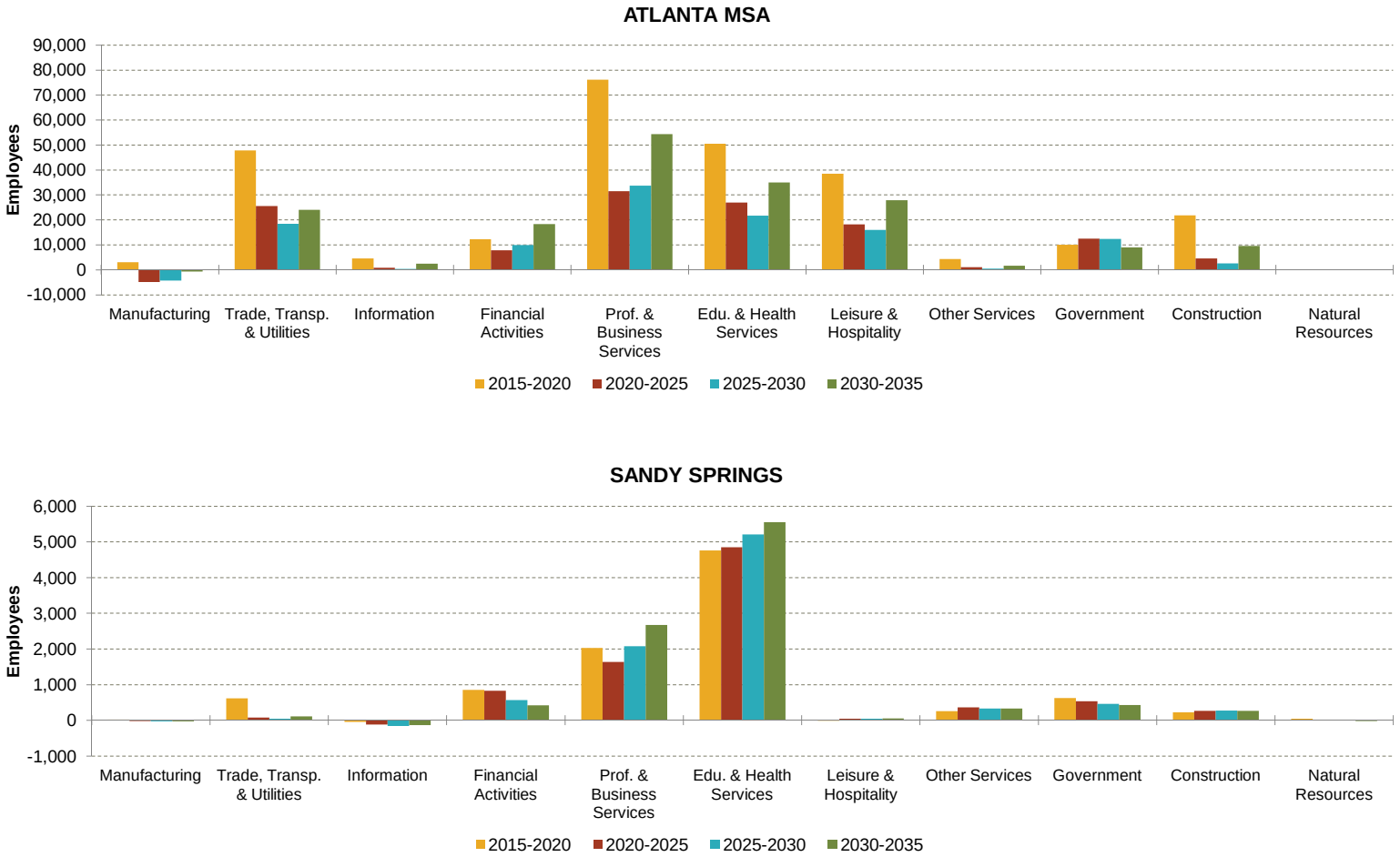
EMPLOYMENT BY INDUSTRY
ATLANTA MSA AND SANDY SPRINGS, GEORGIA
2014



SOURCE: Moody's Analytics; Atlanta Regional Commission; RCLCO

Exhibit I-9

FORECASTED EMPLOYMENT GROWTH BY INDUSTRY
ATLANTA MSA AND SANDY SPRINGS, GEORGIA
2015-2030



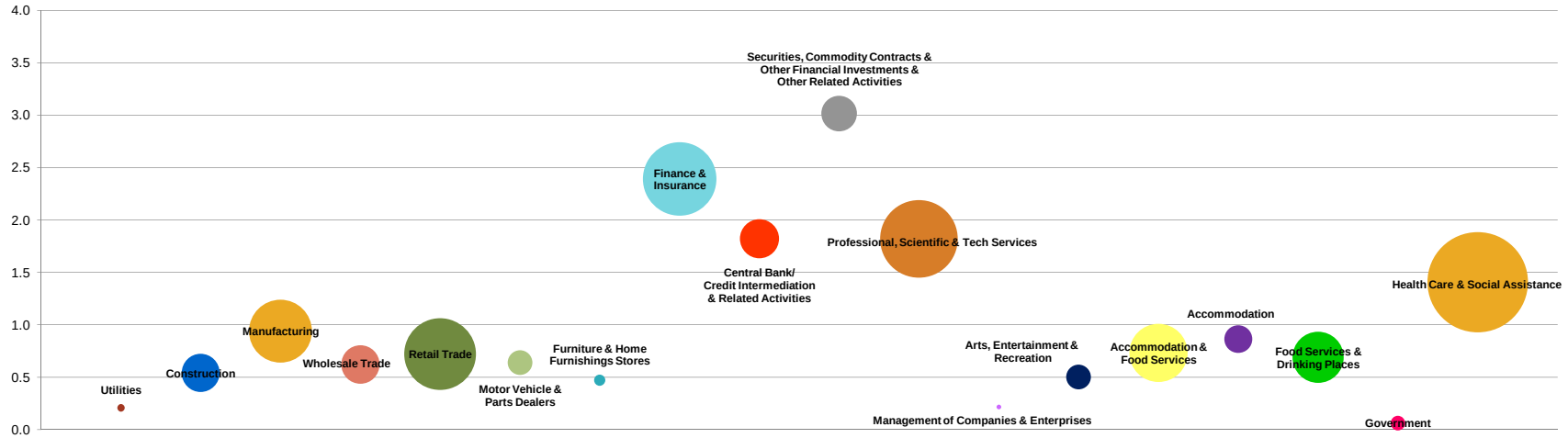
SOURCE: U.S. Bureau of Labor Statistics; Moody's Analytics; Atlanta Regional Commission; RCLCO

CITY OF SANDY SPRINGS

Exhibit I-10

LOCATION QUOTIENT
ATLANTA MSA AND SANDY SPRINGS, GEORGIA
2015

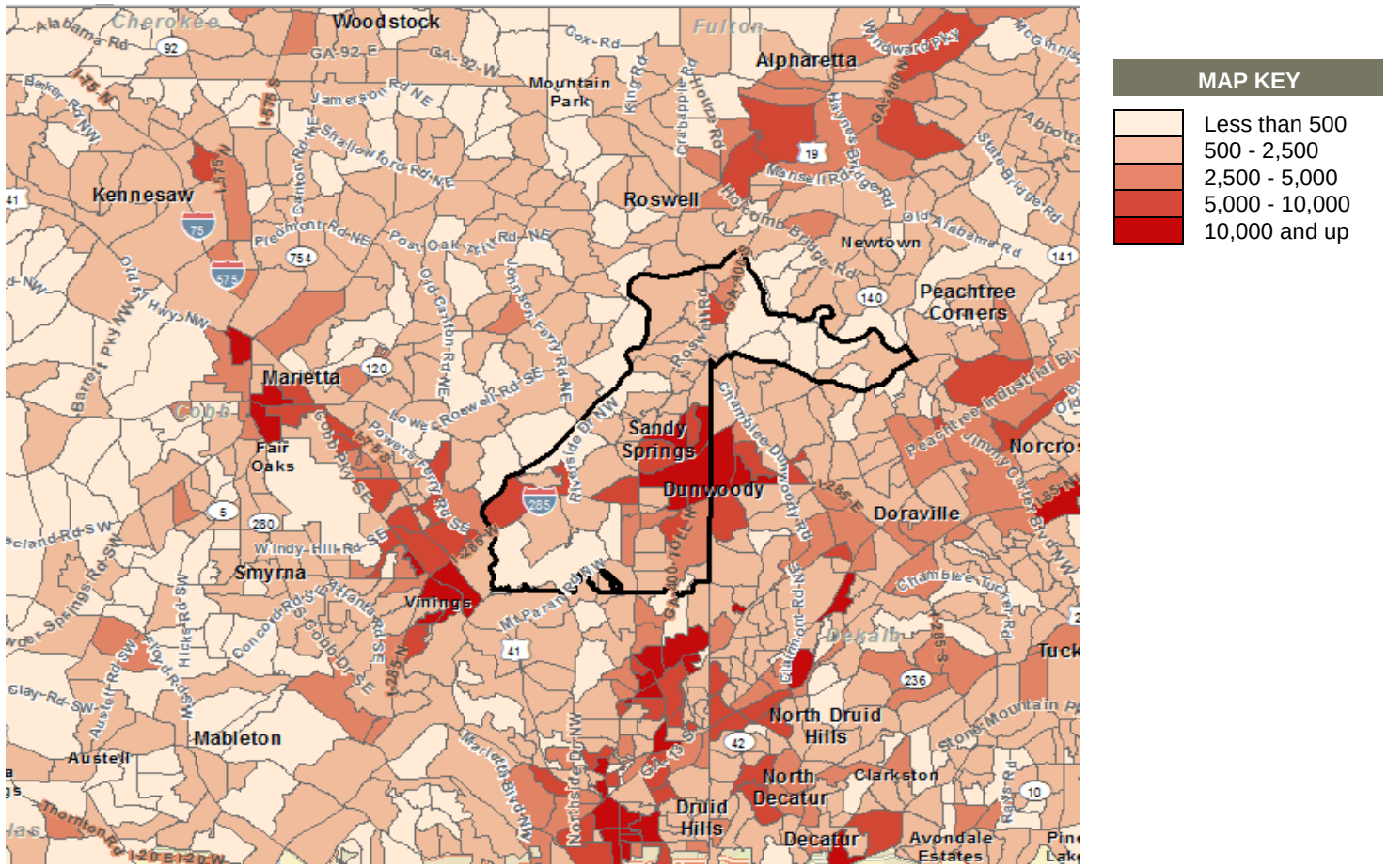
INDUSTRY	SANDY SPRINGS EMPLOYMENT		ATLANTA MSA EMPLOYMENT		UNITED STATES EMPLOYMENT		LOCATION QUOTIENT RELATIVE TO:	
	TOTAL	PCT.	TOTAL	PCT.	TOTAL	PCT.	ATLANTA MSA	TO USA
Utilities	113	0.1%	13,955	0.5%	831,775	0.5%	0.2	0.2
Construction	3,002	2.8%	139,270	5.1%	8,096,424	5.1%	0.5	0.5
Manufacturing	8,179	7.5%	186,757	6.9%	12,681,852	8.0%	1.1	0.9
Wholesale Trade	3,039	2.8%	133,057	4.9%	7,157,910	4.5%	0.6	0.6
Retail Trade	10,662	9.8%	404,129	14.8%	21,632,162	13.6%	0.7	0.7
Motor Vehicle & Parts Dealers	1,252	1.2%	48,937	1.8%	2,870,346	1.8%	0.6	0.6
Furniture & Home Furnishings Stores	256	0.2%	16,189	0.6%	808,471	0.5%	0.4	0.5
Finance & Insurance	11,181	10.3%	40,584	1.5%	6,771,878	4.3%	6.9	2.4
Central Bank/Credit Intermediation & Related Activities	3,171	2.9%	38,047	1.4%	2,614,451	1.6%	2.1	1.8
Securities, Commodity Contracts & Other Financial Investments & Other Related Activities	2,623	2.4%	72,295	2.7%	1,344,575	0.8%	0.9	3.0
Professional, Scientific & Tech Services	12,463	11.5%	221,076	8.1%	10,001,901	6.3%	1.4	1.8
Management of Companies & Enterprises	47	0.0%	8,858	0.3%	265,251	0.2%	0.1	0.2
Arts, Entertainment & Recreation	1,258	1.2%	33,910	1.2%	3,645,083	2.3%	0.9	0.5
Accommodation & Food Services	6,999	6.4%	15,852	0.6%	13,964,783	8.8%	11.1	0.7
Accommodation	1,598	1.5%	65,063	2.4%	2,620,264	1.7%	0.6	0.9
Food Services & Drinking Places	5,401	5.0%	27,917	1.0%	11,344,519	7.2%	4.8	0.7
Government	443	0.4%	7,401	0.3%	10,400,564	6.6%	1.5	0.1
Health Care & Social Assistance	20,807	19.1%	286,228	10.5%	21,619,586	13.6%	1.8	1.4



SOURCE: Esri Business Analyst

Exhibit I-11

EMPLOYMENT DENSITY (PER SQUARE MILE)
SANDY SPRINGS, GEORGIA
2014



SOURCE: Esri Business Analyst

Exhibit I-12

COMPARATIVE SOCIOECONOMIC CHARACTERISTICS
SANDY SPRINGS, FULTON COUNTY, AND ATLANTA MSA
2000-2020

CHARACTERISTIC	SANDY SPRINGS	FULTON COUNTY	ATLANTA MSA	ATLANTA MSA (Moody's)
2000 Population	85,702	816,006	4,247,981	4,293,475
2010 Population	93,853	920,581	5,286,728	5,304,207
2015 Population	98,184	969,375	5,527,230	5,709,512
2020 Population	103,980	1,031,685	5,852,718	6,411,034
Pop. Growth Rate, 2000-2015	1.0%	1.2%	1.9%	2.1%
Pop. Growth Rate, 2015-2020	1.2%	1.3%	1.2%	2.3%
2000 Households	39,296	321,242	1,554,154	1,571,894
2010 Households	42,334	376,377	1,943,885	1,959,136
2015 Households	44,454	398,398	2,033,479	2,090,455
2020 Households	47,258	426,967	2,156,032	2,375,703
Number of Net New Households, 2000-2015	5,158	77,156	479,325	518,561
Number of Net New Households, 2015-2020	2,804	28,569	122,553	285,248
Household Growth Rate, 2000-2015	0.9%	1.5%	1.9%	2.1%
Household Growth Rate, 2015-2020	1.2%	1.4%	1.2%	2.6%
2015 Household Size	2.20	2.35	2.68	2.73
2015 Per Capita Income	$49,862	$37,355	$29,318	--
2015 Median Household Income	$65,913	$54,780	$56,889	--
2015 Average Household Income	$110,308	$89,731	$79,222	--

Average Household Growth Rates, 2000-2020

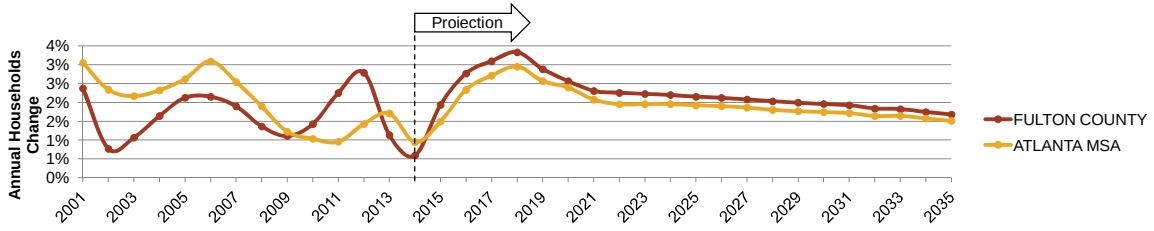


SOURCE: Esri Business Analyst; Moody's Analytics; RCLCO

Exhibit I-13

HISTORICAL AND FORECASTED HOUSEHOLD GROWTH
FULTON COUNTY AND ATLANTA MSA
2000-2035

YEAR	FULTON COUNTY TOTAL HHs	FULTON COUNTY ANNUAL CHANGE	FULTON COUNTY PERCENT CHANGE	ATLANTA MSA TOTAL HHs	ATLANTA MSA ANNUAL CHANGE	ATLANTA MSA PERCENT CHANGE	COUNTY SHARE OF MSA HH GROWTH
2000	321,653	--	--	1,571,894	--	--	
2001	329,283	7,630	2.4%	1,619,878	47,985	3.1%	15.9%
2002	331,818	2,535	0.8%	1,657,723	37,845	2.3%	6.7%
2003	335,357	3,539	1.1%	1,693,639	35,916	2.2%	9.9%
2004	340,864	5,507	1.6%	1,732,973	39,333	2.3%	14.0%
2005	348,115	7,250	2.1%	1,778,413	45,440	2.6%	16.0%
2006	355,602	7,488	2.2%	1,833,359	54,946	3.1%	13.6%
2007	362,348	6,745	1.9%	1,879,989	46,630	2.5%	14.5%
2008	367,287	4,939	1.4%	1,915,637	35,648	1.9%	13.9%
2009	371,363	4,076	1.1%	1,939,067	23,430	1.2%	17.4%
2010	376,659	5,296	1.4%	1,959,136	20,069	1.0%	26.4%
2011	385,140	8,481	2.3%	1,977,901	18,765	1.0%	45.2%
2012	395,881	10,742	2.8%	2,006,115	28,214	1.4%	38.1%
2013	400,364	4,482	1.1%	2,040,432	34,317	1.7%	13.1%
2014	402,739	2,375	0.6%	2,059,731	19,299	0.9%	12.3%
2015	410,535	7,796	1.9%	2,090,455	30,724	1.5%	25.4%
2016	421,894	11,360	2.8%	2,139,277	48,822	2.3%	23.3%
2017	434,950	13,056	3.1%	2,197,262	57,985	2.7%	22.5%
2018	449,436	14,486	3.3%	2,262,067	64,805	2.9%	22.4%
2019	462,384	12,948	2.9%	2,320,103	58,036	2.6%	22.3%
2020	474,246	11,862	2.6%	2,375,703	55,600	2.4%	21.3%
2021	485,175	10,929	2.3%	2,424,988	49,285	2.1%	22.2%
2022	496,111	10,936	2.3%	2,472,345	47,357	2.0%	23.1%
2023	507,151	11,040	2.2%	2,520,673	48,328	2.0%	22.8%
2024	518,308	11,156	2.2%	2,570,002	49,329	2.0%	22.6%
2025	529,452	11,145	2.2%	2,619,419	49,417	1.9%	22.6%
2026	540,688	11,236	2.1%	2,669,242	49,823	1.9%	22.6%
2027	551,931	11,243	2.1%	2,718,982	49,740	1.9%	22.6%
2028	563,125	11,195	2.0%	2,767,966	48,984	1.8%	22.9%
2029	574,371	11,246	2.0%	2,816,940	48,974	1.8%	23.0%
2030	585,631	11,260	2.0%	2,866,013	49,073	1.7%	22.9%
2031	596,906	11,276	1.9%	2,915,287	49,274	1.7%	22.9%
2032	607,870	10,963	1.8%	2,963,076	47,789	1.6%	22.9%
2033	618,945	11,075	1.8%	3,011,761	48,685	1.6%	22.7%
2034	629,761	10,816	1.7%	3,059,165	47,404	1.6%	22.8%
2035	640,337	10,576	1.7%	3,105,387	46,222	1.5%	22.9%

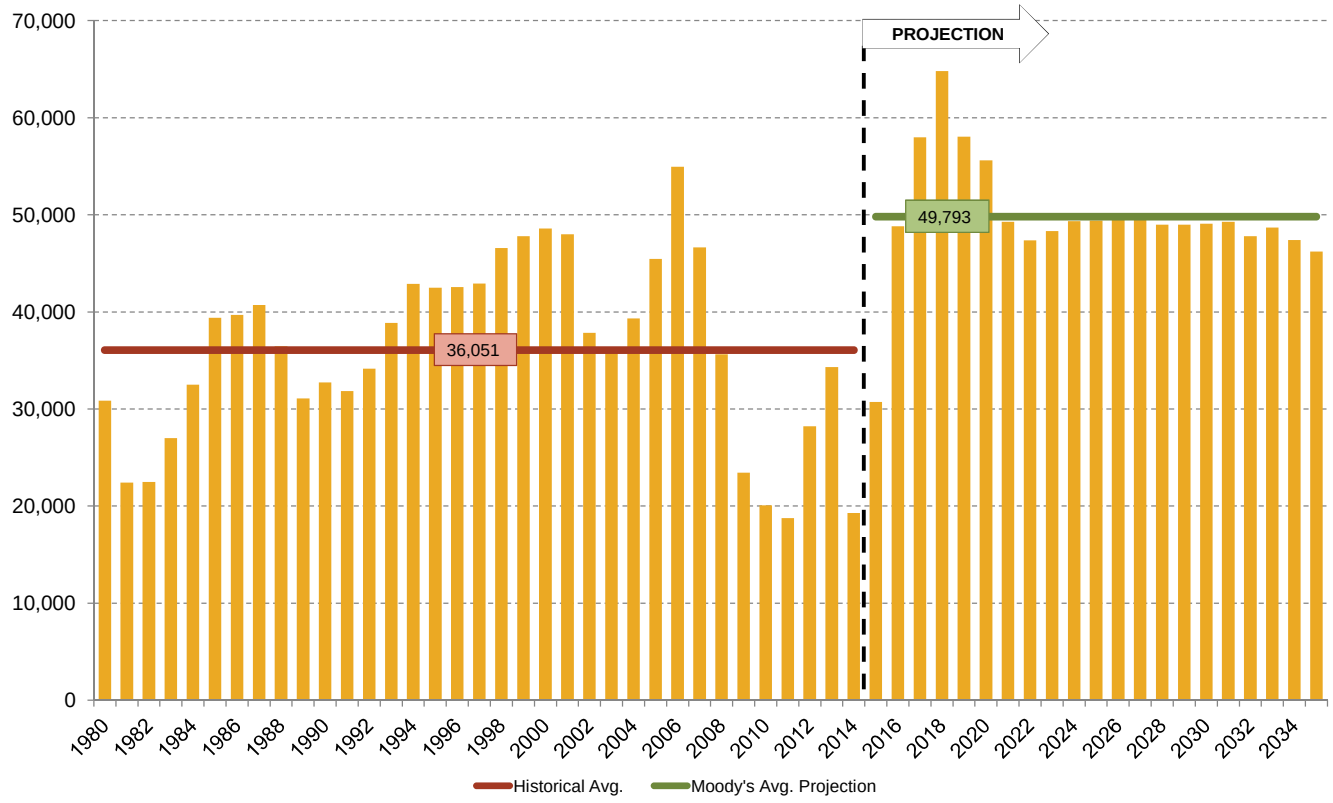


SOURCE: Moody's Analytics; RCLCO

CITY OF SANDY SPRINGS

Exhibit I-14

HOUSEHOLD GROWTH
ATLANTA MSA
1980-2035



YEAR	TOTAL HOUSEHOLDS
1980	828,799
1985	972,618
1990	1,153,281
1995	1,343,499
2000	1,571,894
2005	1,778,413
2010	1,959,136
2015	2,090,455
2020	2,375,703
2025	2,619,419
2030	2,866,013
2035	3,105,387

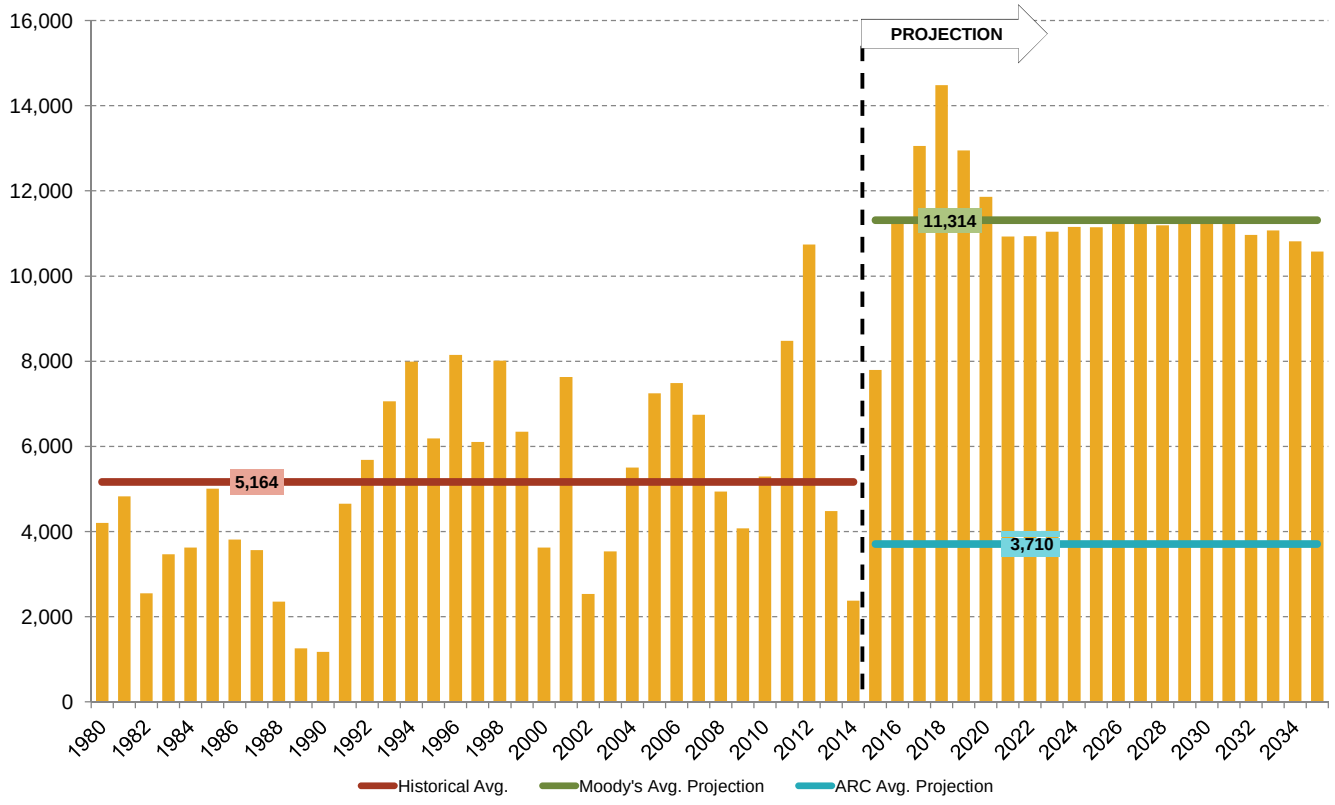
AVG. ANNUAL GROWTH	
1980-1990	32,448
1990-2000	41,861
2000-2010	38,724
2010-2020	41,657
2020-2030	49,031
2030-2035	47,875

SOURCE: Moody's Analytics; RCLCO

CITY OF SANDY SPRINGS

Exhibit I-15

HOUSEHOLD GROWTH
FULTON COUNTY, GEORGIA
1980-2035



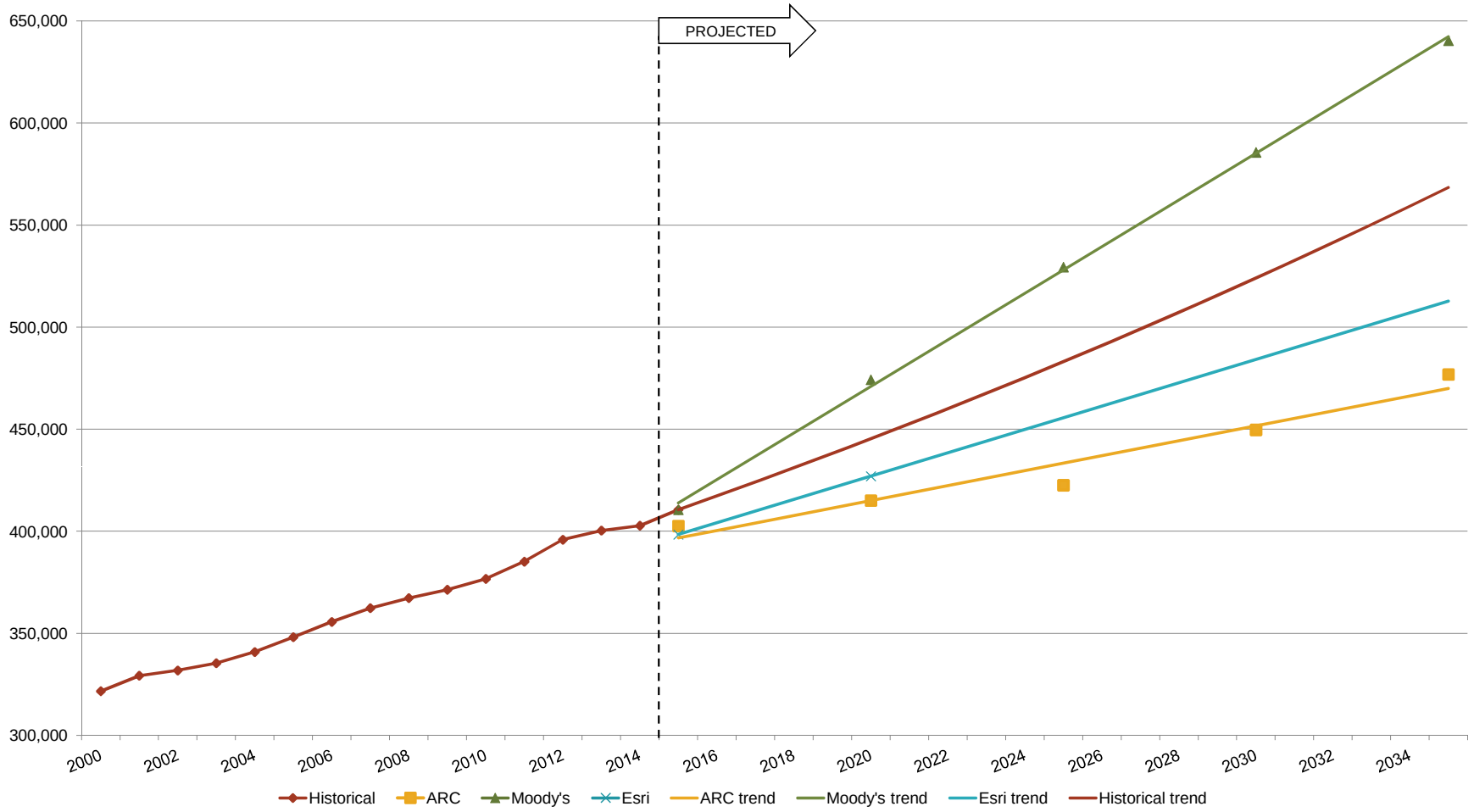
YEAR	TOTAL HOUSEHOLDS Moody's	ARC Forecast
1980	226,190	--
1985	245,664	--
1990	257,839	--
1995	289,420	--
2000	321,653	--
2005	348,115	--
2010	376,659	376,377
2015	410,535	402,596
2020	474,246	415,023
2025	529,452	422,551
2030	585,631	449,677
2035	640,337	476,802

AVG. ANNUAL GROWTH		
1980-1990	3,165	--
1990-2000	6,381	--
2000-2010	5,501	--
2010-2020	9,759	3,865
2020-2030	11,139	3,465
2030-2035	10,941	5,425

SOURCE: Moody's; Atlanta Regional Commission; RCLCO

Exhibit I-16

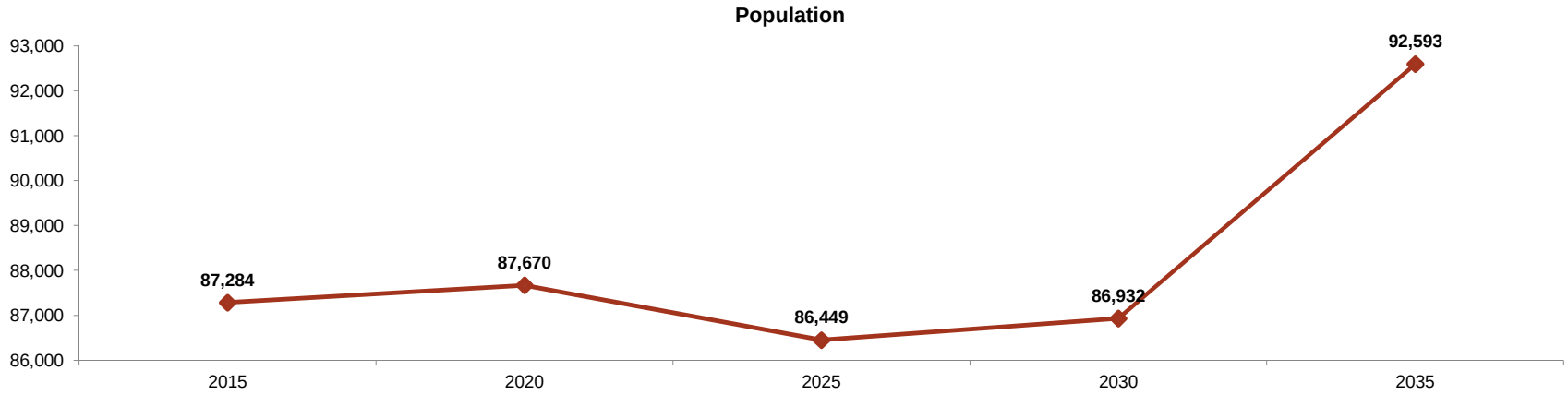
HOUSEHOLD PROJECTIONS
FULTON COUNTY, GEORGIA
2000-2035

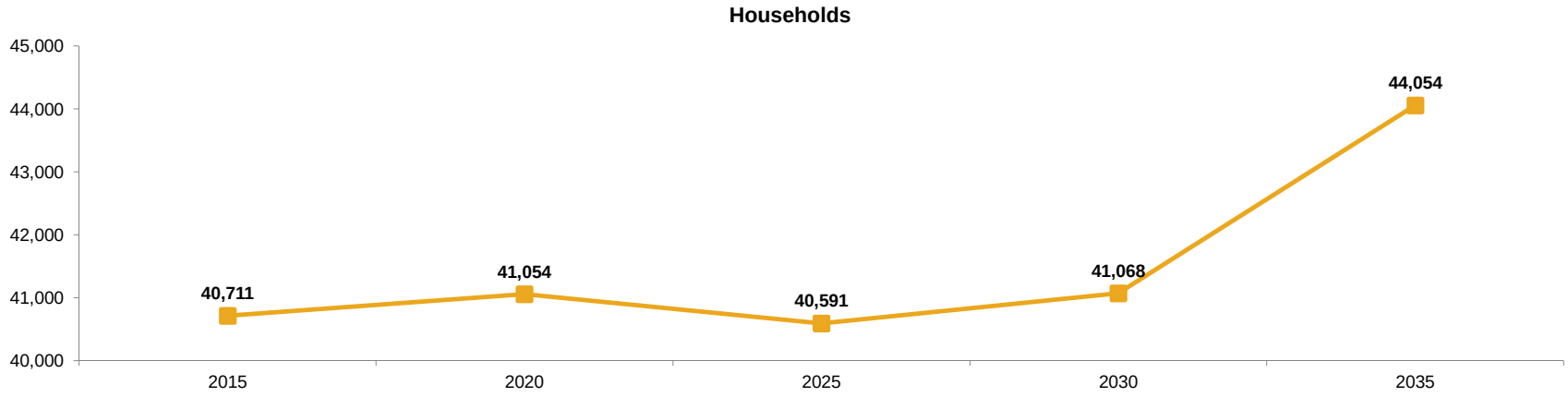


SOURCE: Atlanta Regional Commission; Moody's Analtyics; Esri Business Analyst

Exhibit I-17

POPULATION AND HOUSEHOLD PROJECTIONS
SANDY SPRINGS, GEORGIA
2015-2035





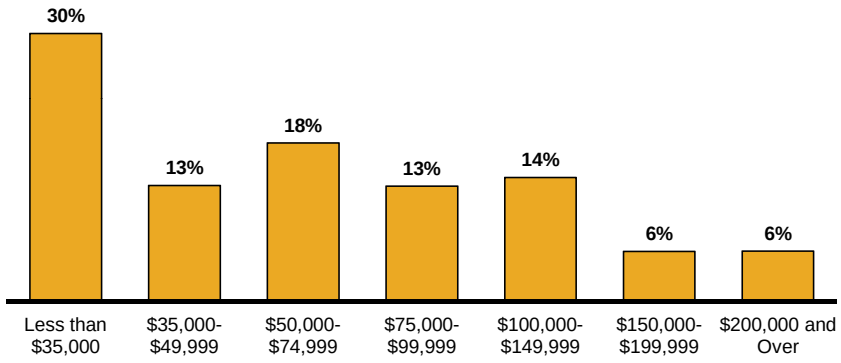
SOURCE: Atlanta Regional Commission; RCLCO

Exhibit I-18

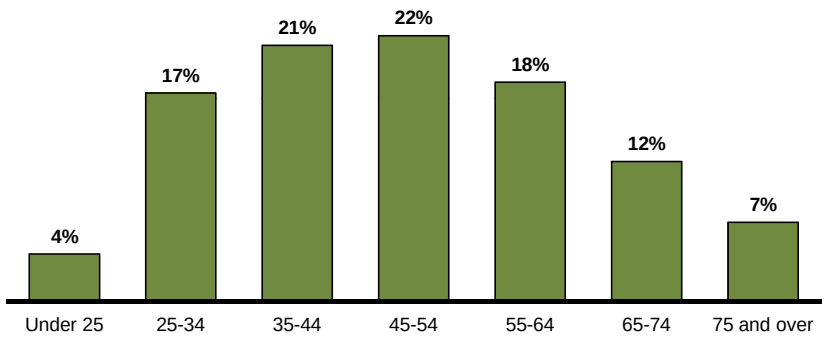
HOUSEHOLDS BY AGE AND INCOME
ATLANTA MSA
2015

			PROFESSIONALS				EMPTY NESTERS				RETIREES					
	UNDER 25		25-34		35-44		45-54		55-64		65-74		75 AND OVER		TOTAL	
INCOME RANGE	TOTAL	PCT.	TOTAL	PCT.	TOTAL	PCT.	TOTAL	PCT.	TOTAL	PCT.	TOTAL	PCT.	TOTAL	PCT.	TOTAL	PCT.
Less than $25,000	30,392	38%	74,264	21%	66,714	16%	65,251	15%	77,506	21%	53,908	23%	46,185	35%	414,220	20%
$25,000 - $34,999	12,801	16%	40,874	12%	33,960	8%	32,674	7%	31,797	9%	28,327	12%	22,867	17%	203,300	10%
$35,000 - $49,999	13,752	17%	54,703	16%	53,393	12%	48,968	11%	39,000	11%	34,739	15%	22,946	17%	267,501	13%
$50,000 - $74,999	11,917	15%	70,403	20%	78,863	18%	78,238	18%	60,395	16%	45,626	19%	19,704	15%	365,146	18%
$75,000 - $99,999	5,726	7%	49,381	14%	62,851	15%	66,295	15%	46,819	13%	26,297	11%	8,589	6%	265,958	13%
$100,000 - $149,999	3,935	5%	39,355	11%	75,027	18%	77,785	18%	56,775	15%	24,837	11%	8,207	6%	285,921	14%
$150,000 - $199,999	743	1%	12,440	4%	30,857	7%	36,107	8%	24,133	7%	8,986	4%	1,847	1%	115,113	6%
$200,000 and Over	355	0%	6,890	2%	26,363	6%	39,003	9%	29,952	8%	11,490	5%	2,246	2%	116,299	6%
TOTAL	79,621	100%	348,310	100%	428,028	100%	444,321	100%	366,377	100%	234,210	100%	132,591	100%	2,033,458	100%
Percent of Total	4%		17%		21%		22%		18%		12%		7%		100%	

HOUSEHOLDS BY INCOME



HOUSEHOLDS BY AGE



SOURCE: Esri Business Analyst; RCLCO

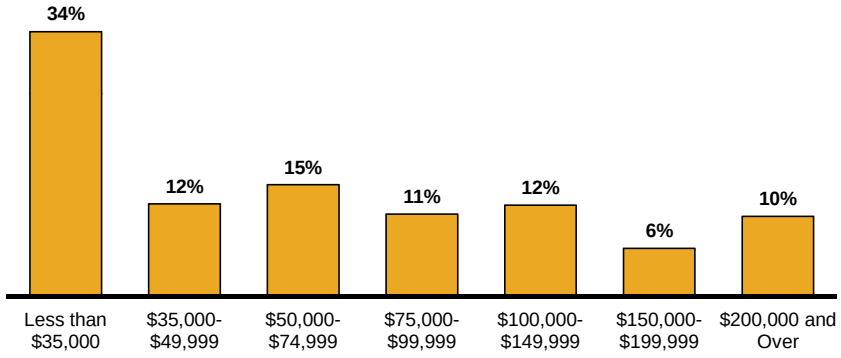
CITY OF SANDY SPRINGS

Exhibit I-19

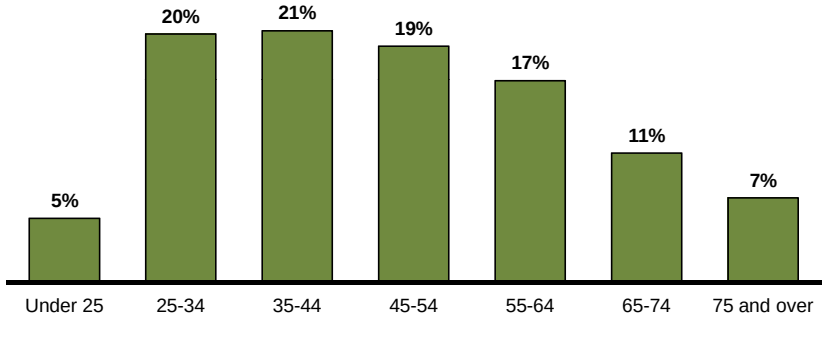
HOUSEHOLDS BY AGE AND INCOME
FULTON COUNTY, GEORGIA
2015

			PROFESSIONALS				EMPTY NESTERS				RETIREES					
	UNDER 25		25-34		35-44		45-54		55-64		65-74		75 AND OVER		TOTAL	
INCOME RANGE	TOTAL	PCT.	TOTAL	PCT.	TOTAL	PCT.	TOTAL	PCT.	TOTAL	PCT.	TOTAL	PCT.	TOTAL	PCT.	TOTAL	PCT.
Less than $25,000	9,063	43%	19,452	24%	14,458	18%	13,448	17%	16,822	25%	12,731	30%	12,023	43%	97,997	25%
$25,000 - $34,999	2,986	14%	9,504	12%	6,790	8%	5,733	7%	5,586	8%	4,631	11%	3,459	12%	38,689	10%
$35,000 - $49,999	3,376	16%	12,296	15%	9,741	12%	7,665	10%	6,001	9%	5,341	13%	3,443	12%	47,863	12%
$50,000 - $74,999	2,450	12%	14,224	17%	13,490	16%	10,123	13%	7,939	12%	5,968	14%	3,593	13%	57,787	15%
$75,000 - $99,999	1,519	7%	10,681	13%	11,387	14%	7,419	10%	5,855	9%	3,914	9%	1,774	6%	42,549	11%
$100,000 - $149,999	1,156	5%	8,762	11%	9,867	12%	12,427	16%	8,529	13%	4,353	10%	2,117	8%	47,211	12%
$150,000 - $199,999	296	1%	3,932	5%	7,624	9%	6,113	8%	4,619	7%	1,868	4%	448	2%	24,900	6%
$200,000 and Over	175	1%	2,508	3%	9,045	11%	14,455	19%	10,758	16%	3,545	8%	903	3%	41,389	10%
TOTAL	21,021	100%	81,359	100%	82,402	100%	77,383	100%	66,109	100%	42,351	100%	27,760	100%	398,385	100%
Percent of Total	5%		20%		21%		19%		17%		11%		7%		100%	

HOUSEHOLDS BY INCOME



HOUSEHOLDS BY AGE



SOURCE: Esri Business Analyst; RCLCO

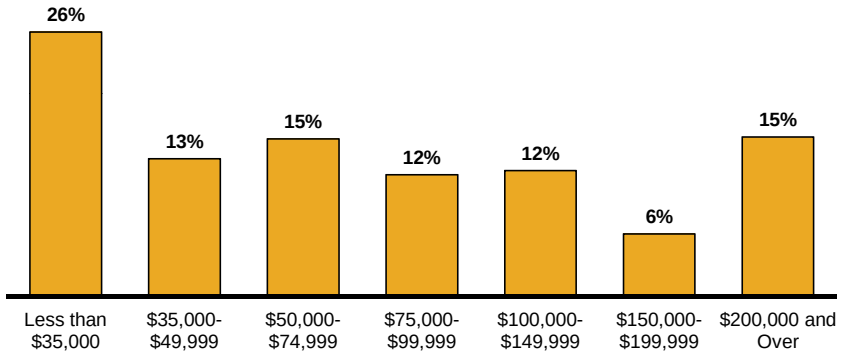
CITY OF SANDY SPRINGS

Exhibit I-20

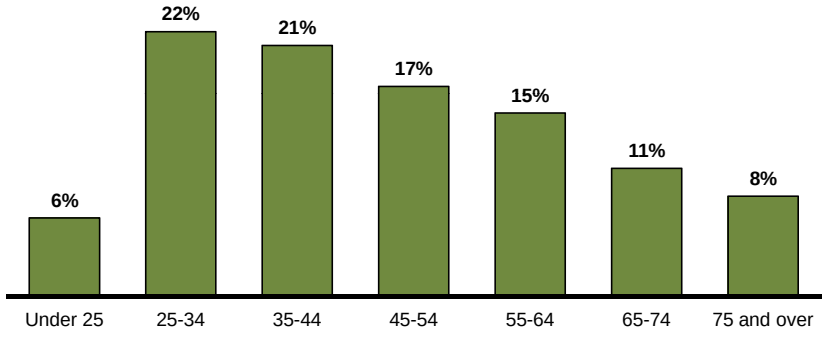
HOUSEHOLDS BY AGE AND INCOME
SANDY SPRINGS, GEORGIA
2015

			PROFESSIONALS				EMPTY NESTERS				RETIREES					
	UNDER 25		25-34		35-44		45-54		55-64		65-74		75 AND OVER		TOTAL	
INCOME RANGE	TOTAL	PCT.	TOTAL	PCT.	TOTAL	PCT.	TOTAL	PCT.	TOTAL	PCT.	TOTAL	PCT.	TOTAL	PCT.	TOTAL	PCT.
Less than $25,000	835	29%	1,661	17%	1,117	12%	860	11%	952	14%	781	17%	1,070	29%	7,276	16%
$25,000 - $34,999	527	18%	1,208	12%	718	8%	526	7%	408	6%	356	8%	409	11%	4,152	9%
$35,000 - $49,999	648	23%	1,857	19%	1,258	14%	769	10%	460	7%	382	8%	581	16%	5,955	13%
$50,000 - $74,999	373	13%	1,660	17%	1,633	18%	1,001	13%	764	11%	692	15%	679	19%	6,802	15%
$75,000 - $99,999	278	10%	1,429	15%	1,268	14%	695	9%	644	10%	638	14%	301	8%	5,253	12%
$100,000 - $149,999	168	6%	1,001	10%	1,008	11%	1,249	16%	949	14%	675	14%	387	11%	5,437	12%
$150,000 - $199,999	34	1%	546	6%	784	9%	494	6%	459	7%	309	7%	71	2%	2,697	6%
$200,000 and Over	12	0%	316	3%	1,390	15%	2,082	27%	2,069	31%	848	18%	167	5%	6,884	15%
TOTAL	2,875	100%	9,678	100%	9,176	100%	7,676	100%	6,705	100%	4,681	100%	3,665	100%	44,456	100%
Percent of Total	6%		22%		21%		17%		15%		11%		8%		100%	

HOUSEHOLDS BY INCOME



HOUSEHOLDS BY AGE



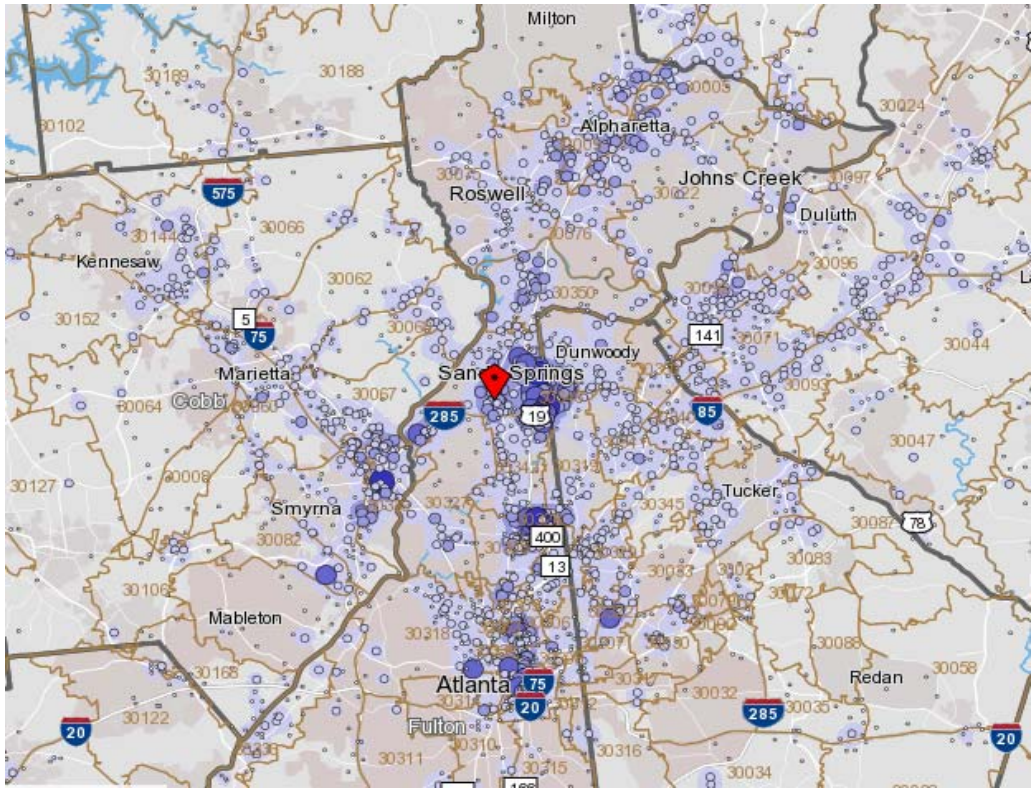
SOURCE: Esri Business Analyst; RCLCO

CITY OF SANDY SPRINGS

Exhibit I-21

COMMUTE PATTERNS OF 30328 RESIDENTS AND WORKERS
30328 ZIP CODE
2012

WHERE 30328 RESIDENTS WORK



Top 10 Zip Codes Where 30328 Residents Are Employed			
30328	Sandy Springs	1,649	11.9%
30342	Pill Hill/Chastain Park	646	4.7%
30326	Lenox Square Mall	574	4.1%
30339	Cumberland/Vinings	566	4.1%
30303	Atlanta CBD	494	3.6%
30309	Midtown/Colonial Homes	491	3.5%
30022	Johns Creek	329	2.4%
30305	Buckhead	320	2.3%
30346	Perimeter (Dunwoody)	306	2.2%
30308	Tech Square/Civic Center	305	2.2%
All Other Locations		8,191	59.1%
TOTAL		**13,871**	**100%**

Commutes by Distance (Miles)		
< 10	7,669	55.3%
10 - 24	4,862	35.1%
25 - 50	418	3.0%
> 50	922	6.6%
TOTAL	**13,871**	**100.0%**

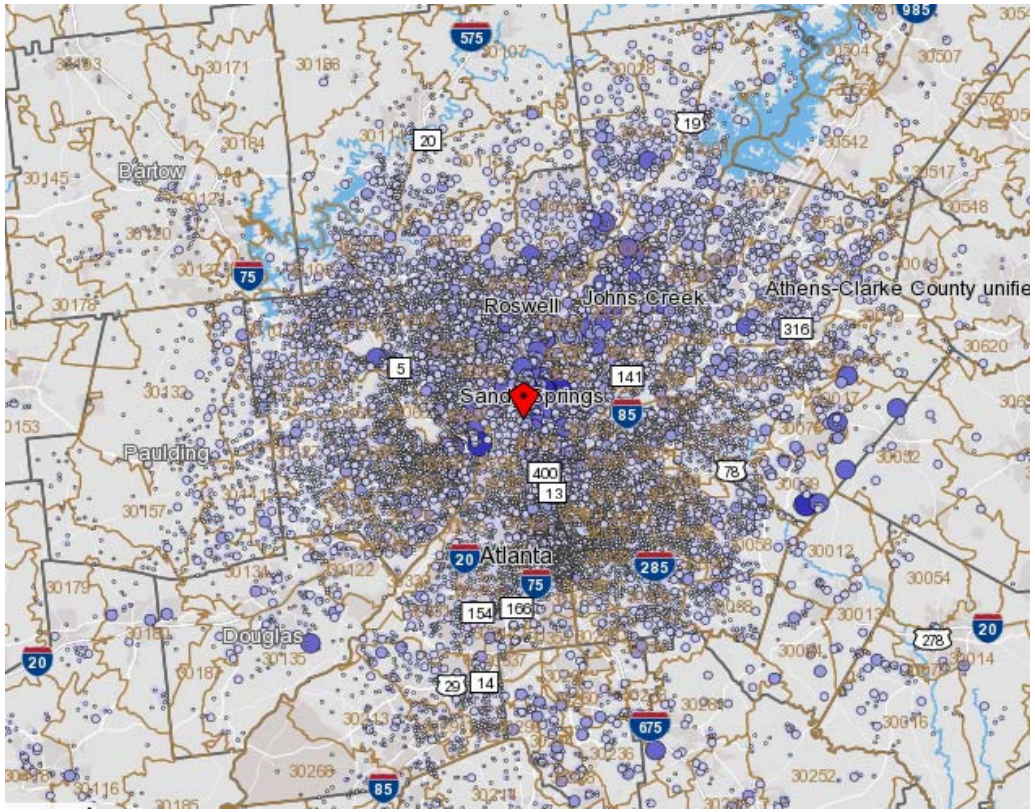
SOURCE: U.S. Census OnTheMap

CITY OF SANDY SPRINGS

Exhibit I-21

COMMUTE PATTERNS OF 30328 RESIDENTS AND WORKERS
30328 ZIP CODE
2012

WHERE 30328 EMPLOYEES LIVE



Top 10 Zip Codes Where 30328 Employees Live			
30328	Sandy Springs	1,649	3.3%
30062	E Cobb County	1,228	2.5%
30075	Roswell/Mountain Park	1,195	2.4%
30022	Johns Creek	1,188	2.4%
30350	Sandy Springs Panhandle	1,084	2.2%
30338	Dunwoody	1,006	2.0%
30004	Milton	978	2.0%
30319	Brookhaven	916	1.8%
30066	NE Cobb County	820	1.6%
30080	Smyrna	815	1.6%
All Other Locations		39,238	78.3%
TOTAL		**50,117**	**100%**

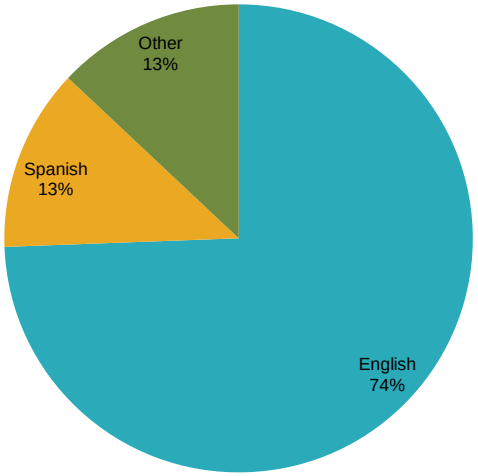
Commutes by Distance (Miles)		
< 10	16,809	33.5%
10 - 24	23,200	46.3%
25 - 50	6,631	13.2%
> 50	3,477	6.9%
TOTAL	**50,117**	**100.0%**

SOURCE: U.S. Census OnTheMap

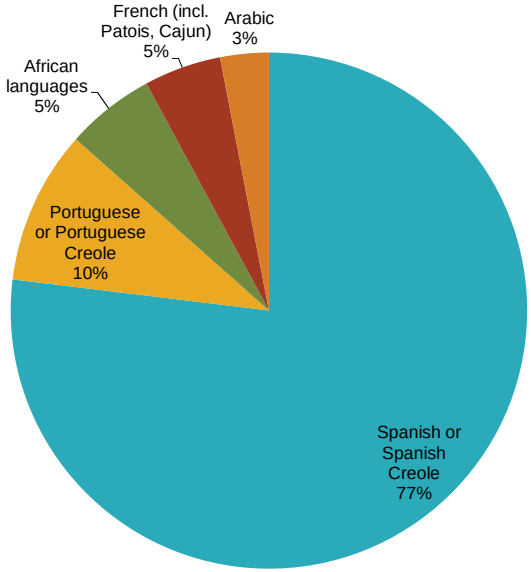
Exhibit I-22

LANGUAGES SPOKEN AT HOME
SANDY SPRINGS, GEORGIA
2013

Primary Language Spoken at Home



Top Languages Spoken Among Those Who Do Not Speak English Well

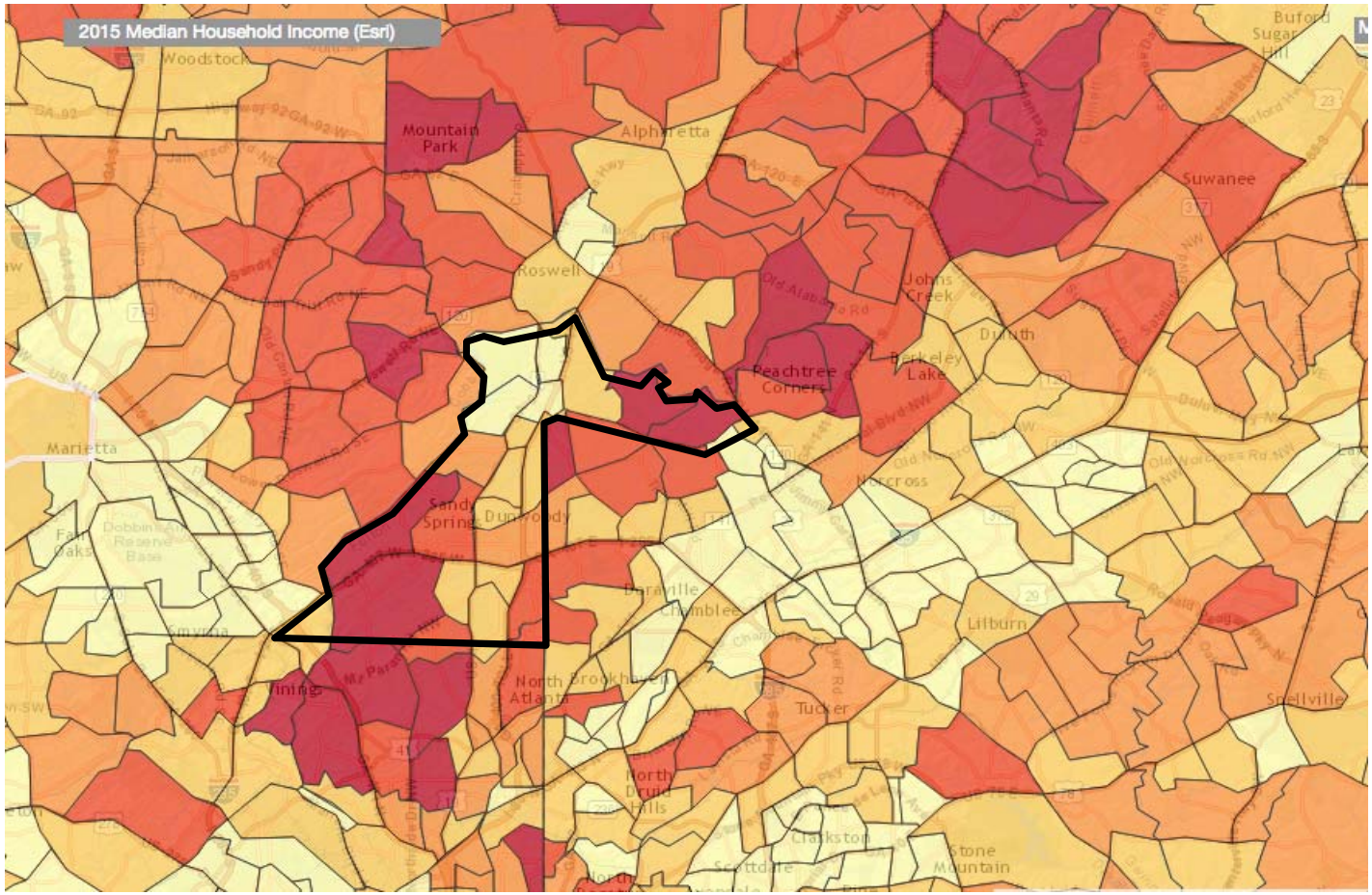


Languages Spoken Among Residents (Age 5+) Who Do Not Speak English Very Well	
Spanish or Spanish Creole	6,041
Portuguese or Portuguese Creole	756
African languages	437
French (incl. Patois, Cajun)	381
Arabic	238
Other Asian languages	224
Chinese	195
Other Indo-European languages	162
Russian	160
Persian	158
Japanese	141
Korean	118
French Creole	113
Serbo-Croatian	109
Other Indic languages	107
Hindi	86
Vietnamese	82
Other Pacific Island languages	81
German	50
Other West Germanic languages	47
Hmong	40
Other Slavic languages	32
Polish	29
Greek	18
Hungarian	15
Tagalog	12

SOURCE: 2009-2013 American Community Survey

Exhibit I-23

MEDIAN HOUSEHOLD INCOME
SANDY SPRINGS, GEORGIA
2015

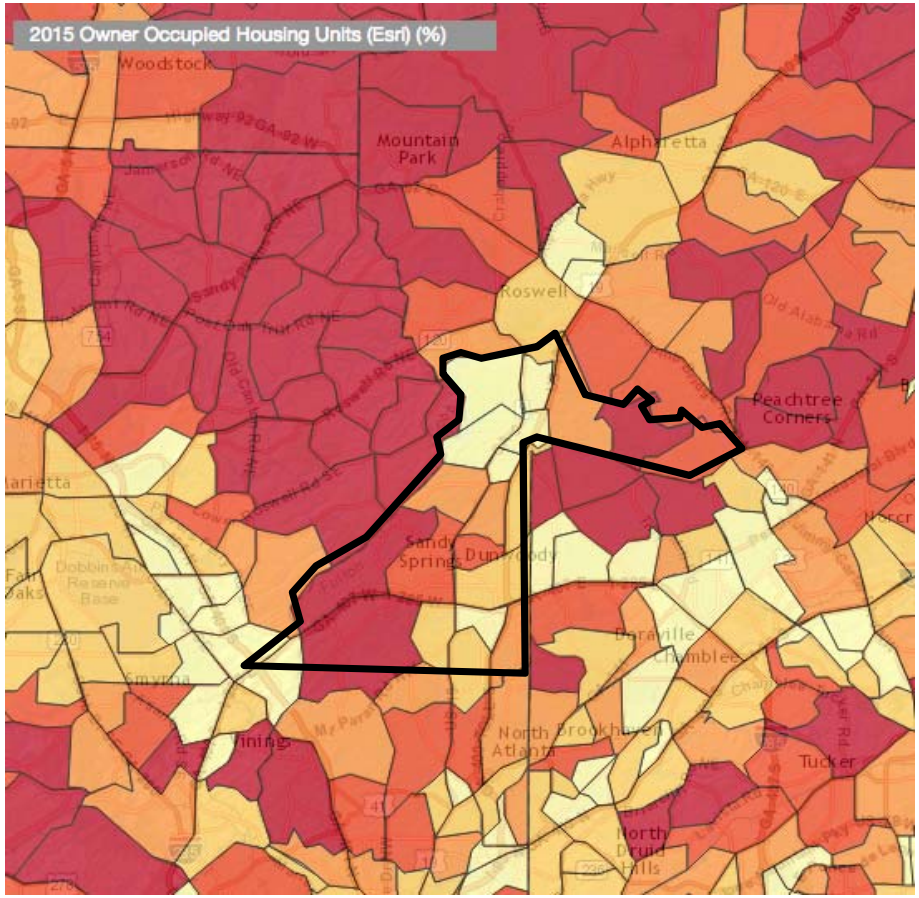


Note: City border is approximate.
SOURCE: Esri Business Analyst

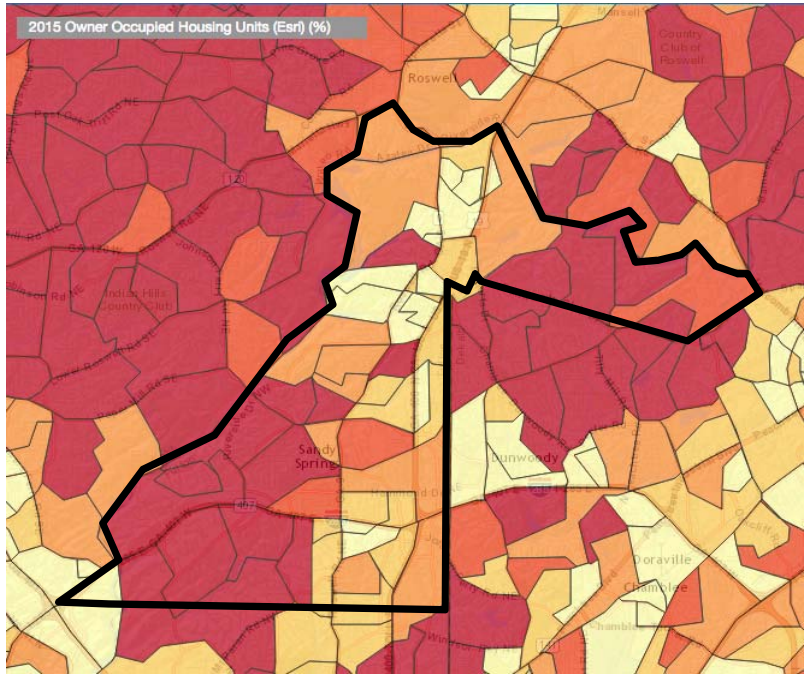
Exhibit I-24

HOUSING TENURE
SANDY SPRINGS, GEORGIA
2015

Regional View by Census Tract



Local View by Block Group



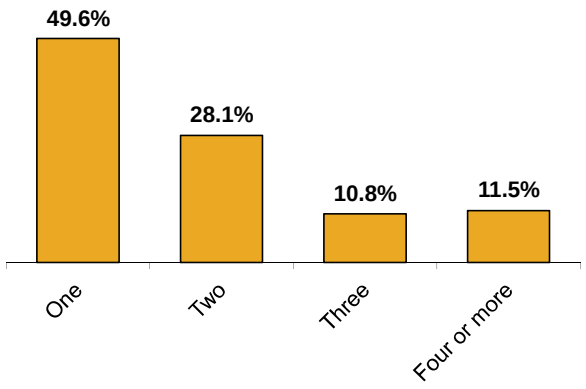
SOURCE: Esri Business Analyst

Exhibit I-25

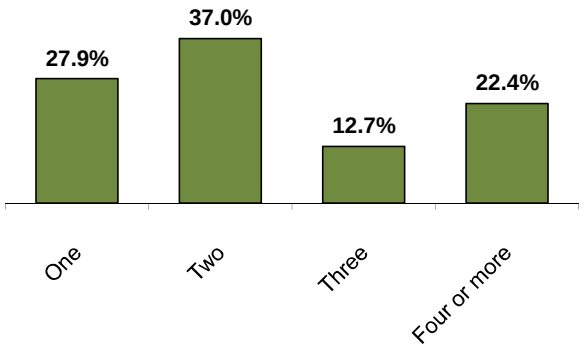
HOUSEHOLDS BY TENURE AND SIZE OF HOUSEHOLD
SANDY SPRINGS, GEORGIA
2015

SIZE	Renter Households #	Renter Households %	Owner Households #	Owner Households %	Total Households #	Total Households %
1 Person	12,209	50%	5,538	28%	17,747	40%
2 Persons	6,926	28%	7,328	37%	14,254	32%
3 Persons	2,656	11%	2,523	13%	5,179	12%
4+ Persons	2,839	12%	4,435	22%	7,274	16%
	24,630	**100%**	**19,824**	**100%**	**44,454**	**100%**

RENTER HOUSEHOLDS DISTRIBUTION



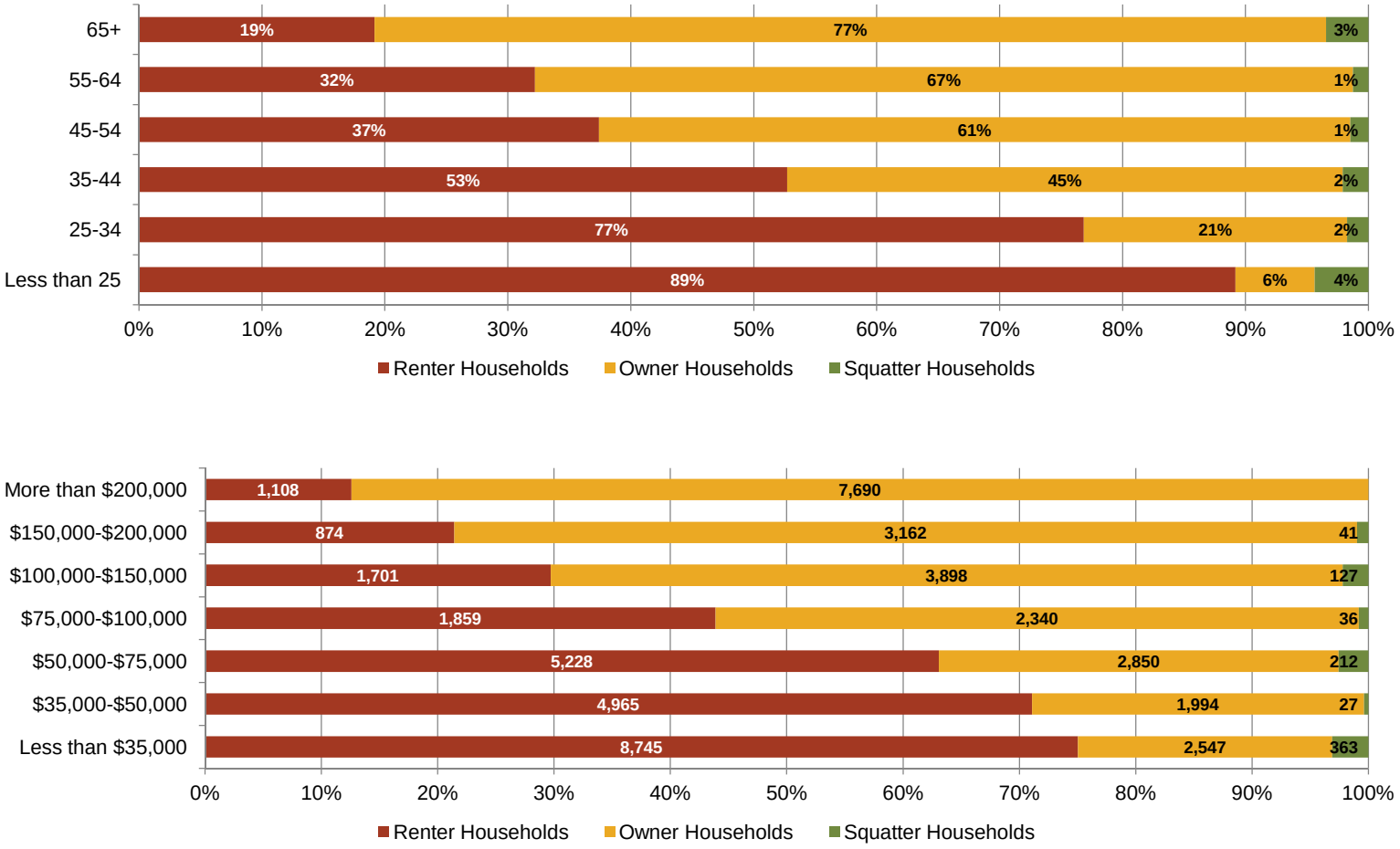
OWNER HOUSEHOLDS DISTRIBUTION



Note: Total number of renter and owner households is based on 2015 data. Distribution by number of people is based on 2012-2013 ACS data.
SOURCE: Esri Business Analyst; American Community Survey, 2012-2013; RCLCO

Exhibit I-26

TENURE PROPENSITY BY AGE AND INCOME
SANDY SPRINGS, GEORGIA
2012-2013

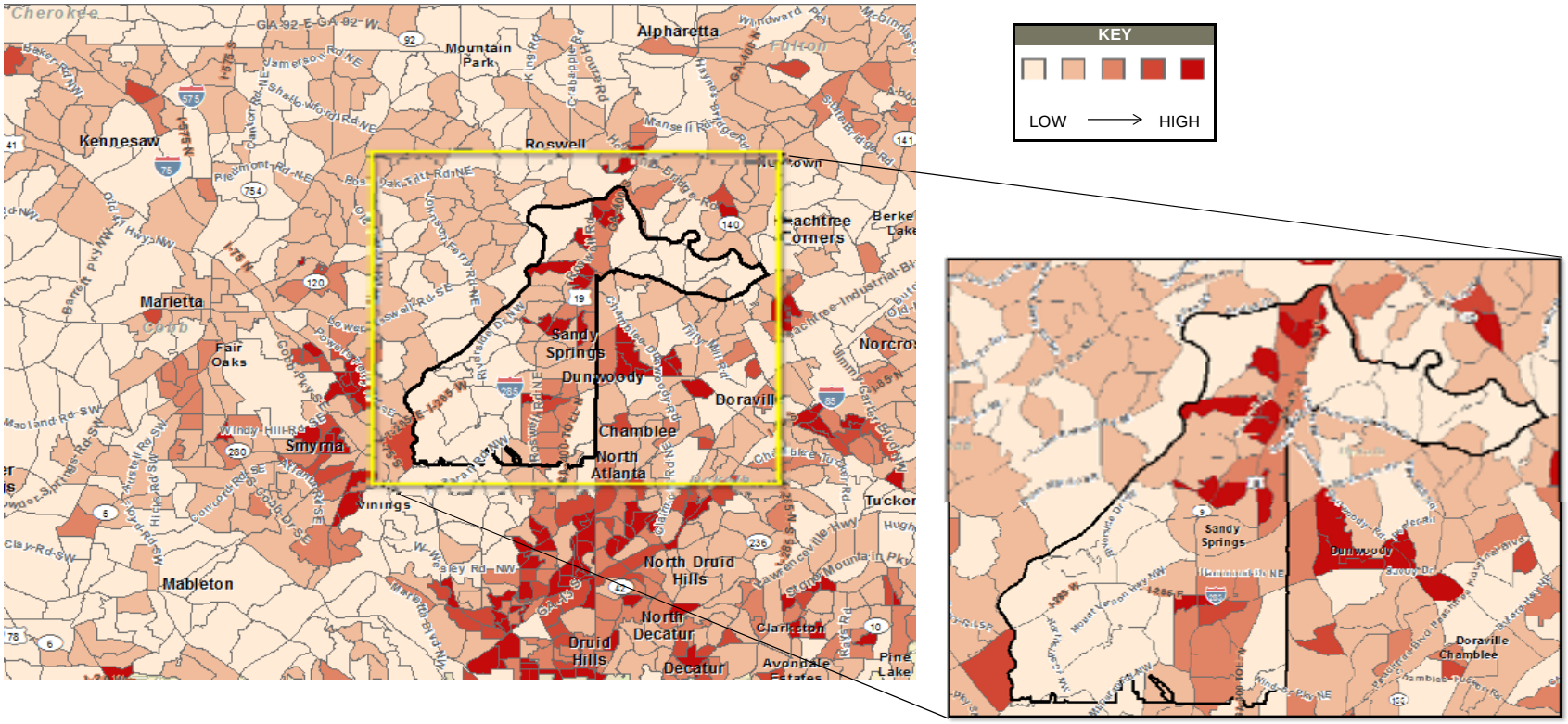


SOURCE: American Community Survey, 2012-2013; RCLCO

CITY OF SANDY SPRINGS

Exhibit I-27

HOUSEHOLD DENSITY
SANDY SPRINGS, GEORGIA
2014



SOURCE: Esri Business Analyst for ArcMap

CITY OF SANDY SPRINGS

Exhibit I-28

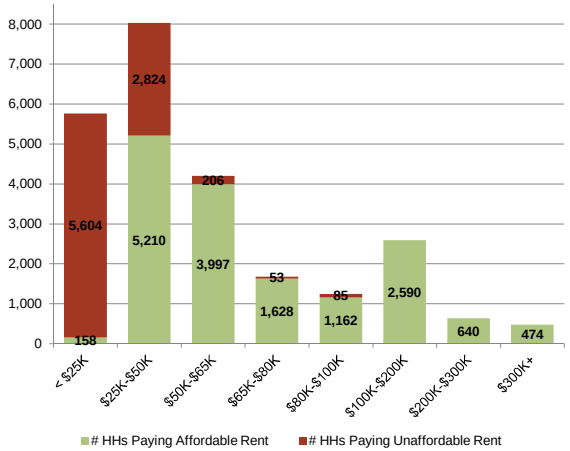
RENTERSHIP AFFORDABILITY
SANDY SPRINGS, GEORGIA
2015

				Renters				Units and Pricing of New Supply, 2010-2015[4]			
Annual Household Income	Approximate % AMI Range	Maximum Affordable Monthly Rent[1]	Units of Supply in Rent Range (2012-2013)[2]	% HHs Paying Affordable Rent[2]	% HHs Paying Unaffordable Rent[2]	# HHs Paying Affordable Rent[3]	# HHs Paying Unaffordable Rent[3]	Studio	1 BR, 1 BR+D	2 BR, 2 BR+D	3 BR
$0 - $25,000	0% - 40%	$0 - $625	3,253	3%	97%	158	5,604				
$25,000 - $50,000	40% - 80%	$625 - $1,250	18,014	65%	35%	5,210	2,824				
$50,000 - $65,000	80% - 100%	$1,250 - $1,625	2,338	95%	5%	3,997	206	60	511		
$65,000 - $80,000	100% - 120%	$1,625 - $2,000	183	97%	3%	1,628	53		127		
$80,000 - $100,000	120% - 150%	$2,000 - $2,500	490	93%	7%	1,162	85			340	29
$100,000 - $200,000	150% - 300%	$2,500 - $5,000	551	100%	0%	2,590	0			7	13
$200,000 - $300,000	300% - 450%	$5,000 - $7,500	0	100%	0%	640	0				
$300,000 +	450% +	$7,500 +	0	100%	0%	474	0				
Total			**24,828**	**64%**	**36%**	**15,838**	**8,792**	**60**	**638**	**347**	**42**

% Paying Affordable Rent

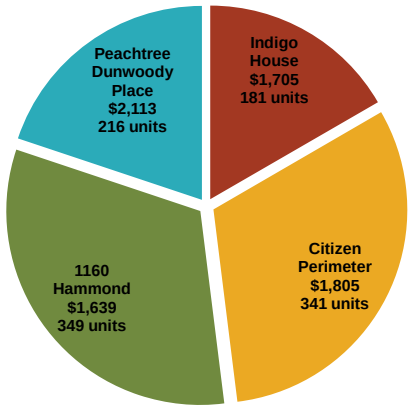


 # Paying Affordable Rent



New Apartments Since 2010

(Wtd. Avg. Rent, Total Units)

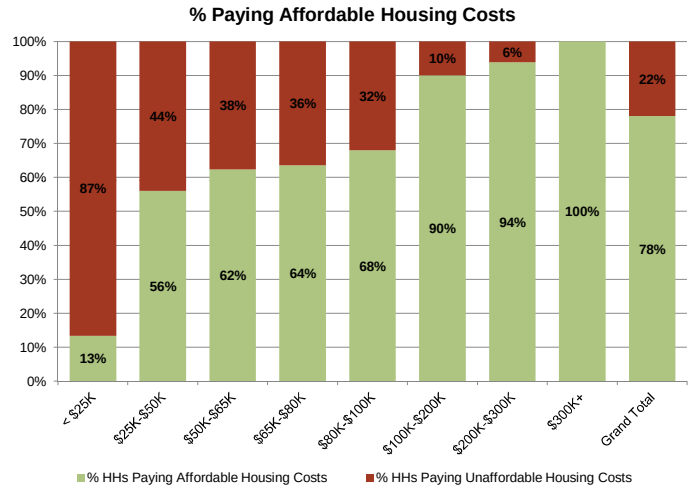


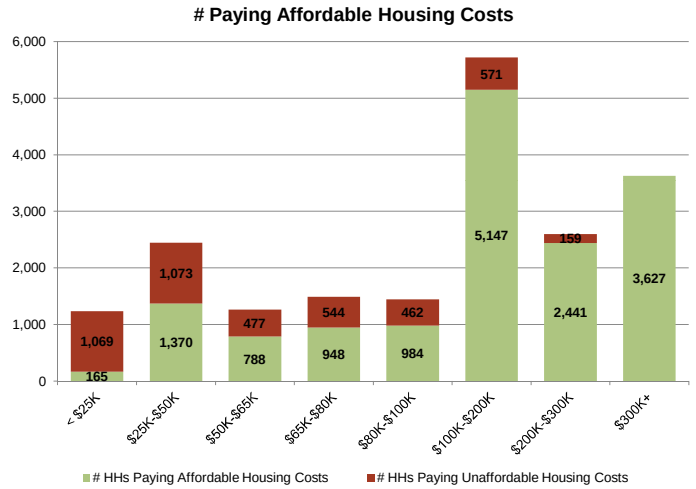
[1] As defined by HUD, housing costs are affordable if they are less than 30% of household income.
[2] American Community Survey, 2012-2013
[3] Esri Business Analyst
[4] Based on average asking rents, July 2015. Source: Leasing agents.

Exhibit I-29

HOMEOWNERSHIP AFFORDABILITY
SANDY SPRINGS, GEORGIA
2015

				Owners			
Annual Household Income	Approximate % AMI Range	Affordable Monthly Housing Costs[1]	2012-2013 Units of Supply[2]	% HHs Paying Affordable Housing Costs[3]	% HHs Paying Unaffordable Housing Costs[3]	# HHs Paying Affordable Housing Costs[4]	# HHs Paying Unaffordable Housing Costs[4]
$0 - $25,000	0% - 40%	$0 - $625	2,573	13%	87%	165	1,069
$25,000 - $50,000	40% - 80%	$625 - $1,250	5,812	56%	44%	1,370	1,073
$50,000 - $65,000	80% - 100%	$1,250 - $1,625	2,705	62%	38%	788	477
$65,000 - $80,000	100% - 120%	$1,625 - $2,000	1,685	64%	36%	948	544
$80,000 - $100,000	120% - 150%	$2,000 - $2,500	3,002	68%	32%	984	462
$100,000 - $200,000	150% - 300%	$2,500 - $5,000	6,905	90%	10%	5,147	571
$200,000 - $300,000	300% - 450%	$5,000 - $7,500	1,778	94%	6%	2,441	159
$300,000 +	450% +	$7,500 +	21	100%	0%	3,627	0
Total			**24,479**	**78%**	**22%**	**15,470**	**4,354**





[1] As defined by HUD, housing costs are affordable if they are less than 30% of household income.
[2] Fulton County Assessors Office sales data
[3] American Community Survey, 2012-2013
[4] Esri Business Analyst

CITY OF SANDY SPRINGS

Exhibit I-30

ACTIVELY SELLING AND RECENTLY SOLD NEW FOR-SALE RESIDENTIAL PRODUCT
SANDY SPRINGS, GEORGIA
JULY 2015

		$100K-$200K	$200K-$300K	$300K-$400K	$400K-$500K	$500K-$600K	$600K-$700K	$700K-$800K	$800K-$1M	$1M-$1.5M	$1.5M-$2M	$2M+
Condo	Parkside on Canton (Roswell)			$299,900-$599,900								
Townhome	Cobblestone Manor (Marietta)					$549,000-$569,900						
Townhome	Terraces at Glenridge			$374,900-$378,900								
Townhome	Lafayette Square			$374,000-$440,000								
Single-Family Detached	Cobblestone Manor (Marietta)						$659,900-$777,400					
Single-Family Detached	Heritage at Dunwoody (Dunwoody)								$809,900-$879,900			
Single-Family Detached	Austin Place					$558,900-$682,190						
Single-Family Detached	Dunwoody Green (Dunwoody)				$424,900-Mid $700s							
Single-Family Detached	Enclave at Jett Ferry									$1,396,000-$1,781,800		
Single-Family Detached	Oliver Row							$755,000-$850,000				
Single-Family Detached	Enclave at Long Island								$895,000-$1,033,000			
Single-Family Detached	Country Hills Estates									$1,250,000-$1,600,000		
Single-Family Detached	Falkirk (Dunwoody)							$730,000-$740,000				

SOURCE: Sales agents; RCLCO

RCLCO
ROBERT CHARLES LESSER & CO.

Exhibit I-31

HOUSEHOLD SEGMENTATION BY TENURE, AGE, INCOME, AND PRESENCE OF CHILDREN
SANDY SPRINGS, GEORGIA
2015

		Renters					Owners					
		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*	**TOTAL**
Household Income	< $25K	964 2.2%	1,751 3.9%	923 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%

SOURCE: RCLCO; Esri Business Analyst; American Community Survey, 2012-2013

Exhibit I-32

RENTER HOUSEHOLD SEGMENTATION BY AGE, INCOME, AND PRESENCE OF CHILDREN
SANDY SPRINGS, GEORGIA
2015

		Renters					
		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*	**TOTAL**
Household Income	< $25K	1,069 4.3%	1,940 7.9%	1,022 4.2%	871 3.5%	859 3.5%	5,762 23.4%
	$25K-$50K	3,375 13.7%	1,355 5.5%	1,623 6.6%	538 2.2%	1,143 4.6%	8,034 32.6%
	$50K-$65K	1,162 4.7%	1,078 4.4%	1,129 4.6%	94 0.4%	740 3.0%	4,202 17.1%
	$65K-$80K	802 3.3%	356 1.4%	231 0.9%	139 0.6%	152 0.6%	1,681 6.8%
	$80K-$100K	447 1.8%	224 0.9%	491 2.0%	0 0.0%	85 0.3%	1,247 5.1%
	$100K-$200K	976 4.0%	662 2.7%	395 1.6%	337 1.4%	220 0.9%	2,590 10.5%
	$200K-$300K	41 0.2%	61 0.2%	187 0.8%	157 0.6%	195 0.8%	640 2.6%
	$300K+	99 0.4%	213 0.9%	67 0.3%	37 0.2%	57 0.2%	474 1.9%
	TOTAL	7,971 32.4%	5,891 23.9%	5,145 20.9%	2,173 8.8%	3,450 14.0%	24,630 100.0%

SOURCE: RCLCO; Esri Business Analyst; American Community Survey, 2012-2013

Exhibit I-33

OWNER HOUSEHOLD SEGMENTATION BY AGE, INCOME, AND PRESENCE OF CHILDREN
SANDY SPRINGS, GEORGIA
2015

		Owners					
		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*	**TOTAL**
Household Income	< $25K	38 0.2%	130 0.7%	143 0.7%	114 0.6%	809 4.1%	1,233 6.2%
	$25K-$50K	121 0.6%	400 2.0%	240 1.2%	507 2.6%	1,175 5.9%	2,443 12.3%
	$50K-$65K	102 0.5%	292 1.5%	173 0.9%	270 1.4%	428 2.2%	1,265 6.4%
	$65K-$80K	209 1.1%	382 1.9%	190 1.0%	266 1.3%	445 2.2%	1,492 7.5%
	$80K-$100K	204 1.0%	360 1.8%	396 2.0%	185 0.9%	301 1.5%	1,446 7.3%
	$100K-$200K	777 3.9%	1,041 5.3%	1,839 9.3%	813 4.1%	1,246 6.3%	5,717 28.8%
	$200K-$300K	81 0.4%	368 1.9%	1,036 5.2%	544 2.7%	570 2.9%	2,600 13.1%
	$300K+	15 0.1%	538 2.7%	1,805 9.1%	857 4.3%	412 2.1%	3,627 18.3%
	TOTAL	1,548 7.8%	3,511 17.7%	5,822 29.4%	3,555 17.9%	5,388 27.2%	19,824 100.0%

SOURCE: RCLCO; Esri Business Analyst; American Community Survey, 2012-2013

Exhibit I-34

SEGMENTATION BY TENURE, AGE, INCOME, AND PRESENCE OF CHILDREN FOR HOUSEHOLDS THAT MOVED LAST YEAR
SANDY SPRINGS, GEORGIA
2015

		Renters					Owners					
		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*	**TOTAL**
Household Income	< $25K	455 4.6%	709 7.2%	307 3.1%	368 3.7%	69 0.7%	0 0.0%	0 0.0%	0 0.0%	30 0.3%	36 0.4%	1,975 20.0%
	$25K-$50K	1,130 11.4%	395 4.0%	459 4.6%	136 1.4%	527 5.3%	48 0.5%	0 0.0%	0 0.0%	0 0.0%	49 0.5%	2,744 27.8%
	$50K-$65K	360 3.6%	271 2.7%	581 5.9%	0 0.0%	338 3.4%	63 0.6%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1,612 16.3%
	$65K-$80K	365 3.7%	201 2.0%	208 2.1%	0 0.0%	56 0.6%	36 0.4%	0 0.0%	22 0.2%	0 0.0%	0 0.0%	888 9.0%
	$80K-$100K	257 2.6%	36 0.4%	89 0.9%	0 0.0%	76 0.8%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	458 4.6%
	$100K-$200K	273 2.8%	381 3.9%	170 1.7%	86 0.9%	0 0.0%	0 0.0%	228 2.3%	171 1.7%	36 0.4%	0 0.0%	1,344 13.6%
	$200K-$300K	37 0.4%	0 0.0%	79 0.8%	0 0.0%	0 0.0%	0 0.0%	35 0.3%	29 0.3%	0 0.0%	68 0.7%	247 2.5%
	$300K+	0 0.0%	192 1.9%	0 0.0%	0 0.0%	0 0.0%	17 0.2%	105 1.1%	184 1.9%	84 0.8%	34 0.3%	616 6.2%
	TOTAL	2,877 29.1%	2,185 22.1%	1,892 19.1%	590 6.0%	1,066 10.8%	163 1.7%	368 3.7%	406 4.1%	150 1.5%	187 1.9%	9,884 100.0%

SOURCE: RCLCO; Esri Business Analyst; American Community Survey, 2012-2013

Exhibit I-35

HOUSEHOLD SEGMENTATION BY AGE, INCOME, AND PRESENCE OF CHILDREN -- RENTERS THAT MOVED
SANDY SPRINGS, GEORGIA
2015

		Renters					
		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*	**TOTAL**
Household Income	< $25K	504 5.3%	786 8.2%	340 3.6%	408 4.3%	77 0.8%	2,115 22.2%
	$25K-$50K	1,253 13.1%	438 4.6%	509 5.3%	150 1.6%	584 6.1%	2,933 30.7%
	$50K-$65K	399 4.2%	300 3.1%	643 6.7%	0 0.0%	374 3.9%	1,717 18.0%
	$65K-$80K	404 4.2%	223 2.3%	231 2.4%	0 0.0%	62 0.6%	920 9.6%
	$80K-$100K	284 3.0%	40 0.4%	99 1.0%	0 0.0%	85 0.9%	507 5.3%
	$100K-$200K	302 3.2%	422 4.4%	188 2.0%	96 1.0%	0 0.0%	1,008 10.6%
	$200K-$300K	41 0.4%	0 0.0%	87 0.9%	0 0.0%	0 0.0%	128 1.3%
	$300K+	0 0.0%	213 2.2%	0 0.0%	0 0.0%	0 0.0%	213 2.2%
	TOTAL	3,188 33.4%	2,421 25.4%	2,097 22.0%	654 6.9%	1,181 12.4%	9,541 100.0%

SOURCE: RCLCO; Esri Business Analyst; American Community Survey, 2012-2013

Exhibit I-36

HOUSEHOLD SEGMENTATION BY AGE, INCOME, AND PRESENCE OF CHILDREN -- OWNERS THAT MOVED
SANDY SPRINGS, GEORGIA
2015

		Owners					
		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*	**TOTAL**
Household Income	< $25K	0 0.0%	0 0.0%	0 0.0%	27 2.4%	32 2.8%	59 5.2%
	$25K-$50K	43 3.7%	0 0.0%	0 0.0%	0 0.0%	44 3.9%	86 7.6%
	$50K-$65K	56 4.9%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	56 4.9%
	$65K-$80K	32 2.9%	0 0.0%	19 1.7%	0 0.0%	0 0.0%	52 4.6%
	$80K-$100K	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
	$100K-$200K	0 0.0%	203 17.9%	152 13.4%	32 2.8%	0 0.0%	388 34.1%
	$200K-$300K	0 0.0%	31 2.7%	26 2.3%	0 0.0%	60 5.3%	117 10.3%
	$300K+	15 1.3%	94 8.3%	164 14.5%	75 6.6%	30 2.7%	378 33.3%
	TOTAL	146 12.8%	328 28.9%	362 31.9%	134 11.8%	166 14.7%	1,136 100.0%

SOURCE: RCLCO; Esri Business Analyst; American Community Survey, 2012-2013

Exhibit I-37

RENTAL HOUSEHOLDS THAT MOVED BY AGE AND INCOME AND BEDROOM PREFERENCE
SANDY SPRINGS, GEORGIA
2015

		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*		TOTAL	
		%	#	%	#	%	#	%	#	%	#	%	#
<$50K	Studio	0%	0	22%	268	0%	0	0%	0	0%	0	5%	268
	1 Bedroom	43%	749	31%	377	11%	96	83%	465	23%	149	36%	1,836
	2 Bedroom	52%	918	33%	402	61%	516	9%	50	47%	310	44%	2,196
	3+ Bedroom	5%	90	14%	176	28%	236	8%	43	31%	202	15%	747
$50-$80K	Studio	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0
	1 Bedroom	8%	63	0%	0	12%	108	0%	0	30%	129	11%	300
	2 Bedroom	92%	740	96%	500	30%	263	0%	0	70%	308	69%	1,811
	3+ Bedroom	0%	0	4%	23	58%	504	0%	0	0%	0	20%	527
$80-$100K	Studio	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0
	1 Bedroom	0%	0	100%	40	0%	0	0%	0	0%	0	8%	40
	2 Bedroom	100%	284	0%	0	100%	99	0%	0	100%	85	92%	468
	3+ Bedroom	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0
>$100K	Studio	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0
	1 Bedroom	0%	0	34%	213	0%	0	57%	54	0%	0	0%	267
	2 Bedroom	52%	180	56%	357	0%	0	43%	41	0%	0	0%	578
	3+ Bedroom	48%	163	10%	65	100%	275	0%	0	0%	0	0%	503
	TOTAL		3,187		2,421		2,097		653		1,183		9,541

SOURCE: RCLCO; Esri Business Analyst; American Community Survey, 2012-2013

Exhibit I-38

SHORT-TERM RENTAL DEMAND
SANDY SPRINGS, GEORGIA
2015-2020

		HOUSEHOLD INCOME RANGES					
		$0 $49,999	$50,000 $64,999	$65,000 $79,999	$80,000 $99,999	$100,000 $199,999	$200,000 and up
Existing 2015 Households [1]							
% Renters by Income [2]	100.0%	56%	17%	7%	5%	11%	5%
Renters	24,630	13,795	4,202	1,681	1,247	2,590	1,114
Turnover Rate [2]	39%	37%	41%	55%	41%	39%	31%
Renters in Turnover	9,541	5,048	1,717	920	507	1,008	341
Annual New Households [1]	561						
Distribution [1]	100%	37%	12%	7%	6%	20%	18%
Households by Income	561	209	66	40	35	110	101
% Renters of all Households [2]	55%	83%	81%	53%	45%	30%	14%
New Renters	311	174	53	21	16	33	14
Annual New Renter Households	9,852	5,222	1,770	941	523	1,041	355

		MONTHLY GROSS RENT RANGES					
		$0 $749	$750 $999	$1,000 $1,499	$1,500 $1,999	$2,000 $2,499	$2,500 and up
% Choose Different Rent Ranges by Income [2]							
$0-$50K	100%	43%	41%	10%	3%	2%	1%
$50K-$65K	100%	15%	46%	32%	4%	2%	1%
$65K-$80K	100%	12%	42%	34%	6%	3%	3%
$80K-$100K	100%	3%	33%	43%	10%	7%	4%
$100K-$200K	100%	1%	20%	45%	17%	10%	7%
$200K+	100%	1%	15%	30%	15%	25%	13%
Total	100%	27%	38%	23%	6%	4%	3%
$0-$50K	5,222	2,244	2,141	529	139	104	62
$50K-$65K	1,770	259	814	570	76	35	18
$65K-$80K	941	113	395	320	56	28	30
$80K-$100K	523	18	173	225	52	35	21
$100K-$200K	1,041	8	208	468	177	104	75
$200K+	355	4	53	106	53	90	48
Total	9,853	2,645	3,785	2,219	553	397	253
Choose New [3]	3.6%	2.0%	3.0%	4.0%	8.0%	8.0%	10.0%
MF Demand (new)	357	53	114	89	44	32	25

[1] Esri Business Analyst
[2] American Community Survey, 2012-2013
[3] RCLCO estimate based upon permitting, national experience, and new construction trends

Exhibit I-39

SHORT-TERM OWNER DEMAND
SANDY SPRINGS, GEORGIA
2015-2020

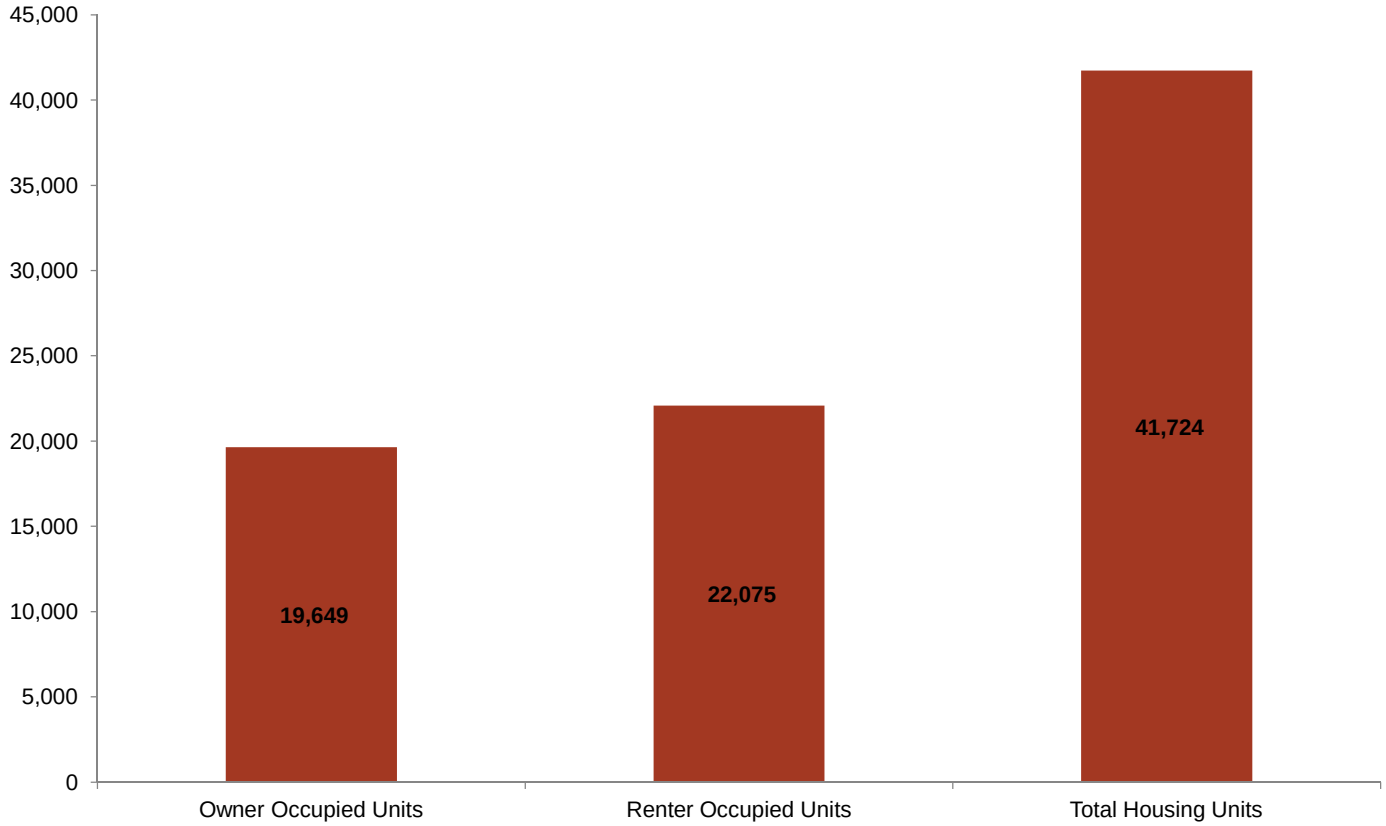
		HOUSEHOLD INCOME RANGES					
		$0 $49,999	$50,000 $64,999	$65,000 $79,999	$80,000 $99,999	$100,000 $199,999	$200,000 and up
Existing 2015 Households [1]							
% Owners by Income [2]	100.0%	19%	6%	8%	7%	29%	31%
Owners	19,824	3,677	1,265	1,492	1,446	5,717	6,227
Turnover Rate [2]	7%	5%	5%	5%	5%	8%	9%
Owners in Turnover	1,367	175	66	70	78	433	545
Annual New Households [1]	561						
Distribution [1]	100%	37%	12%	7%	6%	20%	18%
Households by Income	561	209	66	40	35	110	101
% Owners of all Households [2]	45%	22%	24%	47%	53%	65%	78%
New Owners	250	46	16	19	18	72	79
Annual New Owner Households	1,617	221	82	89	96	505	624

		HOME VALUE RANGES					
		$0 $100,000	$100,000 $250,000	$250,000 $500,000	$500,000 $750,000	$750,000 $1,000,000	$1,000,000 and up
% Choose Different Home Values by Income [2]							
$0-$50K	100%	24%	23%	27%	13%	10%	2%
$50K-$65K	100%	16%	34%	37%	9%	2%	2%
$65K-$80K	100%	18%	31%	28%	10%	4%	8%
$80K-$100K	100%	16%	28%	28%	22%	4%	2%
$100K-$200K	100%	4%	17%	44%	22%	6%	6%
$200K+	100%	2%	5%	22%	33%	19%	19%
Total	100%	8%	16%	31%	24%	11%	10%
$0-$50K	221	54	52	59	29	23	5
$50K-$65K	82	13	28	30	8	2	2
$65K-$80K	89	16	27	25	9	4	7
$80K-$100K	96	15	27	27	21	4	2
$100K-$200K	505	22	87	220	112	32	32
$200K+	624	13	31	140	203	118	118
Total	1,617	133	252	501	381	182	167
Choose New [3]	15%	0%	0%	15%	25%	25%	20%
SFD Demand (new)	249	0	0	75	95	46	33

[1] Esri Business Analyst
[2] American Community Survey, 2012-2013
[3] RCLCO estimate based upon permitting, national experience, and new construction trends

Exhibit I-40

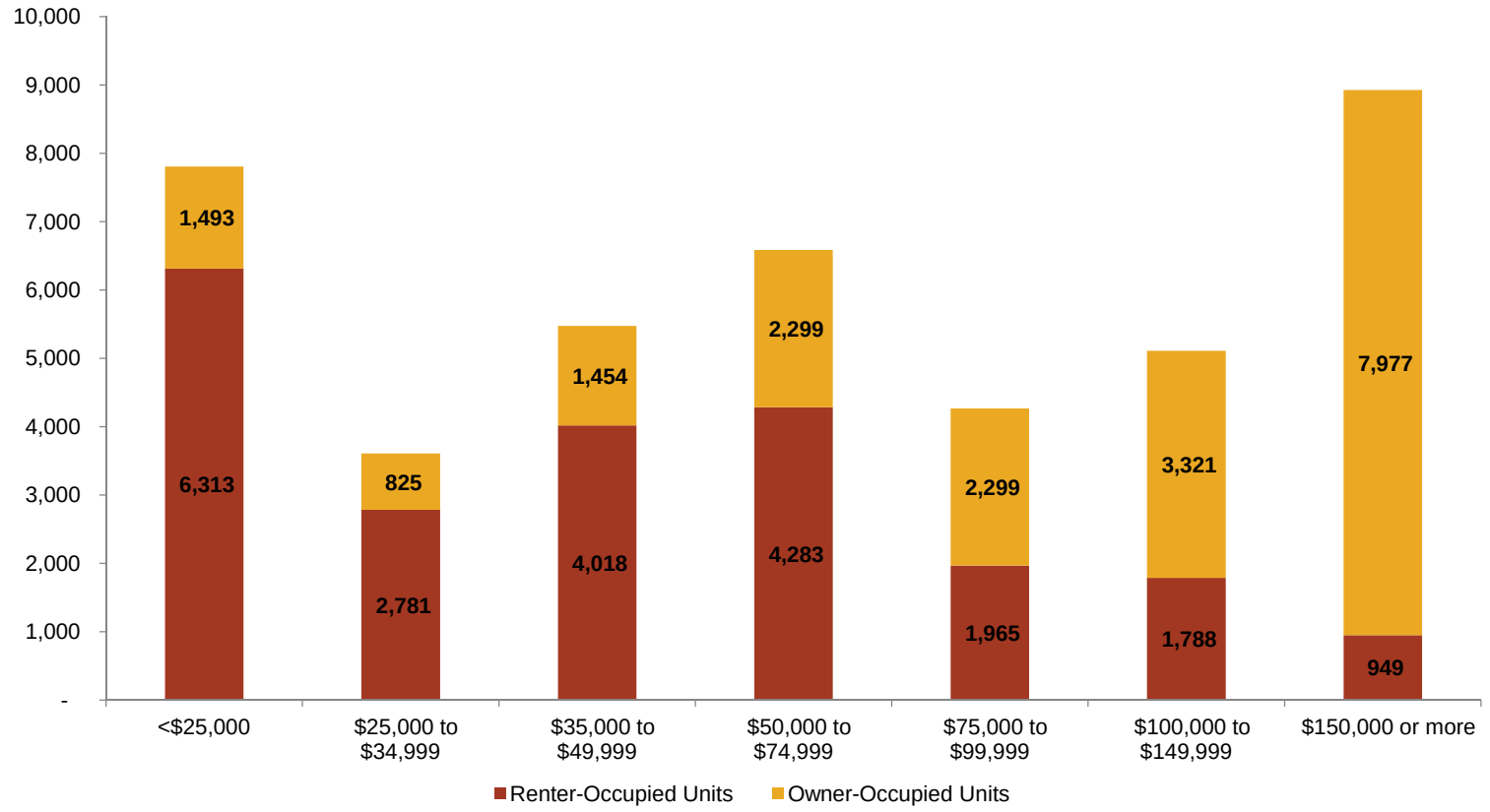
NUMBER OF OWNER AND RENTER HOUSING UNITS
SANDY SPRINGS, GEORGIA
2013



NOTE: Total Renter-Occupied Units = 22,075; Total Owner-Occupied Units = 19,649. Values may not sum given rounding and estimation errors
SOURCE: 2009-2013 American Community Survey 5-Year Estimates

Exhibit I-41

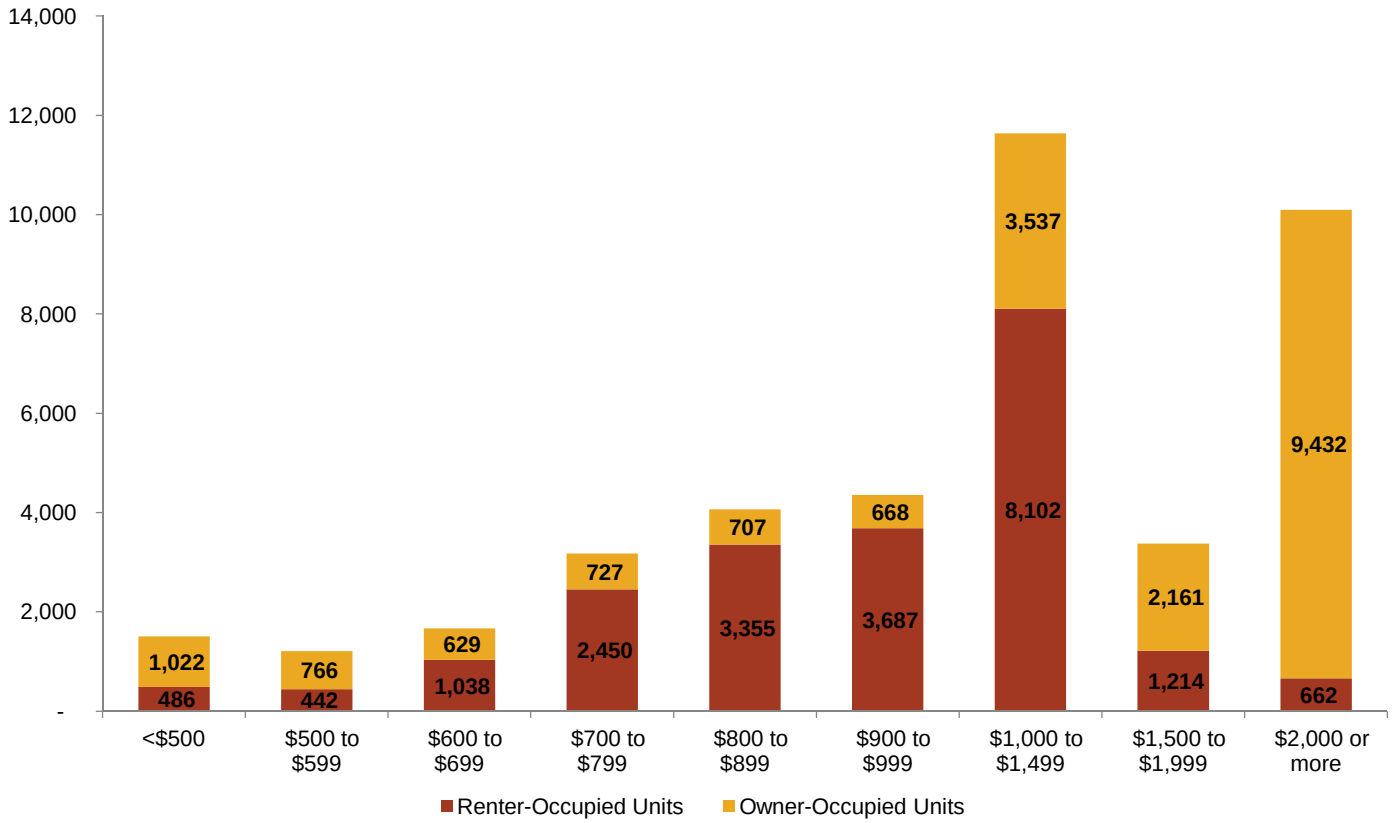
NUMBER OF RENTER OR OWNER-OCCUPIED UNITS BY ANNUAL HOUSEHOLD INCOME
SANDY SPRINGS, GEORGIA
2013



NOTE: Total Renter-Occupied Units = 22,075; Total Owner-Occupied Units = 19,649. Values may not sum given rounding and estimation errors
SOURCE: 2009-2013 American Community Survey 5-Year Estimates

Exhibit I-42

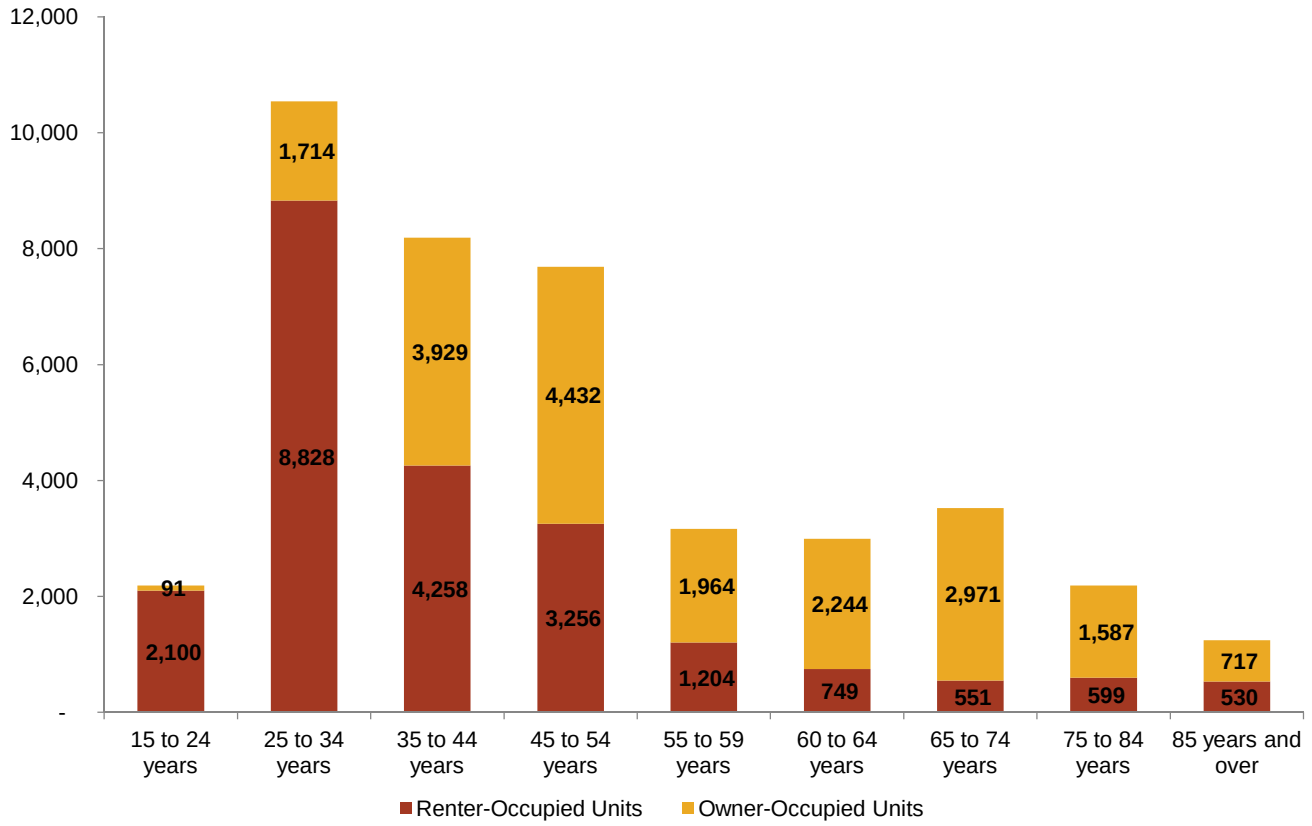
NUMBER OF RENTER OR OWNER-OCCUPIED UNITS BY MONTHLY HOUSING COST
SANDY SPRINGS, GEORGIA
2013



NOTE: Total Renter-Occupied Units = 22,075; Total Owner-Occupied Units = 19,649. Values may not sum given rounding and estimation errors
SOURCE: 2009-2013 American Community Survey 5-Year Estimates

Exhibit I-43

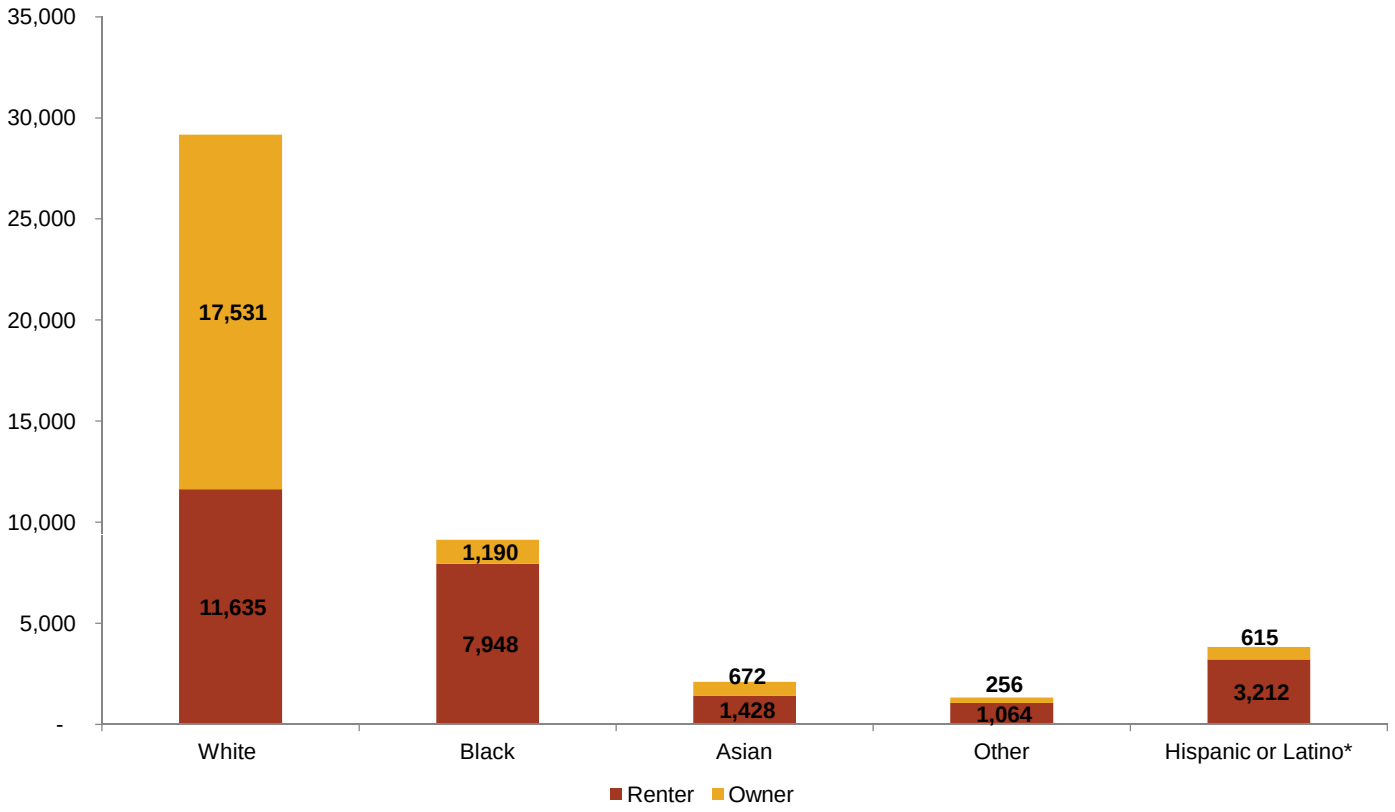
NUMBER OF RENTER OR OWNER-OCCUPIED UNITS BY AGE OF HEAD HOUSEHOLDER
SANDY SPRINGS, GEORGIA
2013



NOTE: Total Renter-Occupied Units = 22,075; Total Owner-Occupied Units = 19,649. Values may not sum given rounding and estimation errors
SOURCE: 2009-2013 American Community Survey 5-Year Estimates

Exhibit I-44

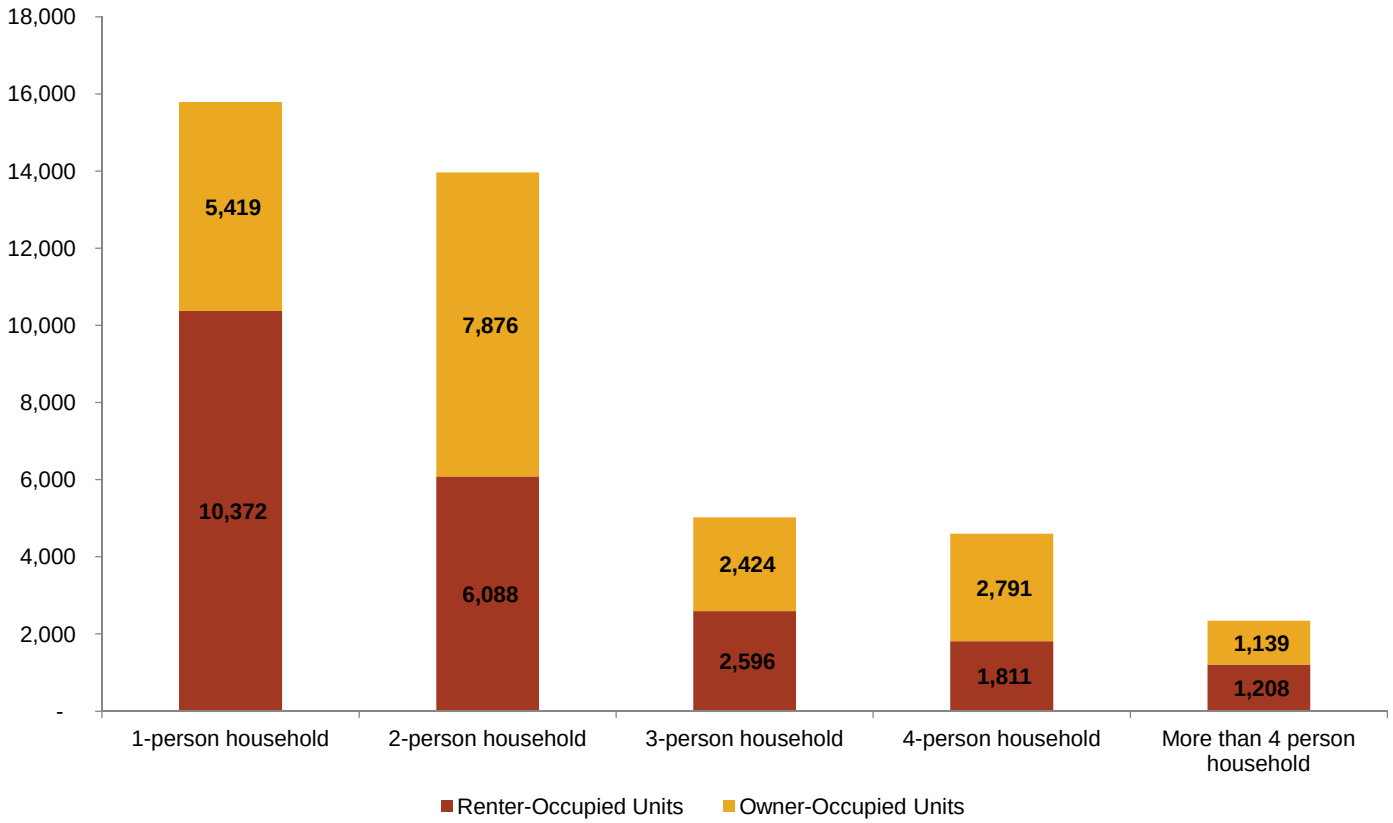
NUMBER OF RENTER OR OWNER-OCCUPIED UNITS BY RACE OF HEAD HOUSEHOLDER
SANDY SPRINGS, GEORGIA
2013



* Hispanic or Latino can be any race
NOTE: Total Renter-Occupied Units = 22,075; Total Owner-Occupied Units = 19,649. Values may not sum given rounding and estimation errors
SOURCE: 2009-2013 American Community Survey 5-Year Estimates

Exhibit I-45

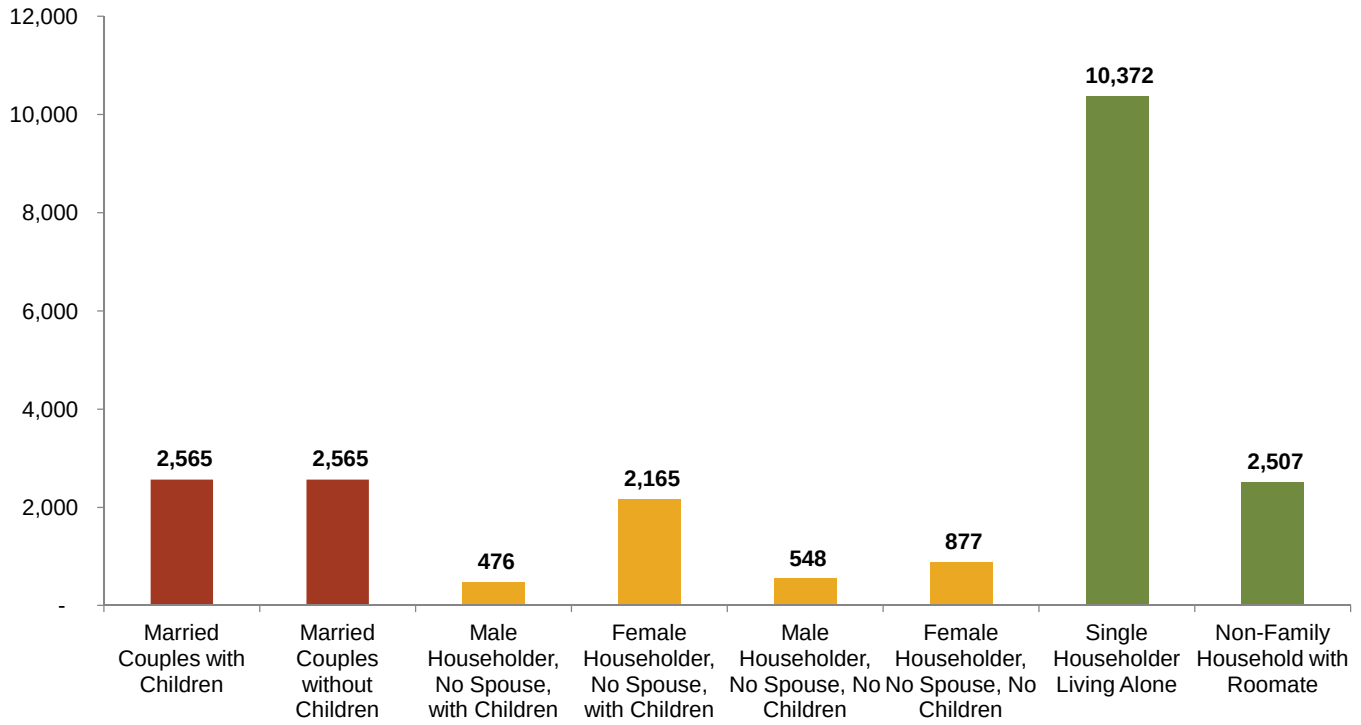
NUMBER OF RENTER OR OWNER-OCCUPIED UNITS BY PERSONS IN HOUSEHOLD
SANDY SPRINGS, GEORGIA
2013



NOTE: Total Renter-Occupied Units = 22,075; Total Owner-Occupied Units = 19,649. Values may not sum given rounding and estimation errors
SOURCE: 2009-2013 American Community Survey 5-Year Estimates

Exhibit I-46

RENTERS BY FAMILY TYPE
SANDY SPRINGS, GEORGIA
2013

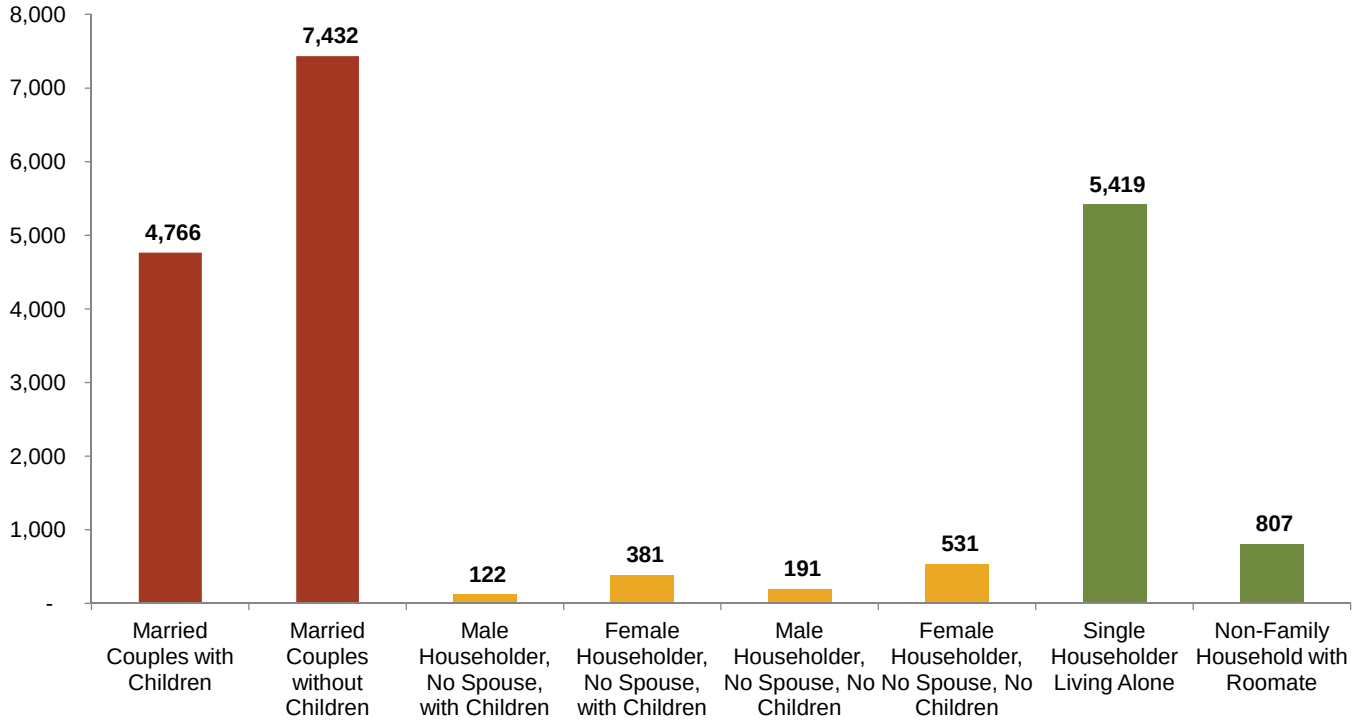


NOTE: Total Renter-Occupied Units = 22,075; Total Owner-Occupied Units = 19,649. Values may not sum given rounding and estimation errors
SOURCE: 2009-2013 American Community Survey 5-Year Estimates

CITY OF SANDY SPRINGS

Exhibit I-47

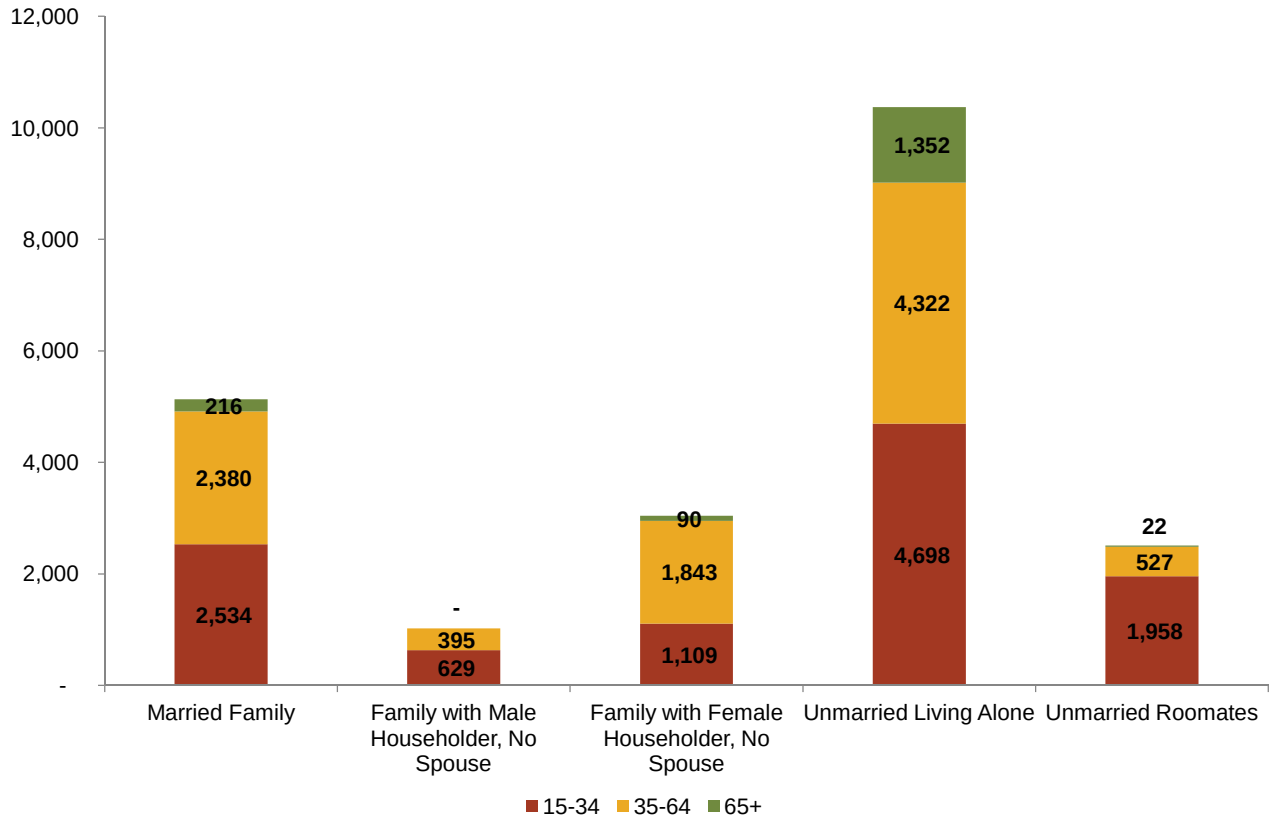
OWNERS BY FAMILY TYPE
SANDY SPRINGS, GEORGIA
2013



NOTE: Total Renter-Occupied Units = 22,075; Total Owner-Occupied Units = 19,649. Values may not sum given rounding and estimation errors
SOURCE: 2009-2013 American Community Survey 5-Year Estimates

Exhibit I-48

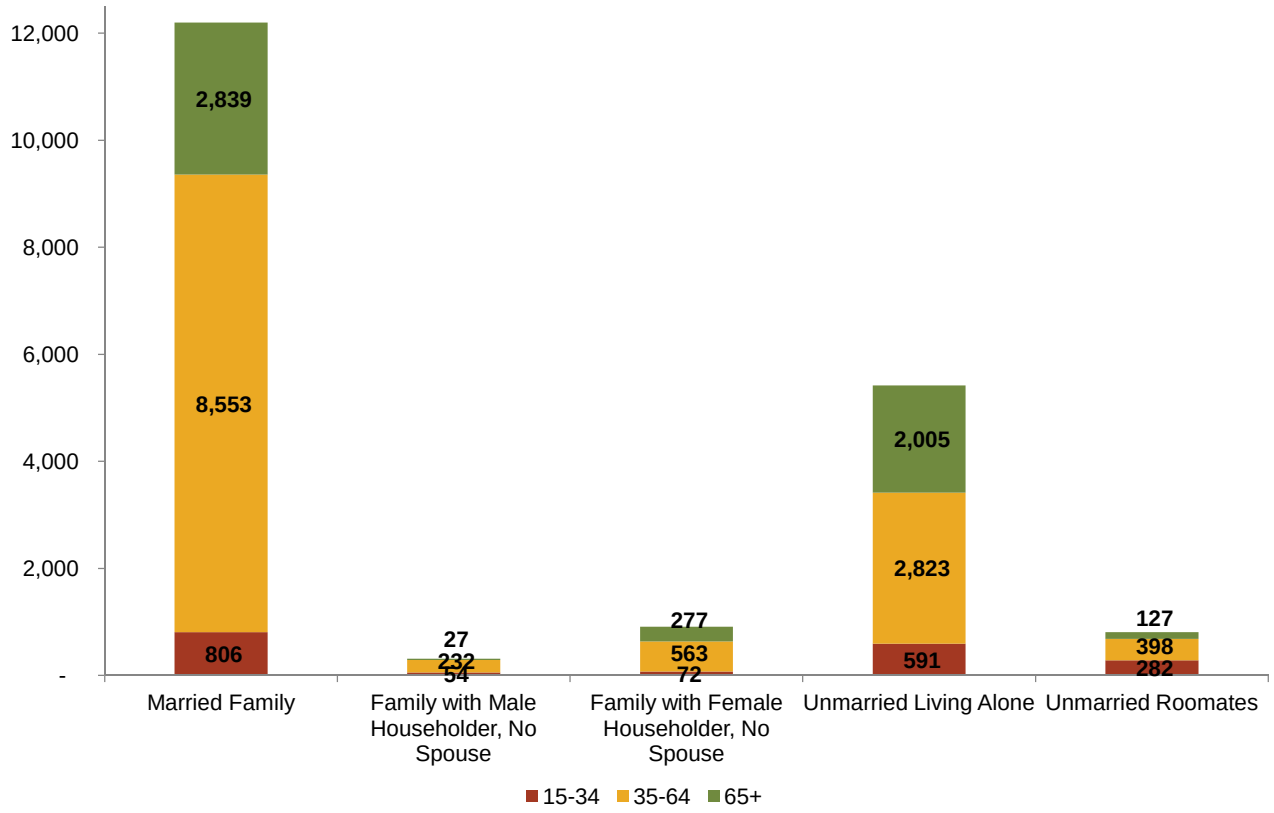
RENTERS BY FAMILY TYPE AND AGE
SANDY SPRINGS, GEORGIA
2013



NOTE: Total Renter-Occupied Units = 22,075; Total Owner-Occupied Units = 19,649. Values may not sum given rounding and estimation errors
SOURCE: 2009-2013 American Community Survey 5-Year Estimates

Exhibit I-49

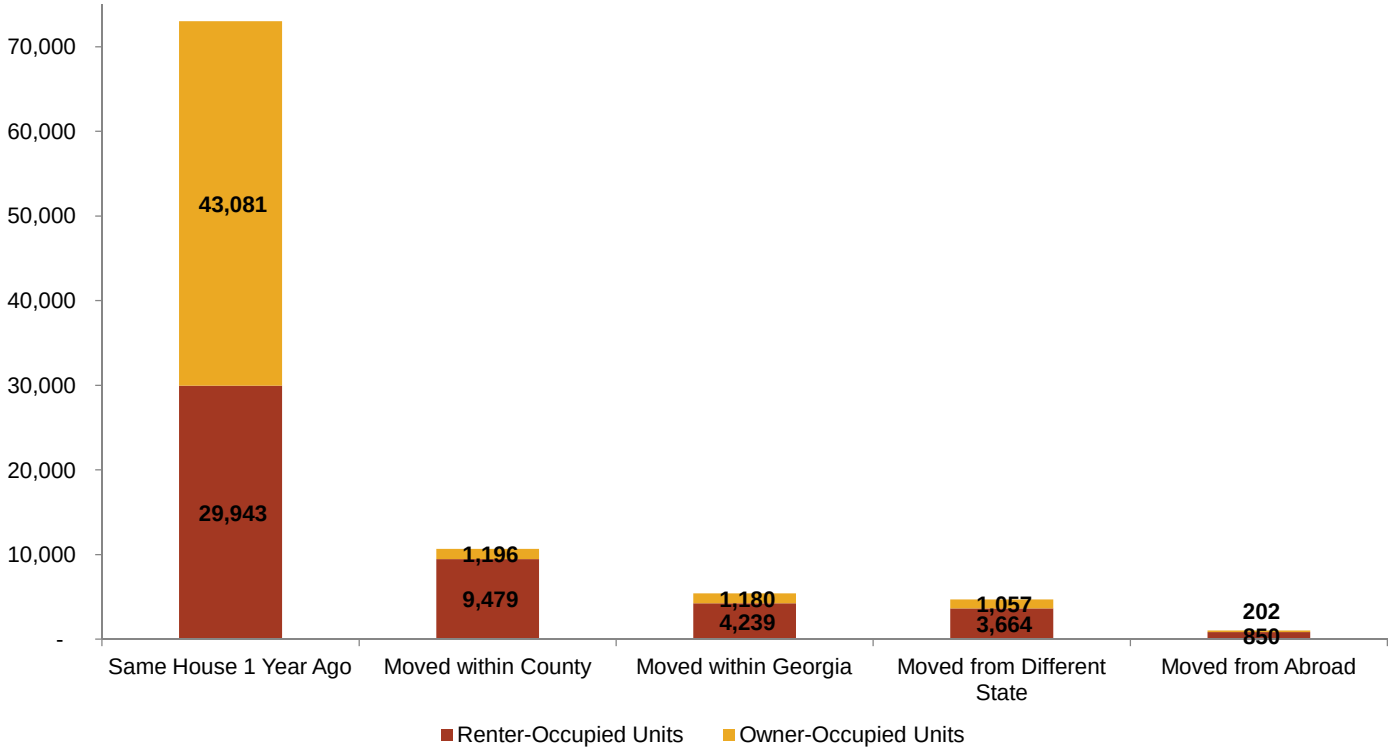
OWNERS BY FAMILY TYPE AND AGE
SANDY SPRINGS, GEORGIA
2013



NOTE: Total Renter-Occupied Units = 22,075; Total Owner-Occupied Units = 19,649. Values may not sum given rounding and estimation errors
SOURCE: 2009-2013 American Community Survey 5-Year Estimates

Exhibit I-50

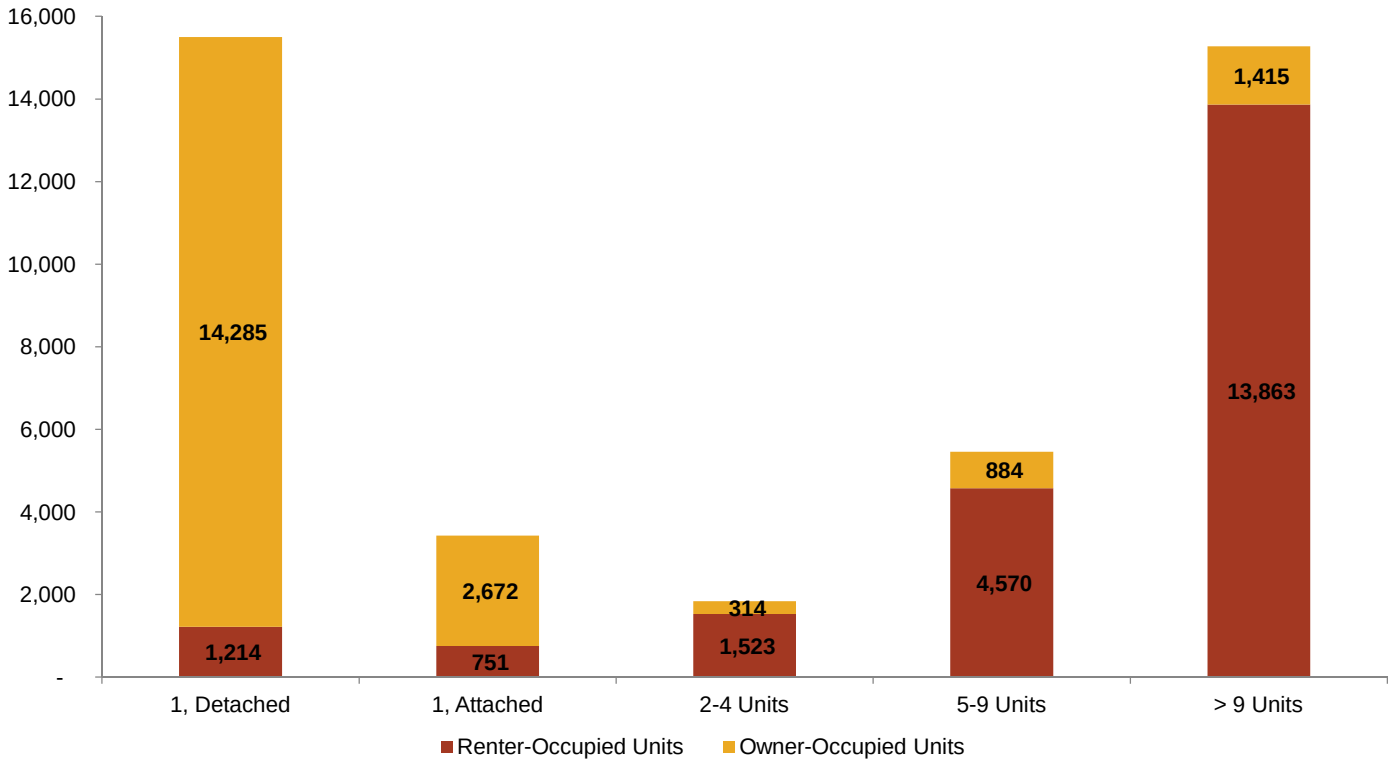
GEOGRAPHIC MOBILITY FOR POPULATION 1 YEAR AND OLDER BY TENURE
SANDY SPRINGS, GEORGIA
2013



NOTE: Total Renter-Occupied Units = 22,075; Total Owner-Occupied Units = 19,649. Values may not sum given rounding and estimation errors
SOURCE: 2009-2013 American Community Survey 5-Year Estimates

Exhibit I-51

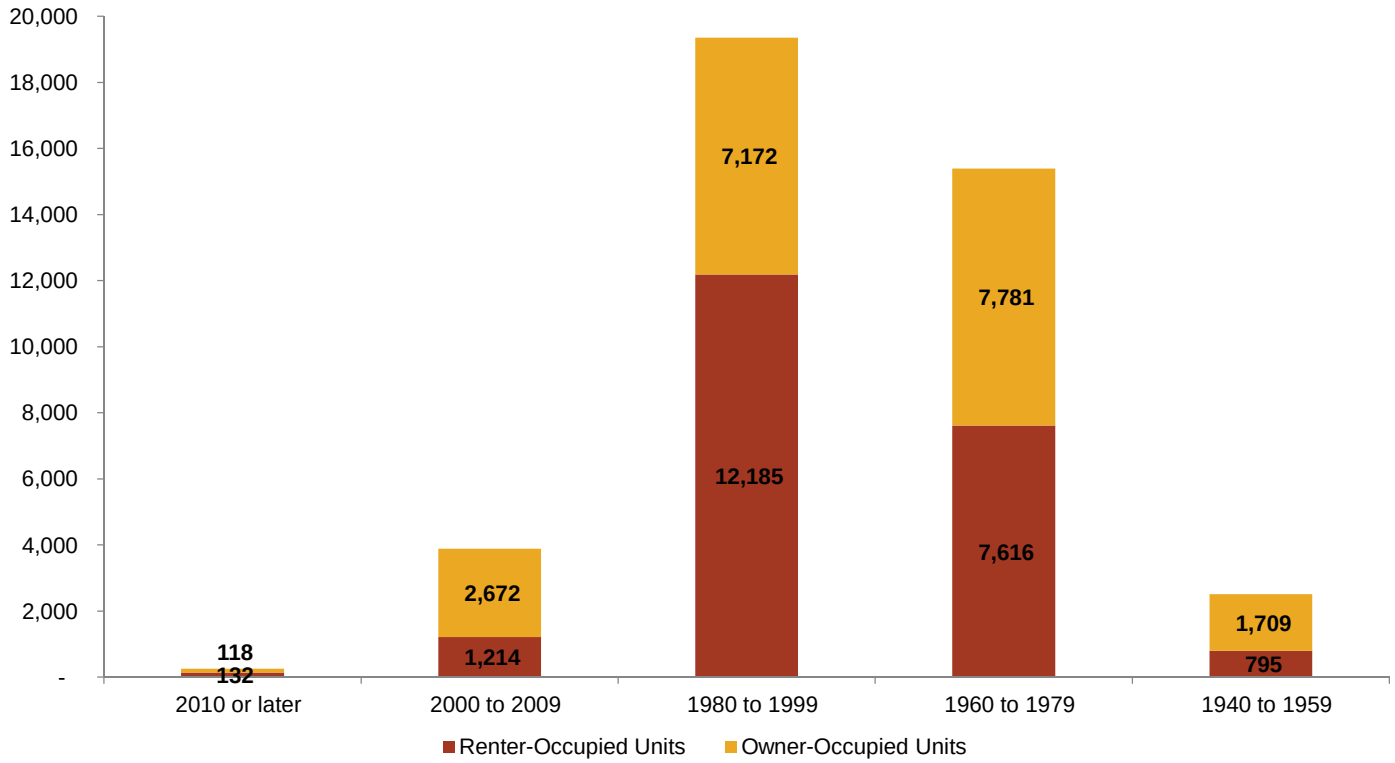
NUMBER OF RENTER OR OWNER OCCUPIED UNITS BY BUILDING SIZE
SANDY SPRINGS, GEORGIA
2013



NOTE: Total Renter-Occupied Units = 22,075; Total Owner-Occupied Units = 19,649. Values may not sum given rounding and estimation errors
SOURCE: 2009-2013 American Community Survey 5-Year Estimates

Exhibit I-52

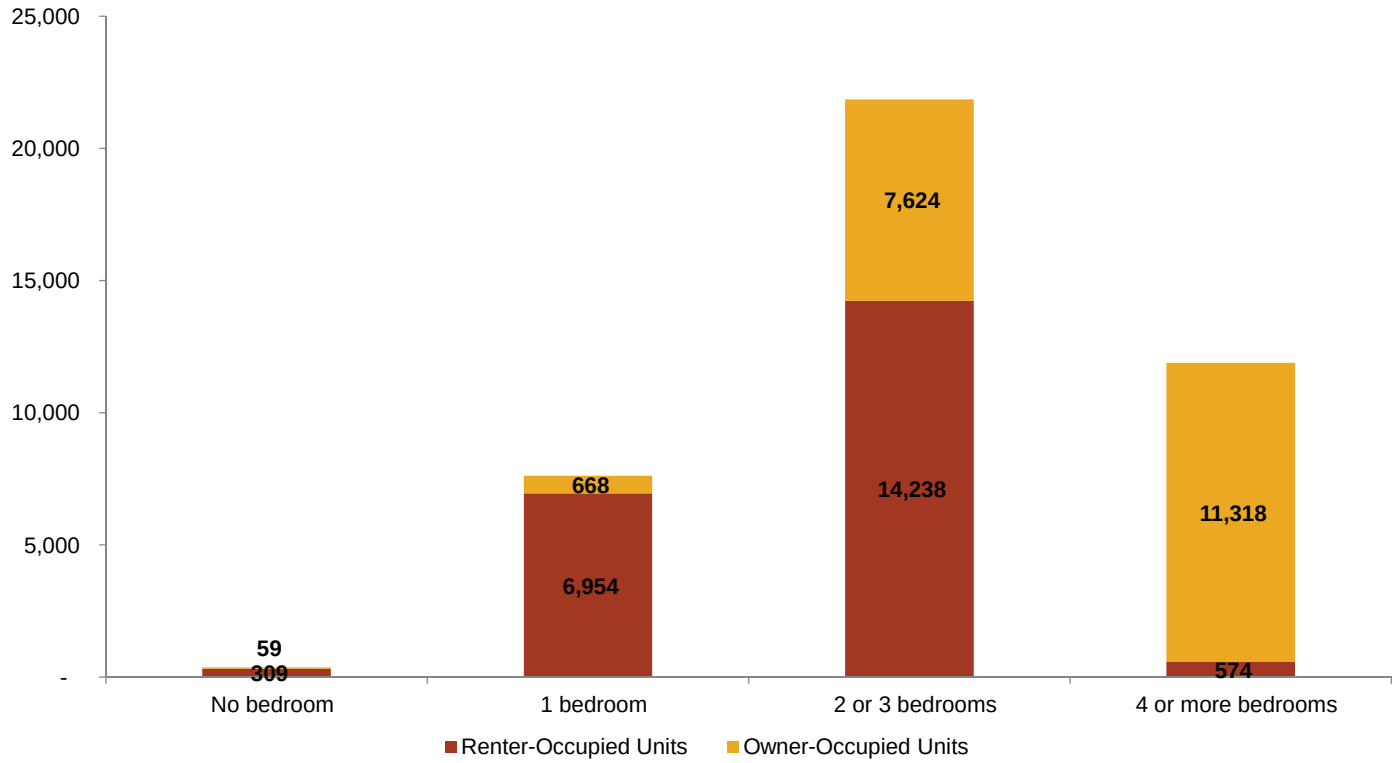
NUMBER OF RENTER OR OWNER-OCCUPIED UNITS BY YEAR STRUCTURE BUILT
SANDY SPRINGS, GEORGIA
2013



NOTE: Total Renter-Occupied Units = 22,075; Total Owner-Occupied Units = 19,649. Values may not sum given rounding and estimation errors
SOURCE: 2009-2013 American Community Survey 5-Year Estimates

Exhibit I-53

NUMBER OF RENTER OR OWNER-OCCUPIED UNITS BY NUMBER OF BEDROOMS PER UNIT
SANDY SPRINGS, GEORGIA
2013



NOTE: Total Renter-Occupied Units = 22,075; Total Owner-Occupied Units = 19,649. Values may not sum given rounding and estimation errors
SOURCE: 2009-2013 American Community Survey 5-Year Estimates

II. FOR-RENT RESIDENTIAL MARKET

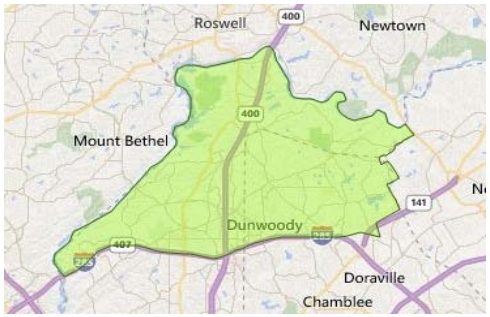
Exhibit II-1

RENTAL APARTMENT SUBMARKET MAPS
ATLANTA REGION AND SANDY SPRINGS, GEORGIA
2015

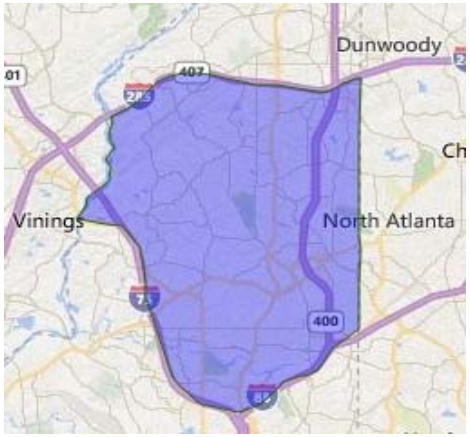
Atlanta MSA



Sandy Springs/Dunwoody Submarket



Buckhead Submarket



SOURCE: Reis, Inc.

Exhibit II-2

RENTAL APARTMENT SUBMARKET COMPARISON
ATLANTA REGION
Q1 2015

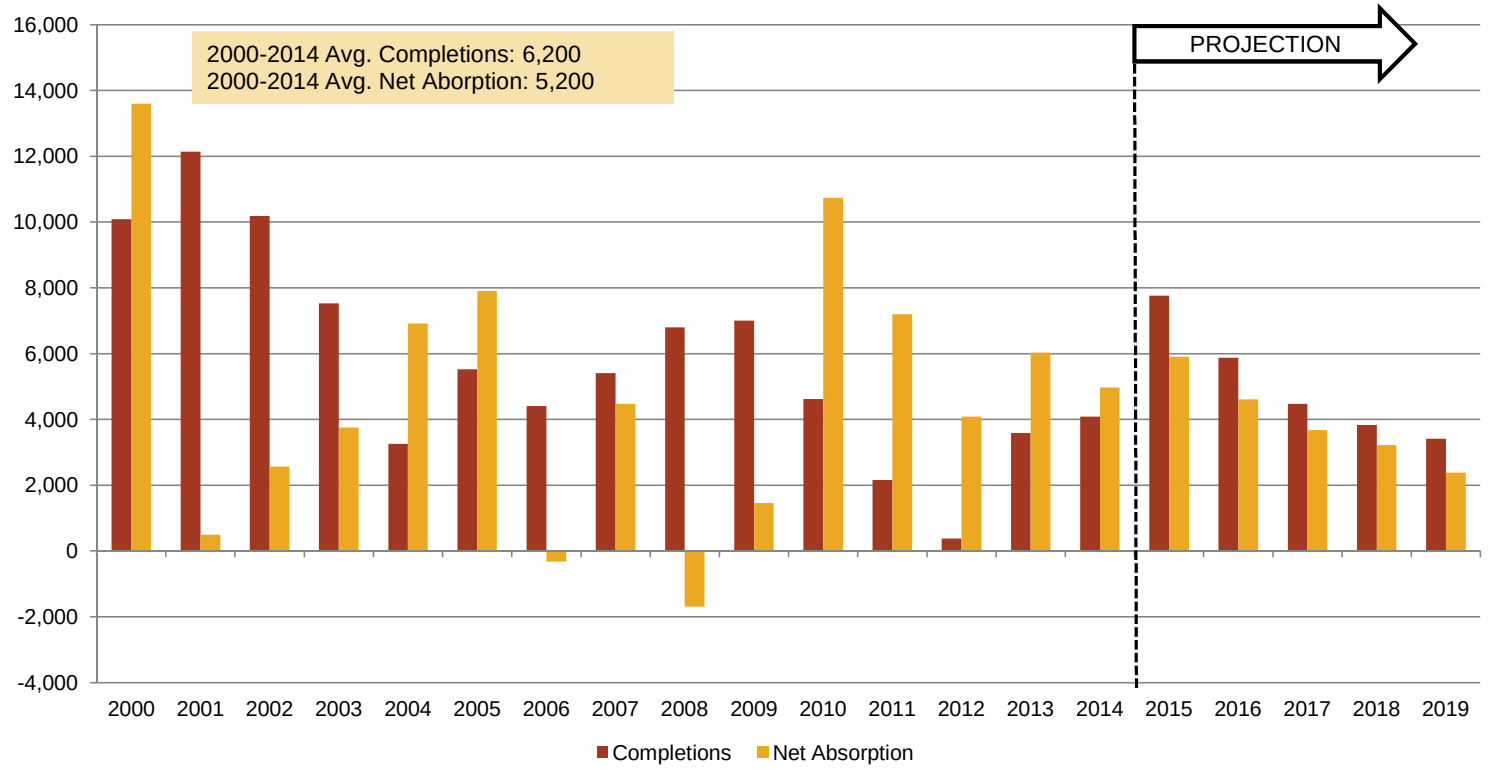
Sorted by Asking Rent

SUBMARKET	INVENTORY (BUILDINGS)	INVENTORY (SF/UNITS)	ASKING RENT ($)	VACANCY (%)
Buckhead	89	20,326	$1,330	4.2%
Midtown	95	17,611	$1,319	8.5%
North DeKalb	175	35,976	$1,037	4.1%
Central I-75 West	55	9,445	$1,030	7.6%
Sandy Spg/Dunwoody	94	26,007	$1,029	4.2%
Roswell/Alpharetta	81	23,380	$1,014	3.8%
North Gwinnett	86	23,307	$931	4.2%
Marietta	153	35,150	$917	3.6%
Smyrna	94	23,862	$912	3.6%
Cherokee County	26	4,679	$910	3.5%
Decatur/Avondale	95	16,470	$875	7.5%
South Gwinnett	116	27,399	$846	3.8%
I-20 East	55	12,081	$839	3.5%
South Fulton	209	33,573	$794	9.6%
Clayton/Henry	169	31,220	$791	6.2%
I-20 West	46	9,046	$780	4.8%
Clarkston/Stn Mtn	81	17,210	$727	7.9%
South DeKalb	20	4,726	$707	17.2%

SOURCE: Reis, Inc.

Exhibit II-3

HISTORICAL AND PROJECTED COMPLETIONS AND NET ABSORPTION
ATLANTA APARTMENT MARKET
2000-2019

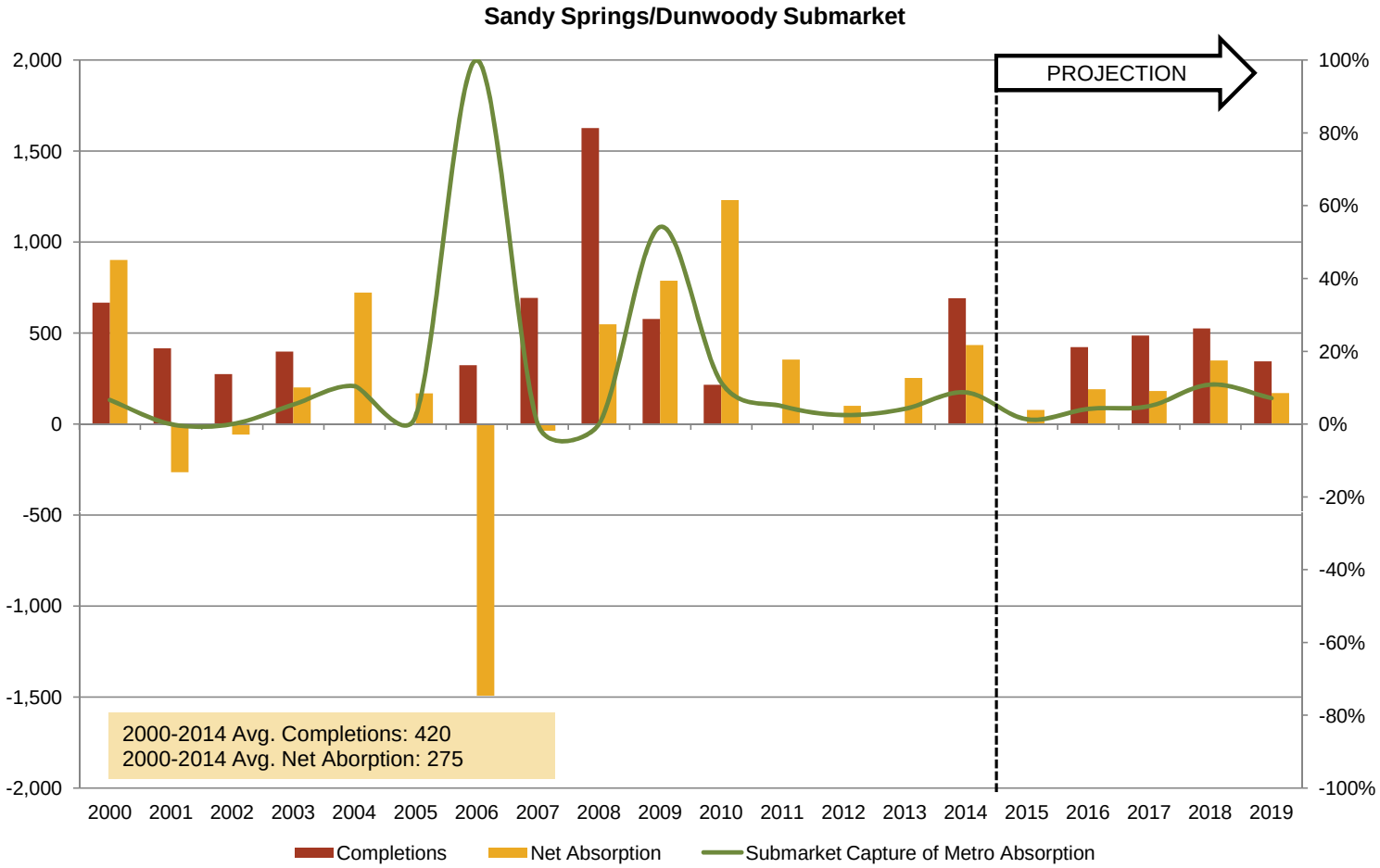


The Reis Atlanta metro apartment market includes: Clayton, Cobb, DeKalb, Fulton, Gwinnett, Henry, and portions of Cherokee, Douglas, Fayette, Forsyth, and Rockdale counties. The following Census Bureau MSA counties are excluded: Barrow, Bartow, Butts, Carroll, Coweta, Dawson, Haralson, Heard, Jasper, Lamar, Meriwether, Newton, Paulding, Pickens, Pike, Spaulding, and Walton.

SOURCE: Reis, Inc.; RCLCO

Exhibit II-4

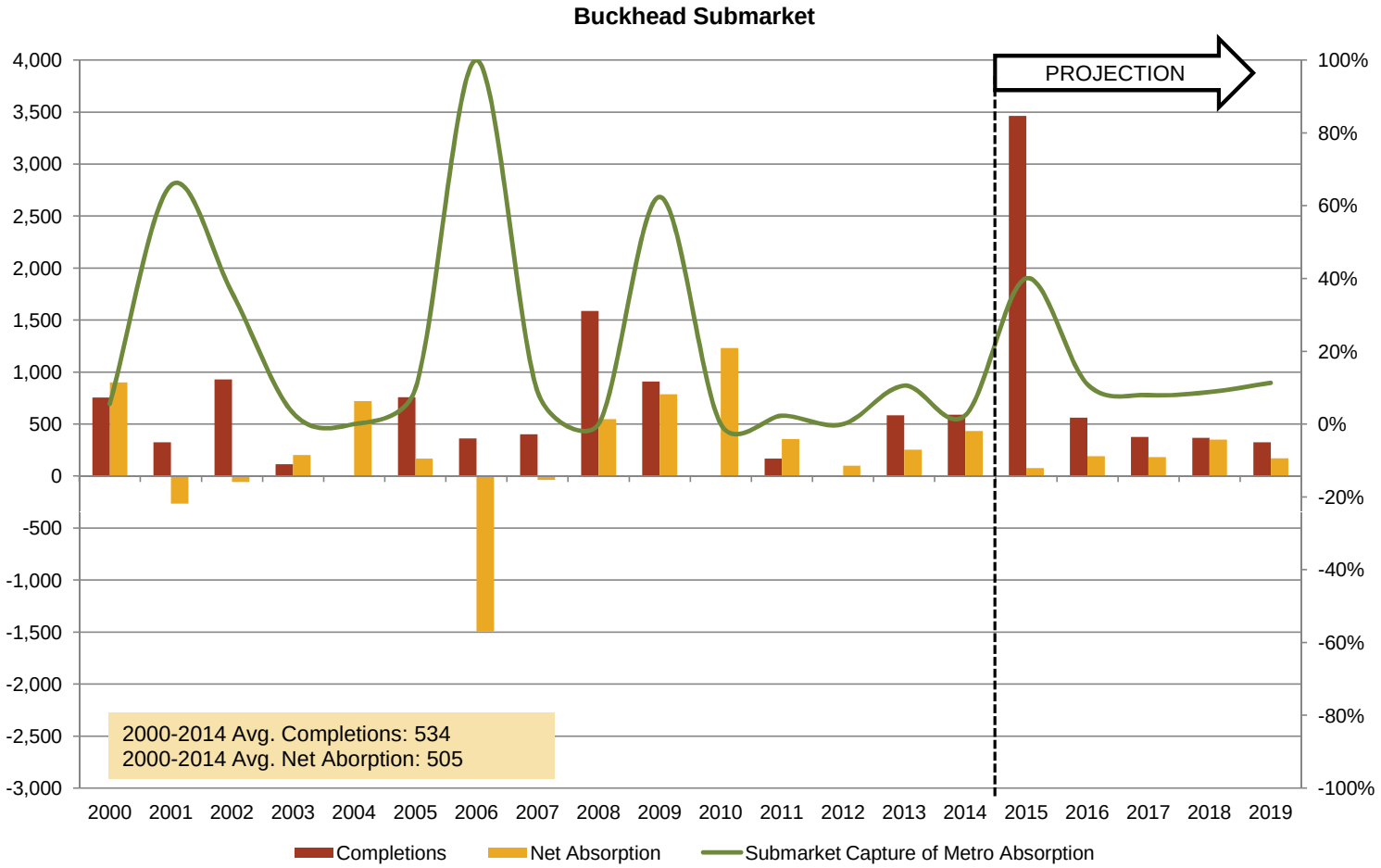
HISTORICAL AND PROJECTED COMPLETIONS AND NET ABSORPTION
SANDY SPRINGS/DUNWOODY AND BUCKHEAD SUBMARKETS
2000-2019



SOURCE: Reis, Inc.; RCLCO

Exhibit II-4

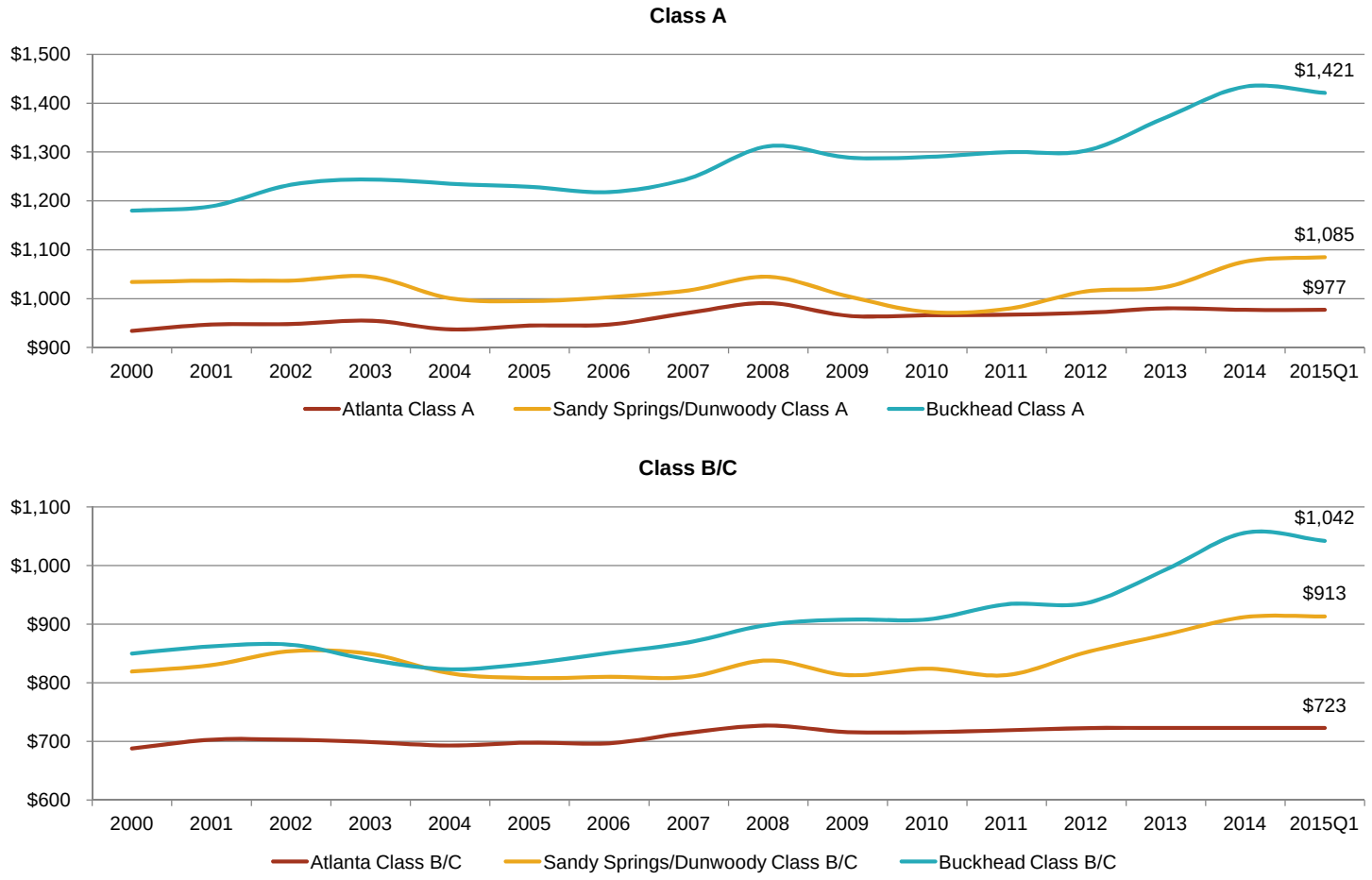
HISTORICAL AND PROJECTED COMPLETIONS AND NET ABSORPTION
SANDY SPRINGS/DUNWOODY AND BUCKHEAD SUBMARKETS
2000-2019



SOURCE: Reis, Inc.; RCLCO

Exhibit II-5

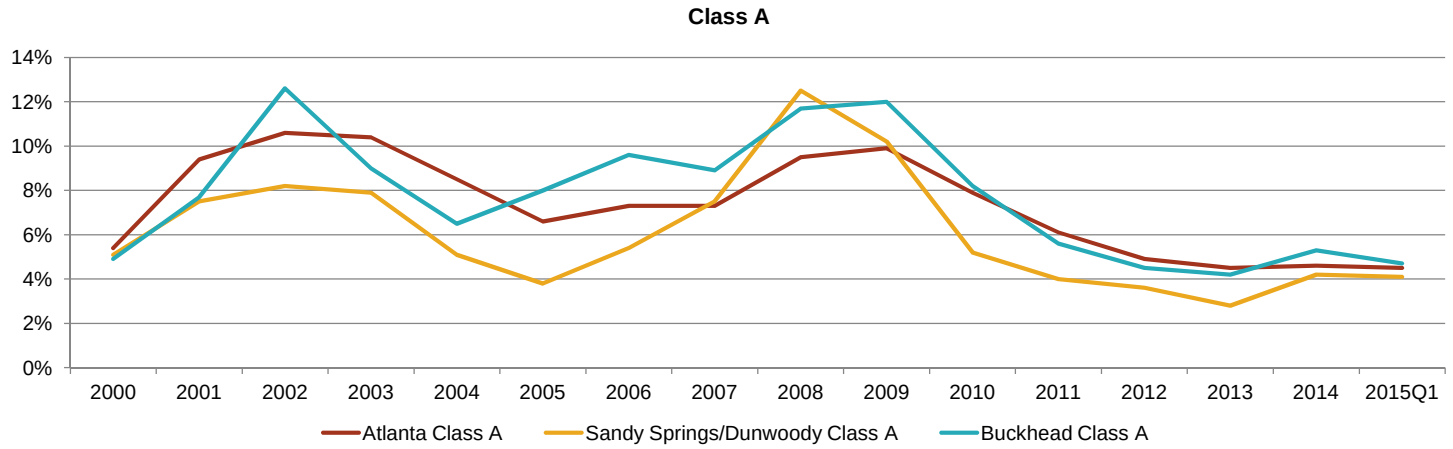
CLASS A AND B/C ASKING RENTAL RATES
ATLANTA REGION AND SANDY SPRINGS/DUNWOODY SUBMARKET
2000-Q1 2015

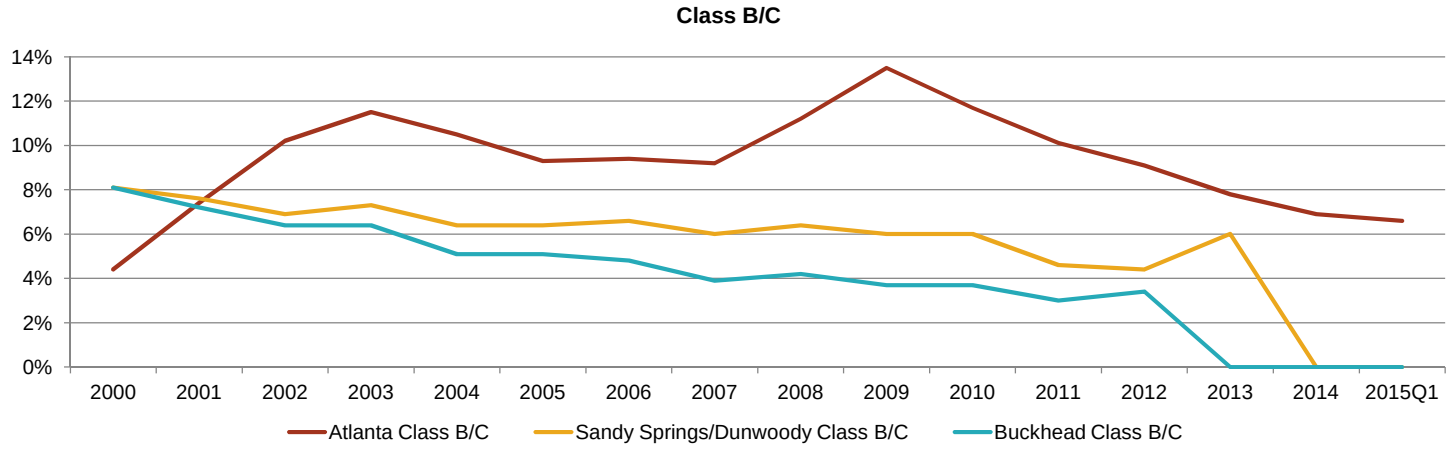


SOURCE: Reis, Inc.; RCLCO

Exhibit II-6

CLASS A AND CLASS B/C VACANCY RATES
ATLANTA REGION AND SANDY SPRINGS/DUNWOODY SUBMARKET
2000-Q1 2015





SOURCE: Reis, Inc.; RCLCO

Exhibit II-7

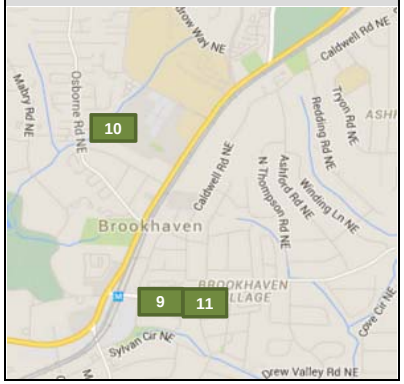
MAP OF RECENT RENTAL APARTMENT DELIVERIES
SANDY SPRINGS/PERIMETER, BUCKHEAD, AND BROOKHAVEN
AUGUST 2015

SANDY SPRINGS/PERIMETER CENTER

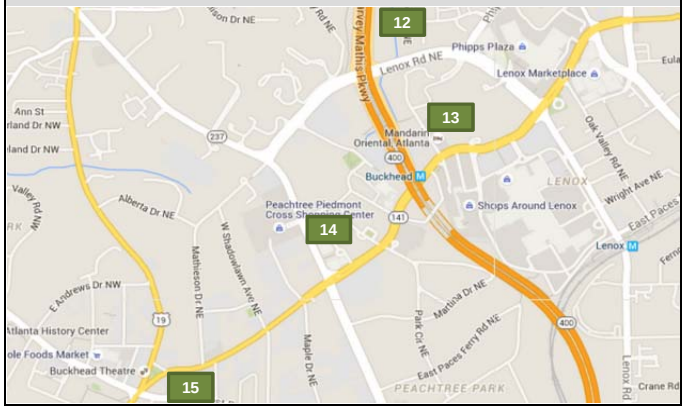


KEY	
1	Indigo House
2	Citizen Perimeter
3	1160 Hammond
4	Peachtree Dunwoody Place
5	Axis at Perimeter
6	Alexander at the Perimeter
7	The Heights Perimeter Center
8	The Drexel
9	@1377 Apartments
10	1105 Town Brookhaven
11	Alta Brookhaven
12	High Rise at Post Alexander
13	Cyan on Peachtree
14	Berkshire Terminus
15	Residences at Buckhead

BROOKHAVEN



BUCKHEAD



SOURCE: Google, RCLCO

Exhibit II-8

RECENTLY DELIVERED RENTAL APARTMENT PROJECTS
SANDY SPRINGS/PERIMETER, BUCKHEAD, AND BROOKHAVEN
AUGUST 2015

MAP KEY	PROJECT NAME LOCATION	TOTAL UNITS	YEAR BUILT	STORIES	OCC.	LEASE UP PACE (MO)	NO. UNITS	MIX	UNIT TYPE	SIZE RANGE	AVG UNIT SIZE	ASKING RENT RANGE	AVG. ASKING RENT	ABSOLUTE VALUE RATIO
SANDY SPRINGS AND PERIMETER CENTER COMPETITIVE DELIVERIES SINCE 2008														
1	**Indigo House**	181	2015	6	13%	20	121	67%	1B/1b	622 - 854	738	$1,194 - $1,635	$1,415	$1.91 - $1.92
	111 Glenridge Pt Pkwy NE				23% leased		53	29%	2B/2b	1,032 - 1,361	1,197	$1,800 - $2,594	$2,197	$1.74 - $1.91
	Atlanta, Georgia 30342						7	4%	2B/2b+Den	1,458 - 1,458	1,458	$3,000 - $3,000	$3,000	$2.06 - $2.06
	844-823-6344						181	100%	*Range*	622 - 1,458	900	$1,194 - $3,000	$1,705	$1.74 - $2.06
												Estimated Avg./SF		$1.90
2	**Citizen Perimeter**	341	2014	6	80%	23	215	63%	1B/1b	638 - 879	759	$1,220 - $1,700	$1,460	$1.91 - $1.93
	1125 Hammond Dr						126	37%	2B/2b	1,020 - 1,288	1,154	$1,790 - $3,000	$2,395	$1.75 - $2.33
	Sandy Springs, GA 30328						341	100%	*Range*	638 - 1,288	905	$1,220 - $3,000	$1,805	$1.75 - $2.33
	855-534-5690											Estimated Avg./SF		$1.97
3	**1160 Hammond**	349	2014	5	70%	20	60	17%	Studio	547 - 678	613	$1,100 - $1,450	$1,275	$2.01 - $2.14
	1600 Hammond Dr NE						175	50%	1B/1b	650 - 987	819	$1,190 - $1,610	$1,400	$1.63 - $1.83
	Sandy Springs, GA 30328						85	24%	2B/2b	1,132 - 1,327	1,230	$1,885 - $2,335	$2,110	$1.67 - $1.76
	770-395-9757						29	8%	3B/2b	1,450 - 1,628	1,539	$2,300 - $2,600	$2,450	$1.59 - $1.60
							349	100%	*Range*	547 - 1,628	943	$1,100 - $2,600	$1,639	$1.59 - $2.14
												Estimated Avg./SF		$1.77
4	**Peachtree Dunwoody Place**	216	2010	7	N/A	N/A	65	30%	1B/1b	754 - 1,211	983	$1,385 - $2,075	$1,730	$1.71 - $1.84
	6355 Peachtree Dunwoody Rd NE						62	29%	1B/2b+Den	1,218 - 1,666	1,442	$1,690 - $2,330	$2,010	$1.39 - $1.40
	Atlanta, GA 30328						38	18%	2B/2b	1,225 - 1,556	1,391	$1,795 - $2,336	$2,066	$1.47 - $1.50
	770-522-0012						38	18%	2B/2b+Den	1,477 - 1,750	1,614	$2,195 - $2,250	$2,223	$1.29 - $1.49
							13	6%	2B/3b+Den PH	2,437 2,437	2,437	$4,340 - $4,340	$4,340	$1.78 $1.78
							216	100%	*Range*	754 - 2,437	1,385	$1,385 - $4,340	$2,113	$1.29 - $1.84
												Estimated Avg./SF		$1.55
5	**Axis at Perimeter**	313	2009	5	96%	N/A	128	41%	1B/1b	659 - 844	752	$1,160 - $1,395	$1,278	$1.65 - $1.76
	8 Perimeter Center E						55	18%	1B/1b+Den	836 - 870	853	$1,375 - $1,410	$1,393	$1.62 - $1.64
	Atlanta, GA 30346						130	42%	2B/2b	1,021 - 1,155	1,088	$1,500 - $1,675	$1,588	$1.45 - $1.47
	844-469-4710						313	100%	*Range*	659 - 1,155	909	$1,160 - $1,675	$1,426	$1.45 - $1.76
												Estimated Avg./SF		$1.59

SOURCE: Leasing agents; Google Earth; RCLCO

Exhibit II-8

RECENTLY DELIVERED RENTAL APARTMENT PROJECTS
SANDY SPRINGS/PERIMETER, BUCKHEAD, AND BROOKHAVEN
AUGUST 2015

MAP KEY	PROJECT NAME LOCATION	TOTAL UNITS	YEAR BUILT	STORIES	OCC.	LEASE UP PACE (MO)	NO. UNITS	MIX	UNIT TYPE	SIZE RANGE	AVG UNIT SIZE	ASKING RENT RANGE	AVG. ASKING RENT	ABSOLUTE VALUE RATIO
6	**Alexander at the Perimeter**	380	2008	4	99%	N/A	161	42%	1B/1b	636 - 973	805	$1,100 - $1,350	$1,225	$1.39 - $1.73
	70 Perimeter Center E						203	53%	2B/2b	1,020 - 1,253	1,137	$1,515 - $1,760	$1,638	$1.40 - $1.49
	Atlanta, GA 30346						16	4%	3B/3b	1,526 - 1,588	1,557	$2,000 - $2,400	$2,200	$1.31 - $1.51
	855-807-3436						380	100%	*Range*	636 - 1,588	1,014	$1,100 - $2,400	$1,486	$1.31 - $1.73
												Estimated Avg./SF		$1.49
7	**The Heights Perimeter Center**	266	2008	5	94%	N/A	174	65%	1B/1b	632 - 839	736	$1,210 - $1,505	$1,358	$1.79 - $1.91
	100 Perimeter Trace						4	2%	1B/1b+Loft	893 - 893	893	$1,500 - $1,500	$1,500	$1.68 - $1.68
	Dunwoody, GA 30346						84	32%	2B/2b	1,072 - 1,200	1,136	$1,740 - $2,030	$1,885	$1.62 - $1.69
	770-399-9920						4	2%	2B/2b+Loft	1,165 - 1,165	1,165	$2,000 - $2,000	$2,000	$1.72 - $1.72
							266	100%	*Range*	632 - 1,200	871	$1,210 - $2,030	$1,536	$1.62 - $1.91
												Estimated Avg./SF		$1.79
8	**The Drexel**	157	2008	5	96%	N/A	43	27%	1B/1b	895 - 895	895	$1,331 - $1,560	$1,446	$1.49 - $1.74
	100 Drexel Pt						12	8%	1B/1b+Den	1,072 - 1,072	1,072	$1,802 - $1,856	$1,829	$1.68 - $1.73
	Dunwoody, GA 30346						88	56%	2B/2b	1,251 - 1,447	1,349	$2,040 - $2,257	$2,149	$1.56 - $1.63
	770-817-8300						14	9%	2B/2b+Den	1,477 - 1,702	1,590	$2,600 - $2,800	$2,700	$1.65 - $1.76
							157	100%	*Range*	895 - 1,702	1,225	$1,331 - $2,800	$1,981	$1.49 - $1.76
												Estimated Avg./SF		$1.62

SOURCE: Leasing agents; Google Earth; RCLCO

Exhibit II-8

RECENTLY DELIVERED RENTAL APARTMENT PROJECTS
SANDY SPRINGS/PERIMETER, BUCKHEAD, AND BROOKHAVEN
AUGUST 2015

MAP KEY	PROJECT NAME LOCATION	TOTAL UNITS	YEAR BUILT	STORIES	OCC.	LEASE UP PACE (MO)	NO. UNITS	MIX	UNIT TYPE	SIZE RANGE	AVG UNIT SIZE	ASKING RENT RANGE	AVG. ASKING RENT	ABSOLUTE VALUE RATIO
REPRESENTATIVE BROOKHAVEN NEW DELIVERIES														
9	**@1377 Apartments**	215	2014	4	93%	N/A	3	1%	Studio	468 - 468	468	$1,045 - $1,045	$1,045	$2.23 - $2.23
	1377 Dresden Dr						119	55%	1B/1b	654 - 725	690	$1,145 - $1,475	$1,310	$1.75 - $2.03
	Brookhaven, GA 30319						40	19%	1B/1b+Den	947 - 1,086	1,017	$1,560 - $1,700	$1,630	$1.57 - $1.65
	404-949-5555						50	23%	2B/2b	1,054 - 1,347	1,201	$1,835 - $2,295	$2,065	$1.70 - $1.74
							3	1%	2B/2b+Den	1,537 - 1,537	1,537	$3,045 - $3,070	$3,058	$1.98 - $2.00
							215	100%	*Range*	468 - 1,537	878	$1,045 - $3,070	$1,566	$1.57 - $2.23
												Estimated Avg./SF		$1.81
10	**1105 Town Brookhaven**	299	2014	6	74%	25	153	51%	1B/1b	682 - 880	781	$1,435 - $1,700	$1,568	$1.93 - $2.10
	1105 Town Blvd						27	9%	1B/1b+Loft or Den	932 - 996	964	$1,825 - $1,825	$1,825	$1.83 - $1.96
	Atlanta, GA 30319						99	33%	2B/2b	1,097 - 1,468	1,283	$1,981 - $2,605	$2,293	$1.77 - $1.81
	1-866-648-1577						20	7%	2B/2b+Loft or Den	1,264 - 1,376	1,320	$2,500 - $2,650	$2,575	$1.93 - $1.98
							299	100%	*Range*	682 - 1,468	1,000	$1,435 - $2,650	$1,898	$1.77 - $2.10
												Estimated Avg./SF		$1.93
11	**Alta Brookhaven**	230	2014	4	48%	40	38	17%	Studio	627 - 704	666	$1,205 - $1,335	$1,270	$1.90 - $1.92
	1295 Dresden Dr NE						112	49%	1B/1b	732 - 819	776	$1,405 - $1,580	$1,493	$1.92 - $1.93
	Brookhaven, GA 30319						80	35%	2B/2b	1,044 - 1,194	1,119	$1,855 - $2,120	$1,988	$1.78 - $1.78
	404-458-1400						230	100%	*Range*	627 - 1,194	877	$1,205 - $2,120	$1,628	$1.78 - $1.93
												Estimated Avg./SF		$1.87

SOURCE: Leasing agents; Google Earth; RCLCO

Exhibit II-8

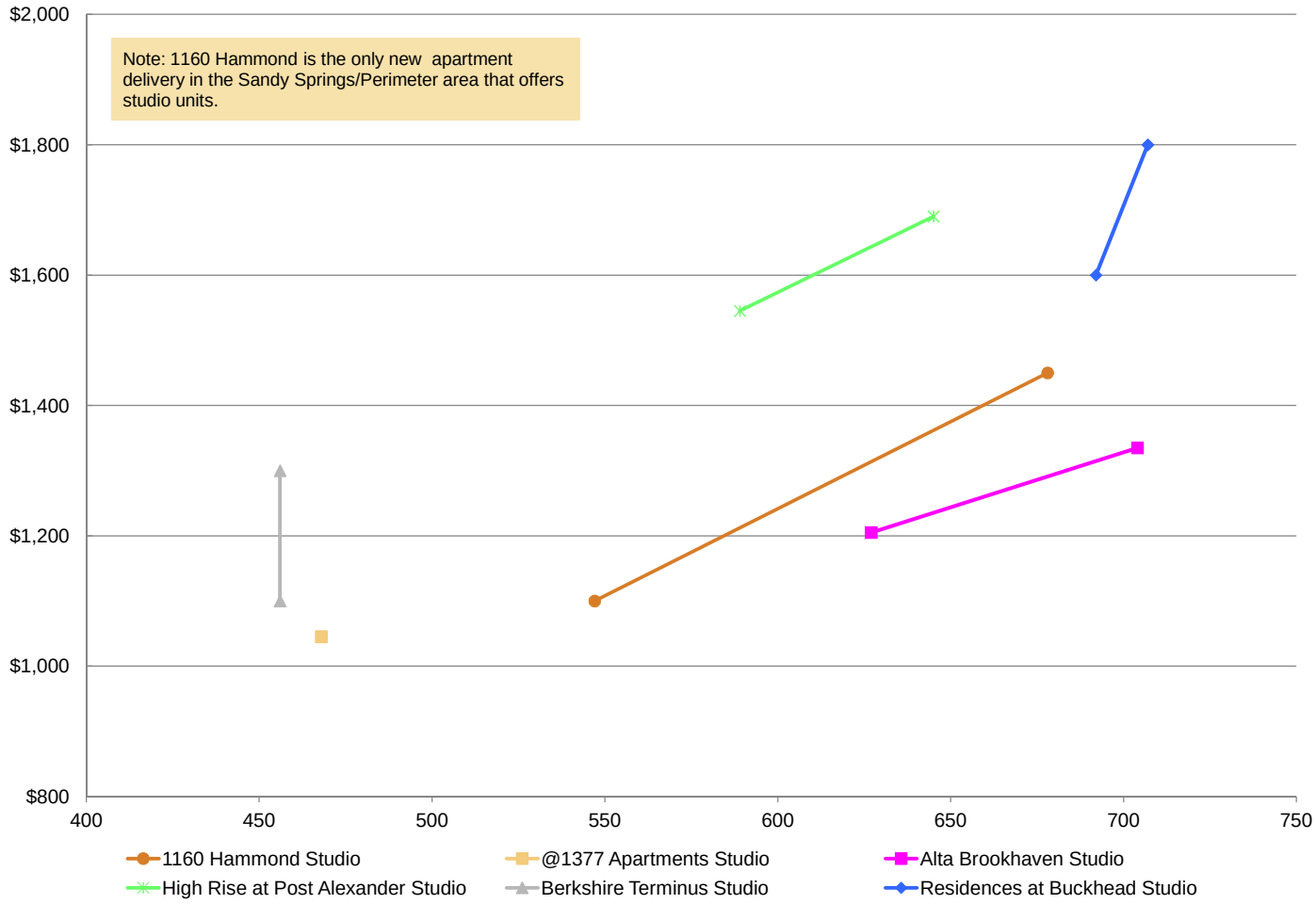
RECENTLY DELIVERED RENTAL APARTMENT PROJECTS
SANDY SPRINGS/PERIMETER, BUCKHEAD, AND BROOKHAVEN
AUGUST 2015

MAP KEY	PROJECT NAME / LOCATION	TOTAL UNITS	YEAR BUILT	STORIES	OCC.	LEASE UP PACE (MO)	NO. UNITS	MIX	UNIT TYPE	SIZE RANGE	AVG UNIT SIZE	ASKING RENT RANGE	AVG. ASKING RENT	ABSOLUTE VALUE RATIO
REPRESENTATIVE BUCKHEAD NEW DELIVERIES														
12	**High Rise at Post Alexander**	340	2015	26	15%	20	136	40%	Studio	589 - 645	617	$1,545 - $1,690	$1,618	$2.62 - $2.62
	600 Phipps Blvd						85	25%	1B/1b	698 - 751	725	$1,735 - $1,885	$1,810	$2.49 - $2.51
	Atlanta, GA 30326						119	35%	2B/2b	892 - 1,202	1,047	$2,135 - $2,925	$2,530	$2.39 - $2.43
	404-841-0872						340	100%	*Range*	589 - 1,202	794	$1,545 - $2,925	$1,985	$2.39 - $2.62
												Estimated Avg./SF		$2.52
13	**Cyan on Peachtree**	329	2015	23	30%	30	188	51%	1B/1b	580 - 751	666	$1,590 - $1,930	$1,760	$2.57 - $2.74
	3380 Peachtree Rd NE						38	10%	2B/1b	802 - 802	802	$1,760 - $1,935	$1,848	$2.19 - $2.41
	Atlanta, GA 30326						82	22%	2B/2b	1,034 - 1,054	1,044	$2,225 - $2,450	$2,338	$2.15 - $2.32
							21	6%	3B/3b	1,323 - 1,466	1,395	$5,000 - $5,250	$5,125	$3.58 - $3.78
							329	89%	*Range*	580 - 1,466	731	$1,590 - $5,250	$1,893	$2.15 - $3.78
												Estimated Avg./SF		$2.29
14	**Berkshire Terminus**	355	2014	5	54%	15	58	16%	Studio	456 - 456	456	$1,100 - $1,300	$1,200	$2.41 - $2.85
	20 Terminus Pl						230	65%	1B/1b	616 - 1,005	811	$1,525 - $2,119	$1,822	$2.11 - $2.48
	Atlanta, GA 30305						67	19%	2B/2b	1,012 - 1,361	1,187	$2,095 - $2,625	$2,360	$1.93 - $2.07
	404-504-4000						355	100%	*Range*	456 - 1,361	824	$1,100 - $2,625	$1,822	$1.93 - $2.85
												Estimated Avg./SF		$2.29
15	**Residences at Buckhead**	370	2014	20	55%	21	24	6%	Studio	692 - 707	700	$1,600 - $1,800	$1,700	$2.31 - $2.55
	297 East Paces Ferry Rd						198	54%	1B/1b	707 - 985	846	$1,683 - $2,966	$2,325	$2.38 - $3.01
	Atlanta, GA 30305						132	36%	2B/2b	1,212 - 1,422	1,317	$2,804 - $3,910	$3,357	$2.31 - $2.75
							16	4%	3B/3b	1,433 - 1,997	1,715	$7,770 - $7,770	$7,770	$3.89 - $5.42
							370	100%	*Range*	692 - 1,997	1,042	$1,600 - $7,770	$2,888	$2.31 - $5.42
												Estimated Avg./SF		$2.70

SOURCE: Leasing agents; Google Earth; RCLCO

Exhibit II-9

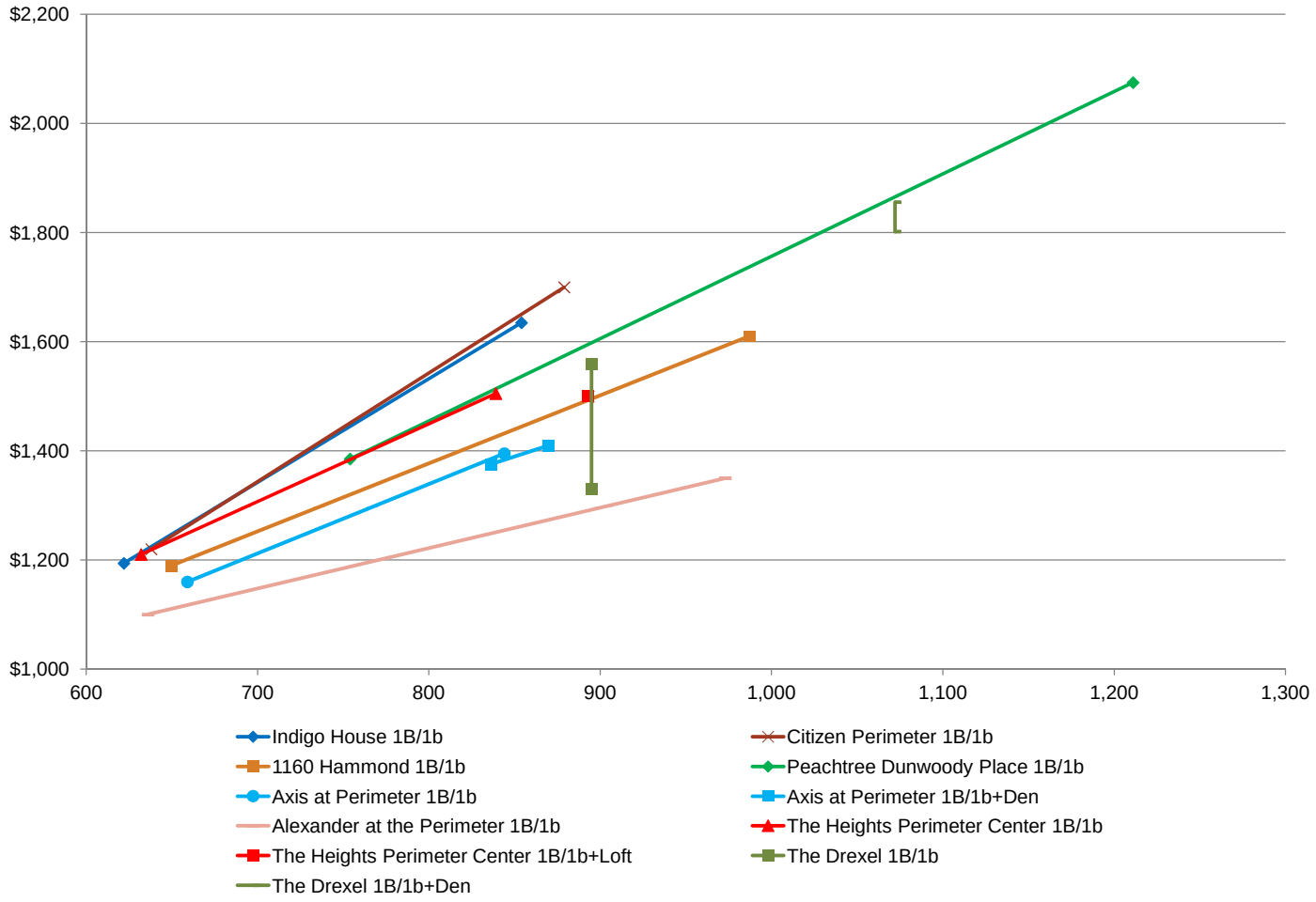
RENT TO SIZE RELATIONSHIP -- NEW STUDIO APARTMENTS
SANDY SPRINGS/PERIMETER, BUCKHEAD, AND BROOKHAVEN
AUGUST 2015



SOURCE: RCLCO

Exhibit II-10

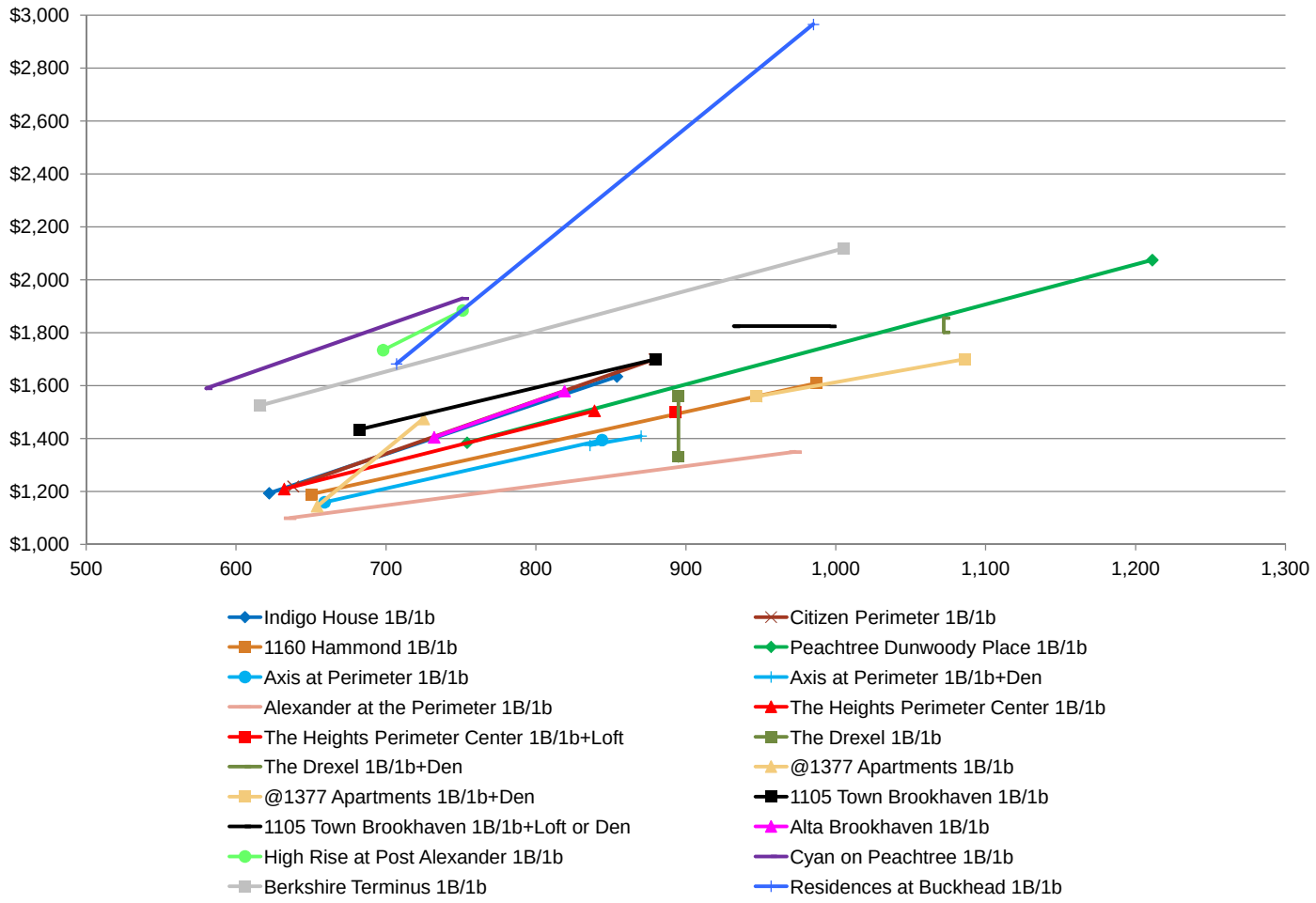
RENT TO SIZE RELATIONSHIP -- NEWEST 1BR AND 1BR+DEN APARTMENTS
SANDY SPRINGS/PERIMETER
AUGUST 2015



SOURCE: RCLCO

Exhibit II-11

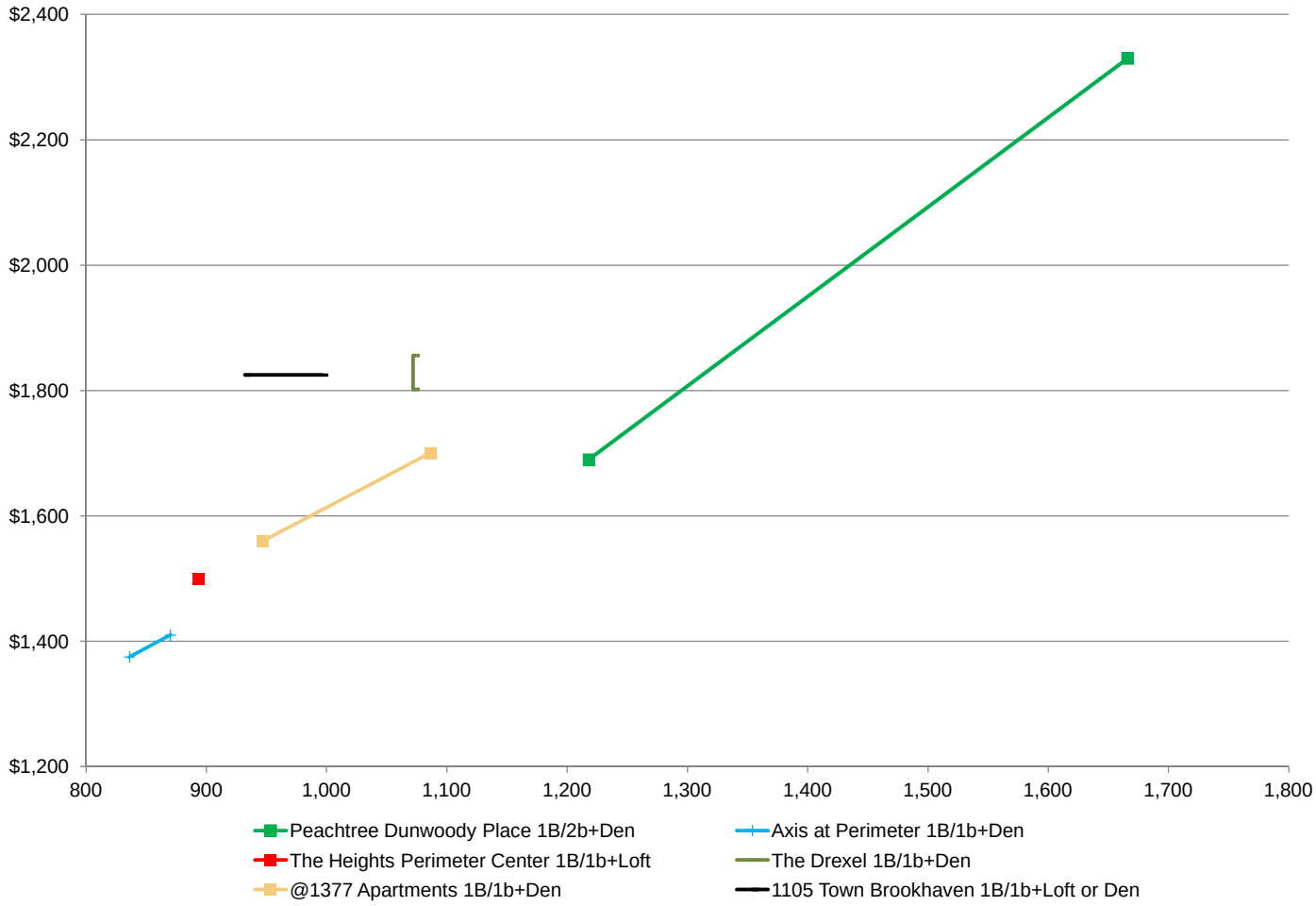
RENT TO SIZE RELATIONSHIP -- NEWEST 1BR AND 1BR+DEN APARTMENTS
SANDY SPRINGS/PERIMETER, BUCKHEAD, AND BROOKHAVEN
AUGUST 2015



SOURCE: RCLCO

Exhibit II-12

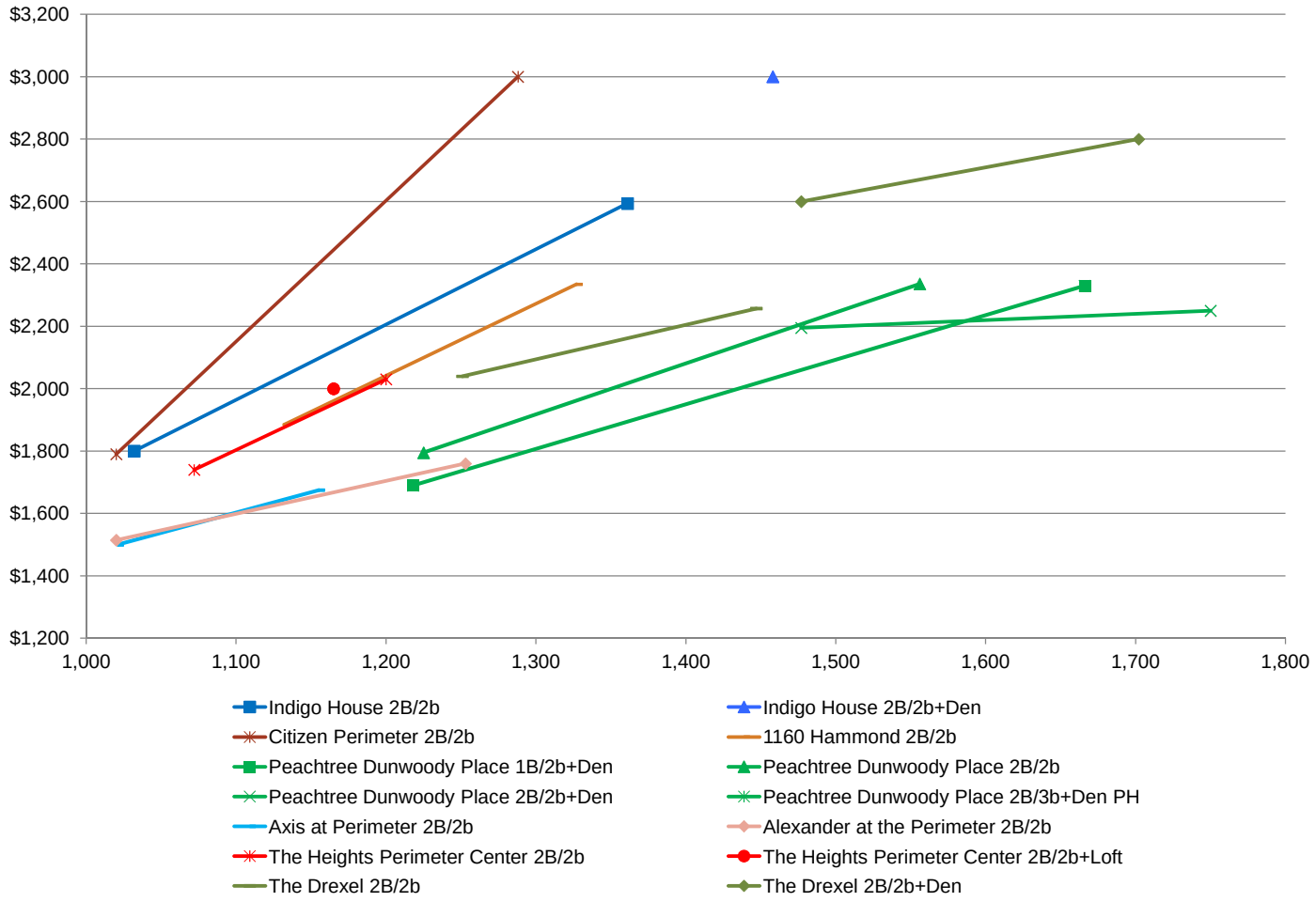
RENT-TO-SIZE RELATIONSHIP -- NEWEST 1BR+DEN APARTMENTS
SANDY SPRINGS/PERIMETER, BUCKHEAD, AND BROOKHAVEN
AUGUST 2015



SOURCE: RCLCO

Exhibit II-13

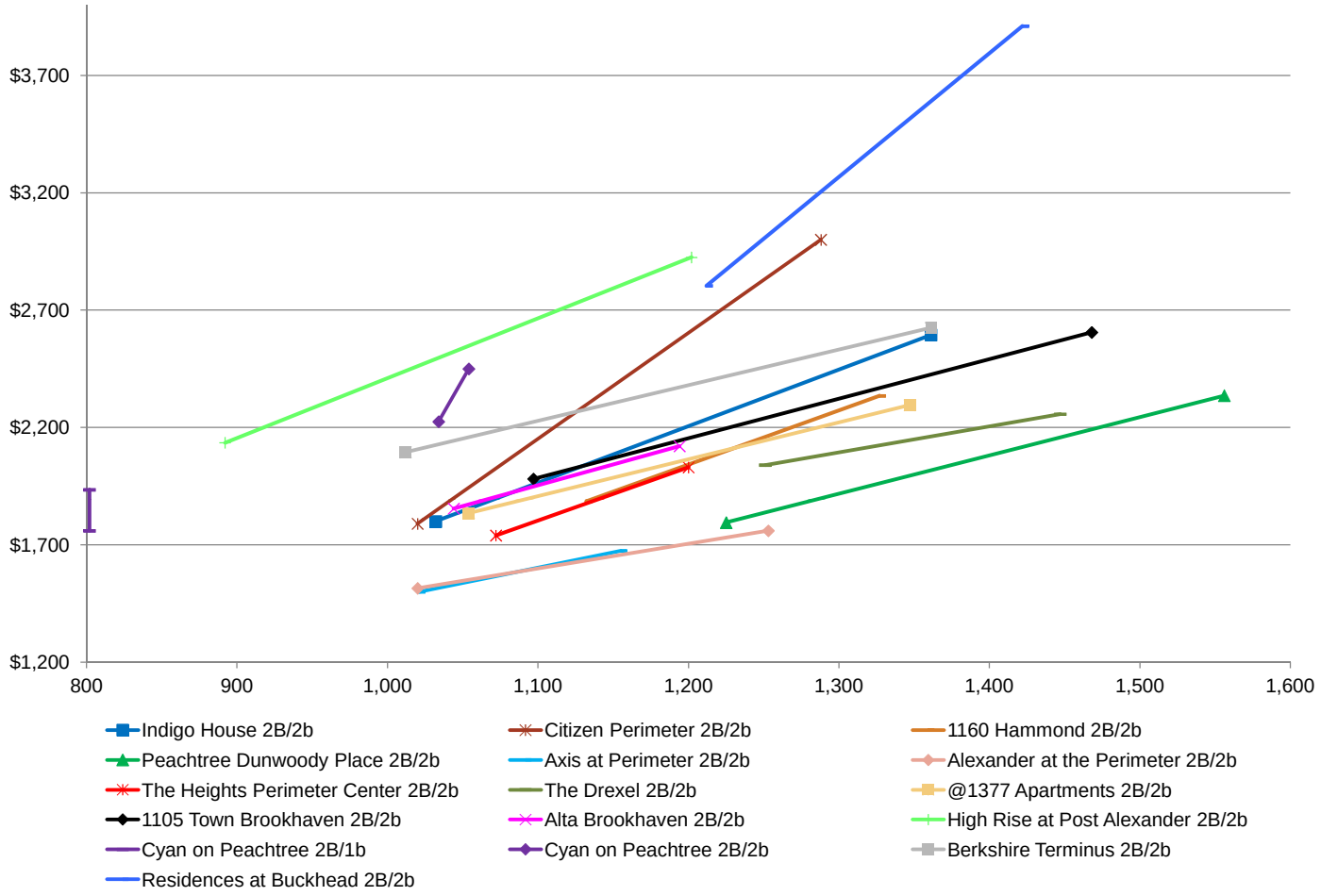
RENT TO SIZE RELATIONSHIP -- NEWEST 2BR AND 2BR+DEN APARTMENTS
SANDY SPRINGS/PERIMETER
AUGUST 2015



SOURCE: RCLCO

Exhibit II-14

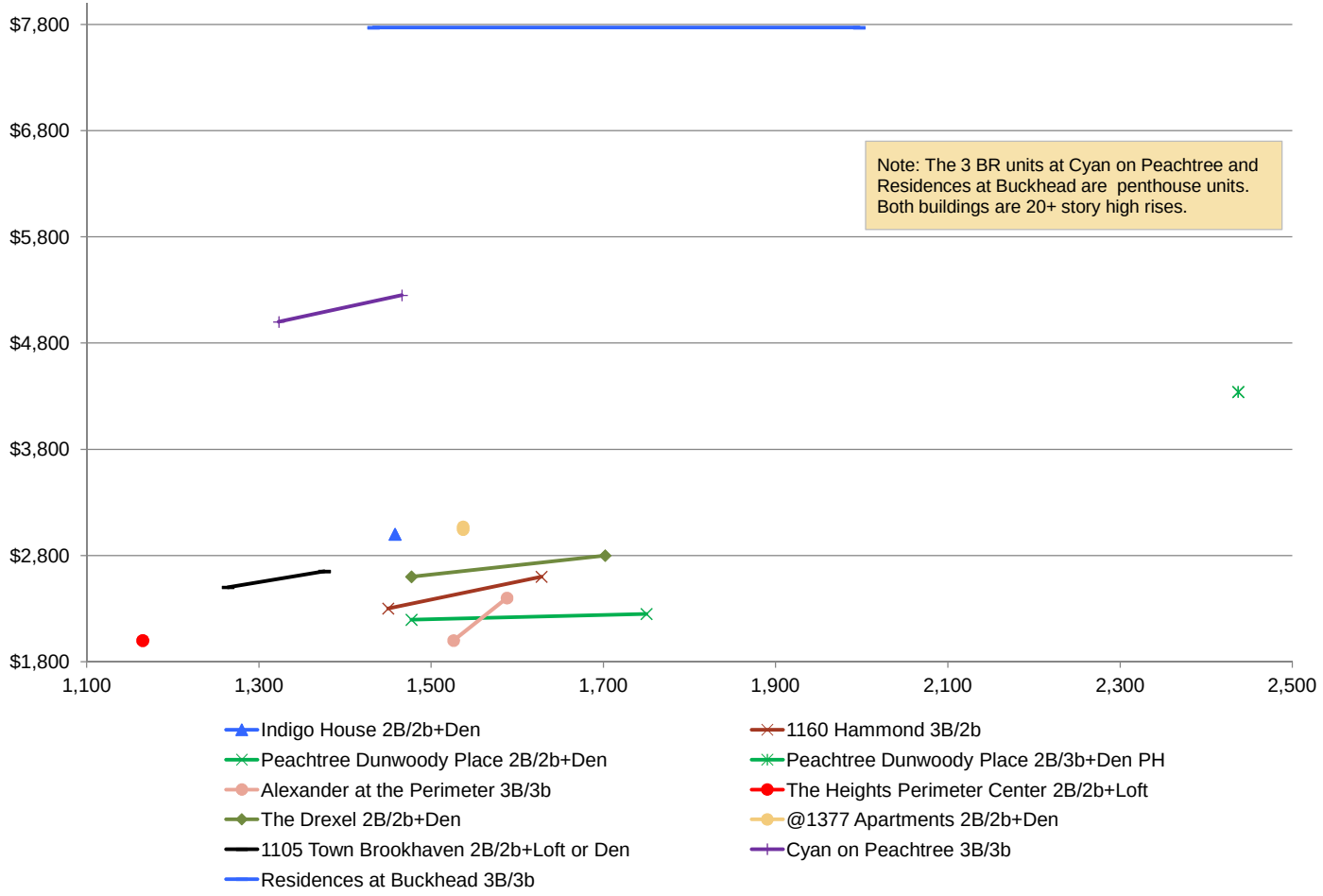
RENT TO SIZE RELATIONSHIP -- NEWEST 2BR APARTMENTS
SANDY SPRINGS/PERIMETER, BUCKHEAD, AND BROOKHAVEN
AUGUST 2015



SOURCE: RCLCO

Exhibit II-15

RENT TO SIZE RELATIONSHIP -- NEW 2BR+DEN AND 3BR APARTMENTS
SANDY SPRINGS/PERIMETER, BUCKHEAD, AND BROOKHAVEN
AUGUST 2015

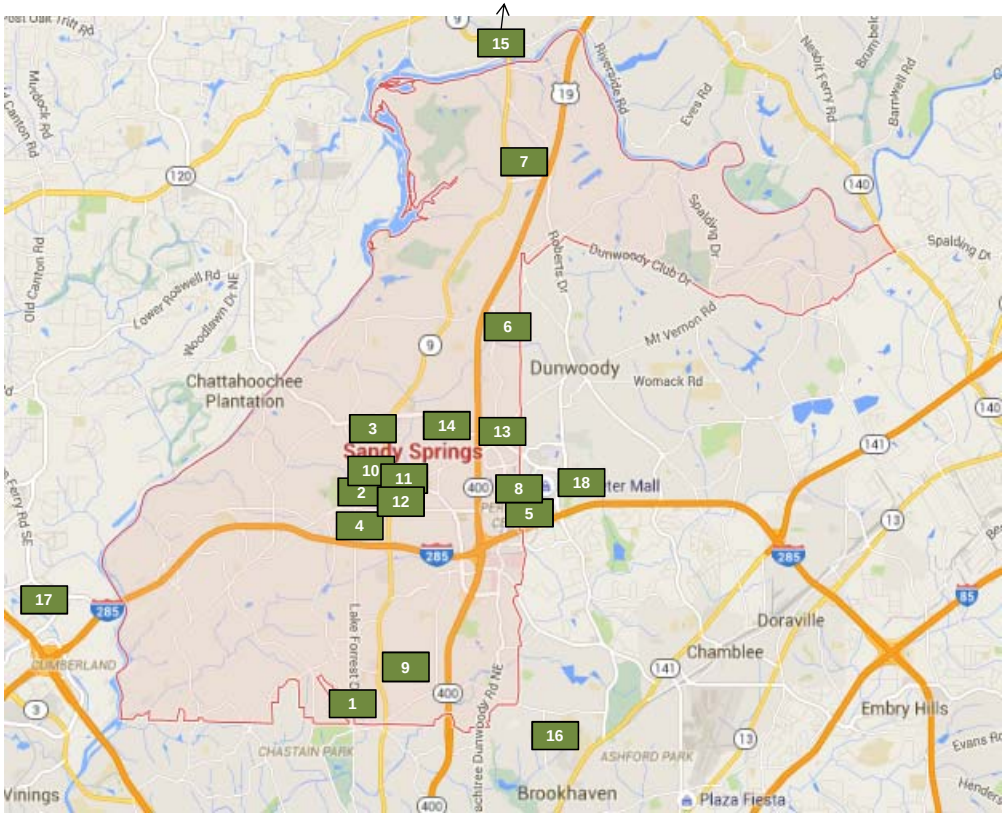


SOURCE: RCLCO

CITY OF SANDY SPRINGS

Exhibit II-16

PLANNED AND PROPOSED RENTAL APARTMENTS
SANDY SPRINGS AND PERIMETER CENTER
AUGUST 2015



MAP KEY	PROJECT
1	THE COLLECTION /GATEWAY APARTMENTS PH. 1
2	ONE CITY WALK
3	BROADSTONE S.S.
4	CLIFTWOOD
5	CONCOURSE CORPORATE CENTER APARTMENTS
6	NORTH SPRINGS PROJECT-APARTMENTS
7	NORTHRIDGE APARTMENTS
8	HANOVER AT PERIMETER TOWN CENTER
9	CHASTAIN HEIGHTS (AKA "PROVIDENCE GROUP")
10	MILL CREEK
11	CITY CENTER
12	CAMDEN
13	100 NORTHPARK (APARTMENTS)
14	ASHTON WOODS SITE
15	ROSWELL CITY WALK PH. 2
16	GABLES OGELTHORPE
17	THE METRO
18	84 PERIMETER CENTER EAST

SOURCE: Google

Exhibit II-17

PLANNED AND PROPOSED RENTAL APARTMENT PROJECTS
SANDY SPRINGS AND PERIMETER CENTER
AUGUST 2015

MAP KEY	PROJECT	STATUS	EXPECTED COMPLETION	TOTAL UNITS	# OF FLOORS
	In Sandy Springs				
1	THE COLLECTION /GATEWAY APARTMENTS PH. 1	UC	Q3 2015	316	5
2	ONE CITY WALK	UC	Q2 2016	202	6
3	BROADSTONE S.S.	UC	2017	232	4
4	CLIFTWOOD	UC	2017	248	
5	CONCOURSE CORPORATE CENTER APARTMENTS	Planned		210	5
6	NORTH SPRINGS PROJECT-APARTMENTS	Planned		236	
7	NORTHRIDGE APARTMENTS	Planned		220	6
8	HANOVER AT PERIMETER TOWN CENTER	Planned		385	6
9	CHASTAIN HEIGHTS (AKA "PROVIDENCE GROUP")	Planned		300	
10	MILL CREEK	Planned		340	
11	CITY CENTER	Planned	2018	277	
12	CAMDEN	Planned		291	
13	100 NORTHPARK (APARTMENTS)	Proposed		315	
14	ASHTON WOODS SITE	Proposed			
	Near Sandy Springs				
15	ROSWELL CITY WALK PH. 2	UC	Q3 2015	239	3
16	GABLES OGELTHORPE	UC	Q3 2015	369	5
17	THE METRO	UC	Q2 2015	200	2
18	84 PERIMETER CENTER EAST	Planned		330	23

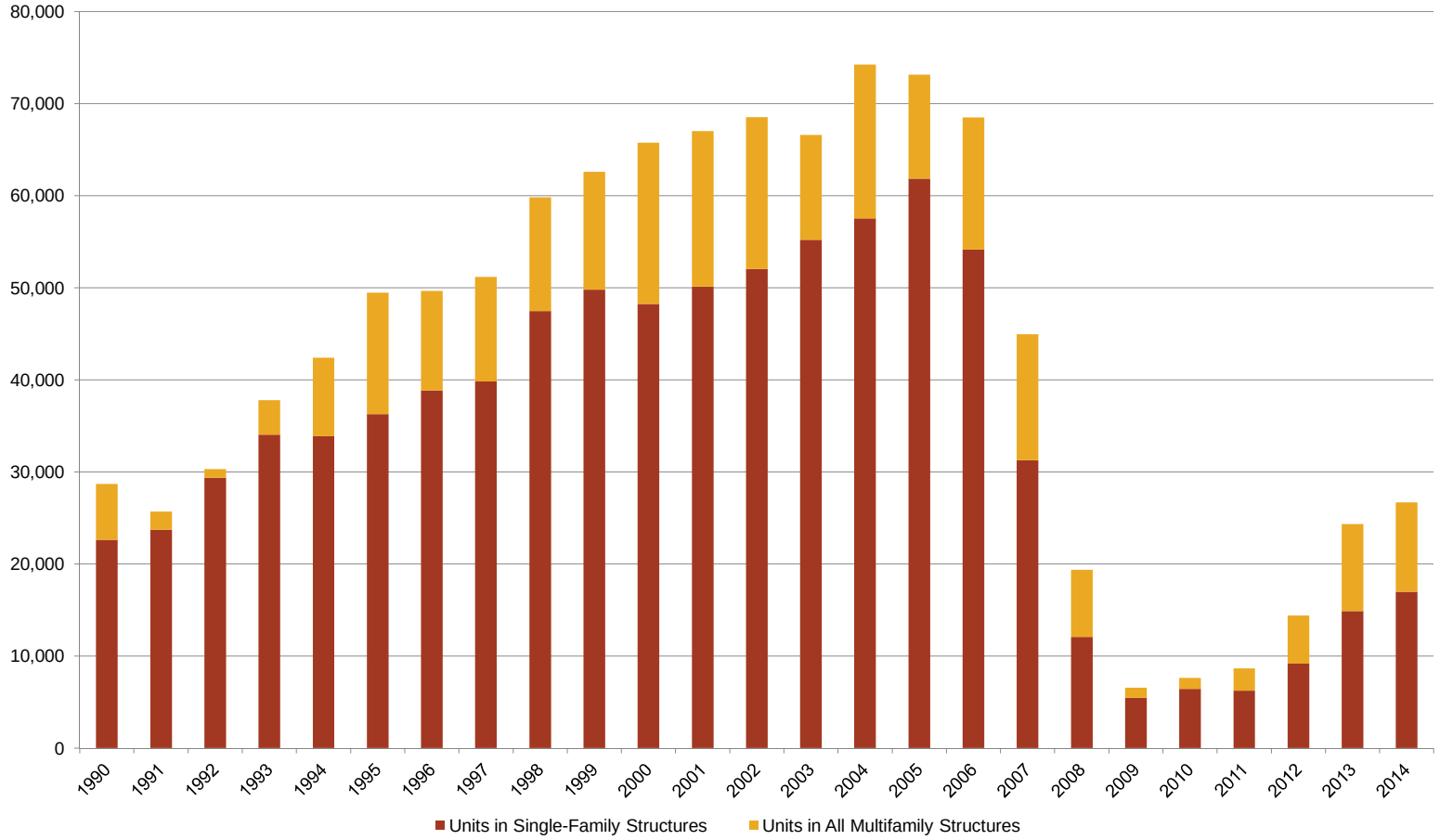
Note: UC stands for "Under Construction"
SOURCE: City of Sandy Springs; Reis; CoStar

III. FOR-SALE RESIDENTIAL MARKET

CITY OF SANDY SPRINGS

Exhibit III-1

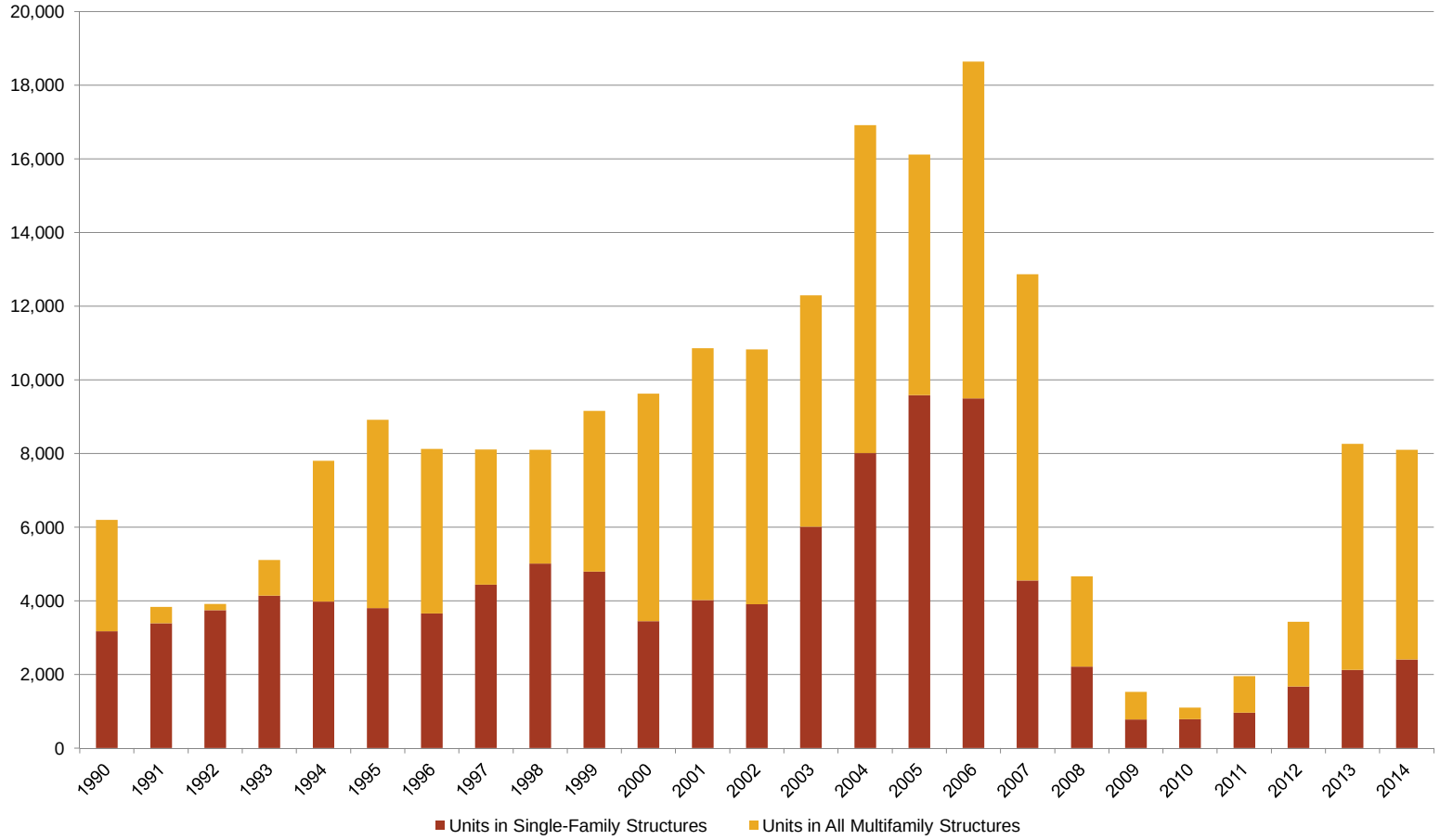
MULTIFAMILY AND SINGLE-FAMILY PERMITS
ATLANTA MSA
1990-2014



SOURCE: HUD State of the Cities Data Systems (SOCDS)

Exhibit III-2

MULTIFAMILY AND SINGLE-FAMILY PERMITS
FULTON COUNTY, GEORGIA
1990-2014

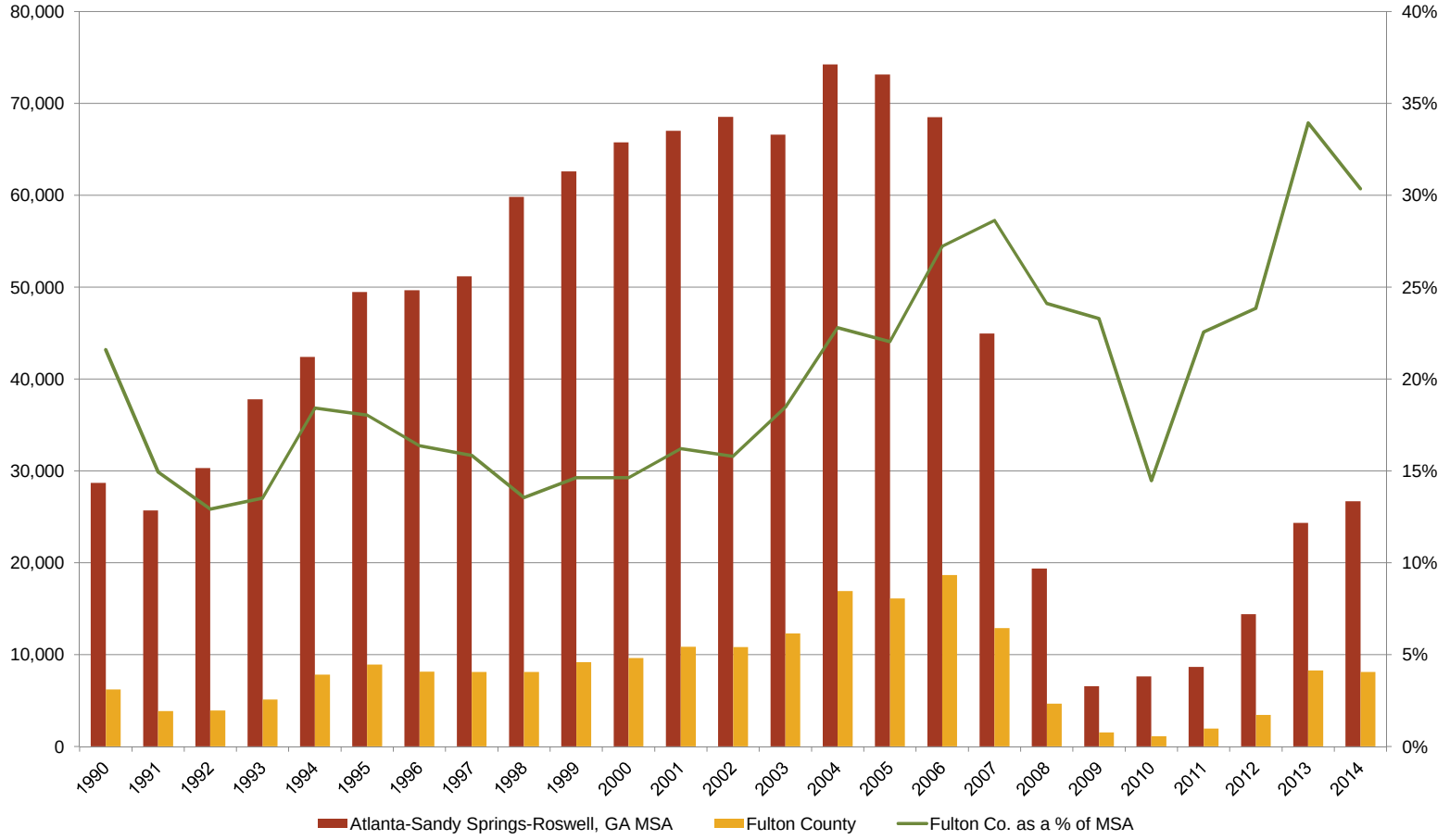


SOURCE: HUD State of the Cities Data Systems (SOCDS)

CITY OF SANDY SPRINGS

Exhibit III-3

TOTAL PERMITS
ATLANTA MSA AND FULTON COUNTY, GEORGIA
1990-2014

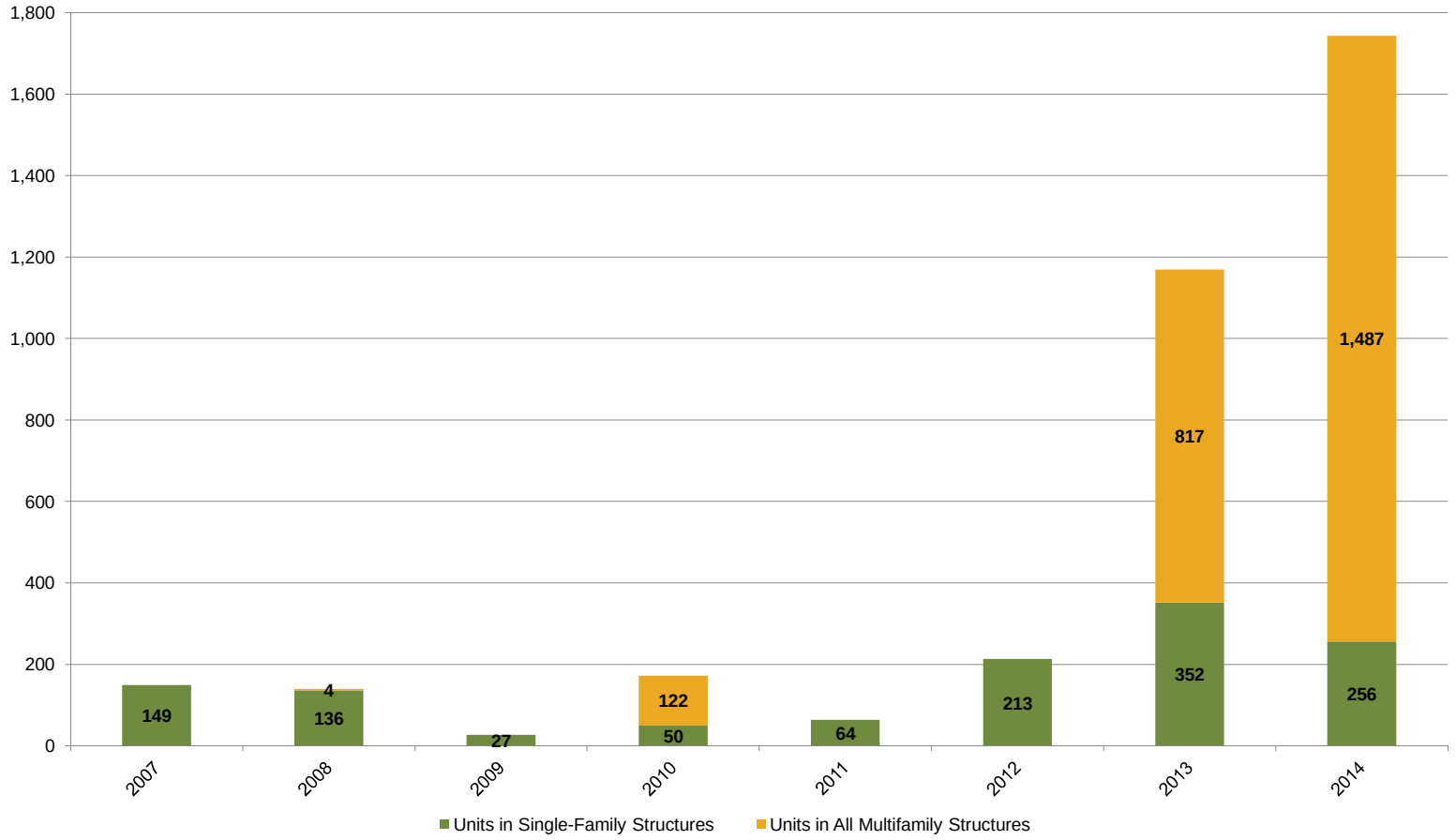


SOURCE: HUD State of the Cities Data Systems (SOCDS)

CITY OF SANDY SPRINGS

Exhibit III-4

MULTIFAMILY AND SINGLE-FAMILY PERMITS
SANDY SPRINGS, GEORGIA
2007-2014

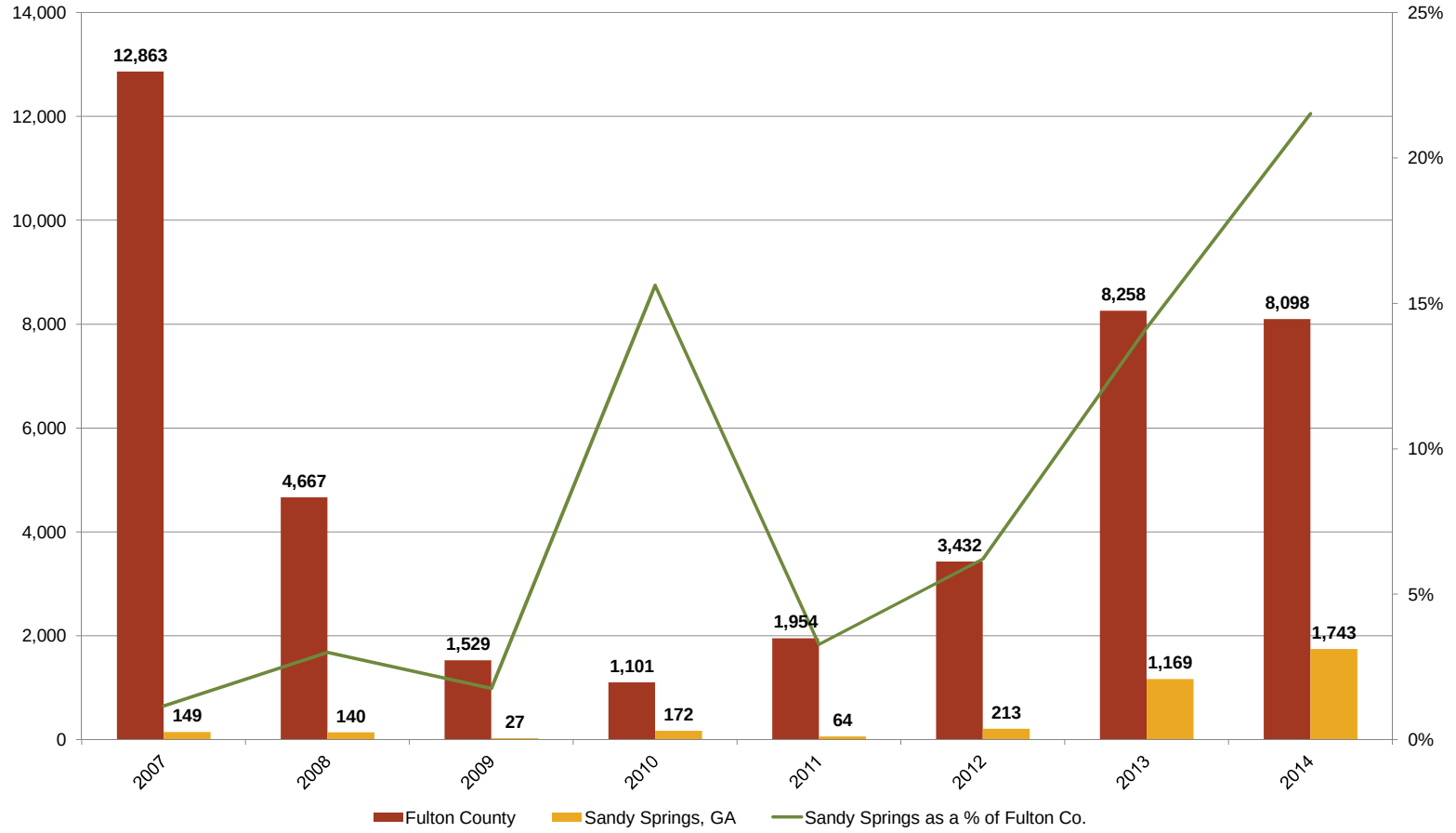


Note: Prior to 2007, permits were recorded as a portion of unincorporated Fulton County
SOURCE: HUD State of the Cities Data Systems (SOCDS)

CITY OF SANDY SPRINGS

Exhibit III-5

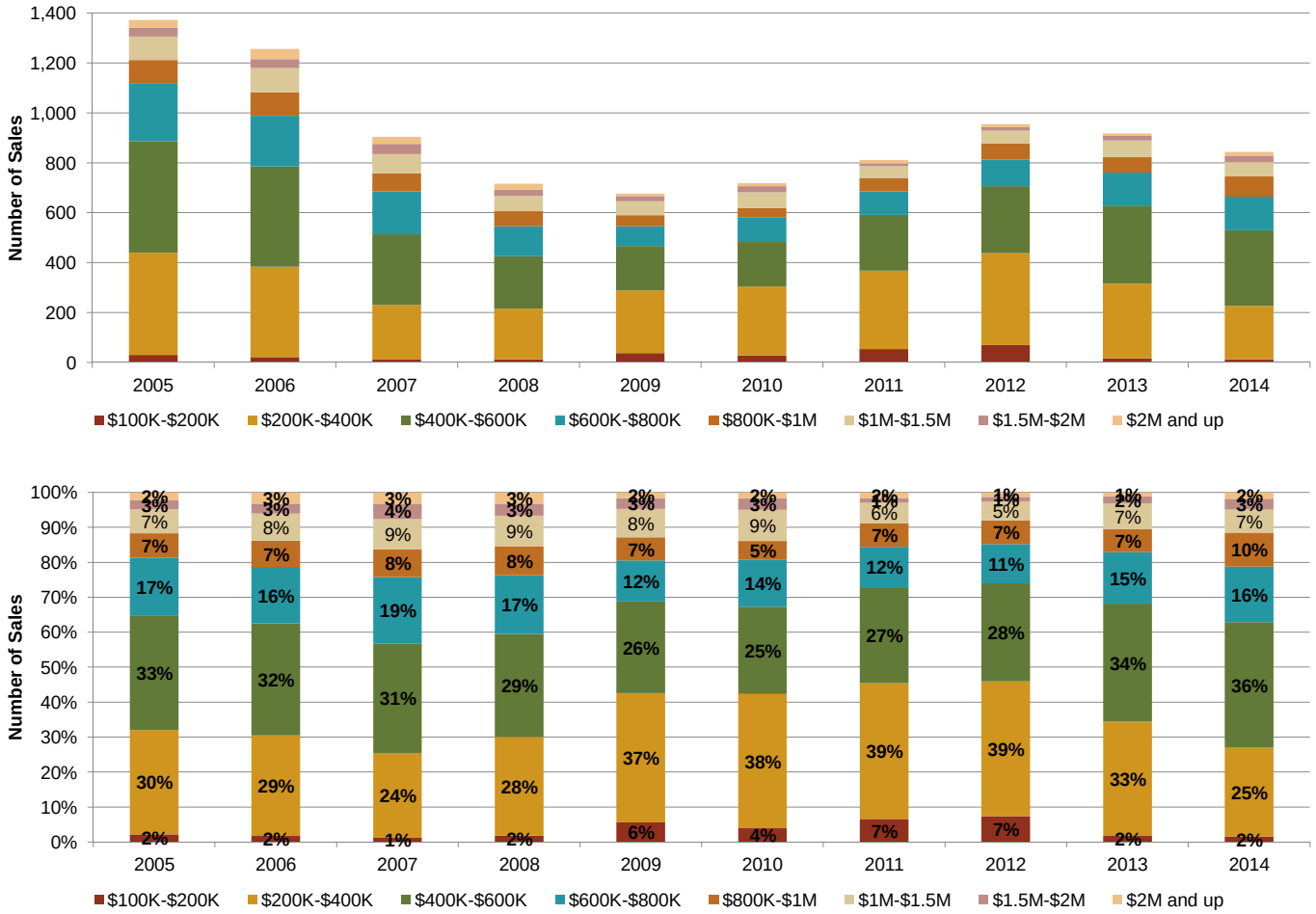
TOTAL PERMITS
FULTON COUNTY AND SANDY SPRINGS, GEORGIA
2007-2014



Note: Prior to 2007, permits were recorded as a portion of unincorporated Fulton County
SOURCE: HUD State of the Cities Data Systems (SOCDS)

Exhibit III-6

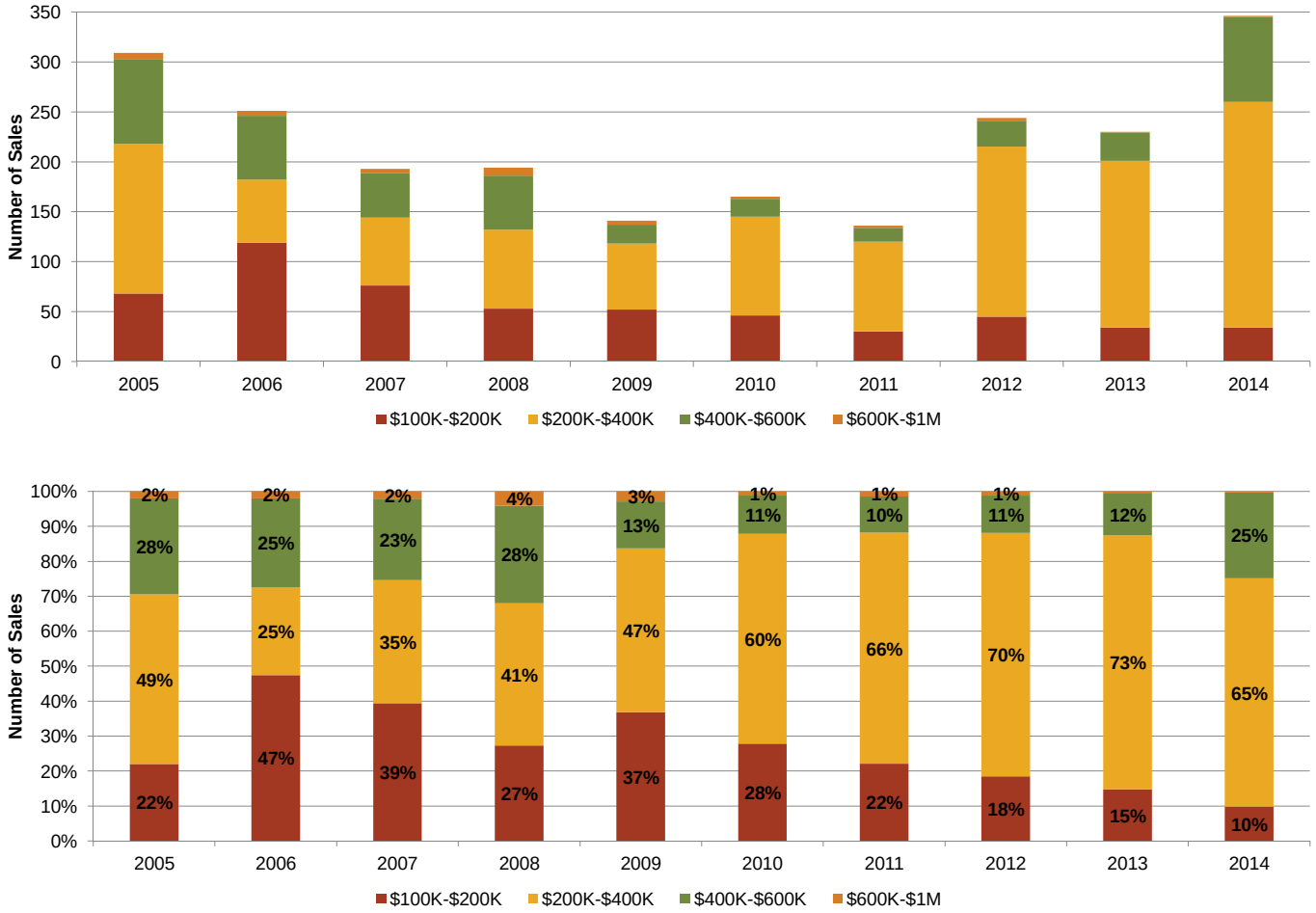
SINGLE FAMILY DETACHED HOME SALES BY PRICE (SALES OVER $100K ONLY)
SANDY SPRINGS, GEORGIA
2005-2014



Note: Efforts were made to include qualified sales only but data may still include a small number of non-qualified sales.
SOURCE: Fulton County Assessors Office; RCLCO

Exhibit III-7

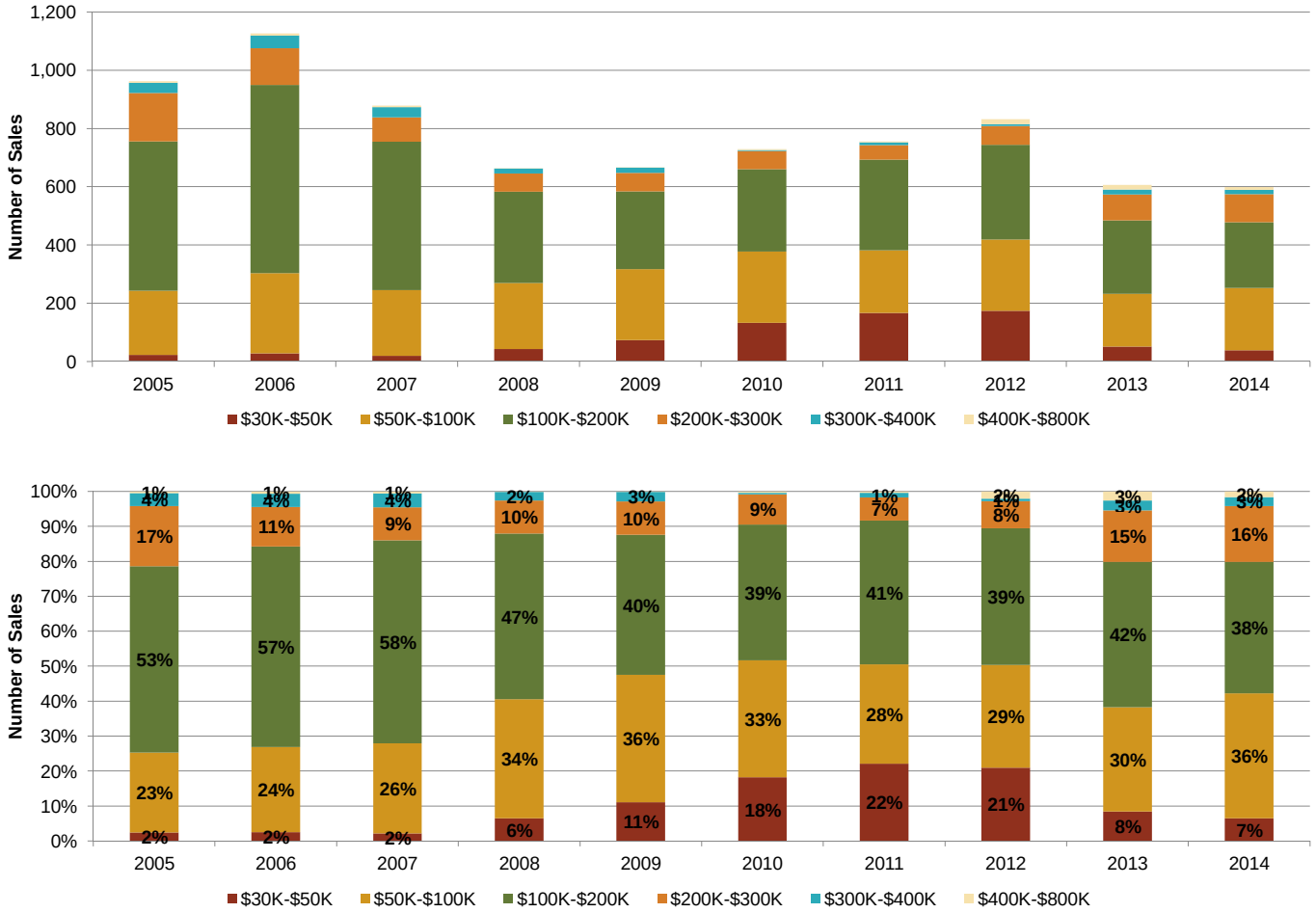
TOWNHOME SALES BY PRICE (SALES OVER $30K ONLY)
SANDY SPRINGS, GEORGIA
2005-2014



Note: Efforts were made to include qualified sales only but data may still include a small number of non-qualified sales.
SOURCE: Fulton County Assessors Office; RCLCO

Exhibit III-8

CONDOMINIUM HOME SALES BY PRICE (SALES OVER $30K ONLY)
SANDY SPRINGS, GEORGIA
2005-2014

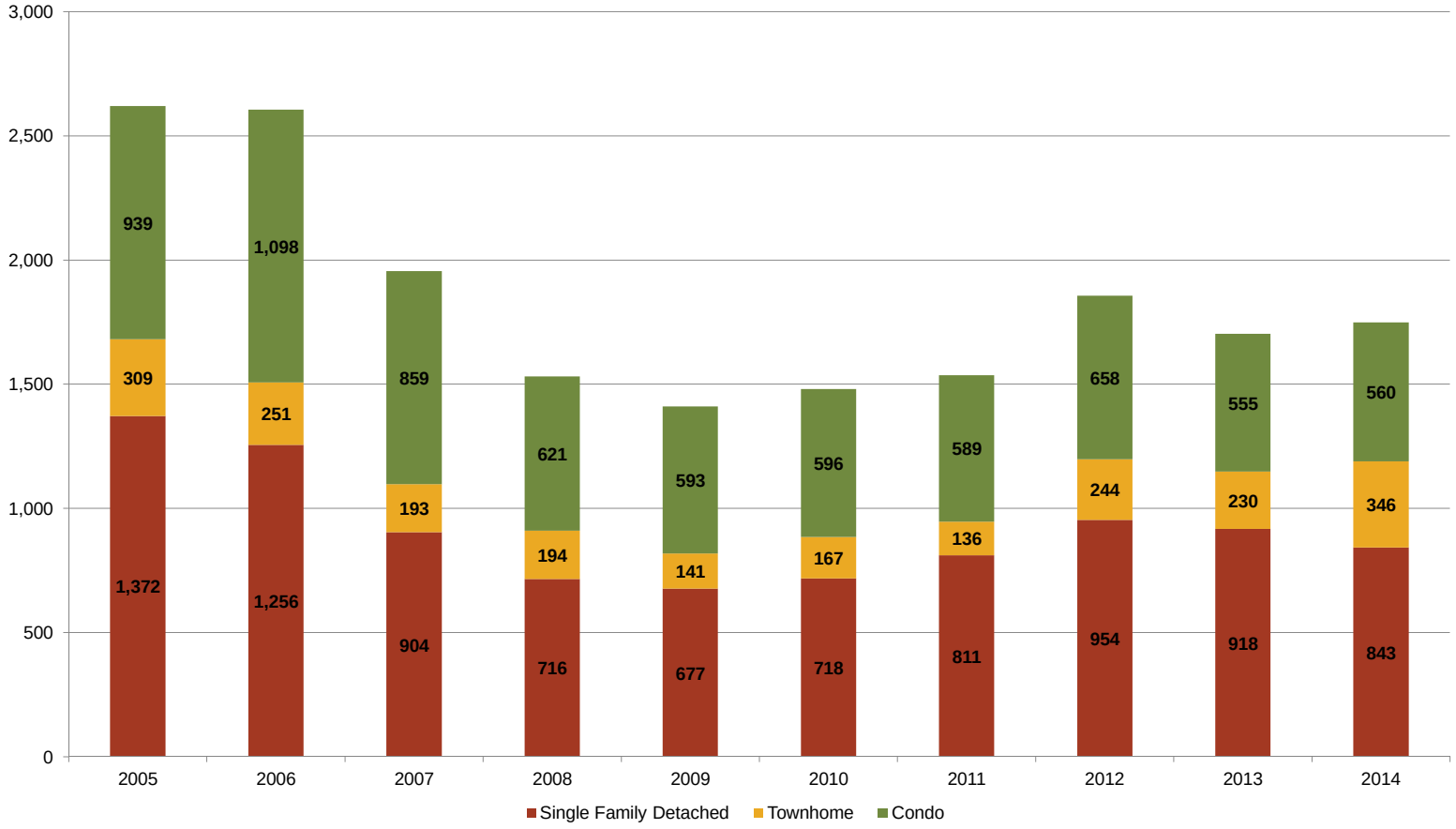


Note: Efforts were made to include qualified sales only but data may still include a small number of non-qualified sales.
SOURCE: Fulton County Assessors Office; RCLCO

CITY OF SANDY SPRINGS

Exhibit III-9

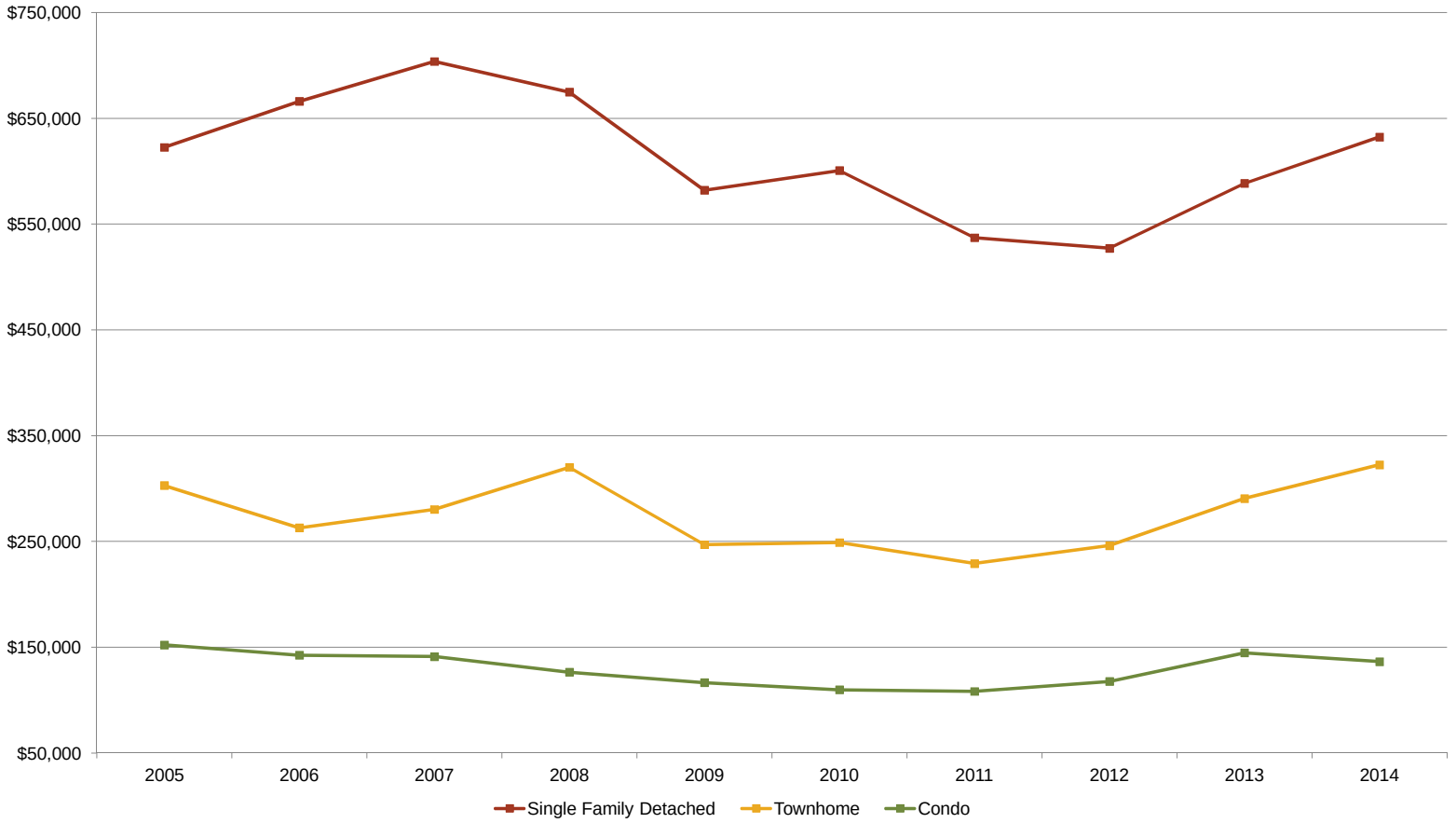
SALES VOLUME BY PRODUCT TYPE
SANDY SPRINGS, GEORGIA
2005-2014



Note: Includes only SFD sales for $100K or more. Includes only TH and Condo sales for $30K or more. Efforts were made to include qualified sales only but data may still include a small number of non-qualified sales.
SOURCE: Fulton County Assessors Office; RCLCO

Exhibit III-10

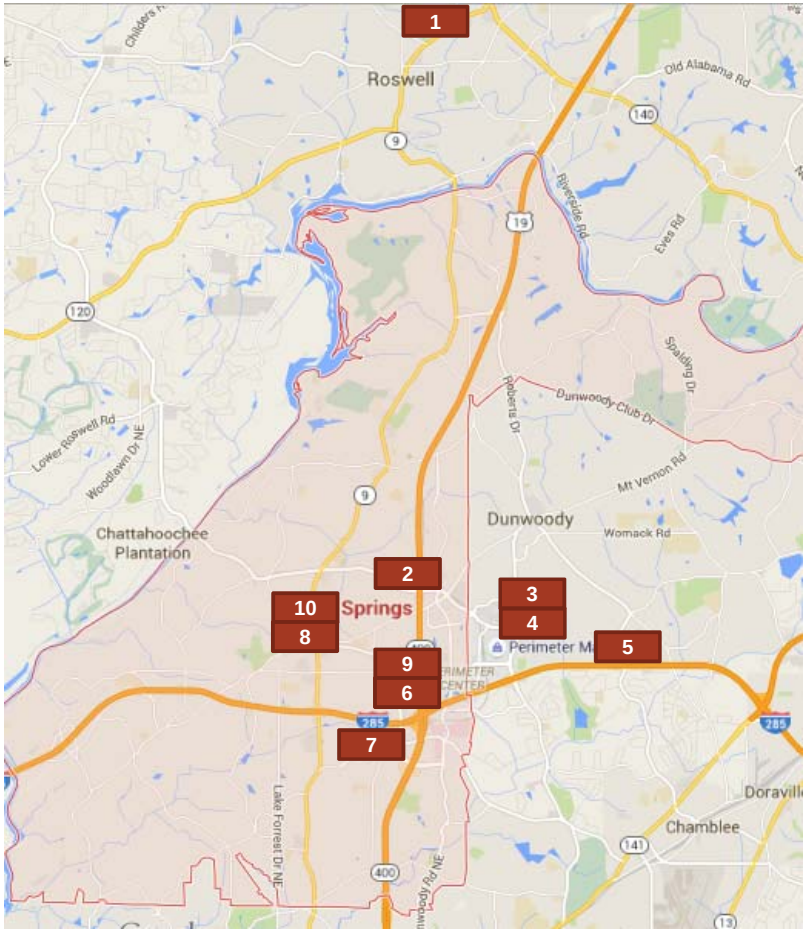
AVERAGE SALE PRICE BY PRODUCT TYPE
SANDY SPRINGS, GEORGIA
2005-2014



Note: Includes only SFD sales for $100K or more. Includes only TH and Condo sales for $30K or more. Efforts were made to include qualified sales only but data may still include a small number of non-qualified sales.
SOURCE: Fulton County Assessors Office; RCLCO

Exhibit III-11

MAP OF NEWEST CONDOMINIUM PROJECTS
SANDY SPRINGS, GEORGIA
JULY 2015



MAP KEY	PROJECT
1	Parkside on Canton
2	Serrano Condominiums
3	The Manahttan Condominiums
4	Prescott at Park
5	Madison Square Condominiums
6	Park Towers Place Condominiums
7	Carlyle Ridge
8	Blue Stone Lofts
9	Park Towers Condominiums
10	Mount Vernon Towers

SOURCE: Google

Exhibit III-12

FOR-SALE CONDOMINIUMS
SANDY SPRINGS, GEORGIA VICINITY
JULY 2015

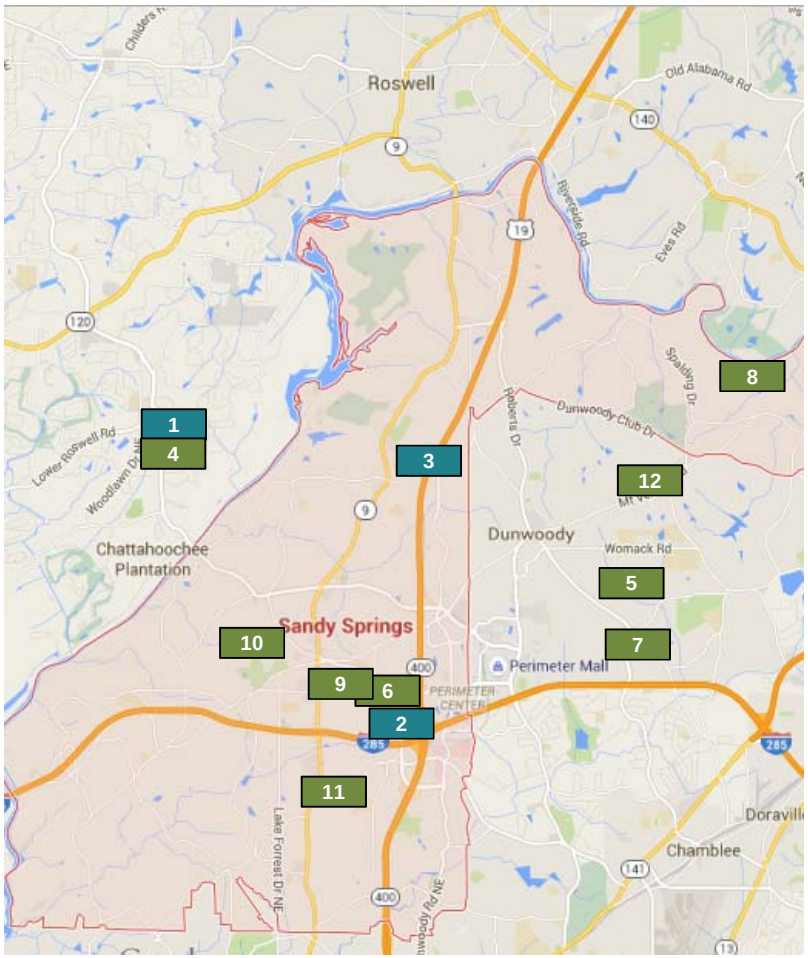
MAP KEY	NAME ADDRESS	TYPE	YEAR BUILT	ANNUAL SALES (JUNE 2014-JUNE 2015)	AVG. UNIT SIZE	AVG. UNIT PRICE	AVG. $/SF
1	**Parkside on Canton** 1247 Canton St Roswell, GA 30075	Condo TH	2015	N/A	2,160	$460,300	$213
4	**Serrano Condominiums** 901 Abernathy Road NE Sandy Springs, GA 30328	5 stories	2010	13	1,257	$206,992	$165
6	**The Manahttan Condominiums** 4561 Olde Perimeter Way Atlanta, GA 30346	High Rise	2006	11	1,207	$308,764	$256
10	**Prescott at Park** 11 Perimeter Center East Atlanta, GA 30346		2006	0	N/A	N/A	N/A
7	**Madison Square Condominiums** 1850 Cotillion Drive Atlanta, GA 30338	4 story walk-up	2004	24	1,094	$119,334	$109
9	**Park Towers Place Condominiums** 799 Hammond Drive NE Atlanta, GA 30328	4 story over podium	2004	14	1,069	$173,950	$163
2	**Carlyle Ridge** 5559 Glenridge Drive, NE Sandy Springs, GA 30342	4 stories	2000	9	987	$123,011	$125
3	**Blue Stone Lofts** 6105 Blue Stone Road Sandy Springs, GA 30328	3 story over retail	2000	3	1,425	$290,586	$204
8	**Park Towers Condominiums** 795 Hammond Drive NE Atlanta, GA 30328	High Rise	1990	29	794	$116,542	$147
5	**Mount Vernon Towers** 300 Johnson Ferry Road NE Sandy Springs, GA 30328	High Rise	1986	3	760	$84,000	$111

SOURCE: RedFin

CITY OF SANDY SPRINGS

Exhibit III-13

MAP OF NEWEST TOWNHOME AND SINGLE-FAMILY DETACHED PROJECTS
SANDY SPRINGS, GEORGIA
JULY 2015



MAP KEY	PROJECT
Townhomes	
1	Cobblestone Manor TH
2	Terraces at Glenridge
3	Lafayette Square
Single-Family Detached	
4	Cobblestone Manor SF
5	Heritage at Dunwoody
6	Austin Place
7	Dunwoody Green
8	The Enclave at Jett Ferry
9	Oliver Row
10	Enclave at Long Island
11	Country Hills Estates
12	Falkirk

SOURCE: Google

Exhibit III-14

FOR-SALE TOWNHOMES
SANDY SPRINGS, GEORGIA
JULY 2015

MAP KEY	NAME ADDRESS	BUILDER	SALES START	TOTAL UNITS	UNITS SOLD	ANNUAL ABSORPTION	WIDTH	UNIT SIZE RANGE	AVG. UNIT SIZE	UNIT PRICE RANGE	AVG. UNIT PRICE	$/SF RANGE	AVG. $/SF	TYPICAL AMOUNT SPENT ON UPGRADES	ANNUAL HOA FEE
1	**Cobblestone Manor TH** 562 Tenby Lane Marietta, GA 30068 770-973-6535	Ashton Woods	January 2015	40	18	31	28'	3,034 - 3,266	3,150	$549,900 - $569,900	$559,900	$174 - $181	$178	N/A	$3,096
2	**Terraces at Glenridge** 5776 Glenridge Drive Sandy Springs, GA 30328 877-346-4760	Pulte Homes	2013	N/A	Sold out	N/A E`	32'	2,518 - 2,659	2,589	$374,900 - $378,900	$376,900	$142 - $149	$146	N/A	N/A
3	**Lafayette Square** 906 Dumaine Tr Sandy Springs, GA 30328 678-391-9493	Traton Homes	November 2013	101	91	24	25'	2,123 - 2,568	2,346	$374,000 - $440,000	$407,000	$171 - $176	$174	N/A	$2,520

Note: First 25 units were sold by another builder pre-recession.

Exhibit III-15

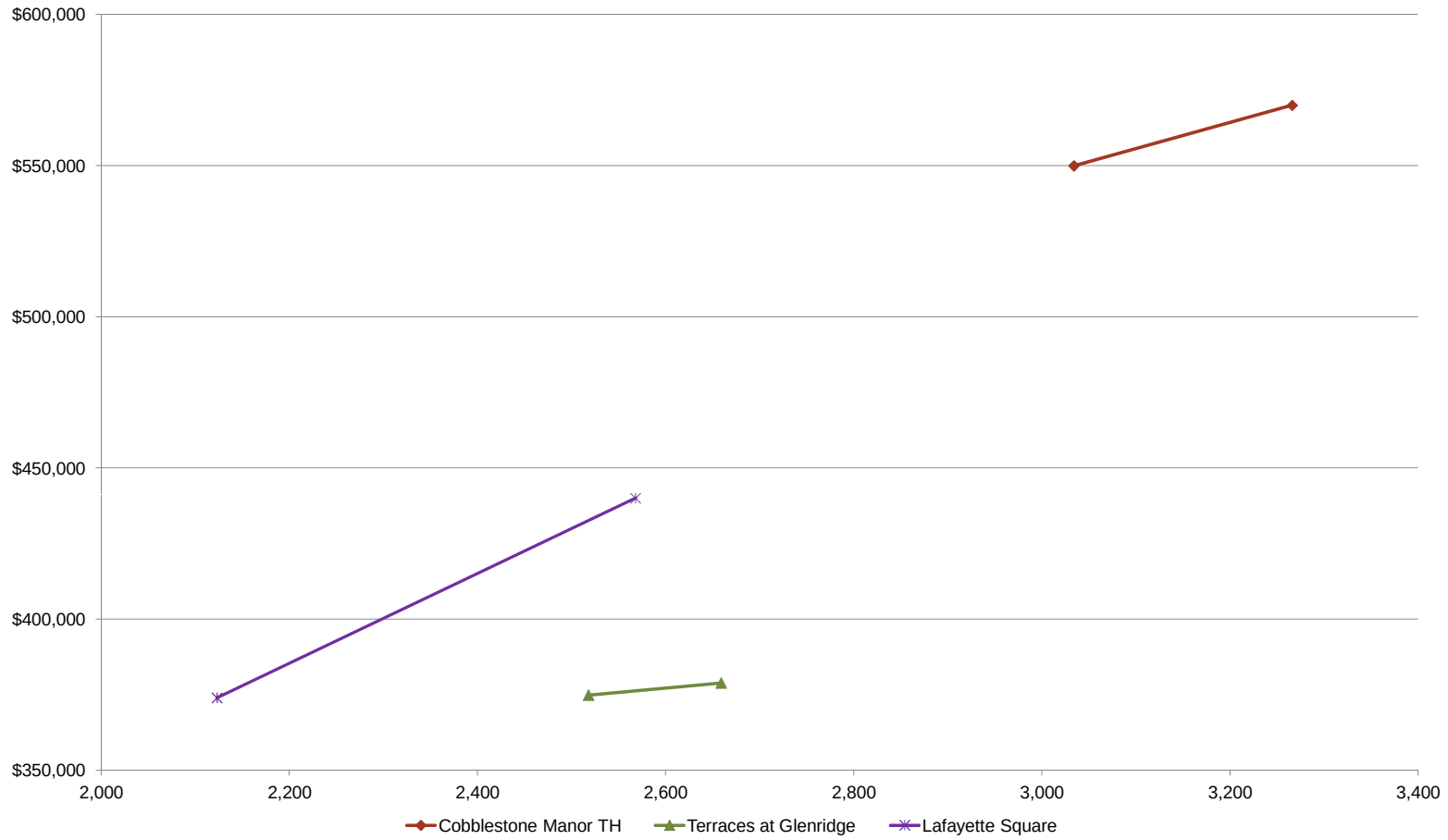
NEW FOR-SALE SINGLE-FAMILY DETACHED HOMES
SANDY SPRINGS, GEORGIA
JULY 2015

MAP KEY	NAME ADDRESS	BUILDER	SALES START	TOTAL UNITS	UNITS SOLD	ANNUAL ABSORPTION	MIN LOT SIZE	MAX LOT SIZE	REPRE-SENTATIVE LOT WIDTH	UNIT SIZE RANGE	AVG. UNIT SIZE	UNIT PRICE RANGE	AVG. UNIT PRICE	$/SF RANGE	AVG. $/SF	TYPICAL AMOUNT SPENT ON UPGRADES	ANNUAL HOA FEE
4	**Cobblestone Manor SF** 459 Lancashire Drive Marietta, GA 30068 770-973-6535	Ashton Woods	Fall 2014	85	79	85	N/A	N/A	55'-75'	3,022 - 3,916	3,469	$659,900 - $777,400	$718,650	$199 - $218	$207	$40,000	$936
5	**Heritage at Dunwoody** 1800 Berkshire Pass Dunwoody, GA 30338 770-820-1918	Ashton Woods	January 2015	50	19	33	0.25	0.33	N/A	3,659 - 4,883	4,271	$809,900 - $879,900	$844,900	$180 - $221	$198	N/A	$900
6	**Austin Place** 6050 Glenridge Drive Sandy Springs, GA 30328 678-476-2103	Pulte Homes	April 2015	28	14	56	0.25	0.25	N/A	2,821 - 3,378	3,100	$558,900 - $682,190	$620,545	$198 - $202	$200	$20,000-$80,000	$1,640
7	**Dunwoody Green** 1856 Pointe Place Avenue Dunwoody, GA 30338 404-338-0063	JW Collection	January 2014	N/A	25	Dependant on how many lots available	0.09 0.11 0.13	0.09 0.11 0.13	36' 40' 0.13	2,700 - 2,700 3,400 - 4,000 4,000 - 4,000	2,700 3,700 4,000	$424,900 - $450,000 $550,000 - $750,000 $719,900 - and up	$437,450 $650,000 $719,900	$157 - $167 $162 - $188 $180 -	$162 $176 $180	$15,000 $15,000 $15,000	$2,400 $1,800 $1,200
8	**The Enclave at Jett Ferry** 3838 Teesdale Court Sandy Springs, GA 30350 770-668-9577	John Wieland	2006, 2011	40	33	3-5	0.50	1.50	100'-150'	4,775 - 6,900	5,838	$1,396,800 - $1,781,800	$1,589,300	$258 - $293	$272	$139,680-$178,180	$2,700
9	**Oliver Row** 425 Johnson Ferry Road NE Sandy Springs, GA 30328 770-912-5277	Providence Group	July 2014	5	4	5	0.25	0.25	75'	3,500 - 3,700	3,600	$755,000 - $850,000	$802,500	$216 - $230	$223	N/A	$3,600
10	**Enclave at Long Islanc** 6385 Long Island Drive NE Sandy Springs, GA 30328 404-944-9619 - Mike Riley	Traton Homes	March 2015	7	1	5	0.33	0.33	100'-150'	3,850 - 4,000	3,925	$895,000 - $1,033,000	$964,000	$232 - $258	$246	$10,000	$900
11	**Country Hills Estates** Belada Blvd Near Greenland Rd NE Sandy Springs, GA 678-438-4136, Kirk Ricketts	Rockhaven Homes	May 2015	27	1	6	0.33	0.33	N/A	3,961 - 5,252	4,607	$1,250,000 - $1,600,000	$1,425,000	$305 - $316	$309	N/A	$3,000
12	**Falkirk** Falkirk Dr. near Mt Vernon Pl. Dunwoody, GA 678-522-2304	Rockhaven Homes	2014	8	5	5	0.33	0.33	100'-120'	3,824 - 4,400	4,112	$730,000 - $740,000	$735,000	$168 - $191	$179	N/A	$1,750

SOURCE: Sales agents; Google Earth; RCLCO

Exhibit III-16

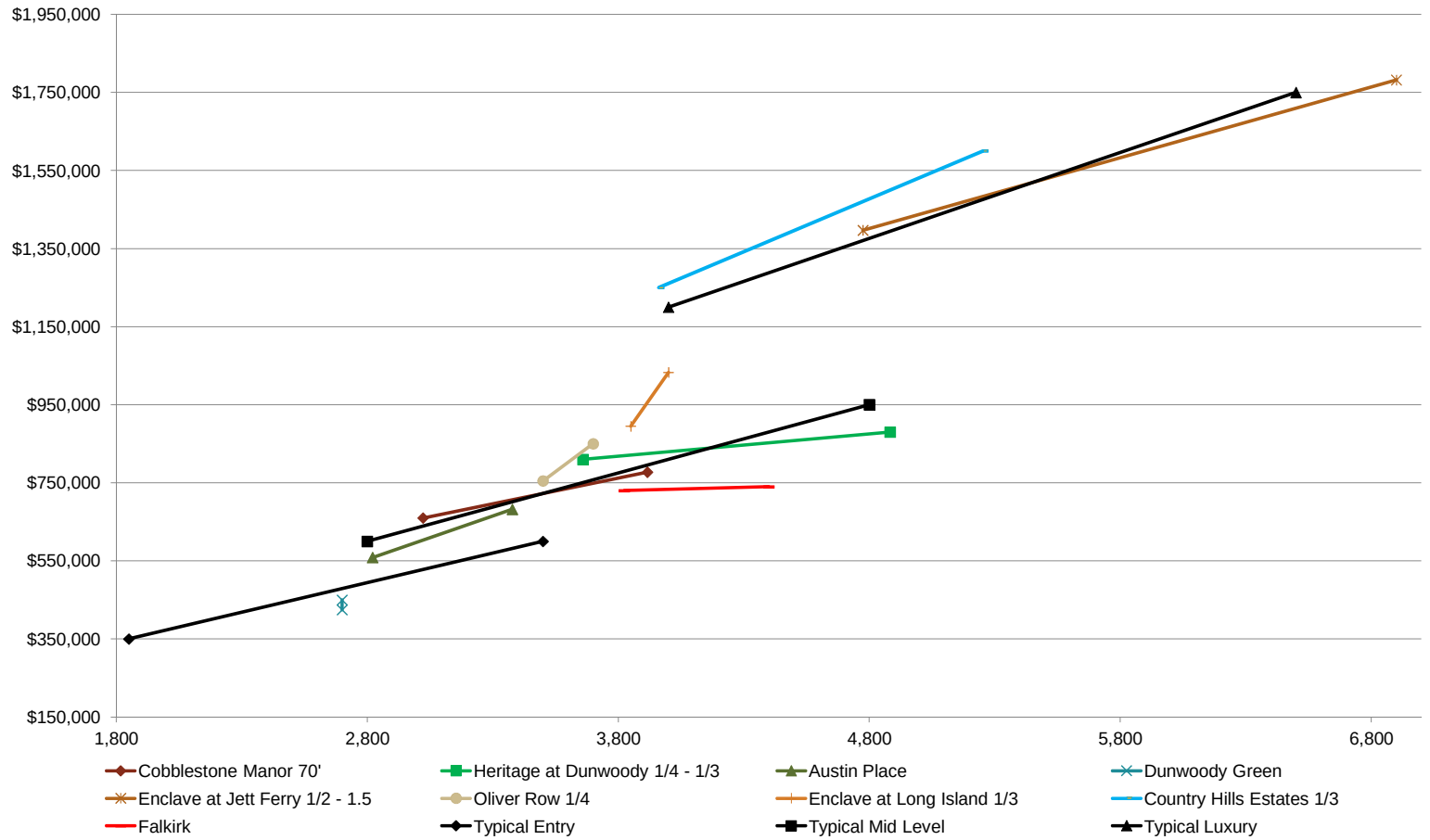
PRICE TO SIZE RELATIONSHIP -- ACTIVELY SELLING NEW TOWNHOMES
SANDY SPRINGS, GEORGIA
JULY 2015



SOURCE: RCLCO

Exhibit III-17

PRICE TO SIZE RELATIONSHIP -- ACTIVELY SELLING NEW SINGLE-FAMILY HOMES
SANDY SPRINGS, GEORGIA
JULY 2015

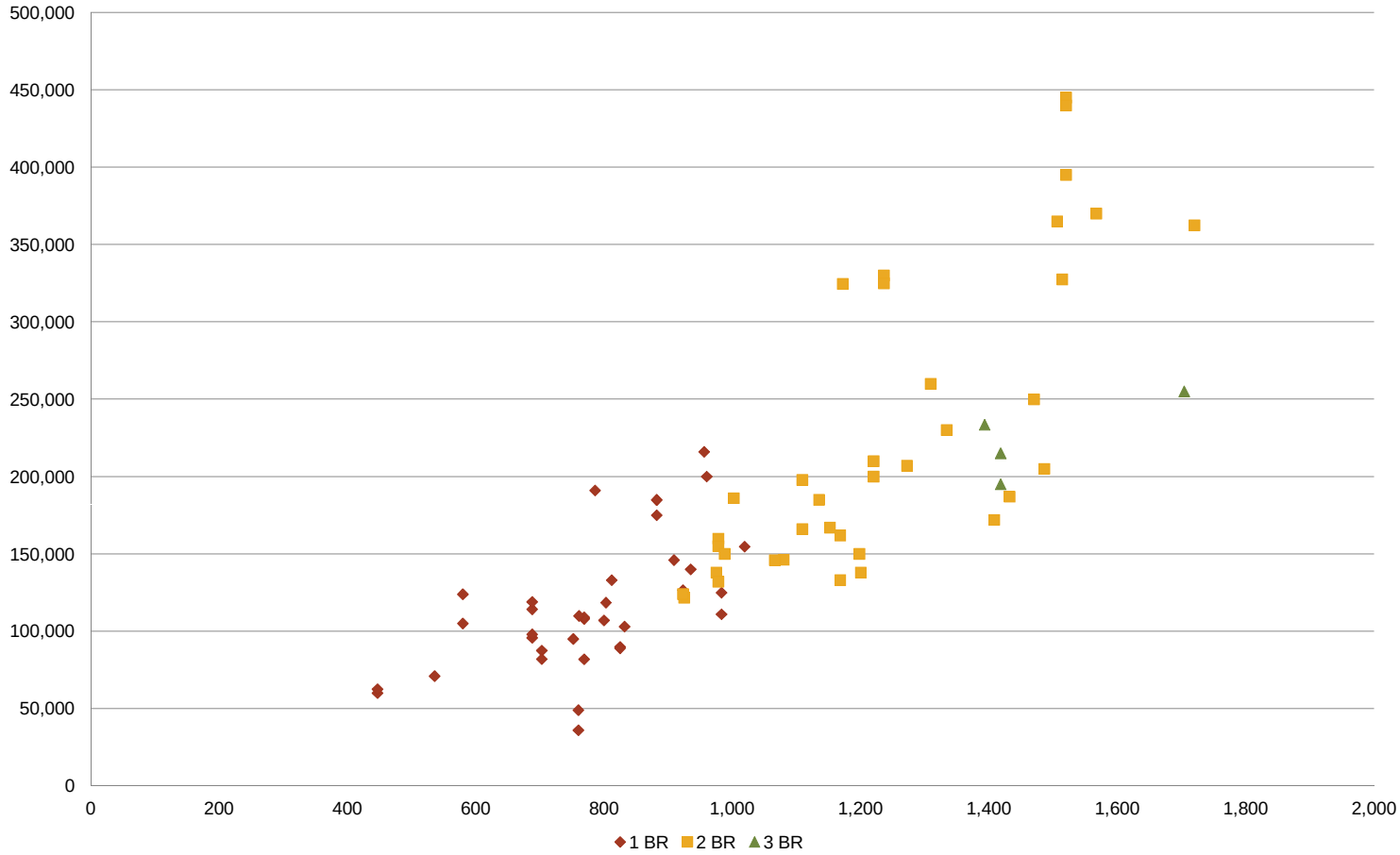


SOURCE: RCLCO

CITY OF SANDY SPRINGS

Exhibit III-18

PRICE TO SIZE RELATIONSHIP -- CONDOMINIUMS
SANDY SPRINGS, GEORGIA
JUNE 2014-JUNE 2015 SALES



SOURCE: RedFin; RCLCO

Exhibit III-19

PLANNED AND PROPOSED RESIDENTIAL DEVELOPMENT
SANDY SPRINGS, GEORGIA
JULY 2015

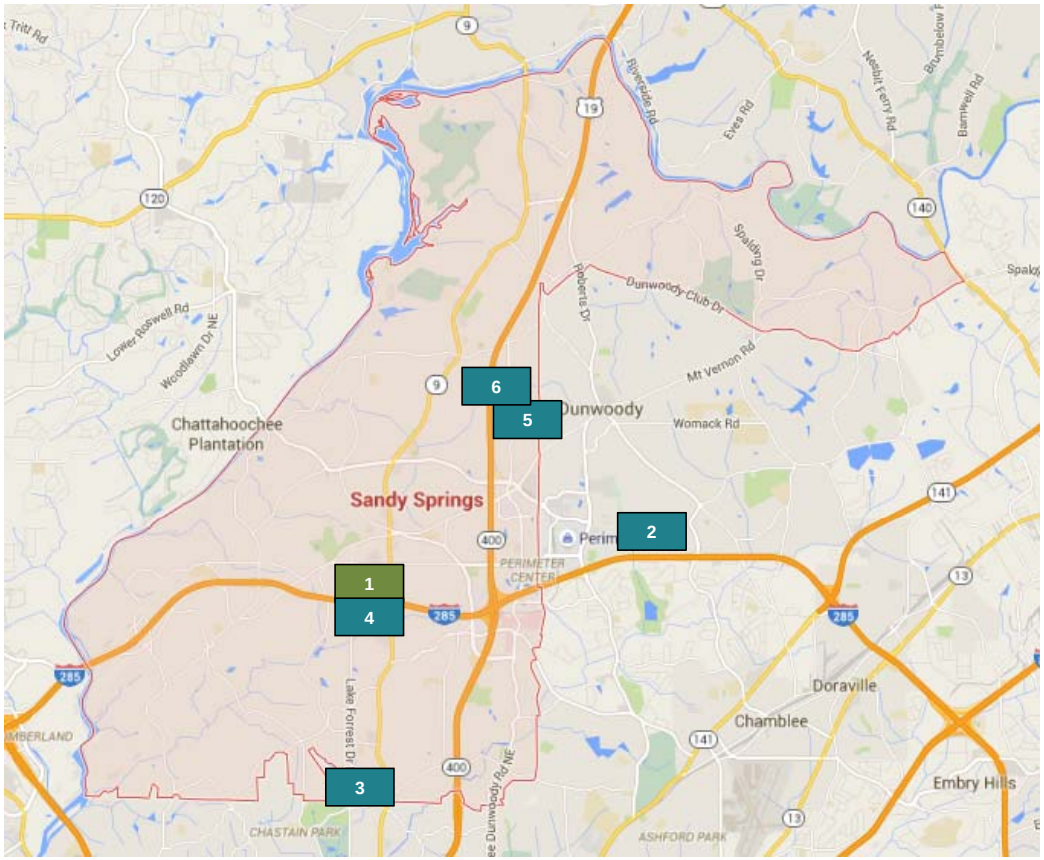
MAP KEY	NAME / ADDRESS	COMMUNITY	BUILDER	DELIVERY / SALES START	UNITS	LOT SIZE	SIZE RANGE	PRICE RANGE
Single Family Detached Homes								
1	**Atwater at Sandy Springs** Allen Road and Sandy Springs Cir. Sandy Springs, GA 30328 770-973-5791	Sandy Springs	John Wieland	2016	45	1/4 - 1/3	2,100 - 3,800	$600s
Townhomes								
2	**Georgetown Square** 4330 Georgetown Sq at Old Springhouse Ln Dunwoody, GA	Dunwoody	Minerva Properties		55			
3	**120 Wieuca** 120 W Wieuca Rd NE Atlanta, GA 30342 770-996-6065	Chastain Park	John Wieland	Summer 2016	26		2,800 - 3,800	High $700s to start
4	**Atwater at Sandy Springs** Allen Road and Sandy Springs Cir. Sandy Springs, GA 30328 770-973-5791	Sandy Springs	John Wieland	2016	43		2,200 - 3,800	$500s
5	**Prescott Walk** 6860 Peachtree Dunwoody Road Sandy Springs, GA 30328	Sandy Springs	Ashton Woods	Late 2015	35			
6	**North Springs** Peachtree Dunwoody Rd @ GA-400/Hunters Crossing Sandy Springs, GA	Sandy Springs			120			

SOURCE: City of Sandy Springs; Costar; Developer websites and brokers

CITY OF SANDY SPRINGS

Exhibit III-19

PLANNED AND PROPOSED RESIDENTIAL DEVELOPMENT
SANDY SPRINGS, GEORGIA
JULY 2015



SOURCE: City of Sandy Springs; Costar; Developer websites and brokers

IV. RETAIL

CITY OF SANDY SPRINGS

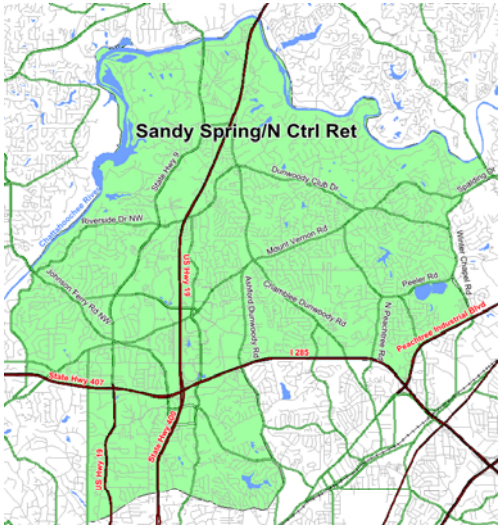
Exhibit IV-1

COSTAR RETAIL MARKET DEFINITIONS
ATLANTA, GEORGIA
2015

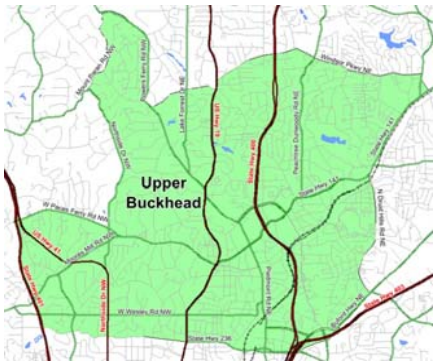
ATLANTA MARKET



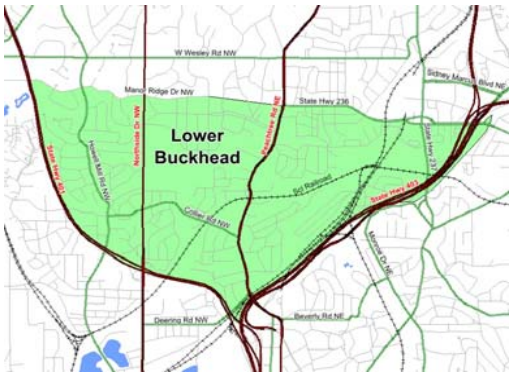
SANDY SPRINGS/NORTH CENTRAL



UPPER BUCKHEAD



LOWER BUCKHEAD



ROSWELL/ALPHARETTA

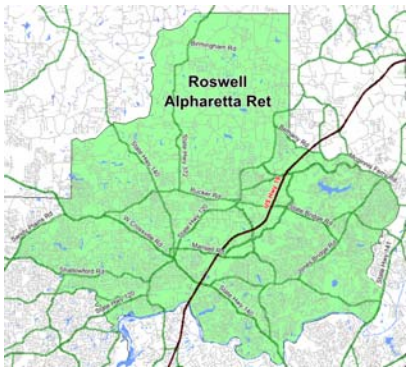
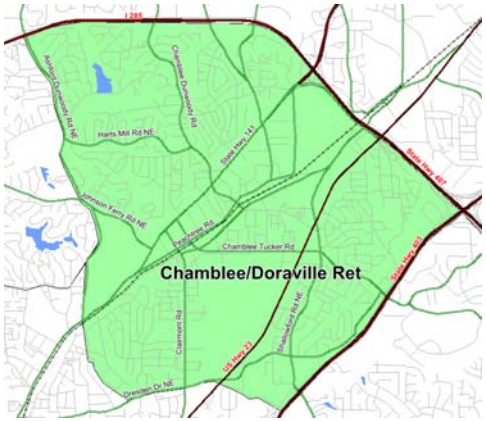


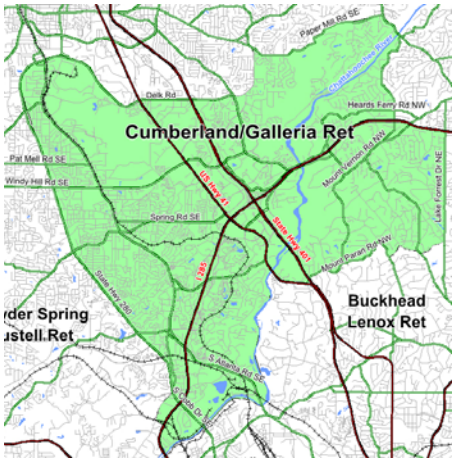
Exhibit IV-1

COSTAR RETAIL MARKET DEFINITIONS
ATLANTA, GEORGIA
2015

CHAMBLEE/DORAVILLE



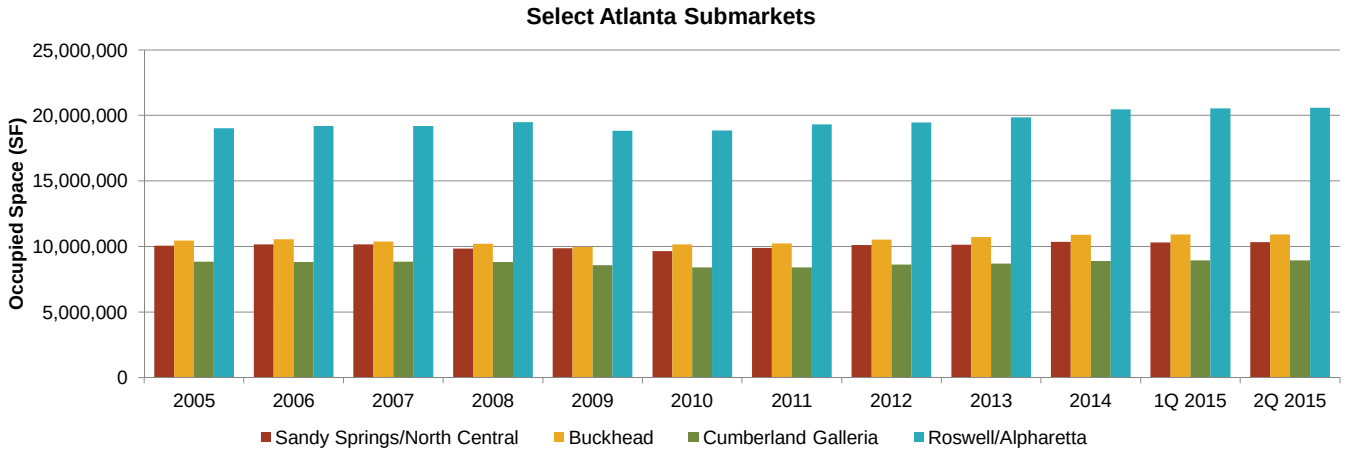
CUMBERLAND/GALLERIA

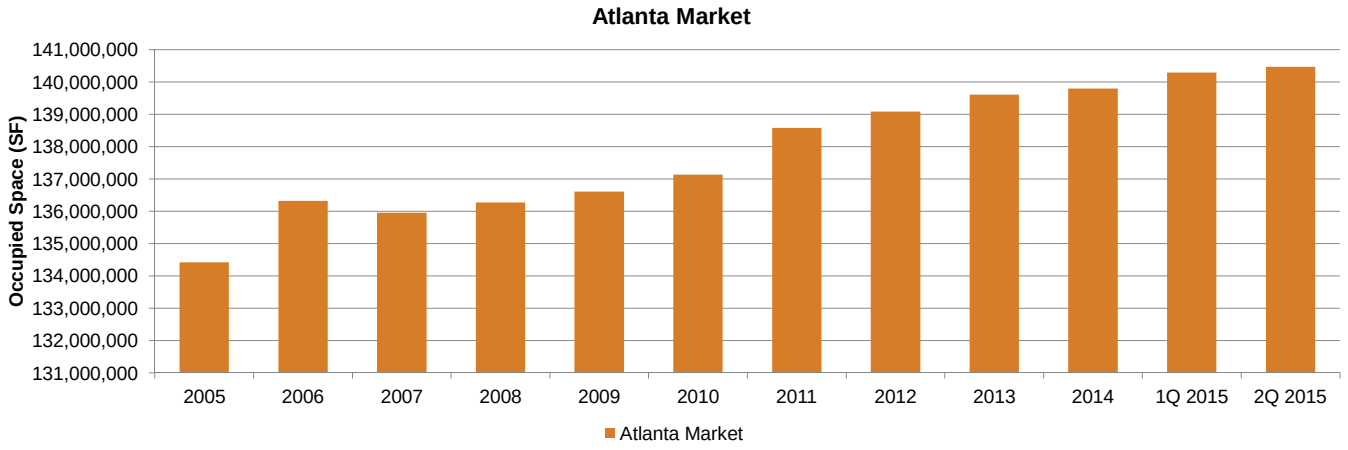


SOURCE: CoStar

Exhibit IV-2

ALL RETAIL -- TOTAL OCCUPIED SQUARE FEET AND VACANCY RATE
SELECT ATLANTA MARKETS
2005-2015

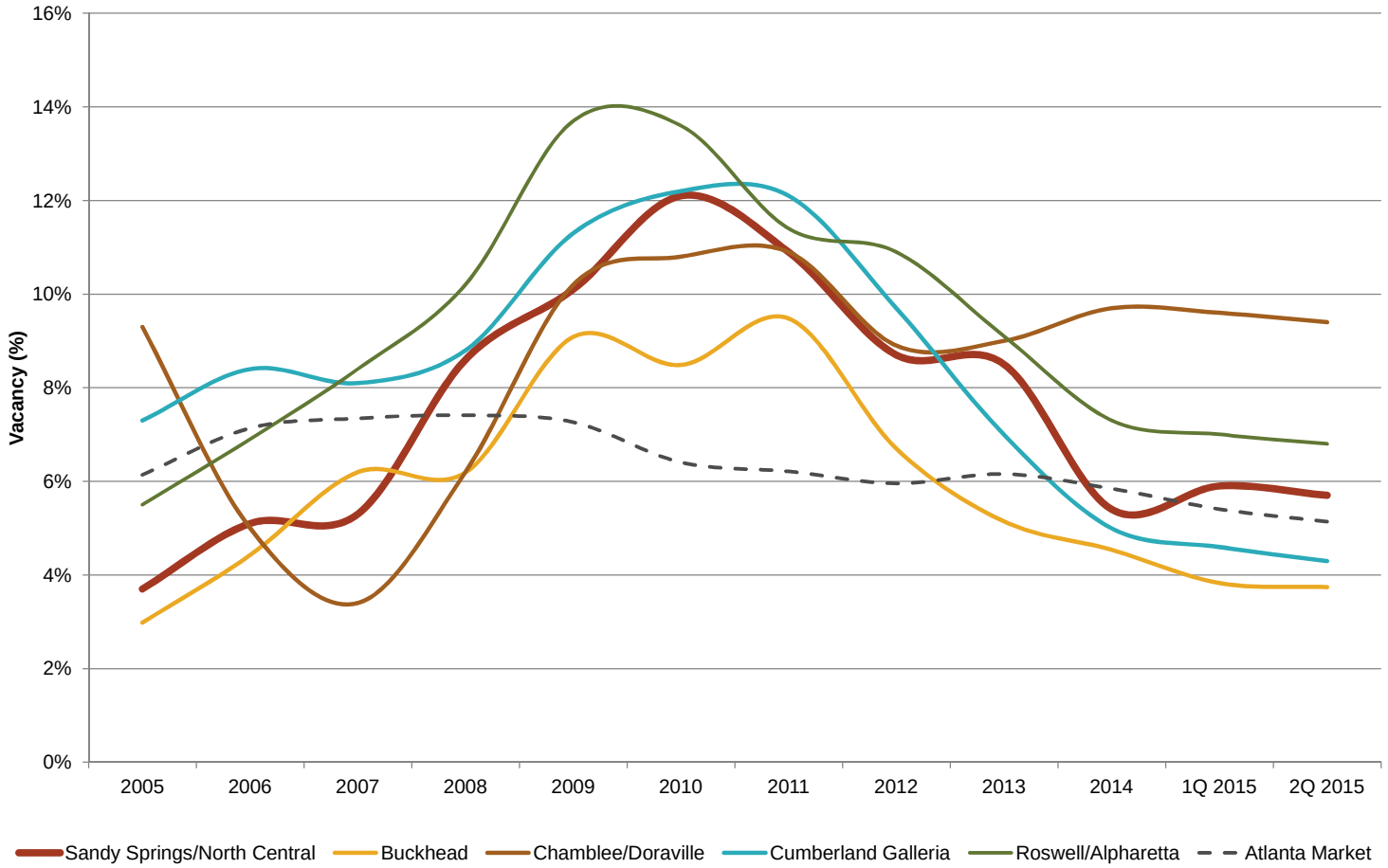




SOURCE: CoStar; RCLCO

Exhibit IV-3

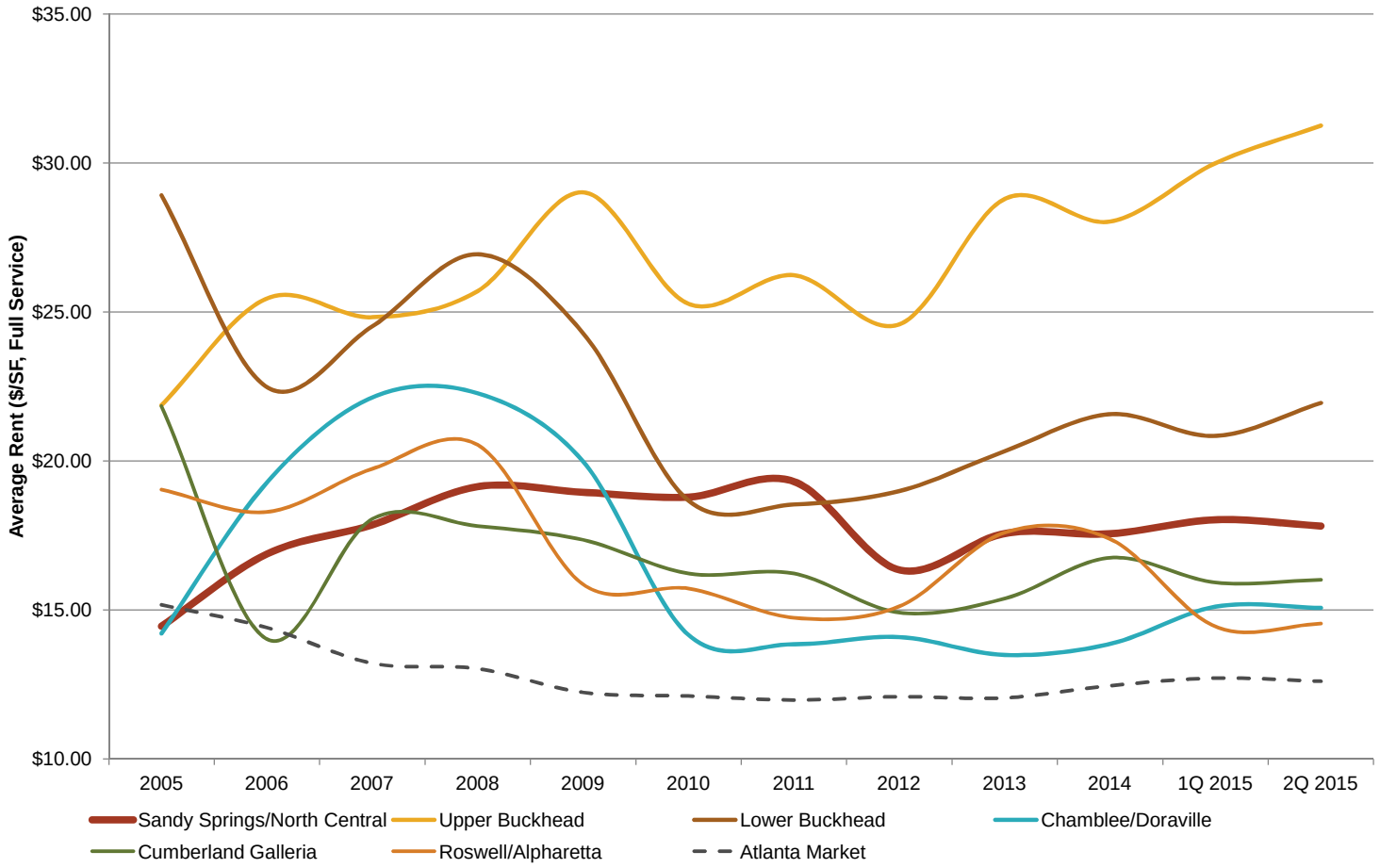
RETAIL VACANCY RATES BY SUBMARKET
ATLANTA, GEORGIA
2005-2015



SOURCE: CoStar; RCLCO

Exhibit IV-4

RETAIL LEASE RATES BY SUBMARKET (TRIPLE NET)
ATLANTA, GEORGIA
2005-2015

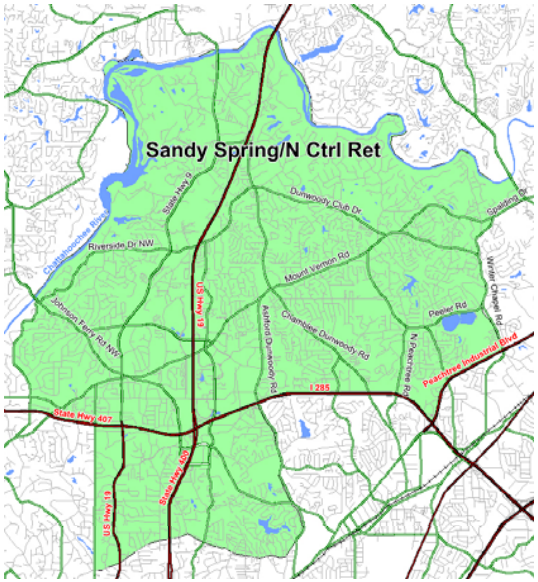


SOURCE: CoStar; RCLCO

CITY OF SANDY SPRINGS

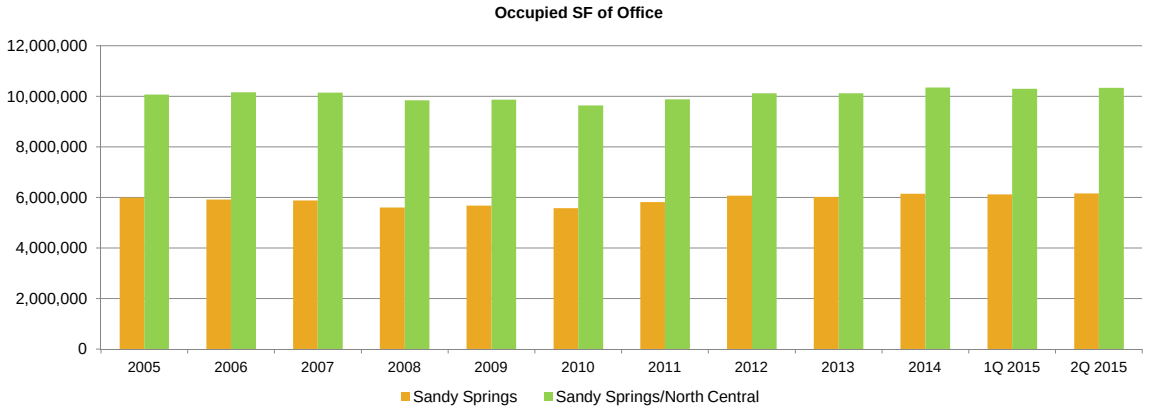
Exhibit IV-5

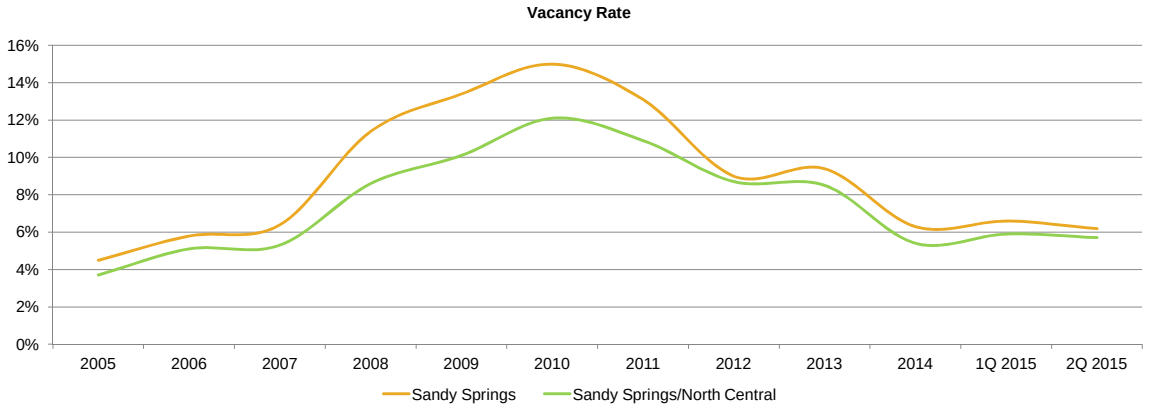
SANDY SPRINGS/NORTH CENTRAL AND CITY OF SANDY SPRINGS RETAIL MARKETS
ATLANTA, GEORGIA
2005-2015



As of 2Q 2015:

	Sandy Springs	Sandy Springs/ North Central
Gross Leasable Area	6,567,389	10,957,754
Vacant SF	406,353	621,267
Occupied SF	6,161,036	10,336,487
Vacancy Rate	6.2%	5.7%
Average Lease Rate	$17.11/nnn	$17.82/nnn
YTD Net Absorption	17,320	-11,777
Under Construction SF	99,859	99,859
GLA as % of Atlanta Market	4.4%	7.4%

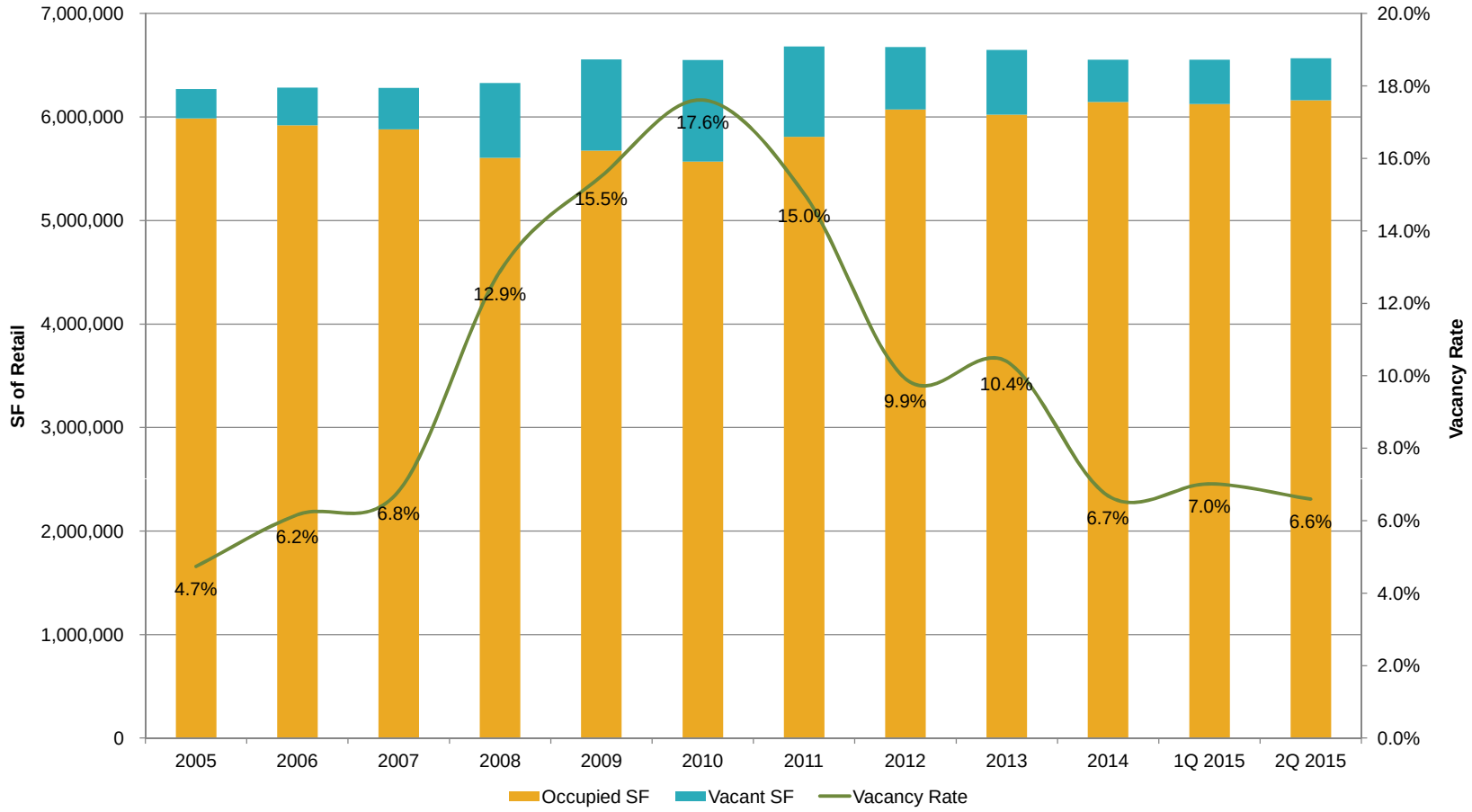




Note: Sandy Springs/North Central is the Costar-defined retail submarket for the Sandy Springs area.
SOURCE: CoStar; RCLCO

Exhibit IV-6

OCCUPIED AND VACANT RETAIL SPACE (ALL TYPES)
SANDY SPRINGS, GEORGIA
2005-2015

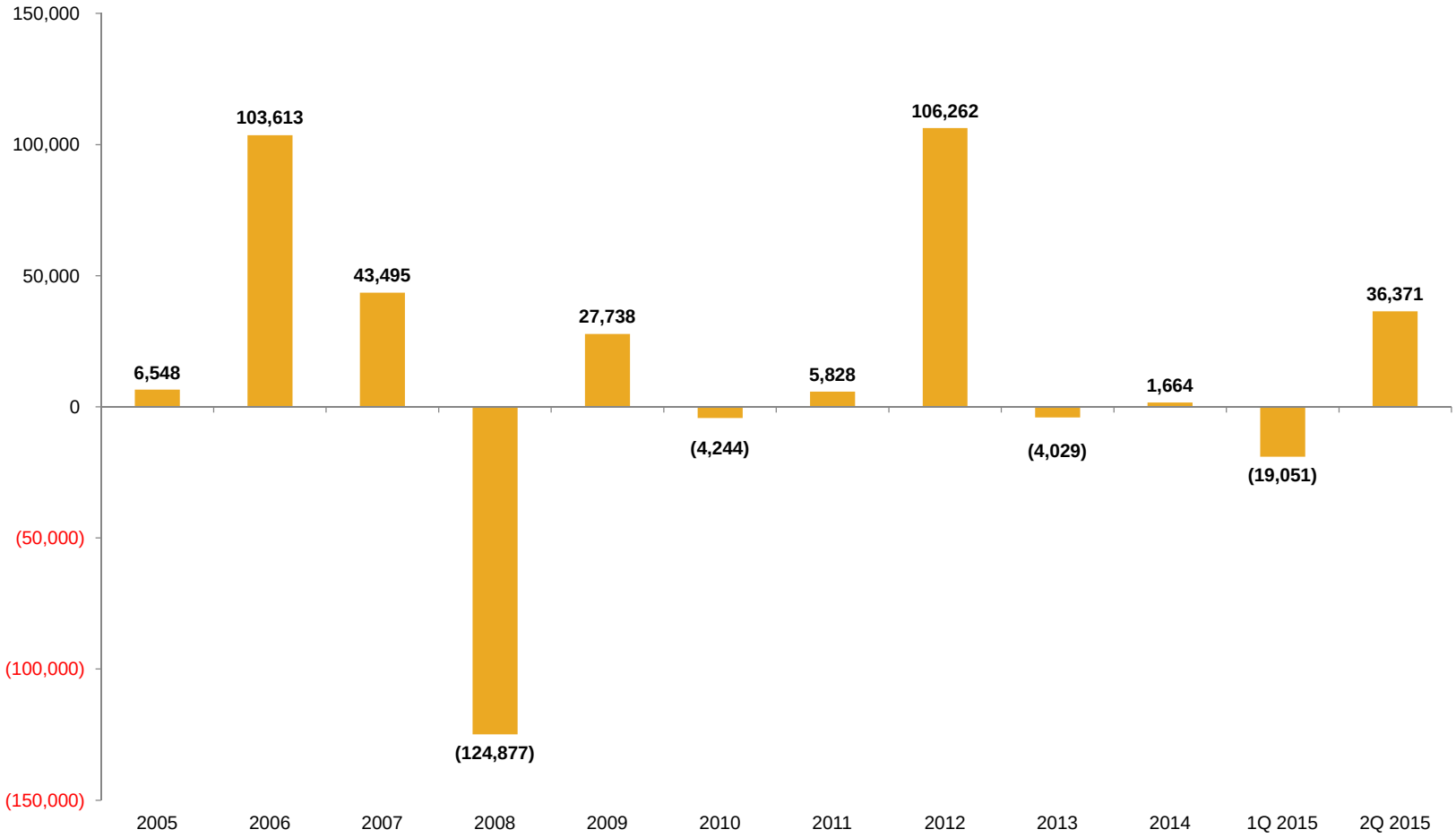


SOURCE: CoStar; RCLCO

CITY OF SANDY SPRINGS

Exhibit IV-7

ANNUAL DIRECT NET ABSORPTION OF RETAIL SPACE (ALL TYPES)
SANDY SPRINGS, GEORGIA
2005-2015



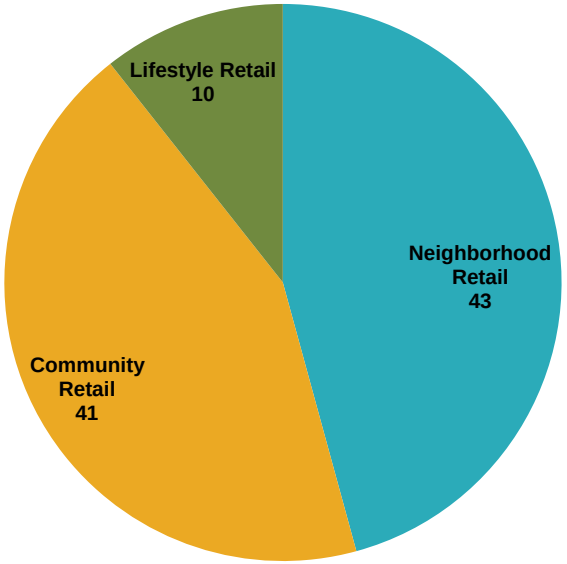
SOURCE: CoStar; RCLCO

RCLCO
ROBERT CHARLES LESSER & CO.

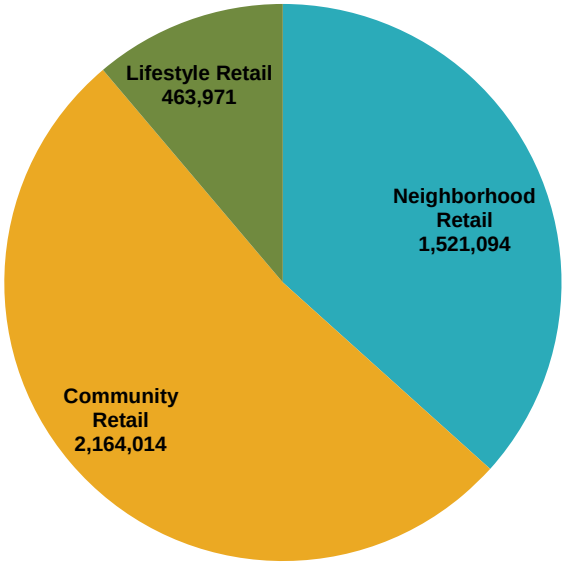
Exhibit IV-8

SANDY SPRINGS RETAIL SUPPLY PROFILE
SANDY SPRINGS, GEORGIA
JULY 2015

Number of Buildings



Gross Leasable Area (GLA)

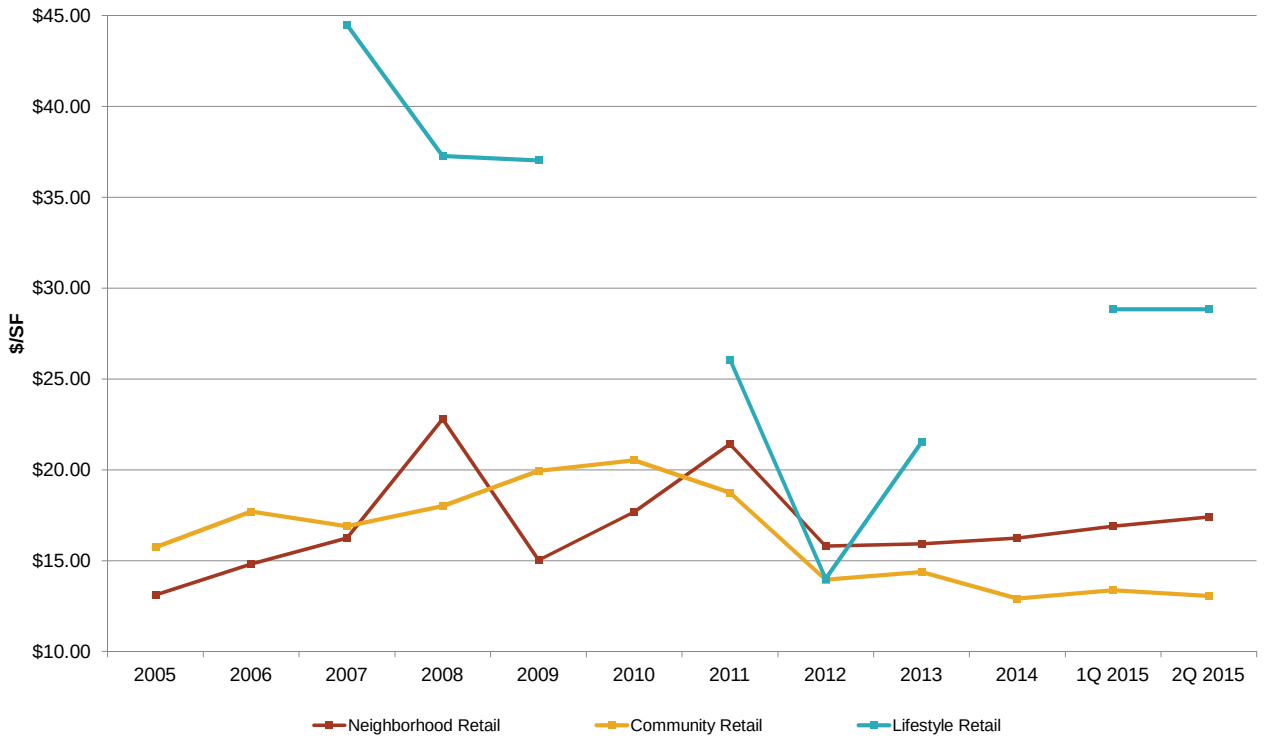


	Neighborhood Retail	Community Retail	Lifestyle Retail
Number of Buildings	43	41	10
Gross Leasable Area (GLA)	1,521,094	2,164,014	463,971
Vacant SF	149,258	131,327	4,090
Occupied SF	1,371,836	2,032,687	459,881
Vacancy Rate	10%	6%	1%
Buildings Under Construction	6	0	0
GLA Under Construction	99,859	0	0
Average Rent	$17.41	$13.06	$28.84

Note: Sandy Springs does not have any power centers or regional retail centers.
SOURCE: CoStar; RCLCO

Exhibit IV-9

AVERAGE LEASE RATES BY RETAIL TYPE (TRIPLE NET)
SANDY SPRINGS, GEORGIA
2005-2015

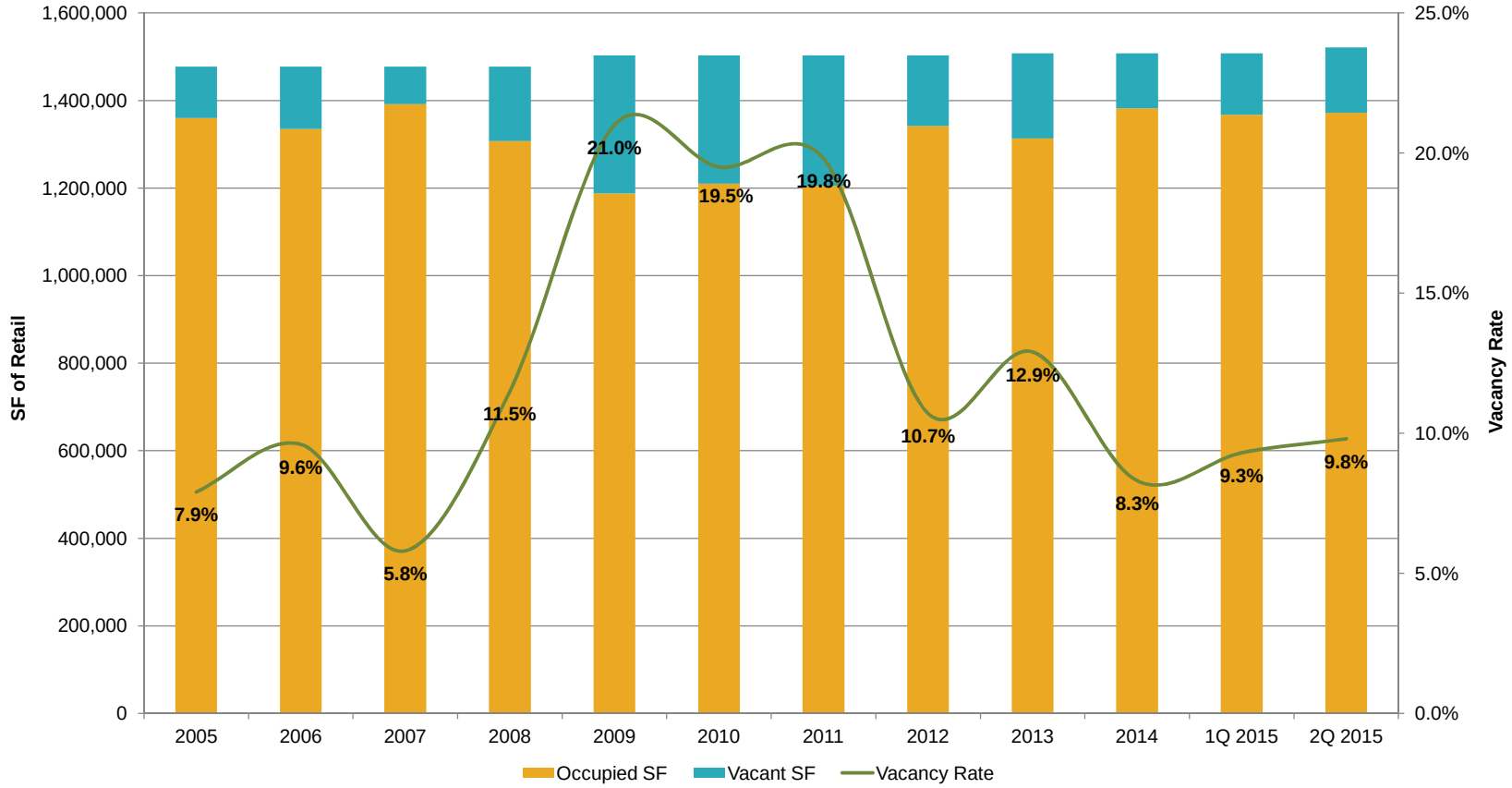


	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	1Q 2015	2Q 2015
Neighborhood Retail	$13.10	$14.82	$16.25	$22.79	$15.03	$17.69	$21.42	$15.81	$15.92	$16.25	$16.90	$17.41
Community Retail	$15.74	$17.71	$16.90	$18.01	$19.94	$20.53	$18.75	$13.95	$14.38	$12.91	$13.38	$13.06
Lifestyle Retail	N/A	N/A	$44.50	$37.28	$37.03	N/A	$26.08	$14.00	$21.52	N/A	$28.84	$28.84

SOURCE: CoStar; RCLCO

Exhibit IV-10

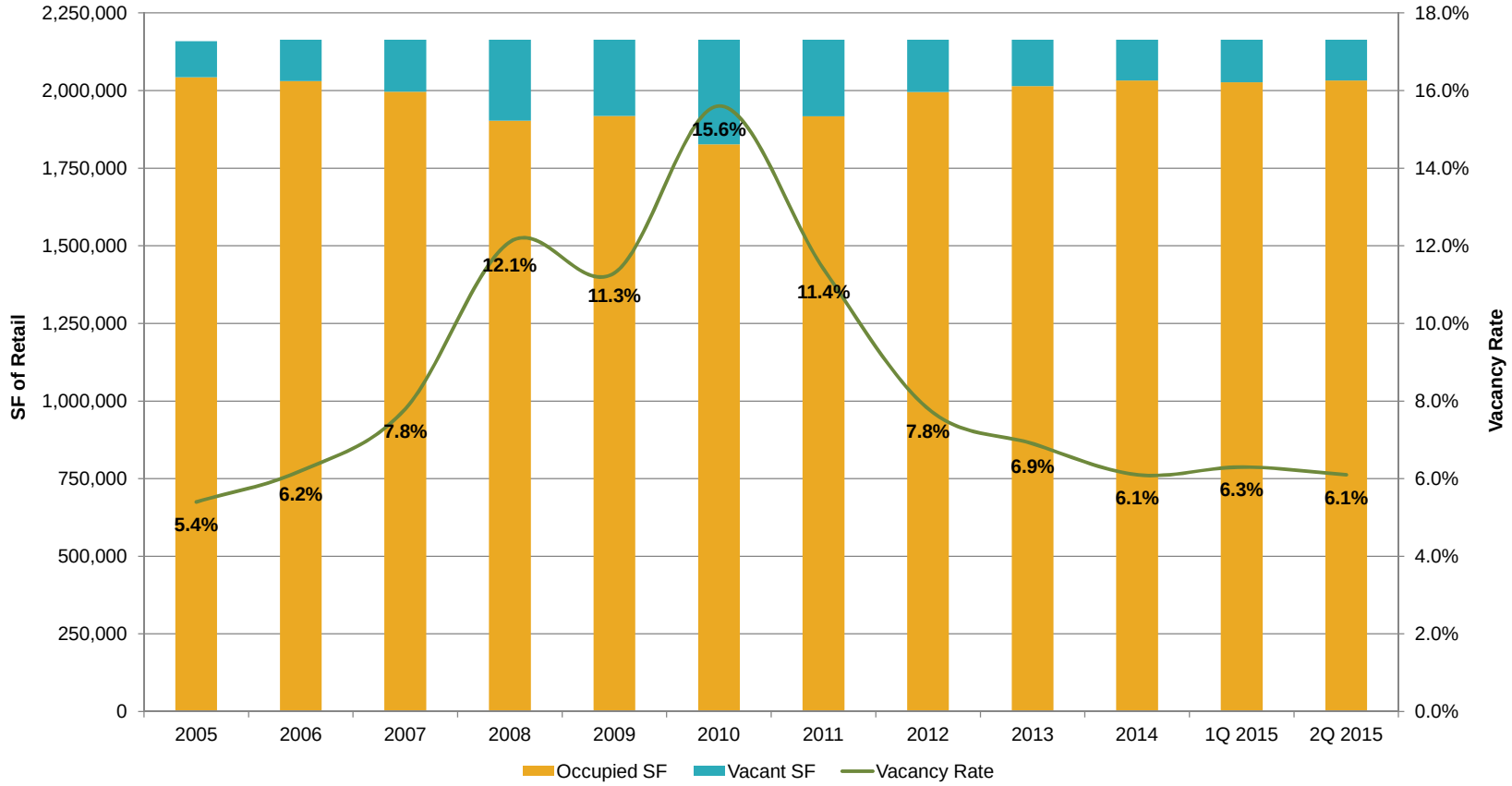
OCCUPIED AND VACANT NEIGHBORHOOD CENTER RETAIL
SANDY SPRINGS, GEORGIA
2005-2015



Note: Per CoStar, neighborhood center retail "provides for the sales of convenience goods (food, drugs, etc.) and personal services (laundry, dry cleaning, etc.) for day-to-day living needs of the immediate neighborhood with a supermarket being the principal tenant. In theory, the typical GLA is 50,000 square feet. In practice, the GLA may range from 30,000 to 100,000 square feet."
SOURCE: CoStar; RCLCO

Exhibit IV-11

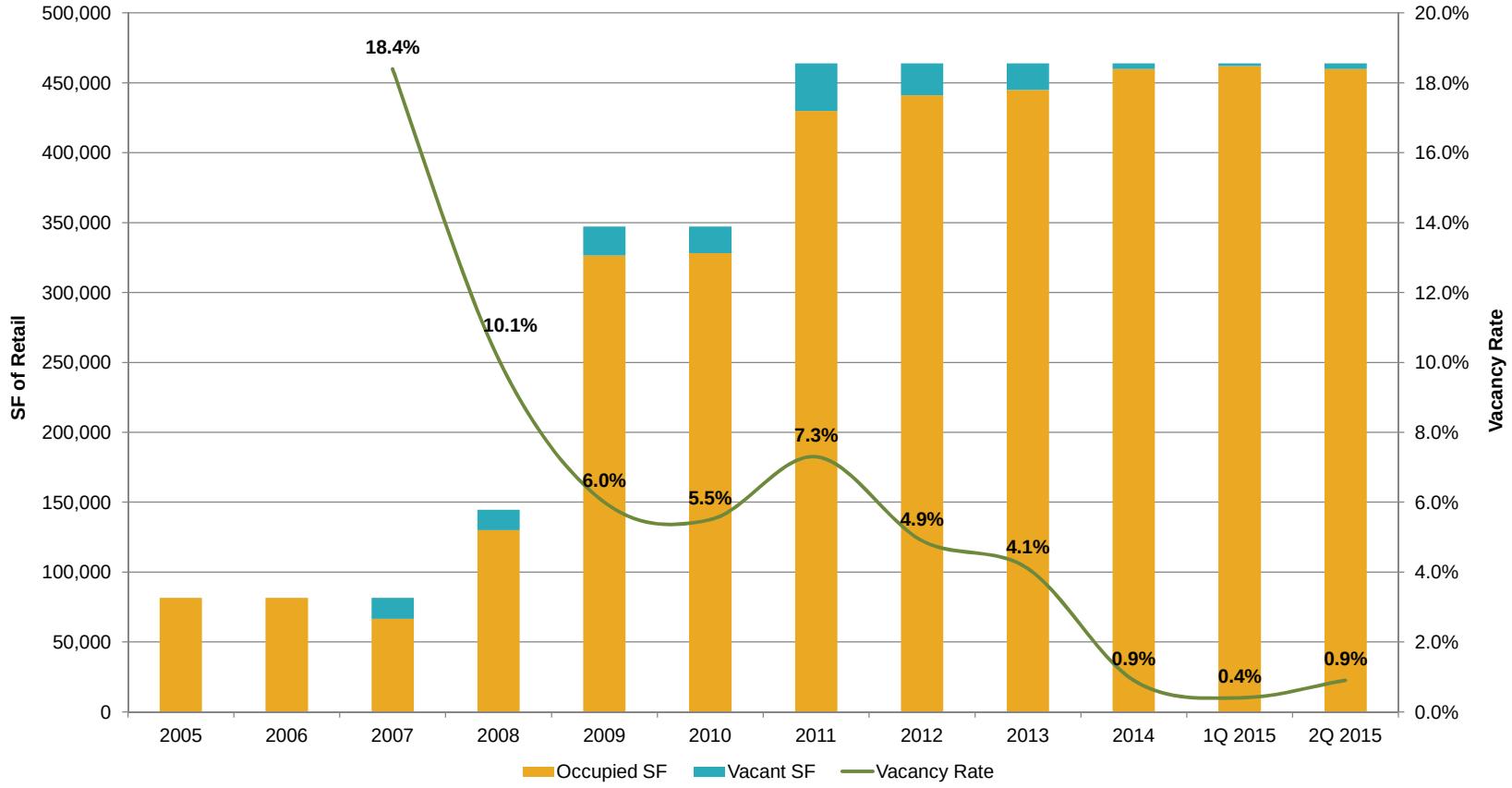
OCCUPIED AND VACANT COMMUNITY CENTER RETAIL
SANDY SPRINGS, GEORGIA
2005-2015



Note: Per CoStar, community center retail "typically offers a wider range of apparel and other soft goods than neighborhood centers. Among the more common anchors are supermarkets, super drugstores, and discount department stores. Community center tenants sometimes contain value-oriented big-box category dominant retailers selling such items as apparel, home improvement/furnishings, toys, electronics or sporting goods. The center is usually configured in a straight line as a strip, or may be laid out in an L or U shape, depending on the site and design."
SOURCE: CoStar; RCLCO

Exhibit IV-12

OCCUPIED AND VACANT LIFESTYLE CENTER RETAIL
SANDY SPRINGS, GEORGIA
2005-2015



Note: Per CoStar, a lifestyle center is "an upscale, specialty retail, mainstreet concept shopping center. An open center, usually without anchors, about 300,000 SF GLA or larger, located near affluent neighborhoods, includes upscale retail, trendy restaurants and entertainment retail. Nicely landscaped with convenient parking located close to the stores."

SOURCE: CoStar; RCLCO

Exhibit IV-13

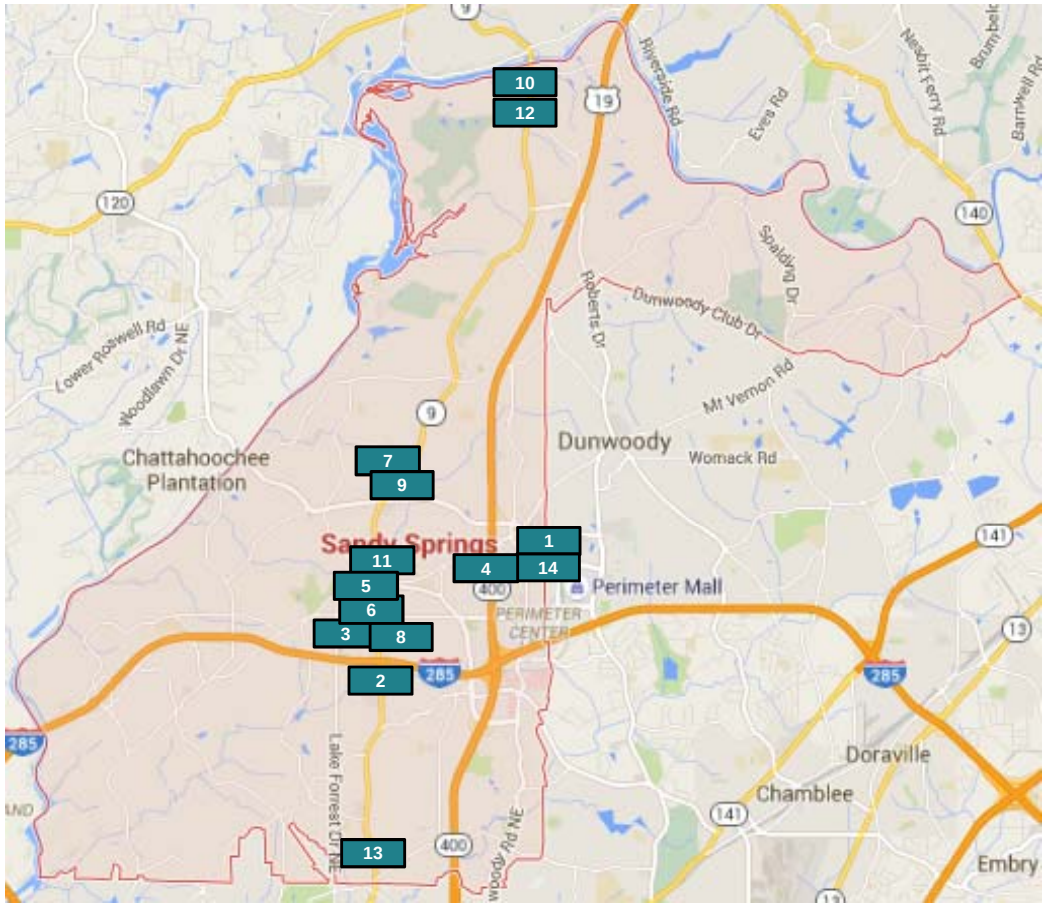
TOTAL RETAIL NET ABSORPTION
SANDY SPRINGS, GEORGIA
2006-2015 YTD

	RETAIL CATEGORY			
YEAR	ALL RETAIL	NEIGHBORHOOD RETAIL	COMMUNITY RETAIL	LIFESTYLE RETAIL
2005	6,548	(6,315)	5,950	(2,080)
2006	103,613	(10,977)	(5,367)	2,080
2007	43,495	2,275	(25,066)	0
2008	(124,877)	(61,713)	20,108	(315)
2009	27,738	18,499	36,804	1,000
2010	(4,244)	3,997	6,819	800
2011	5,828	(10,331)	2,411	(100)
2012	106,262	45,883	5,409	(4,161)
2013	(4,029)	1,208	(79,858)	34,388
2014	1,664	16,869	43,936	0
2015 YTD[1]	17,320	(10,443)	93,815	0
2006-2010	9,145	(9,584)	6,660	713
2011-2015 YTD	25,409	8,637	13,143	6,025

[1] YTD data reflects Q1 and Q2 2015.
SOURCE: CoStar; RCLCO

Exhibit IV-14

KEY RETAIL CENTERS
SANDY SPRINGS, GEORGIA
AUGUST 2015



MAP KEY	SHOPPING CENTER
1	Perimeter Pointe
2	The Prado
3	Parkside Shops
4	Costco Center
5	City Walk At Sandy Springs
6	The Exchange at Hammond
7	Sandy Springs Crossing
8	Fountain Oaks
9	Abernathy Square
10	North River Shopping Center
11	Sandy Springs Plaza
12	Dunwoody Place
13	Gateway Sandy Springs
14	Perimeter Square West

Note: Locations are approximate.
SOURCE: CoStar

Exhibit IV-15

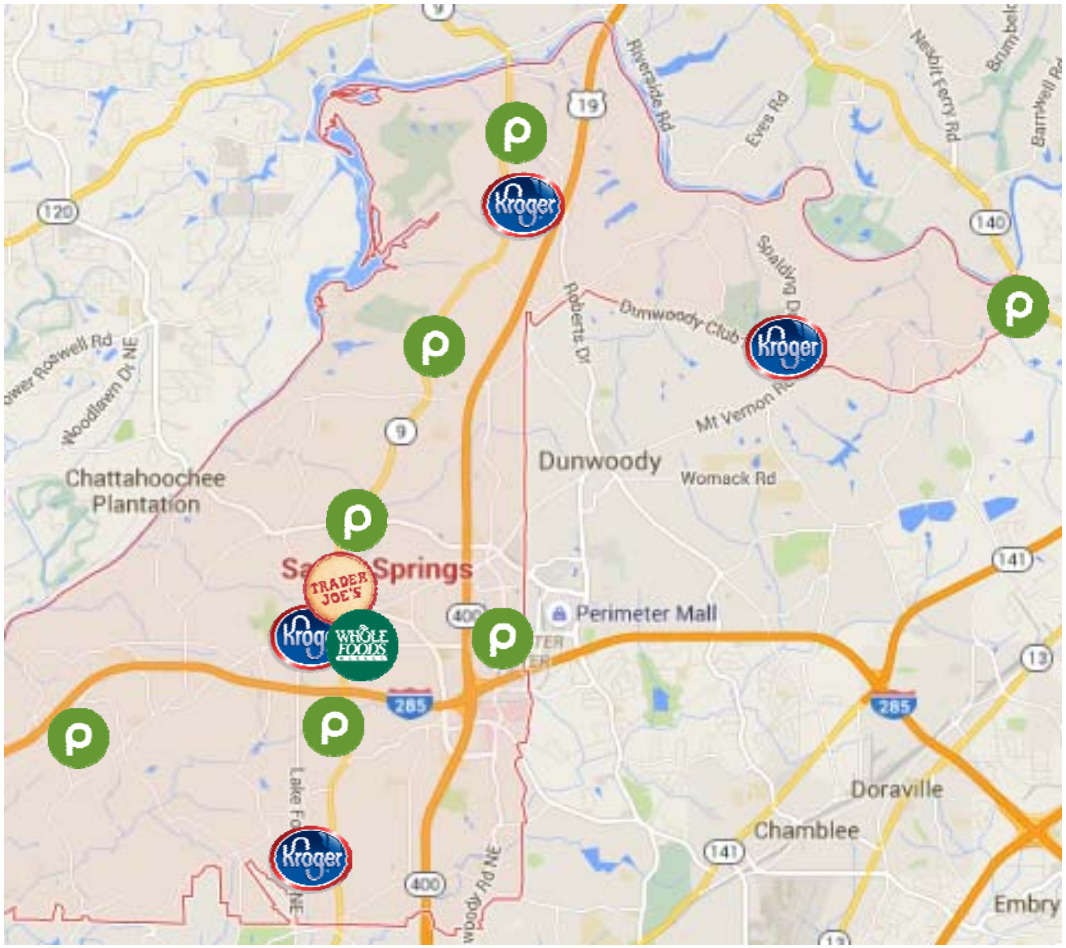
SUMMARY OF LIFESTYLE, COMMUNITY, AND NEIGHBORHOOD RETAIL CENTERS OVER 100,000 SQ. FT.
SANDY SPRINGS, GEORGIA
AUGUST 2015

MAP KEY	NAME	TYPE	GLA (SF)	YEAR OPENED	OCC. RATE	AVG. RENT/ SF PER YR	ANCHORS	NO. OF STORES
1	**Perimeter Pointe** 1155 Mount Vernon Hwy	Community	503,321	1995, 2002	93%	Withheld	Sports Authority, Babies "R" Us, Stein Mart, Office Depot, Michaels	30
2	**The Prado** 5600 Roswell Rd NE	Lifestyle	463,971	1973, 2008	94%	$28.80	Publix, Target, Lifetime Fitness	0
3	**Parkside Shops** 5920 NE Roswell Rd	Community	262,588	1968, 2003	100%	Withheld	Tuesday Morning	46
4	**Costco Center** 6350 Peachtree Dunwoody Rd NE	Community	257,577	1996	100%	Withheld	Costco,The Home Depot	0
5	**City Walk At Sandy Springs** 227 NE Sandy Springs Cir	Community	190,975	1984, 2006	93%	Withheld	Kroger	45
6	**The Exchange at Hammond** 5380-5988 NE Roswell Rd	Community	171,785	1963, 2002	90%	$25.08	Whole Foods, Office Depot, PETCO, Dollar Tree	11
7	**Sandy Springs Crossing** 6690 NE Roswell Rd	Community	169,282	1988	99%	Withheld	LA Fitness	0
8	**Fountain Oaks** 4290 NE Roswell Rd	Community	160,237	1987	81%	Withheld	Kroger	11
9	**Abernathy Square** 6500 NE Roswell Rd	Community	131,516	1983, 1994	97%	Withheld	Publix	47
10	**North River Shopping Center** 8765-8911 Roswell Rd	Neighborhood	120,065	1976, 1988	80%	Withheld	Family Dollar	28
11	**Sandy Springs Plaza** 6229 NE Roswell Rd	Community	118,610	1959, 2006	90%	Withheld	Pier 1 Imports, Trader Joe's	42
12	**Dunwoody Place** 8725 Roswell Rd	Neighborhood	115,606	1994	93%	$21.00	Publix	31
13	**Gateway Sandy Springs** 4600 Roswell Rd	Neighborhood	112,872	2015	71%	Withheld	N/A	0
14	**Perimeter Square West** 1165 Perimeter Ctr W	Neighborhood	102,075	1995	97%	$39.96	REI	0

SOURCE: Costar

Exhibit IV-16

LOCAL GROCERY STORES
SANDY SPRINGS, GEORGIA
AUGUST 2015

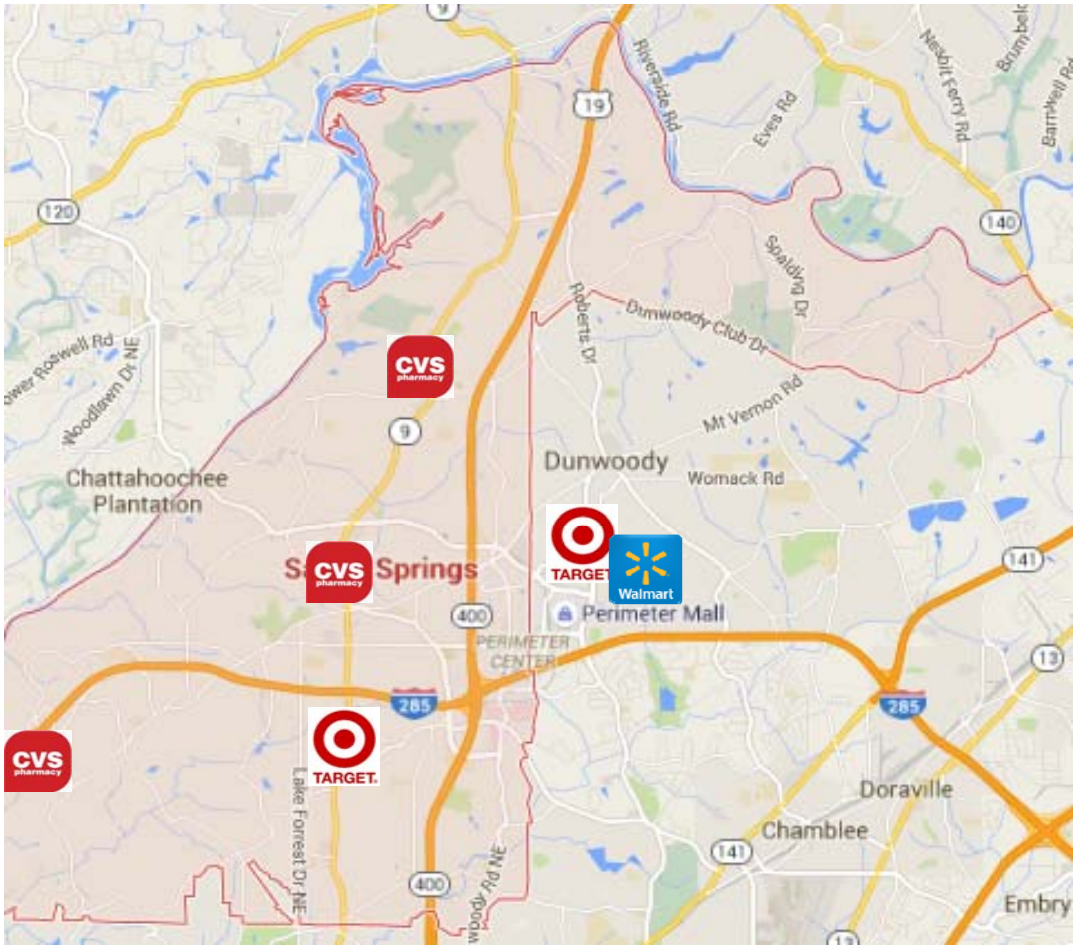


SOURCE: Google; CoStar

CITY OF SANDY SPRINGS

Exhibit IV-17

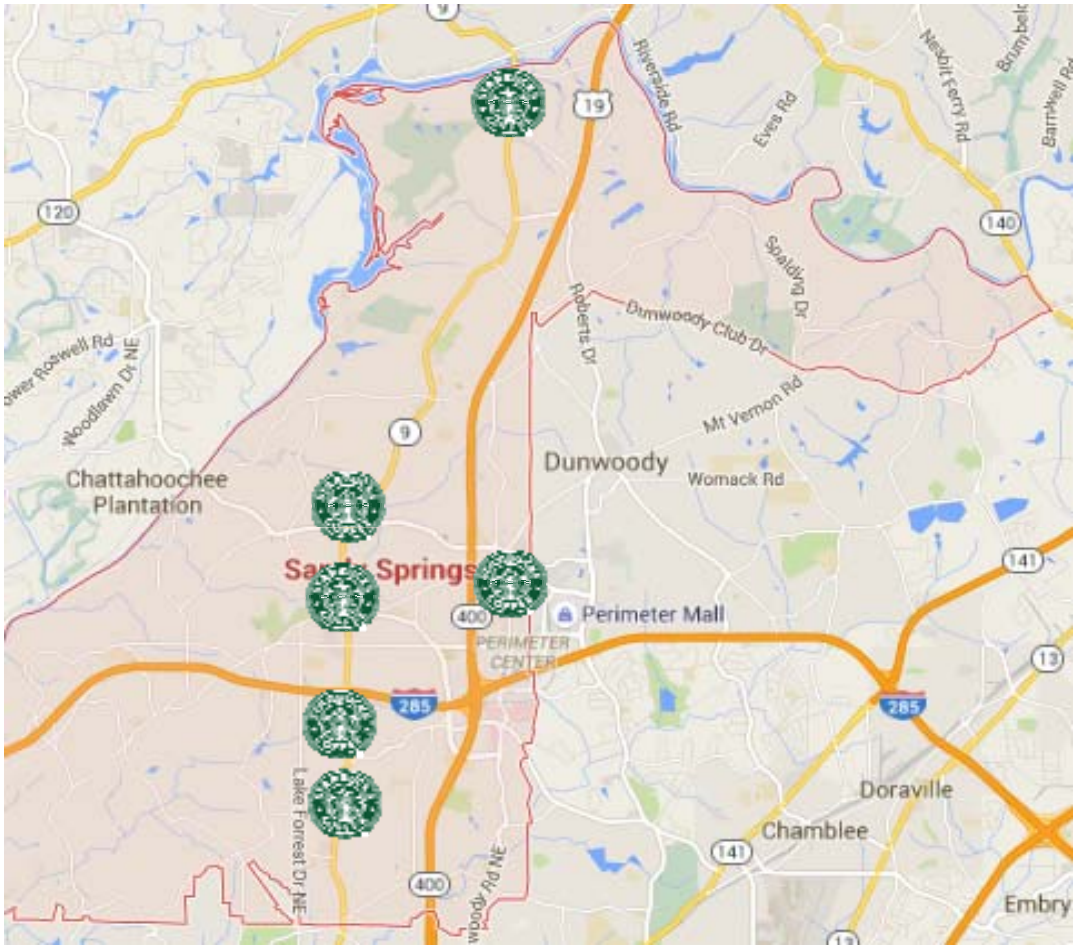
LOCAL SUPERSTORES AND CONVENIENCE RETAIL
SANDY SPRINGS, GEORGIA
AUGUST 2015



SOURCE: Google; CoStar

Exhibit IV-18

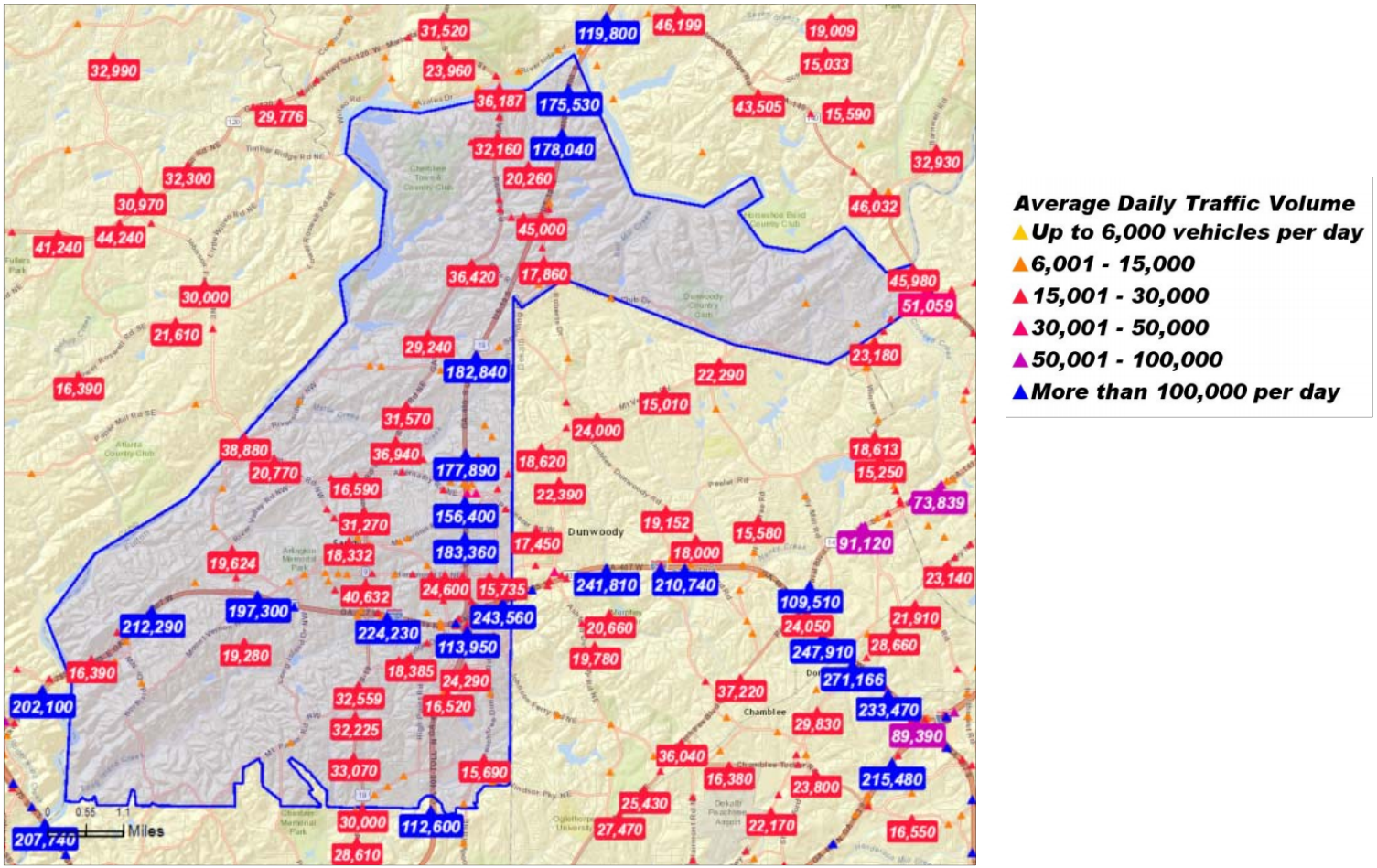
STARBUCKS LOCATIONS
SANDY SPRINGS, GEORGIA
AUGUST 2015



SOURCE: Google; Costar

Exhibit IV-19

DAILY TRAFFIC COUNT MAP
SANDY SPRINGS, GEORGIA
2015



SOURCE: Esri Business Analyst

CITY OF SANDY SPRINGS

Exhibit IV-20

PLANNED, PROPOSED, AND UNDER CONSTRUCTION NEW RETAIL DEVELOPMENTS
SANDY SPRINGS, GEORGIA
AUGUST 2015

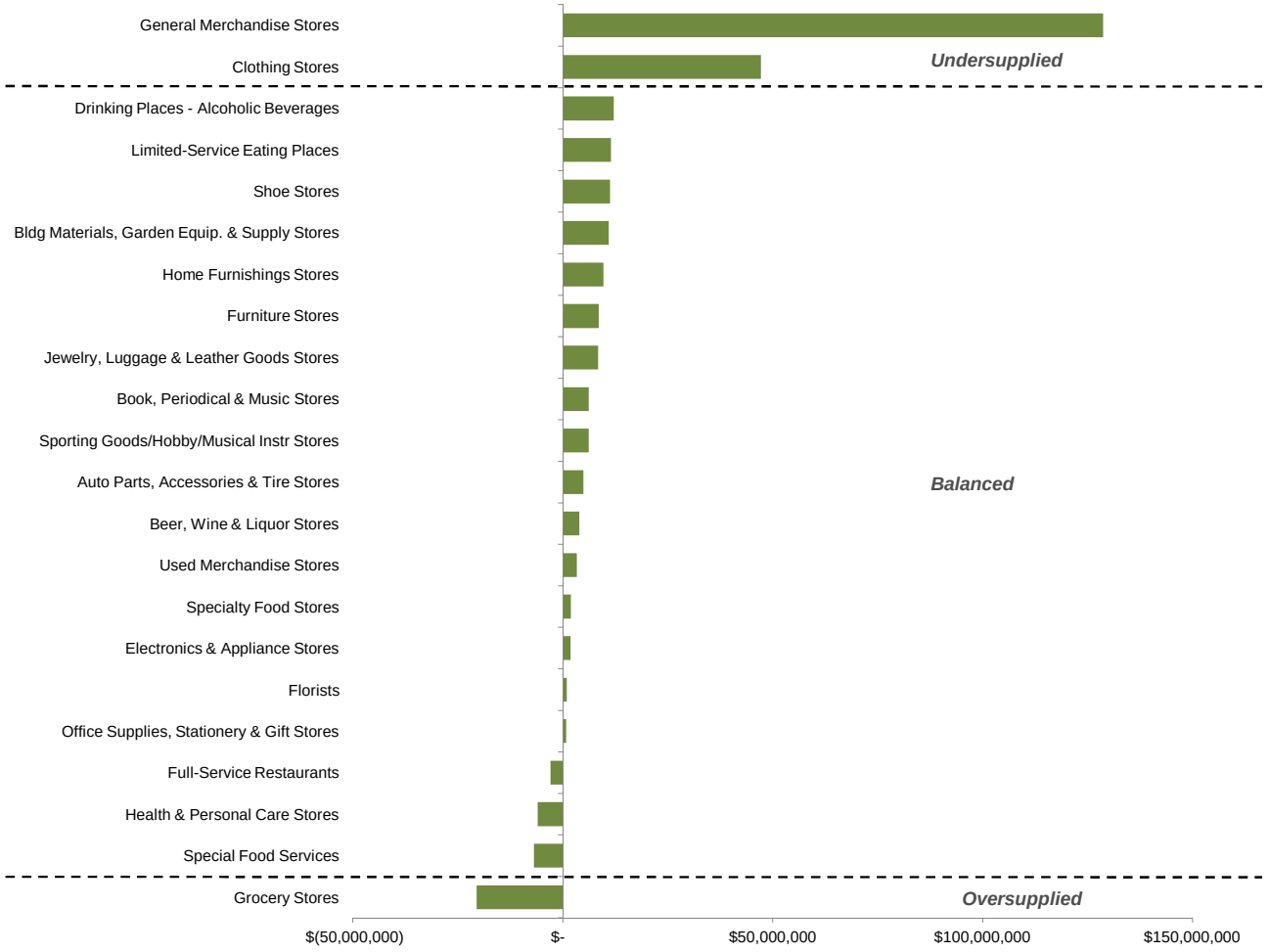
MAP KEY	PROJECT/ADDRESS	DEVELOPER	GLA (SF)	STATUS	EXPECTED COMPLETION	OTHER USES
1	**Sandy Springs Gateway** 4558-4616 Roswell Rd Sandy Springs, GA	JLB	100,000	UC	2016	Apartments, office
2	**City Center** Mt Vernon Hwy and Johnson Ferry Rd Sandy Springs, GA	Carter/Selig	28,000	UC	Fall 2017	City offices, performing arts center, park, residential
3	**Abernathy Rd and Barfield Rd** Sandy Springs, GA	Ackerman & Co.	30,000	Planned		Hotel, office
4	**Northpark 100-300** Abernathy Rd and GA-400 Sandy Springs, GA	Hines	50,000	Planned	2017	Office, apartments, hotel



SOURCE: City of Sandy Springs; Reis; Costar

Exhibit IV-21

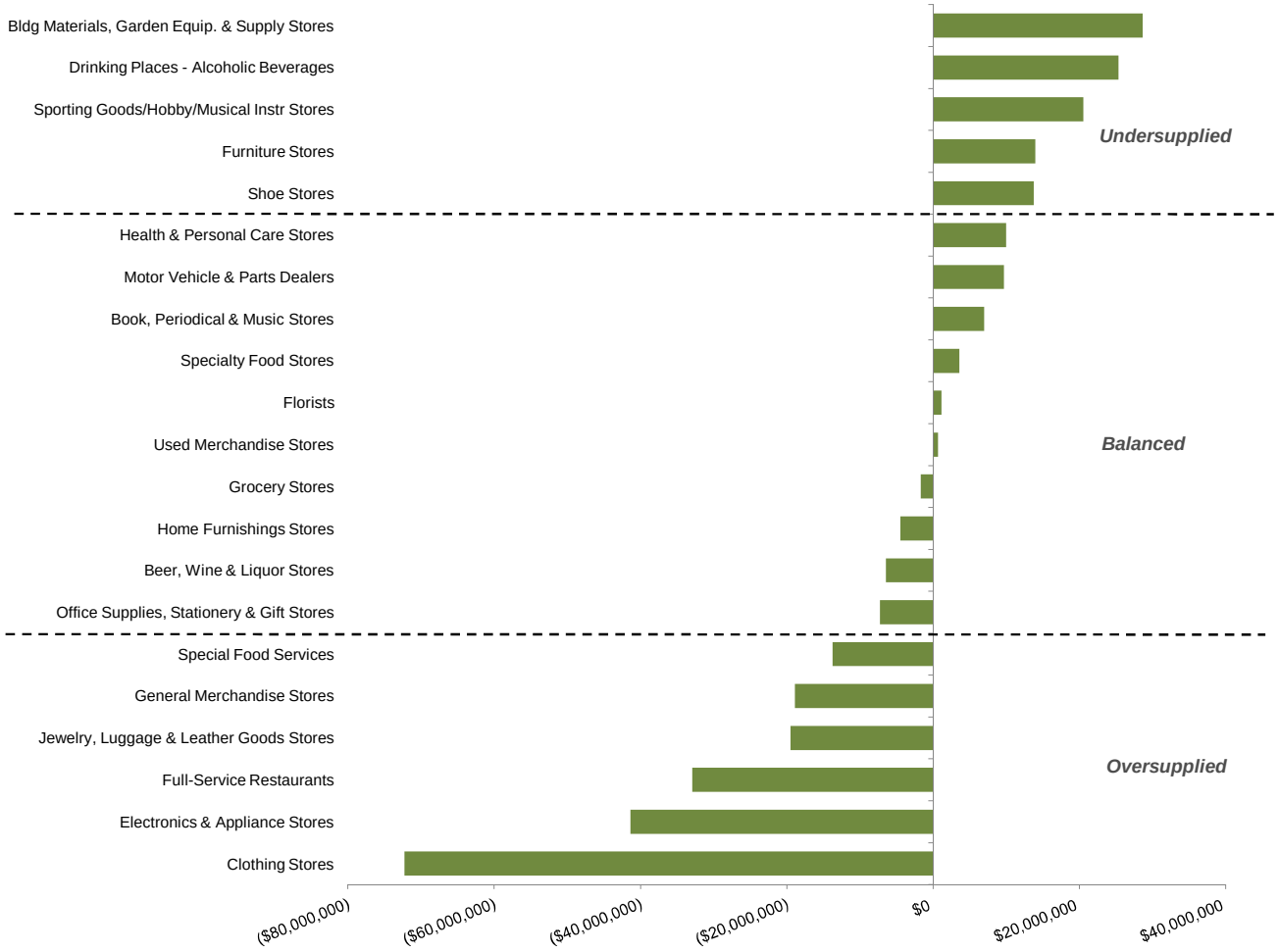
CURRENT RETAIL UNDER AND OVER SUPPLY
SANDY SPRINGS, GEORGIA
AUGUST 2015



SOURCE: Esri; RCLCO

Exhibit IV-22

CURRENT RETAIL UNDER AND OVER SUPPLY
5-MILE RADIUS AROUND PERIMETER MALL
AUGUST 2015



SOURCE: Esri; RCLCO

Exhibit IV-23

SUMMARY OF SHORT-TERM DEMAND FOR RETAIL
SANDY SPRINGS, GEORGIA
2015-2025

RETAIL CATEGORY	2015-2020 DEMAND	2020-2025 ADDITIONAL DEMAND	2015-2025 TOTAL DEMAND POTENTIAL	TENANT EXAMPLES	TYPICAL STORE SIZE RANGE [1]
Furniture Stores	6,969	7,558	14,527	Ethan Allen, Havertys	16,000 - 35,000
Home Furnishings Stores	1,900	2,060	3,960	Pier 1, Home Goods	9,000 - 25,000
Electronics & Appliance Stores	7,649	8,295	15,944	Best Buy, Radio Shack	4,000 - 6,000
Lawn & Garden Equip & Supply Stores	288	312	599	Home Depot	15,000 - 100,000
Clothing Stores	7,790	8,448	16,238	American Eagle, Chico's	2,000 - 5,000
Shoe Stores	448	486	934	Famous Footwear, Local	1,500 - 6,000
Jewelry, Luggage & Leather Goods Stores	684	741	1,425	Claire's, Zales	1,000 - 1,100
Sporting Goods/Hobby/Musical Instr Stores	9,448	10,246	19,694	Michael's, Local	2,500 - 20,000
Book, Periodical & Music Stores	683	741	1,424	Barnes & Noble, Local	5,000 - 26,000
General Merchandise Stores	68,447	74,230	142,677	Kohls, Target, Depart. Stores	30,000 - 150,000
Office Supplies, Stationery & Gift Stores	4,189	4,542	8,731	Hallmark, Office Depot	2,600 - 22,000
Grocery Stores	50,042	54,270	104,312	Harris Teeter, Publix	30,000 - 60,000
Specialty Food Stores	851	923	1,773	Local	1,000 - 4,000
Beer, Wine & Liquor Stores	2,539	2,754	5,293	Total Wine, Local	5,000 - 20,000
Health & Personal Care Stores	24,885	26,988	51,873	CVS, Walgreens, GNC	1,500 - 14,000
Florists	176	190	366	Local	900 - 1,200
Full-Service Restaurants	19,479	21,125	40,604	Applebee's, Rock Bottom	4,500 - 7,000
Limited-Service Eating Places	24,741	26,831	51,572	McDonald's, Starbucks	1,200 - 2,600
Drinking Places - Alcoholic Beverages	754	818	1,572	Local	1,200 - 1,800
TOTAL	**231,960**	**251,559**	**483,518**		

[1] RetailSails; KLNBretail; RCLCO
SOURCE: RCLCO

Exhibit IV-24

SHORT-TERM DEMAND FOR RETAIL
SANDY SPRINGS, GEORGIA
2015-2025

2015 HHs in Sandy Springs [1]	45,808
2020 HHs in Sandy Springs [1]	49,690
2025 HHs in Sandy Springs [1]	53,900

RETAIL CATEGORY	TOTAL SPENDING 2014 [2]	$/HH	SALES/ SF [3]	2015-2020 DEMAND FROM HH GROWTH (SF)	2020-2025 DEMAND FROM PMA HH GROWTH (SF)	2015-2025 TOTAL DEMAND FROM LOCAL AREA
Furniture Stores	$14,900,719	$325	$181	6,969	7,558	14,527
Home Furnishings Stores	$8,877,965	$194	$396	1,900	2,060	3,960
Electronics & Appliance Stores	$50,472,714	$1,102	$559	7,649	8,295	15,944
Lawn & Garden Equip & Supply Stores	$956,881	$21	$282	288	312	599
Clothing Stores	$37,721,559	$823	$410	7,790	8,448	16,238
Shoe Stores	$1,865,584	$41	$353	448	486	934
Jewelry, Luggage & Leather Goods Stores	$8,216,916	$179	$1,019	684	741	1,425
Sporting Goods/Hobby/Musical Instr Stores	$22,492,291	$491	$202	9,448	10,246	19,694
Book, Periodical & Music Stores	$2,093,028	$46	$260	683	741	1,424
General Merchandise Stores	$174,920,781	$3,819	$217	68,447	74,230	142,677
Office Supplies, Stationery & Gift Stores	$9,226,157	$201	$187	4,189	4,542	8,731
Grocery Stores	$283,689,226	$6,193	$480	50,042	54,270	104,312
Specialty Food Stores	$4,015,141	$88	$400	851	923	1,773
Beer, Wine & Liquor Stores	$11,984,693	$262	$400	2,539	2,754	5,293
Health & Personal Care Stores	$135,749,081	$2,963	$462	24,885	26,988	51,873
Florists	$621,511	$14	$300	176	190	366
Full-Service Restaurants	$80,678,374	$1,761	$351	19,479	21,125	40,604
Limited-Service Eating Places	$91,962,178	$2,008	$315	24,741	26,831	51,572
Drinking Places - Alcoholic Beverages	$6,231,023	$136	$700	754	818	1,572
Total				**231,960**	**251,559**	**483,518**

[1] Based upon RCLCO household projections calculated in Section VII of the Appendix
[2] Esri Business Analyst
[3] RetailSails; National Restaurant Association; RCLCO

SOURCE: RCLCO

Exhibit IV-25

SHORT-TERM DEMAND FOR RETAIL
5-MILE RADIUS AROUND PERIMETER MALL
AUGUST 2015

2015 HHs in Ring [1]	100,009
2020 HHs in Ring [1]	106,014
2025 HHs in Ring [2]	114,771

RETAIL CATEGORY	TOTAL SPENDING 2014 [3]	$/HH	SALES/ SF [4]	2015-2020 DEMAND FROM HH GROWTH (SF)	2020-2025 DEMAND FROM HH GROWTH (SF)	2015-2025 TOTAL DEMAND FROM LOCAL AREA
Furniture Stores	$36,250,827	$707	$181	23,430	34,167	57,597
Home Furnishings Stores	$44,103,396	$860	$396	13,043	19,020	32,064
Electronics & Appliance Stores	$153,314,752	$2,990	$559	32,109	46,823	78,932
Lawn & Garden Equip & Supply Stores	$7,519,394	$147	$282	3,123	4,554	7,677
Clothing Stores	$255,551,849	$4,984	$410	72,931	106,353	179,284
Shoe Stores	$14,638,180	$285	$353	4,856	7,082	11,938
Jewelry, Luggage & Leather Goods Stores	$55,029,900	$1,073	$1,019	6,327	9,226	15,553
Sporting Goods/Hobby/Musical Instr Stores	$51,620,552	$1,007	$202	29,965	43,697	73,662
Book, Periodical & Music Stores	$10,799,188	$211	$260	4,871	7,103	11,973
General Merchandise Stores	$671,590,261	$13,098	$217	363,171	529,600	892,770
Office Supplies, Stationery & Gift Stores	$28,685,767	$559	$187	17,997	26,245	44,242
Grocery Stores	$568,100,630	$11,079	$480	138,488	201,952	340,439
Specialty Food Stores	$9,157,181	$179	$400	2,681	3,910	6,591
Beer, Wine & Liquor Stores	$40,634,948	$792	$400	11,897	17,349	29,247
Health & Personal Care Stores	$265,858,581	$5,185	$462	67,352	98,217	165,568
Florists	$2,145,874	$42	$300	838	1,222	2,059
Full-Service Restaurants	$201,076,223	$3,922	$351	67,090	97,836	164,926
Limited-Service Eating Places	$193,527,160	$3,774	$315	71,951	104,924	176,876
Drinking Places - Alcoholic Beverages	$14,027,085	$274	$700	2,347	3,422	5,769
Total				**934,466**	**1,362,701**	**2,297,167**

[1] Esri Business Analyst

[2] Based upon growing the population in the ring at the same rate (1.6% annually) that RCLCO expects Sandy Spring's population to grow over that time period, as seen in Exhibit I-16.

[3] Esri

[4] RetailSails; National Restaurant Association; RCLCO

SOURCE: RCLCO

V. OFFICE AND INDUSTRIAL

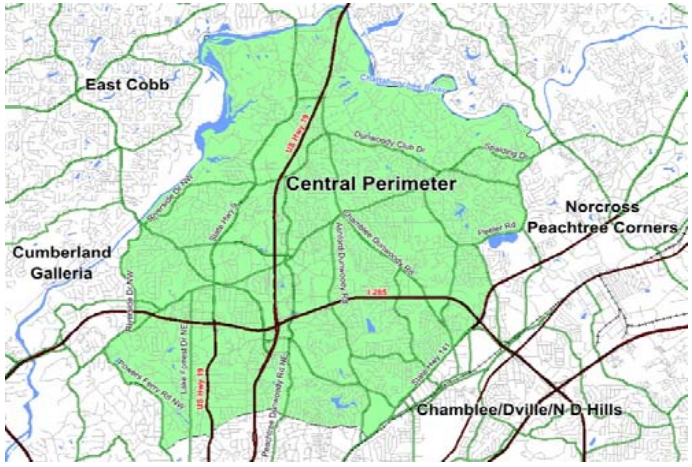
Exhibit V-1

COSTAR OFFICE MARKET DEFINITIONS
ATLANTA, GEORGIA
2015

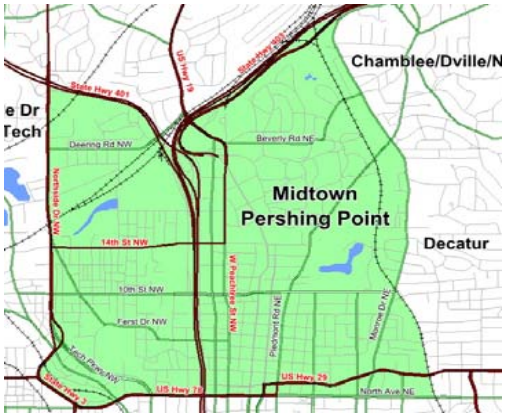
ATLANTA MARKET



CENTRAL PERIMETER



MIDTOWN



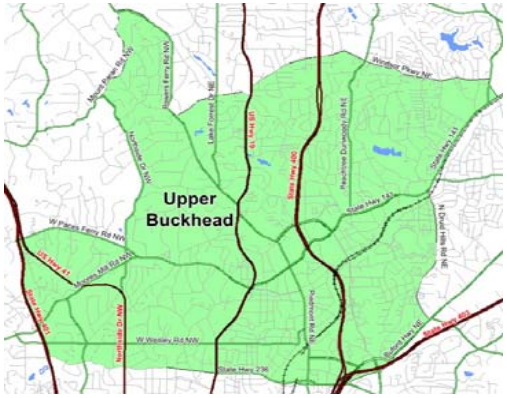
DOWNTOWN



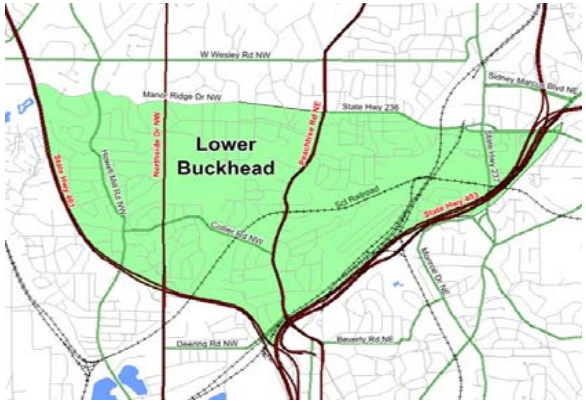
Exhibit V-1

COSTAR OFFICE MARKET DEFINITIONS
ATLANTA, GEORGIA
2015

UPPER BUCKHEAD



LOWER BUCKHEAD

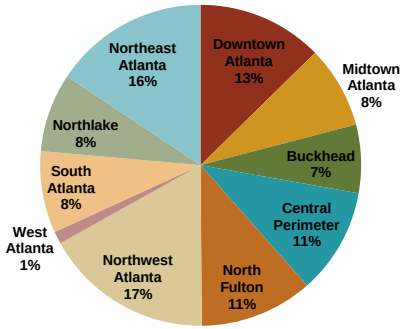


SOURCE: CoStar

Exhibit V-2

ATLANTA OFFICE MARKET
ATLANTA MARKET BY SUBMARKET
MID-YEAR 2015

Location of Office Space (SF) in the Atlanta Market
Mid-Year 2015



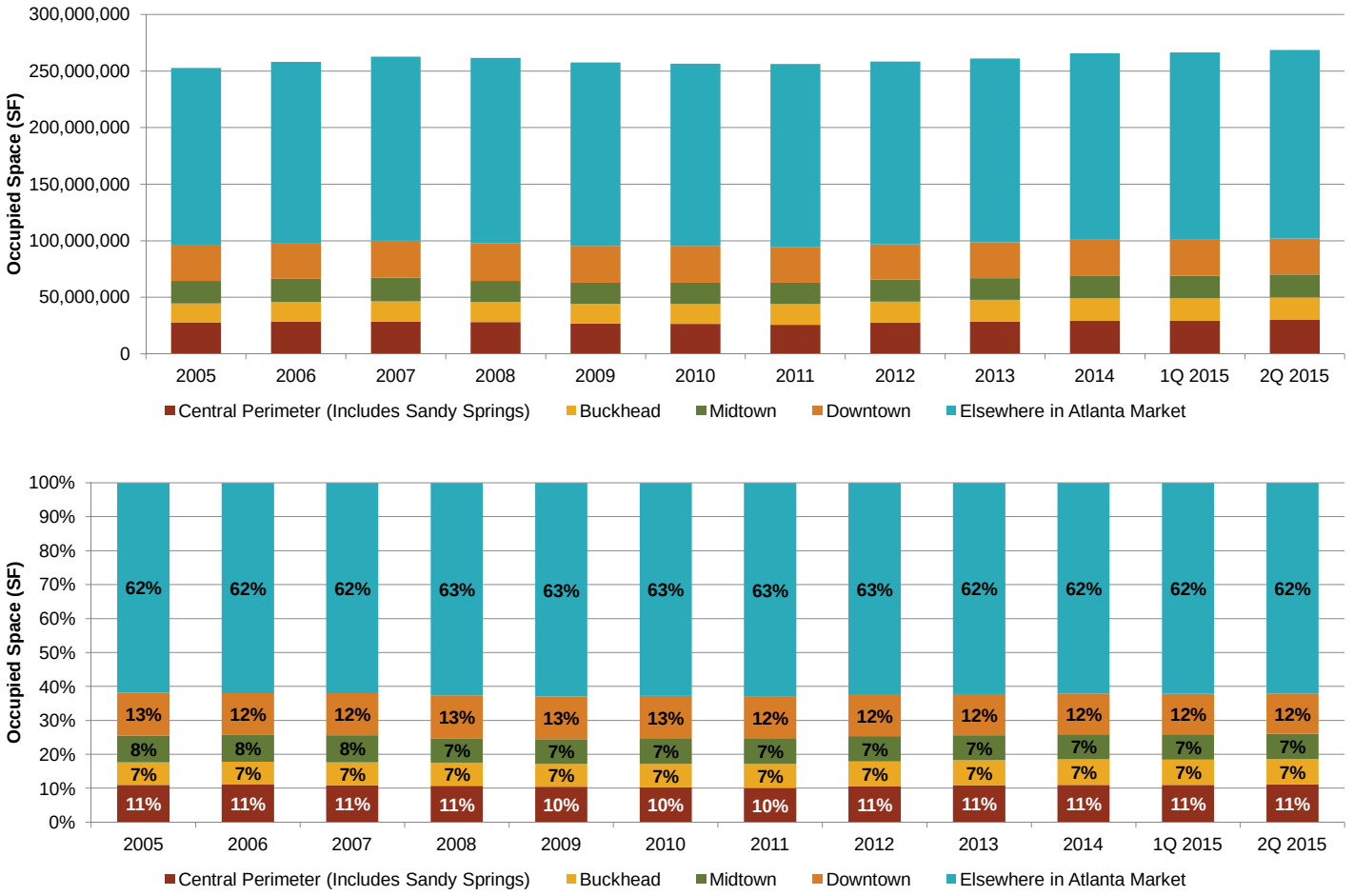
	SUBMARKET	TOTAL SF OF OFFICE	SHARE OF MARKET	2015 % VAC.	ABSORPTION (IN THOUSANDS OF SF) 2015 YTD	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005
1	Downtown	5,113,475	13%	13.9%	-180	183.3	314.8	-297.0	-666.5	60.9	-710.9	530.2	844.5	-437.2	237.3
2	Midtown	3,352,033	8%	13.5%	349.6	518.3	63.3	522.0	(209.3)	296.1	115.8	(2,297.1)	487.6	636.0	510.9
3	Buckhead	2,782,367	7%	12.2%	149.2	619.6	607.1	386.5	649.5	109.1	-405.3	163.1	374.0	547.6	48.3
4	Central Perimeter	4,315,695	11%	12.6%	727.7	905.3	825.8	1,751.0	(625.6)	(396.3)	(1,298.0)	(558.2)	115.8	802.3	896.0
5	North Fulton	4,628,864	11%	12.8%	468.6	639.7	399.2	187.7	44.2	-11.0	-481.7	577.5	778.1	1,431.4	582.0
6	Northwest Atlanta	6,888,468	17%	14.0%	531.8	434.5	459.5	(531.6)	174.5	(192.1)	(444.8)	297.7	658.8	600.9	773.9
7	West Atlanta	507,470	1%	9.2%	79.4	183.6	79.4	117.0	17.8	1.8	-108.8	-48.2	182.5	266.3	-169.4
8	South Atlanta	3,333,075	8%	13.4%	334.8	96.2	9.7	58.7	(8.6)	(13.6)	317.2	224.1	190.3	708.1	802.2
9	Northlake	3,216,296	8%	10.5%	141.6	729.6	-473.3	-294.4	262.8	19.8	-428.8	-145.4	-133.3	138.4	838.0
10	Northeast Atlanta	6,334,670	16%	16.2%	328.4	162	445	290	8	-360	-478	-24	1,031	658	2,156
Total Market		**40,472,413**	**100%**	**13.3%**	**2,931**	**4,496**	**2,701**	**2,244**	**-425**	**-872**	**-3,984**	**-1,211**	**4,548**	**5,288**	**6,658**

[1] CoStar tracks data on 10 major Atlanta CBSA office markets: Buckhead, Central Perimeter, Downtown, Midtown, North Fulton, Northeast Atlanta, Northlake, Northwest Atlanta, South Atlanta and West Atlanta.
SOURCE: CoStar Group

CITY OF SANDY SPRINGS

Exhibit V-3

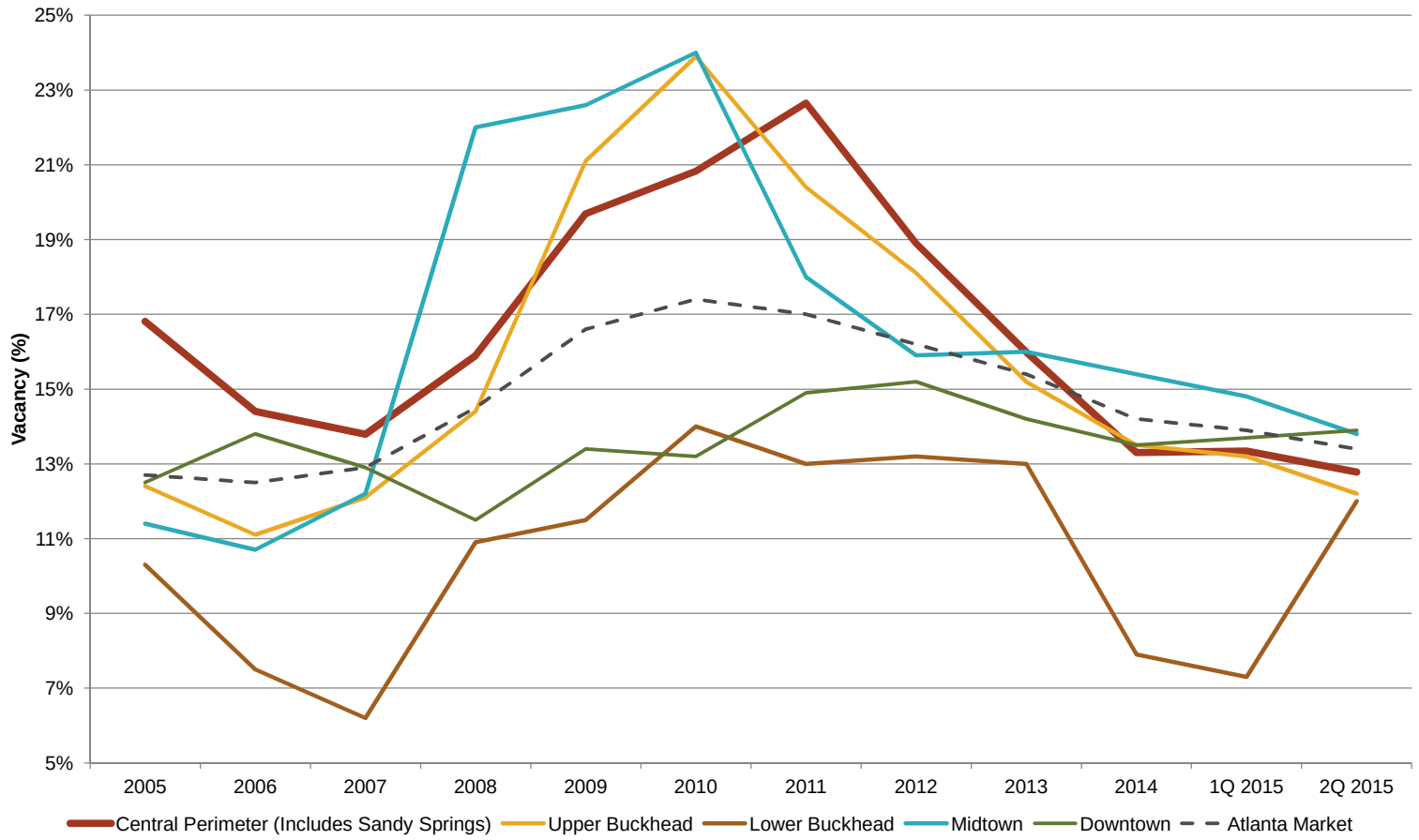
OCCUPIED OFFICE SPACE BY SUBMARKET
ATLANTA, GEORGIA
2005-2015



SOURCE: CoStar; RCLCO

Exhibit V-4

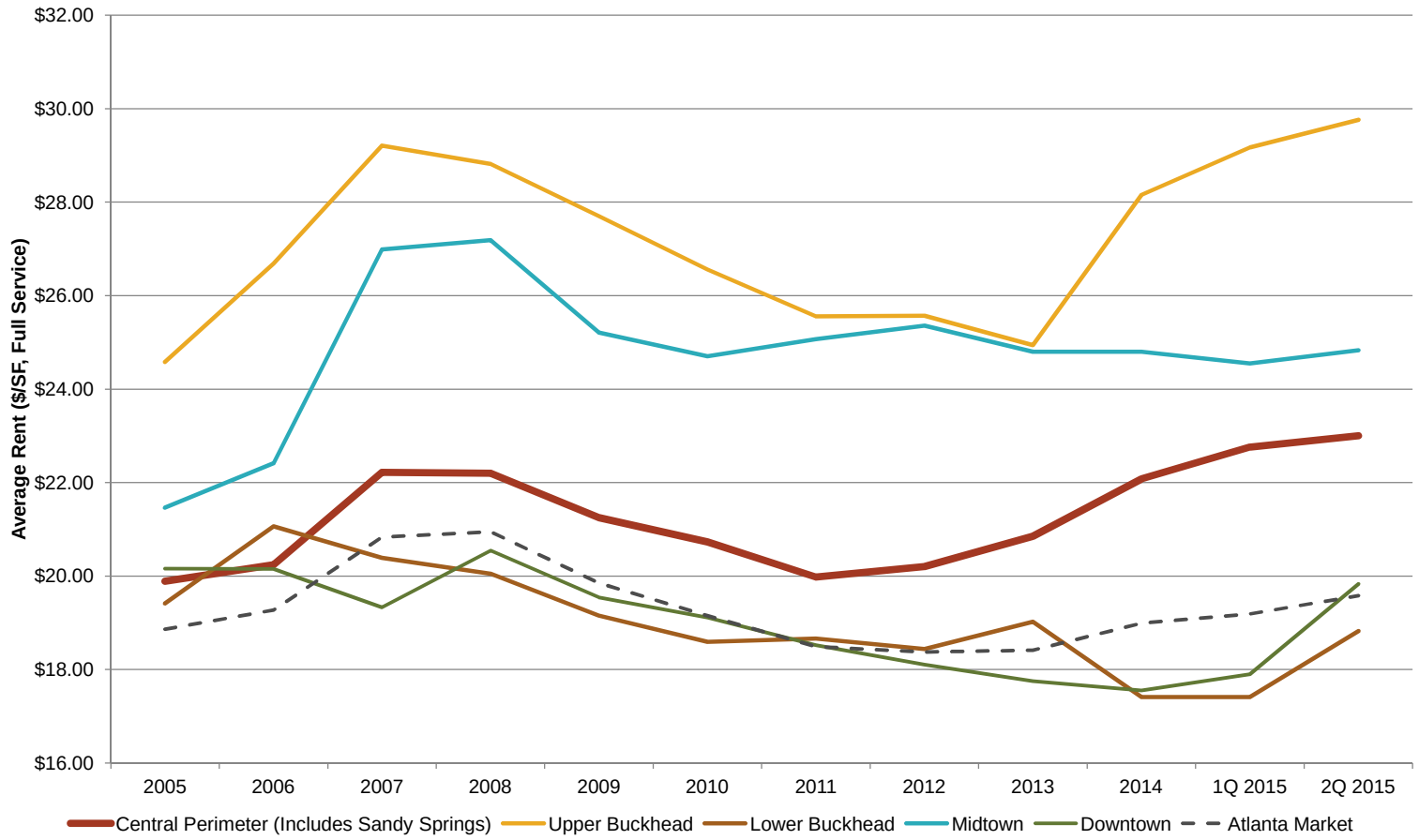
OFFICE VACANCY RATES BY SUBMARKET
ATLANTA, GEORGIA
2005-2015



SOURCE: CoStar; RCLCO

Exhibit V-5

OFFICE RENTAL RATES BY SUBMARKET
ATLANTA, GEORGIA
2005-2015

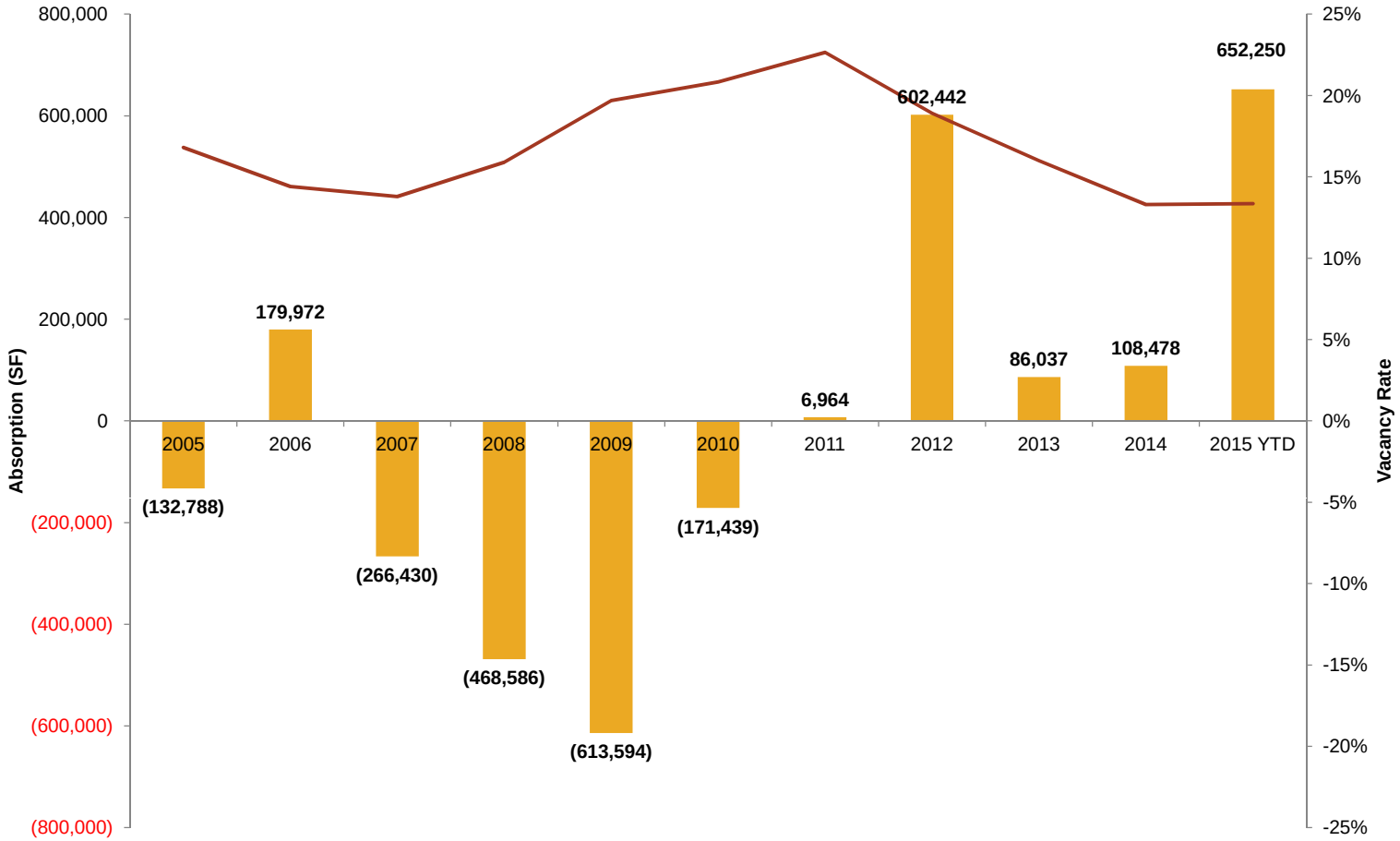


SOURCE: CoStar; RCLCO

CITY OF SANDY SPRINGS

Exhibit V-6

ANNUAL DIRECT NET ABSORPTION OF OFFICE SPACE (ALL OFFICE)
CENTRAL PERIMETER SUBMARKET, ATLANTA, GEORGIA
2005-2015

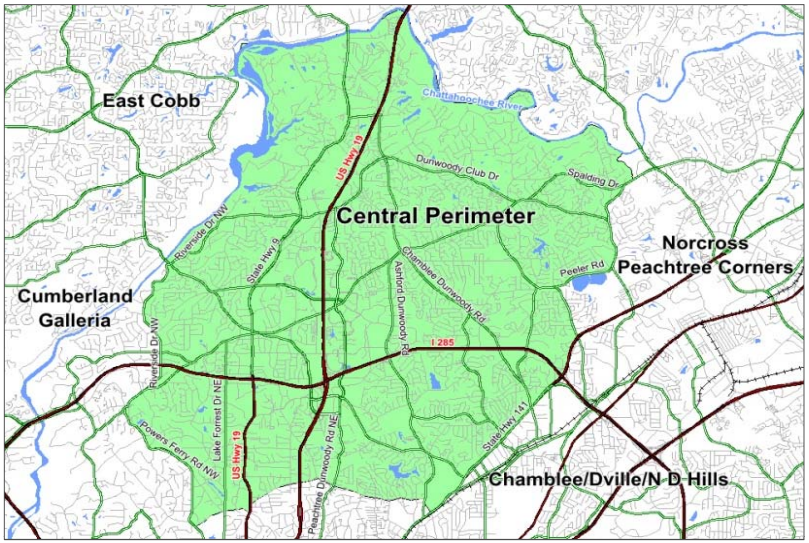


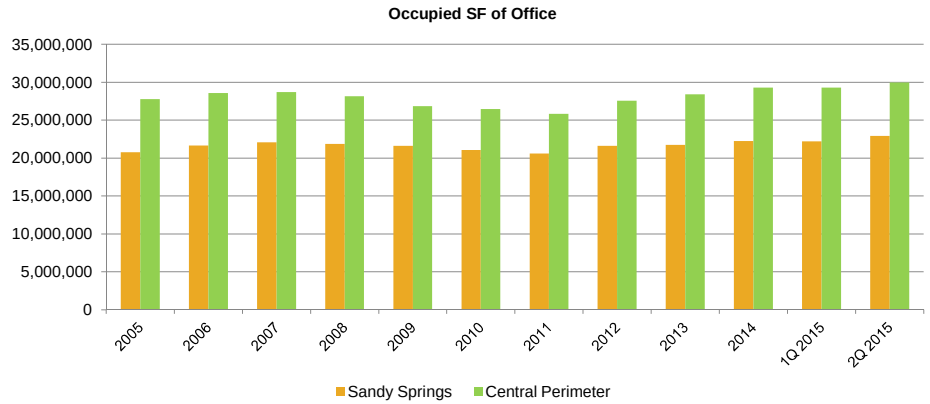
Note: YTD indicates absorption through 2Q 2015.
SOURCE: CoStar; RCLCO

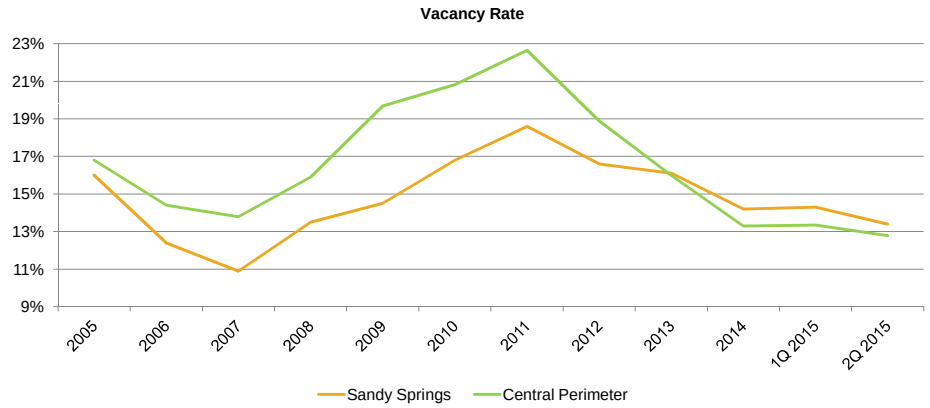
CITY OF SANDY SPRINGS

Exhibit V-7

SANDY SPRINGS AND CENTRAL PERIMETER OFFICE MARKETS
ATLANTA, GEORGIA
2005-2015







As of 2Q 2015:

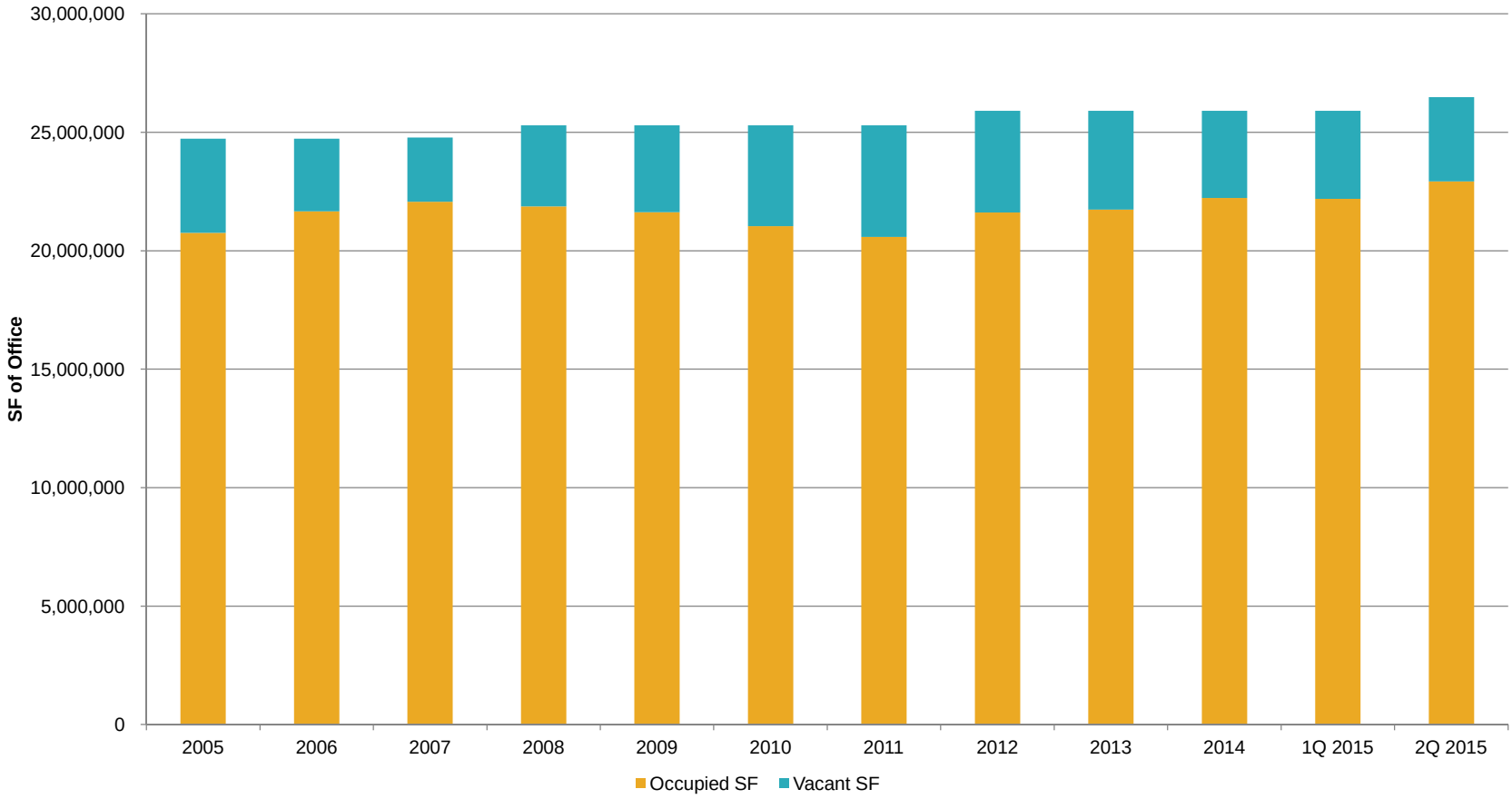
	Sandy Springs	Central Perimter
Total Rentable Area	26,487,711	34,348,150
Vacant SF	3,557,587	4,391,142
Occupied SF	22,930,124	29,957,008
Vacancy Rate	13%	13%
Average Rent	$22.95	$23.00
Net Absorption	733,171	665,617
RBA as % of Atlanta Market	9%	11%

SOURCE: CoStar; RCLCO

CITY OF SANDY SPRINGS

Exhibit V-8

OCCUPIED AND VACANT OFFICE SPACE (ALL CLASSES)
SANDY SPRINGS, GEORGIA
2005-2015

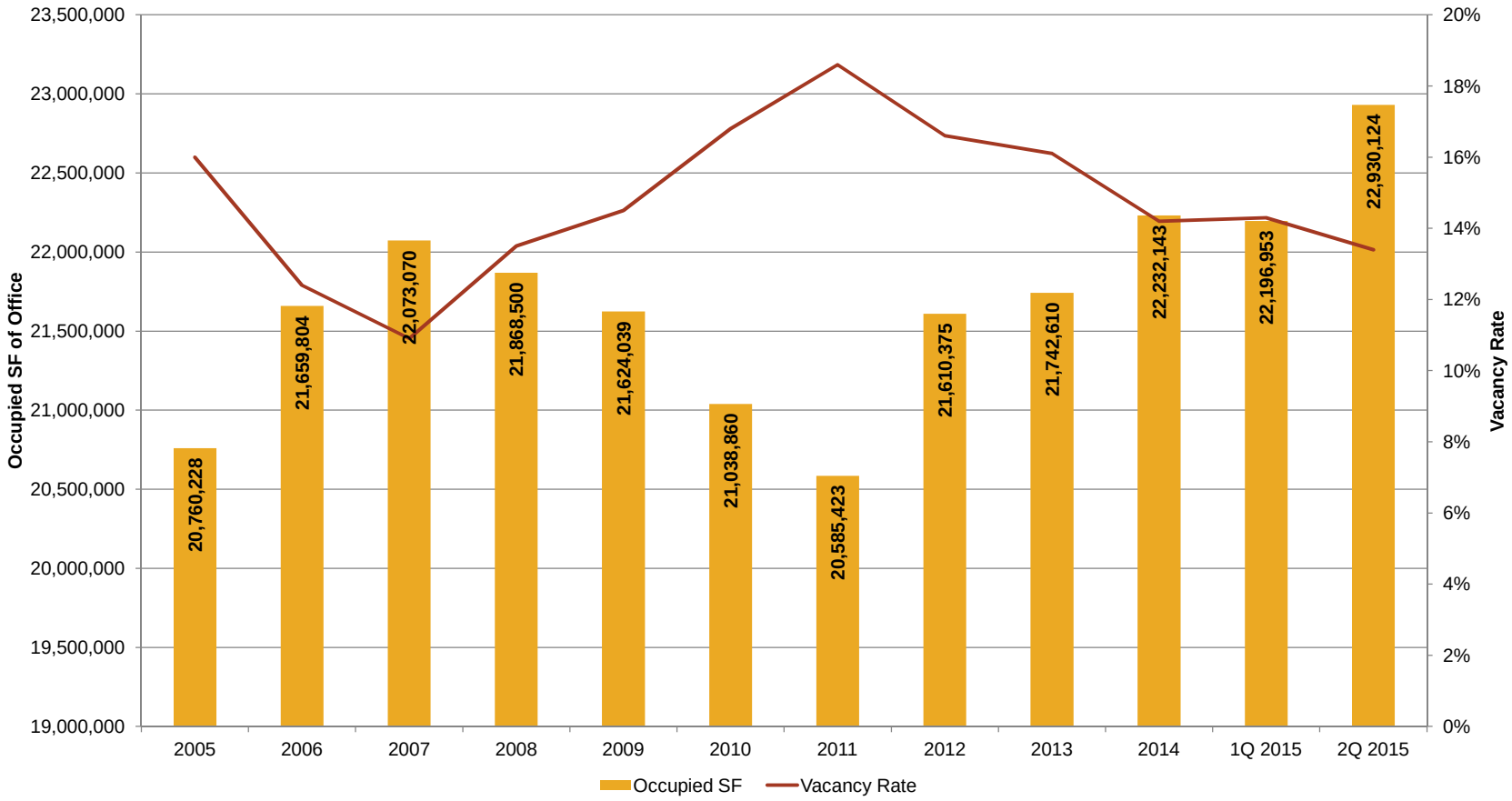


SOURCE: CoStar; RCLCO

CITY OF SANDY SPRINGS

Exhibit V-9

OCCUPIED SQUARE FEET OF OFFICE SPACE AND VACANCY RATE (ALL CLASSES)
SANDY SPRINGS, GEORGIA
2005-2015

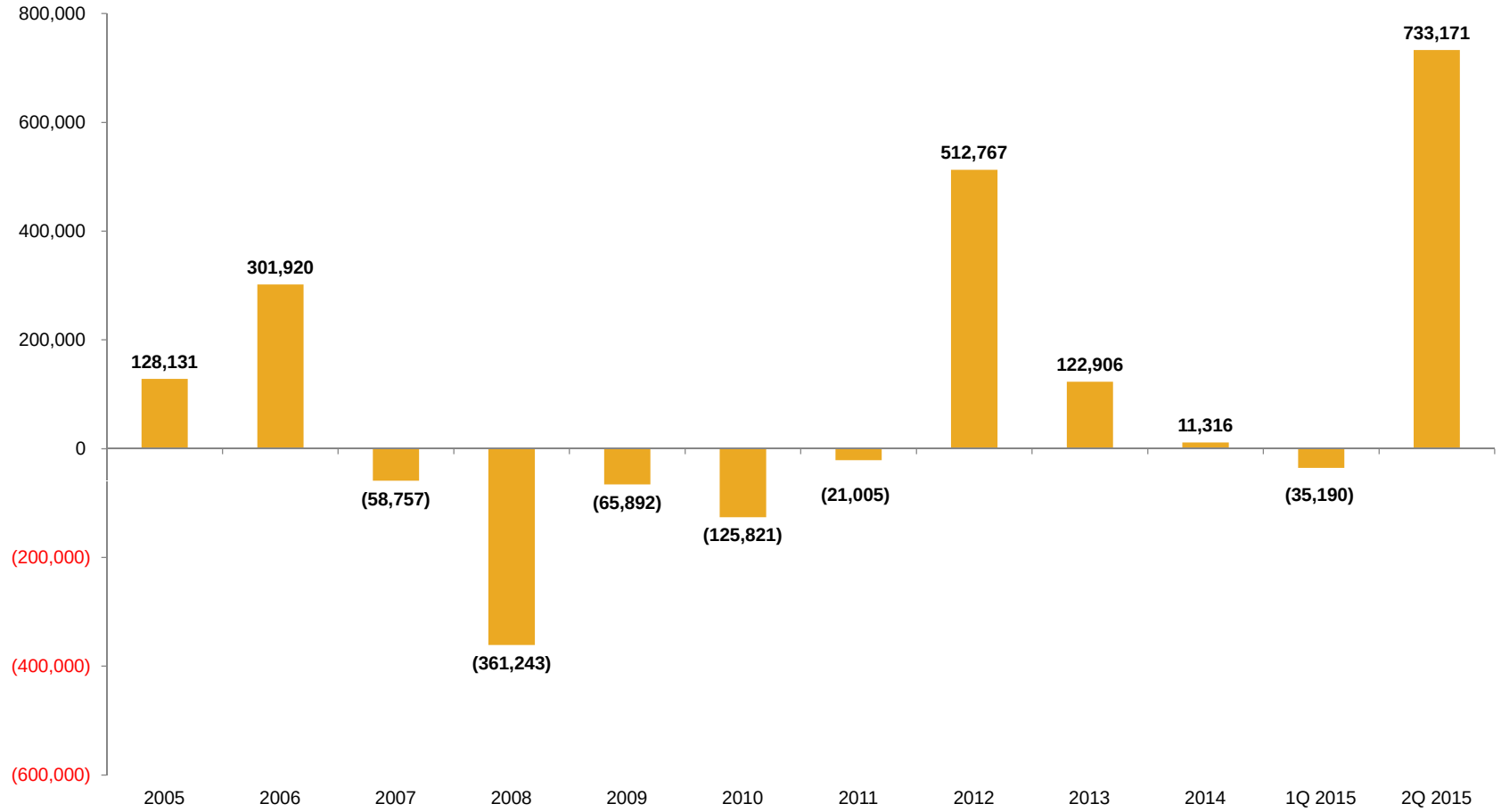


SOURCE: CoStar; RCLCO

CITY OF SANDY SPRINGS

Exhibit V-10

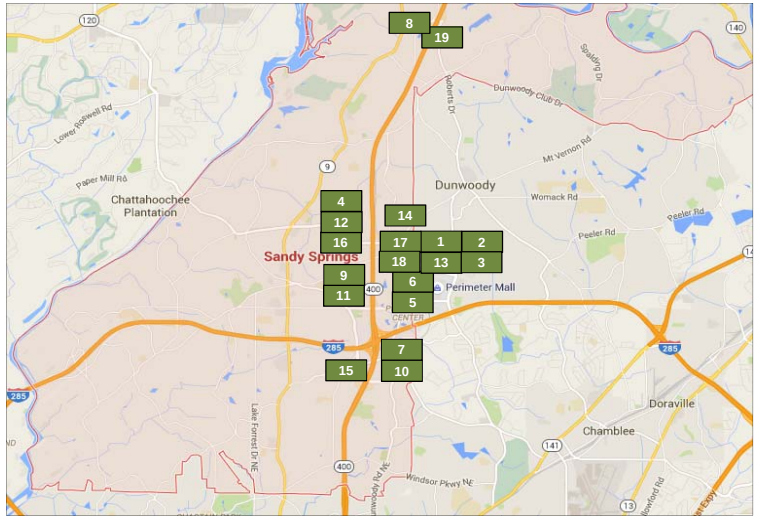
ANNUAL DIRECT NET ABSORPTION OF OFFICE SPACE (ALL CLASSES)
SANDY SPRINGS, GEORGIA
2005-2015



SOURCE: CoStar; RCLCO

Exhibit V-11

CLASS A OFFICE BUILDINGS BUILT SINCE 2000
SANDY SPRINGS, GEORGIA
JULY 2015



KEY	BUILDING NAME/ OFFICE PARK	ADDRESS	YEAR BUILT	STORIES	RBA	FLOOR SIZE	OCC.	AVG. RENT (FS)
1	Cox Communications	6205 Peachtree Dunwoody Rd	2015	19	578,000	30,421	N/A	Withheld
2	Cox Headquarters BLD 1	6205 Peachtree Dunwoody Rd	2012	10	300,000	30,000	N/A	Withheld
3	Cox Headquarters BLD 2	6305 Peachtree Dunwoody Rd	2012	10	300,000	30,000	N/A	Withheld
4	Three Glenlake/Glenlake Office Park	3 Glenlake Pky NE	2008	14	355,000	25,000	N/A	Withheld
5	Bldg E/Perimeter Town Center	1150 Hammond Dr	2008	7	85,621	12,699	N/A	Withheld
6	Bldg K/Perimeter Town Center	1140 Hammond Dr NE	2008	3	57,637	19,212	98%	Withheld
7	Tower at Northside	5670 Peachtree Dunwoody Rd NE	2005	12	152,369	30,000	N/A	Withheld
8	Northridge Office Building	450 Northridge Pky	2004	3	37,864	12,621	64%	Withheld
9	Barfield Road/Mount Vernon Hwy/Mount Vernon Executive Park	6303 Barfield Rd NE	2003	5	289,000	57,800	N/A	Withheld
10	Doctor's Center Four At St. Joseph's	5673 Peachtree Dunwoody Rd NE	2003	9	208,546	23,171	88%	$31.65
11	Byers Engineering	6285 Barfield Rd NE	2002	4	85,252	21,313	95%	$23.00
12	One Glenlake	1 Glenlake Pky NE	2002	14	365,607	26,500	66%	$30.60
13	Cox Enterprises Headquarters	6205 Peachtree Dunwoody Rd	2002	16	540,000	33,750	N/A	Withheld
14	N/A	6655 Peachtree Dunwoody Rd	2001	5	97,979	20,756	N/A	$22.25
15	Glenridge Highlands II/Glenridge Highlands	5565 Glenridge Connector	2000	20	415,000	24,927	100%	$24.21
16	10 Glenlake North Tower/Glenlake	10 Glenlake Pky NE	2000	10	247,360	24,736	N/A	Withheld
17	Perimeter Center West	1155 Perimeter Ctr W	2000	12	310,194	25,849	N/A	Withheld
18	Trading Floor/Perimeter Center West	1155 Perimeter Ctr W	2000	3	66,499	40,326	N/A	Withheld
19	Northridge Plaza	8200 Roberts Dr	2000	6	128,055	21,342	95%	$15.71
TOTAL/AVERAGE				**10**	**4,619,983**	**26,864**		**$24.57**

Note: Map locations are approximate.
SOURCE: CoStar; RCLCO

Exhibit V-12

MAJOR NEW OFFICE TENANTS
SANDY SPRINGS, GEORGIA
2012-2015

INTIAL DATE	COMPANY	ADDRESS	INDUSTRY	SF	MOVEIN	EMPLOYEES	CAPITAL INVESTMENT	SOURCE
ANNOUNCEMENTS IN 2012								
1/1/2012	Genesis 10	6660 Peachtree Dunwoody Rd	IT/Business Services		1/1/2011	100	-	
8/13/2012	CBS Information Technology Group/Interactive Group					30	$14,000,000	New York
6/11/2012	GT Software	6255 Barfield Road	IT		2012	26	$4,000,000	Metro Atlanta
7/2/2012	Graphic Packaging	RiverEdge Parkway	HQ	85,000	2012	875	$2,000,000	
10/1/2012	Matrix Resources	1000 Abernathy Rd	IT Staffing Services	24,500	10/1/2012	203	$1,500,000	Metro Atlanta
12/21/2012	Cox Enterprises	Peachtree Dunwoody	HQ	578,000	2014	1,500	$100,000,000	New construction/Consolidation into new corporate campus
Total				**687,500**		**2,734**	**$121,500,000**	
ANNOUNCEMENTS IN 2013								
1/22/2013	eLab Solutions	5009 Roswell Rd	IT/Medical	36,000	4/30/2013	40		Metro Atlanta
1/25/2013	Airwatch	1155 Perimeter Center West	IT	100,000		1,100	$60,000,000	San Francisco
7/15/2013	Intercontinental Exchange (owners of NYSE)	5660 New Northside Dr	HQ	85,000		250	$15,000,000	Previous leasing in Sandy Springs; Purchased/Rehabbed new HQ
9/3/2013	Axiall Corp	1000 Abernathy	HQ	45,000	Pending	150	$2,000,000	Metro Atlanta
10/30/2013	mBlox	Northpark	IT	50,000		100		
Total				**316,000**		**1,640**	**$77,000,000**	
ANNOUNCEMENTS IN 2014								
4/22/2014	Drax BioMass	Concourse	HQ	10,000		40-50	$1,100,000	Europe
8/14/2014	Veritiv	Northpark 400	HQ	70,104		150	$4,200,000	Metro Atlanta/ New York
7/23/2014	Home Depot call center	2100 RiverEdge		250,000		1200	$20,500,000	NO
9/25/2014	Mercedes Benz USA	New location	HQ	250,000		800	$64,000,000	New Jersey
3/31/2014	BMC	Lakeside Commons	HQ	25,000		45-100		Boise, Idaho
Total				**605,104**		**2,150**	**$89,800,000**	
ANNOUNCEMENTS IN 2015								
3/4/2015	Unknown Office User (Kaiser)	2000 RiverEdge		100,000				NO
1/7/2015	Amtrak	Concourse	Tech	50,000		250		New location - Insourcing
7/21/2015	CSM Bakery	5775 Glenridge Dr NE	HQ	65,000		125	$4,000,000	Europe
Total				**215,000**		**375**	**$4,000,000**	

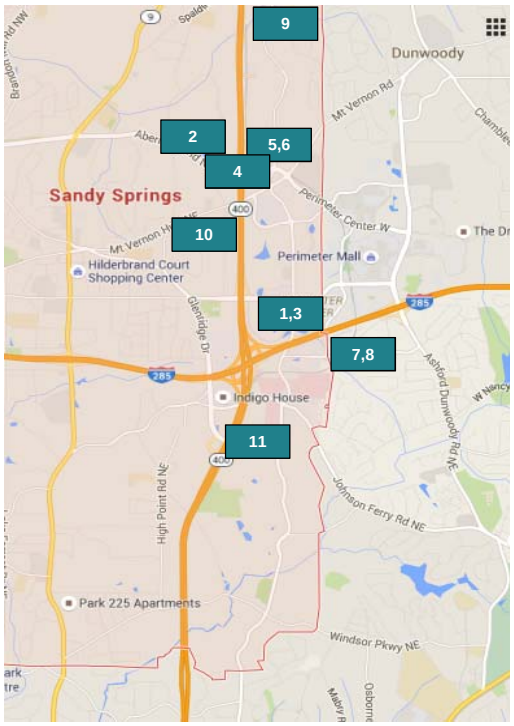
Note: Does not include companies that moved to Dunwoody. Only includes companies that relocated from outside the Sandy Springs/Dunwoody Perimeter Center market.
SOURCE: Sandy Springs Department of Economic Development

CITY OF SANDY SPRINGS

Exhibit V-13

PLANNED, PROPOSED, AND UNDER CONSTRUCTION OFFICE SPACE
SANDY SPRINGS, GEORGIA
AUGUST 2015

MAP KEY	NAME/ADDRESS	DEVELOPER	ACRES	SF	STATUS	EXPECTED COMPLETION
1	**State Farm HQ (Phase I)** Perimeter Center Pkwy NE and Hammond Dr NE Dunwoody, GA	KDC	4	585,000	UC	Fall 2016
2	**Mercedes Benz USA HQ** Abernathy Rd and Glenridge Dr Sandy Springs, GA			250,000	Planned	2018
3	**State Farm Campus (Phase II)** Hammond Dr and Perimeter Ctr Pkwy Dunwoody, GA	KDC	13		Proposed	
4	**Abernathy 400 (Phase II)** Abernathy Rd and GA-400 Sandy Springs, GA	Ackerman		550,000	Proposed	
5	**100 Northpark** Abernathy Rd and GA-400 Sandy Springs, GA	Hines	16	1,500,000	Proposed	2018
6	**700 Northpark** Abernathy Rd and GA-400 Sandy Springs, GA	Hines		450,000	Proposed	
7	**9009 Perimeter Summit** Plarkside Place and Perimeter Pkwy Brookhaven, GA	Seven Oaks		350,000	Proposed	
8	**4004 Perimeter Summit** Lake Hearn Dr and Perimeter Summit Pkwy Brookhaven, GA	Seven Oaks		400,000	Proposed	
9	**North Springs** Peachtree Dunwoody Rd and I-400 Sandy Springs, GA			210,000	Planned	
10	**One and Two NorthPlace** 6403-6405 Barfield Rd NE Sandy Springs, GA	Crocker Partners, LLC		338,000	Proposed	
11	**Glenridge Highlands Three** 5575 Glenridge Connector Sandy Springs, GA	Piedmont Office Realty Trust		300,000	Proposed	



SOURCE: City of Sandy Springs; Reis; Costar

Exhibit V-14

SELECTED OFFICE CORES FOR REGIONS WITH OVER 1 MILLION JOBS
PERIMETER CENTER IMPROVEMENT DISTRICT AND OTHER OFFICE CORES
DATA GATHERED 2011-2015

CORE NAME	TOTAL EMPLOYMENT	SQUARE FEET			EST. TOTAL ACRES	% SQUARE FEET			TOTAL HHs IN THE CORE	JOBS TO HH RATIO	EST. CORE SIZE (Acres)	JOBS PER ACRE
		OFFICE	IND. & FLEX	RETAIL		OFFICE	IND. & FLEX	RETAIL				
OFFICE CORES												
Westshore, FL	106,793	15,732,543	4,798,512	7,075,622	1,687	57.0%	17.4%	25.6%	18,888	5.7	6,365	16.8
Galleria, Houston, TX	82,050	21,571,941	114,020	5,785,422	1,382	78.5%	0.4%	21.1%	9,261	8.9	1,626	50.5
Perimeter Center Improvement District, Atlanta, GA	78,367	26,336,668	0	4,560,165	2,720	85.2%	0.0%	14.8%	7,909	9.9	2,720	28.8
SW/West Park Tollway, Houston, TX	72,360	11,953,560	7,662,566	10,548,199	2,040	39.6%	25.4%	35.0%	33,260	2.2	4,806	15.1
Greenway Plaza, TX	71,084	14,080,876	1,723,158	5,454,684	1,184	66.2%	8.1%	25.7%	13,475	5.3	2,381	29.9
Greenspoint, TX	59,515	10,748,475	6,778,895	5,556,821	1,565	46.6%	29.4%	24.1%	15,391	3.9	7,437	8.0
Westchase, TX	59,275	16,813,375	4,702,503	4,129,929	1,534	65.6%	18.3%	16.1%	19,641	3.0	3,494	17.0
Katy Freeway/Energy Corridor, TX	57,941	18,683,481	2,410,962	3,138,390	1,315	77.1%	9.9%	13.0%	15,369	3.8	6,528	8.9
Mission Valley, CA	52,551	7,018,992	0	5,524,814	685	56.0%	0.0%	44.0%	6,842	7.7	2,344	22.4
Scottsdale Airpark, AZ	47,241	11,110,270	9,792,979	6,123,503	1,934	41.1%	36.2%	22.7%	10,957	4.3	6,748	7.0
Midtown Phoenix, AZ	43,205	11,754,641	177,882	414,877	585	95.2%	1.4%	3.4%	3,870	11.2	1,024	42.2
Sanford/Lake Mary, FL	37,502	6,086,825	3,300,504	5,455,348	982	41.0%	22.2%	36.8%	8,302	4.5	9,457	4.0
The Woodlands, TX	36,153	9,675,536	3,107,217	7,798,615	1,280	47.0%	15.1%	37.9%	13,860	2.6	9,997	3.6
Downtown Scottsdale, AZ	28,869	3,172,783	39,604	2,934,171	342	51.6%	0.6%	47.7%	2,130	13.6	815	35.4
Maitland, FL	28,036	7,750,627	368,964	502,713	427	89.9%	4.3%	5.8%	6,550	4.3	3,610	7.8
Carmel Valley, CA	17,885	4,920,656	242,150	2,196,550	395	66.9%	3.3%	29.8%	3,573	5.0	865	20.7
Salt River Tribal, AZ	17,707	4,679,099	930,725	1,512,497	411	65.7%	13.1%	21.2%	4,023	4.4	1,864	9.5
Camelback Corridor, AZ	12,977	4,882,748	0	1,873,157	347	72.3%	0.0%	27.7%	1,670	7.8	583	22.3
Average	**50,528**	**11,498,505**	**2,563,925**	**4,476,971**	**1,030**	**62.0%**	**13.8%**	**24.1%**	**10,832**	**6.0**	**4,037**	**19.4**

Estimated Balanced Jobs to Housing Ratio	1.0
Estimated HH Density (Units per Acre)	2.5

SOURCE: RCLCO; Costar; Esri

CITY OF SANDY SPRINGS

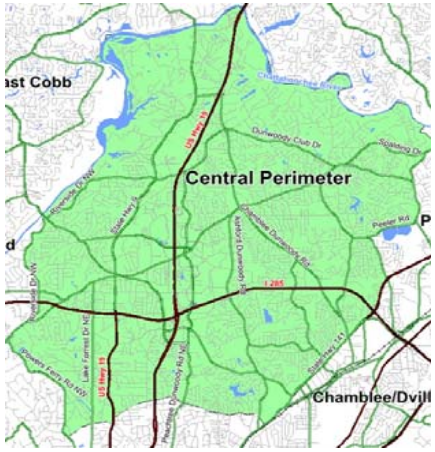
Exhibit V-15

COSTAR INDUSTRIAL MARKET DEFINITIONS
ATLANTA, GEORGIA
2015

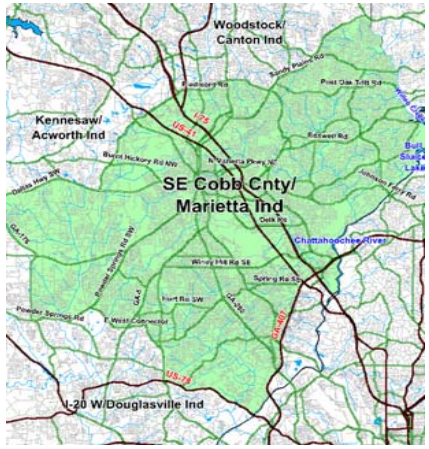
ATLANTA MARKET



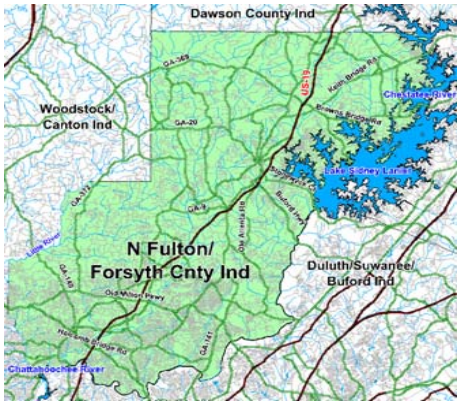
CENTRAL PERIMETER



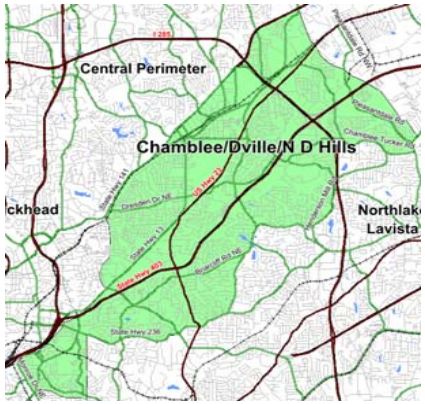
SOUTHEAST COBB COUNTY/MARIETTA



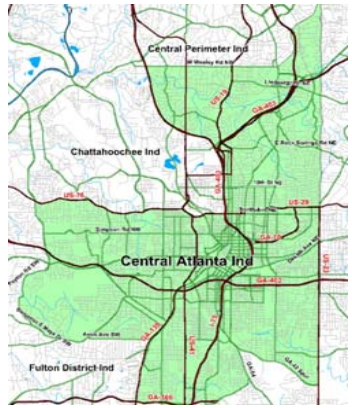
NORTH FULTON COUNTY/FORSYTH



CHAMBLEE/DORAVILLE/NORTH HILLS



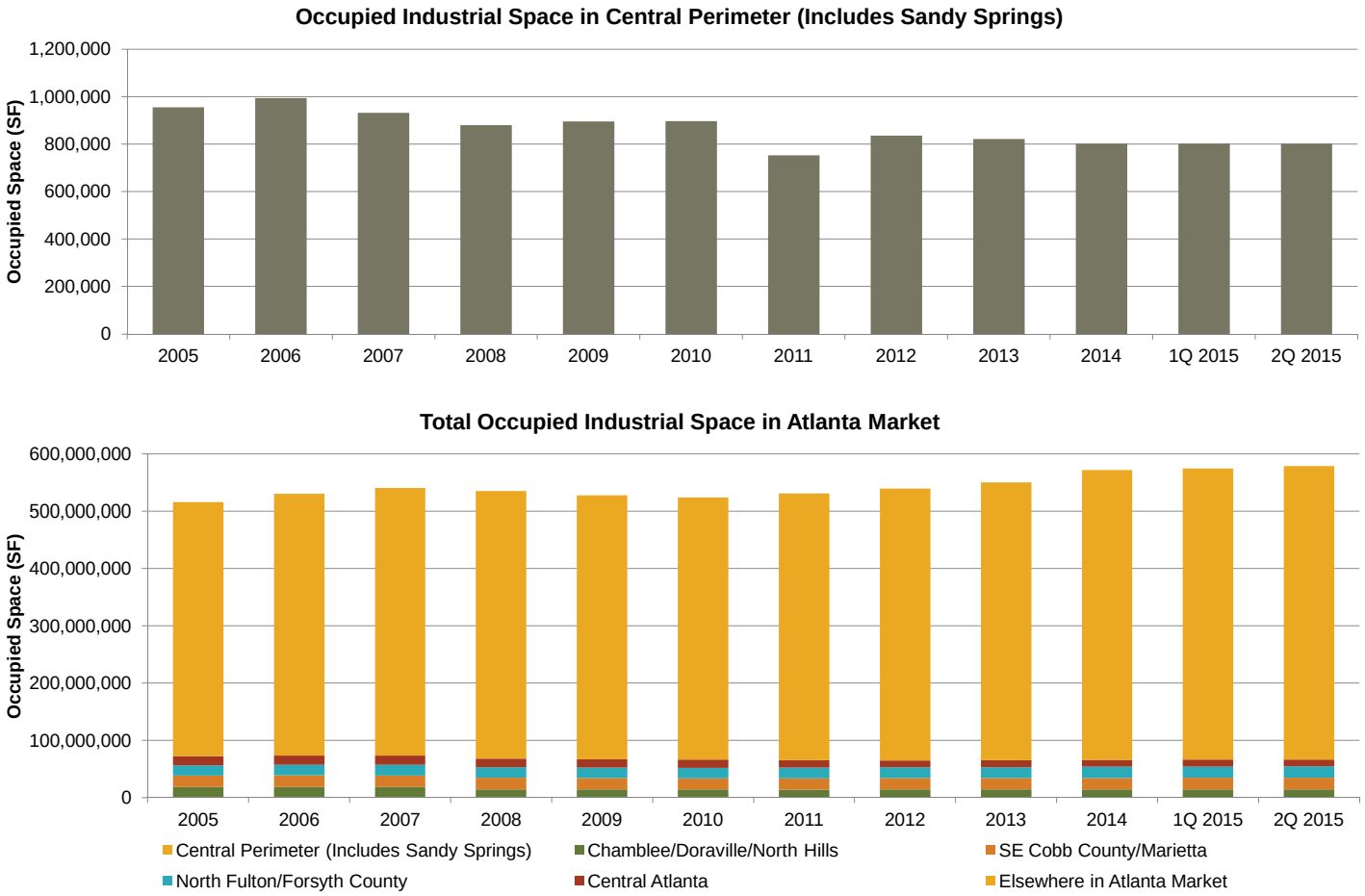
CENTRAL ATLANTA



SOURCE: CoStar

Exhibit V-16

OCCUPIED INDUSTRIAL SPACE BY SUBMARKET
ATLANTA, GEORGIA
2005-2015

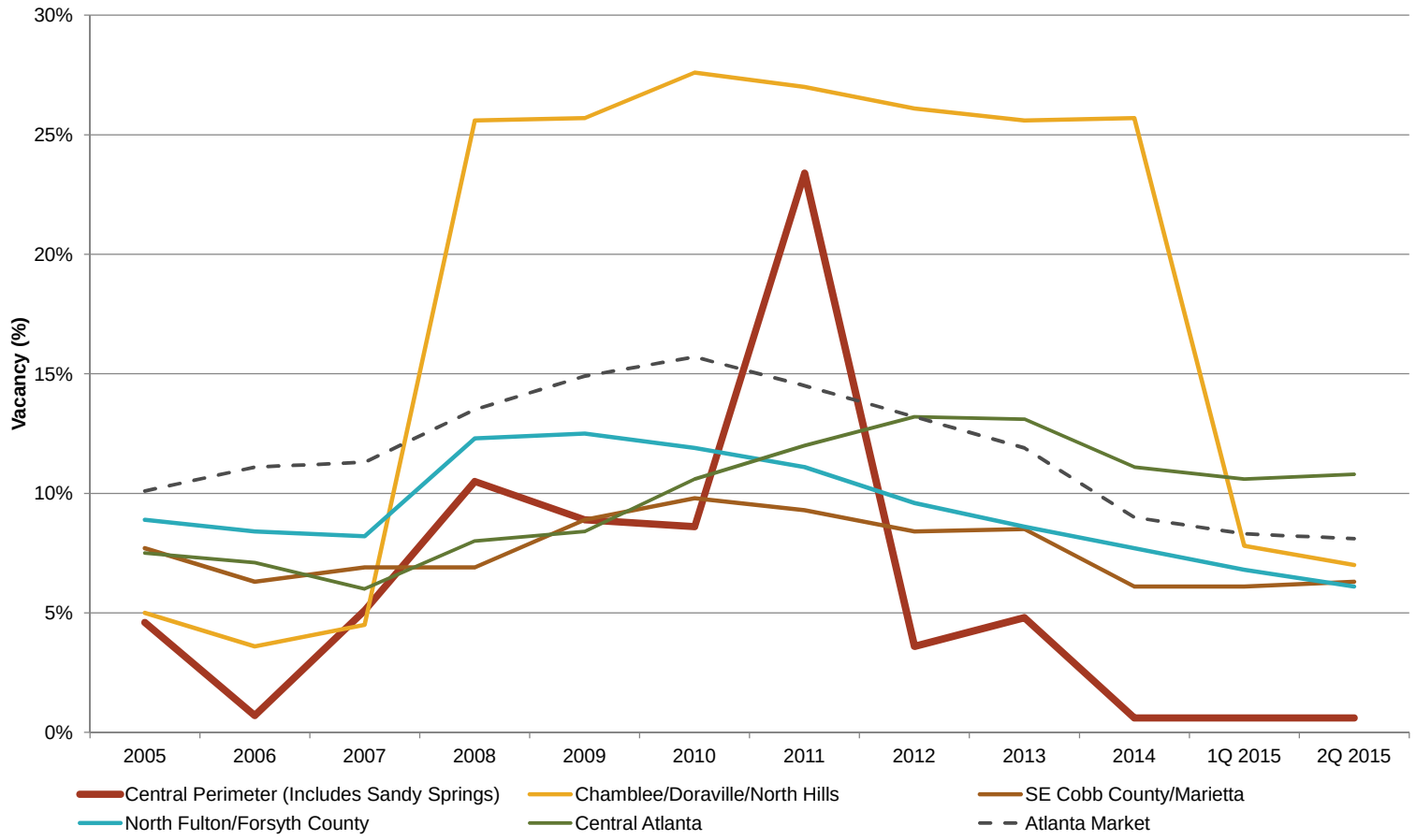


SOURCE: CoStar; RCLCO

CITY OF SANDY SPRINGS

Exhibit V-17

INDUSTRIAL VACANCY RATES BY SUBMARKET
ATLANTA, GEORGIA
2005-2015

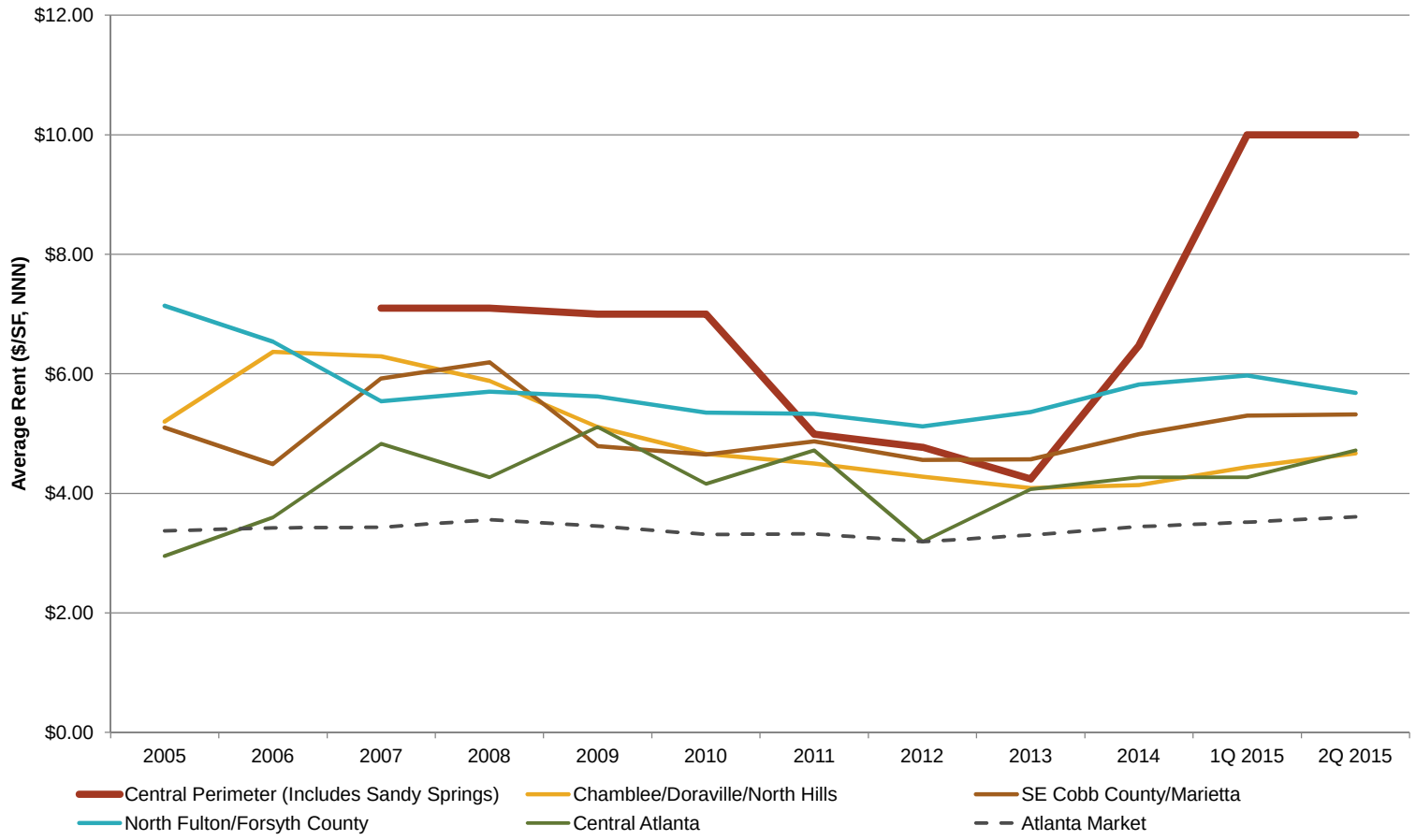


SOURCE: CoStar; RCLCO

CITY OF SANDY SPRINGS

Exhibit V-18

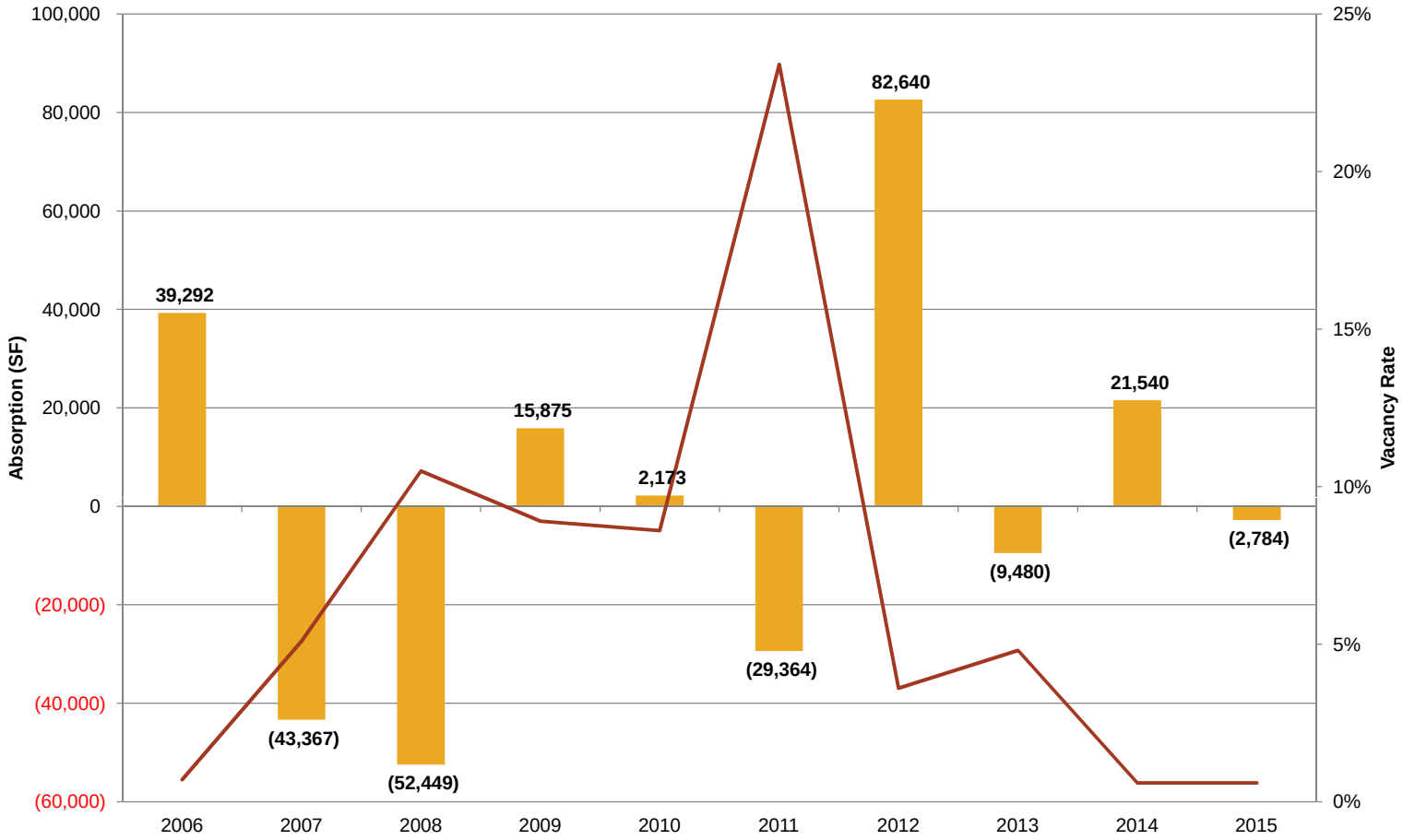
INDUSTRIAL RENTAL RATES BY SUBMARKET
ATLANTA, GEORGIA
2005-2015



SOURCE: CoStar; RCLCO

Exhibit V-19

ANNUAL DIRECT NET ABSORPTION OF INDUSTRIAL SPACE
CENTRAL PERIMETER SUBMARKET, ATLANTA, GEORGIA
2006-2015

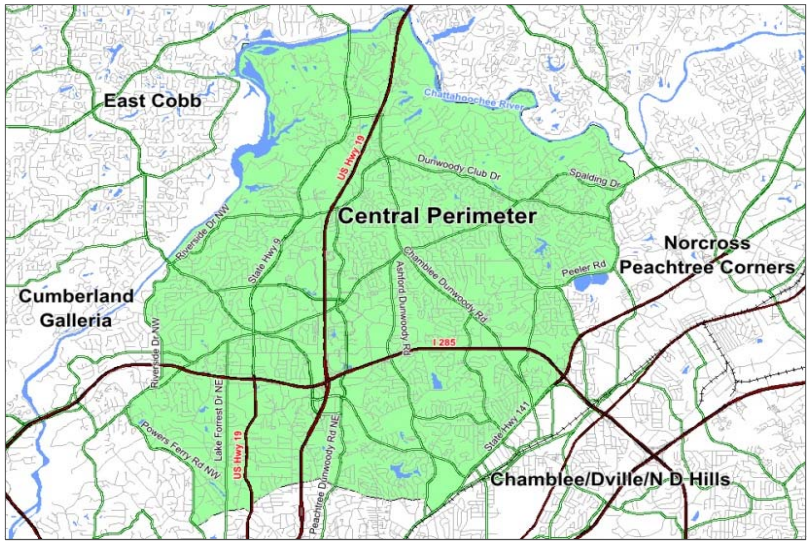


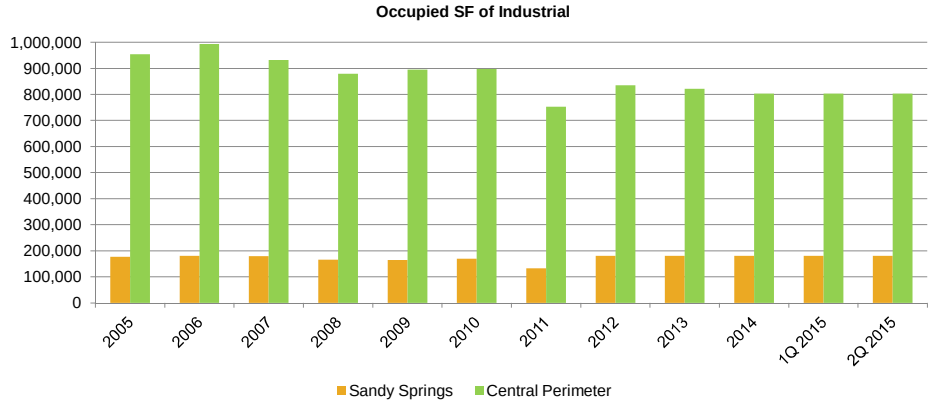
Note: YTD indicates absorption through 2Q 2015.
SOURCE: CoStar; RCLCO

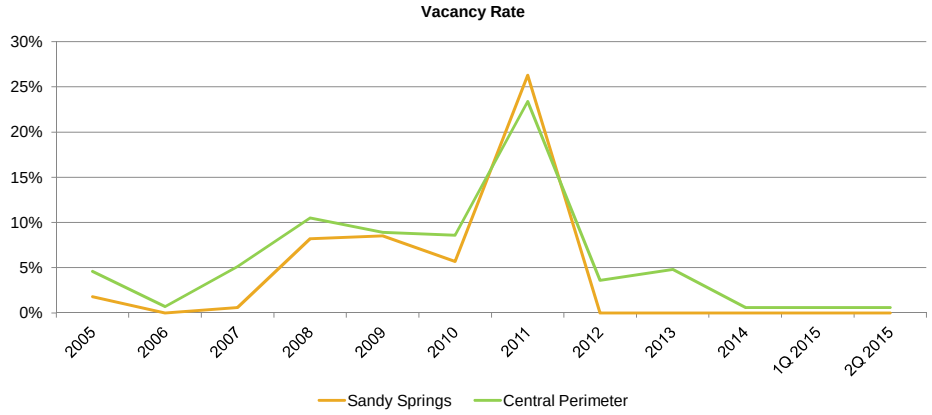
CITY OF SANDY SPRINGS

Exhibit V-20

SANDY SPRINGS AND CENTRAL PERIMETER INDUSTRIAL MARKETS
ATLANTA, GEORGIA
2005-2015







As of 2Q 2015:

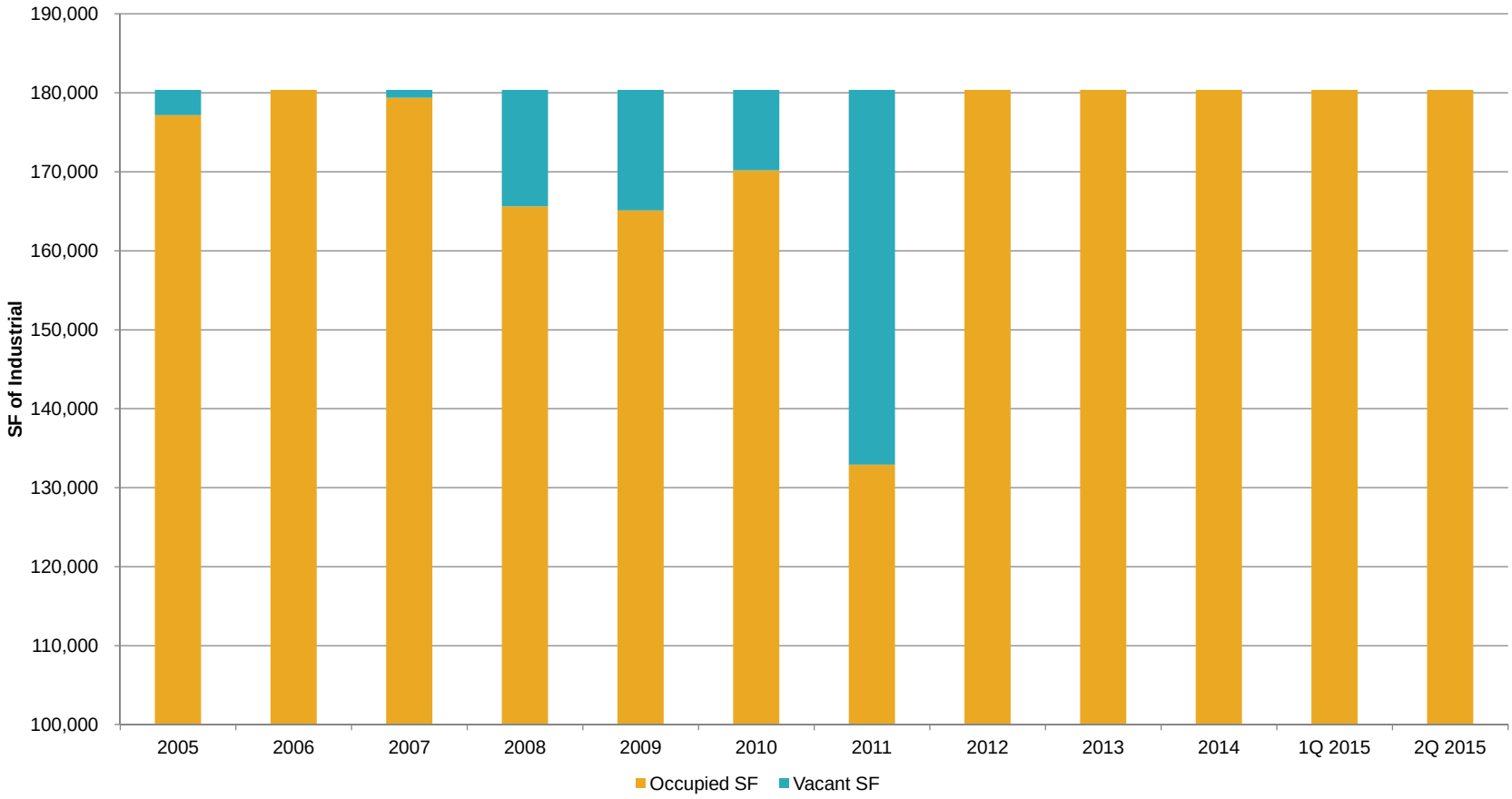
	Sandy Springs	Central Perimter
Total Rentable Area	180,384	807,065
Vacant SF	0	11,664
Occupied SF	180,384	795,401
Vacancy Rate	0%	1%
Average Rent	N/A	$10.00
Net Absorption	0	0
RBA as % of Atlanta Market	0.03%	0.14%

SOURCE: CoStar; RCLCO

CITY OF SANDY SPRINGS

Exhibit V-21

OCCUPIED AND VACANT INDUSTRIAL SPACE
SANDY SPRINGS, GEORGIA
2005-2015

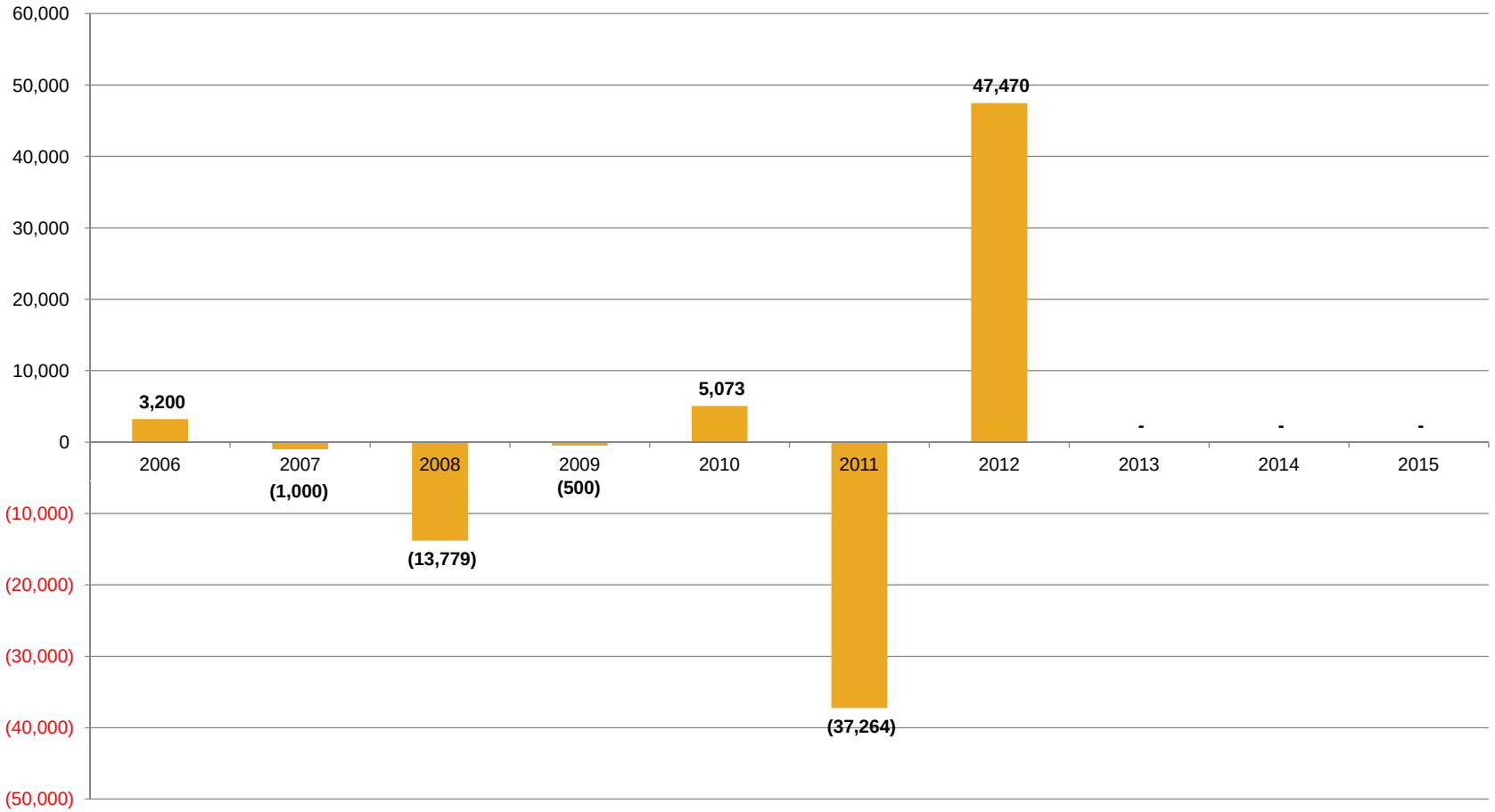


SOURCE: CoStar; RCLCO

CITY OF SANDY SPRINGS

Exhibit V-22

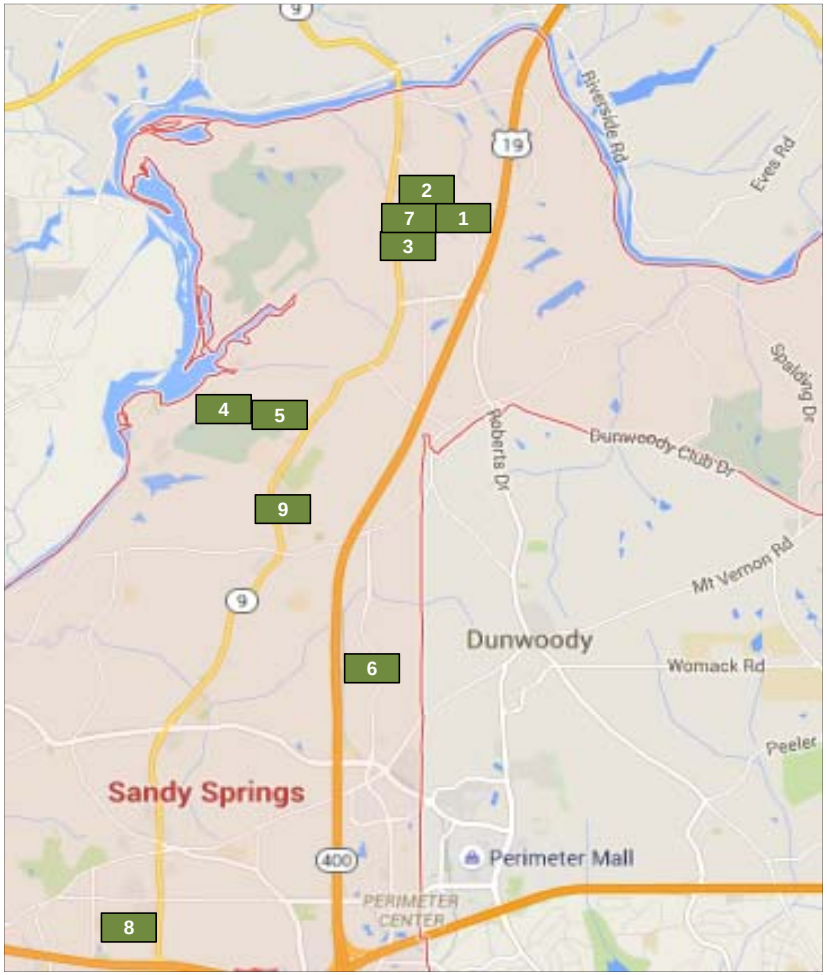
ANNUAL DIRECT NET ABSORPTION OF INDUSTRIAL SPACE
SANDY SPRINGS, GEORGIA
2006-2015



SOURCE: CoStar; RCLCO

Exhibit V-23

INDUSTRIAL SPACE INVENTORY
SANDY SPRINGS, GEORGIA
JULY 2015



KEY	ADDRESS	OWNER	YEAR BUILT	RBA
1	8250 Dunwoody Pl	The Coca-Cola Company	1977	100,000
2	8850 Dunwoody Pl	ServPro	1965	4,132
3	1150 Hightower Trl	T C M Trading Inc	1988	10,206
4	470 Morgan Falls Rd	Fulton County Government-Gen. Svc. Dept-Land Div.	N/A	3,010
5	710 Morgan Falls Rd	Atlanta Network Technologies Corporation	1986	36,464
6	6860 Peachtree Dunwoody Rd NE	Ashton Woods Homes	1937	3,681
7	8611 Roswell Rd	Gal Investments, LLC	1996	4,000
8	5840 Sandy Springs Cir	John Wieland Homes and Neighborhoods, Inc.	N/A	4,112
9	7475 Trowbridge Rd NE	The City of Sandy Springs	1986	14,779
TOTAL/AVERAGE			**1976**	**180,384**

Note: Map locations are approximate.
SOURCE: CoStar; RCLCO

RCLCO
ROBERT CHARLES LESSER & CO.

VI. HOTEL

CITY OF SANDY SPRINGS

Exhibit VI-1

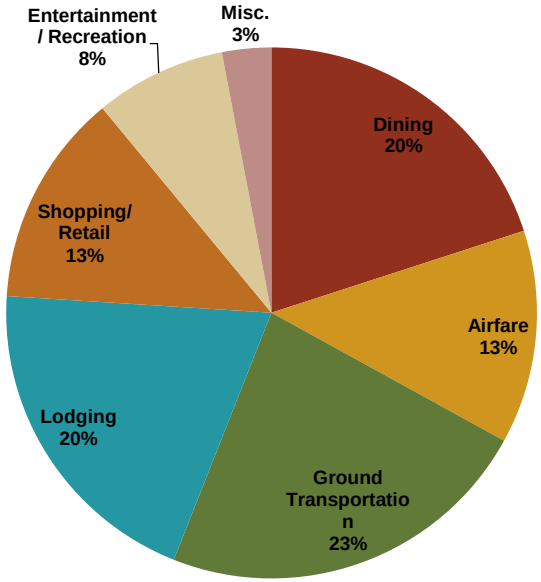
VISITOR AND HOTEL DATA
ATLANTA METRO
AUGUST 2015

Hotel Occupancy
Metro Atlanta



	Total Visitors (Millions)	Business (Millions)	Leisure (Millions)
2014	47.5	13.7	33.8
2013	45	13	32
2012	40	N/A	N/A

2013 Visitor Expenditures

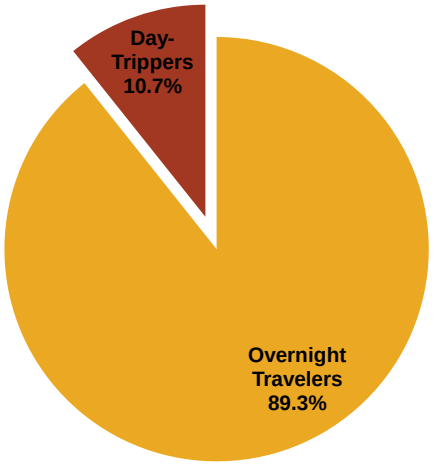


SOURCE: Atlanta Convention and Visitors Bureau Annual Reports

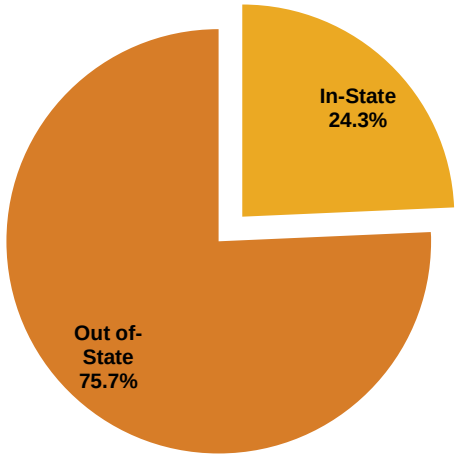
Exhibit VI-2

CHARACTERISTICS OF DOMESTIC VISITORS
ATLANTA METRO
2013

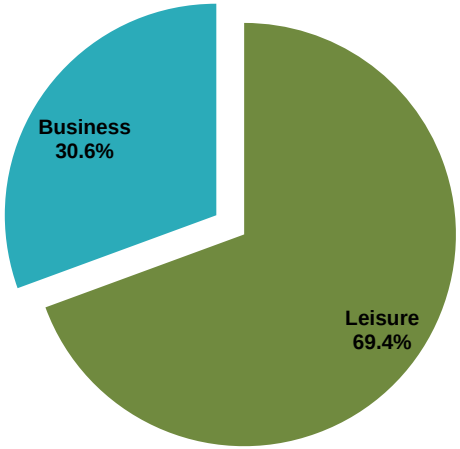
Length of Trip



Traveler Origin



Purpose of Travel



SOURCE: 2013 *Report Travel Economic Impact on Georgia State* , Counties, and Regions, U.S. Travel Association

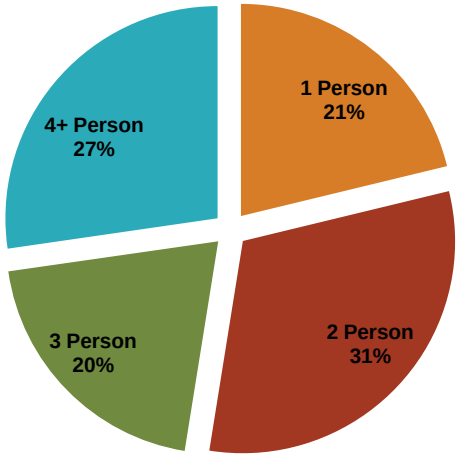
Exhibit VI-3

CHARACTERISTICS OF DOMESTIC VISITORS -- OVERNIGHT TRIPS ONLY
ATLANTA METRO
2013

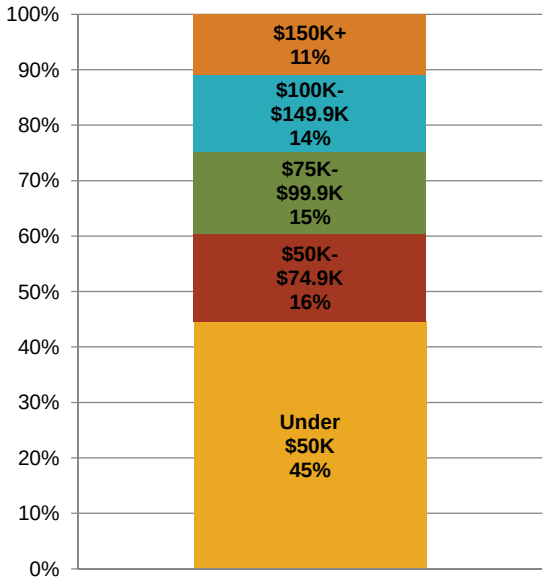
Purpose of Travel



Household Size



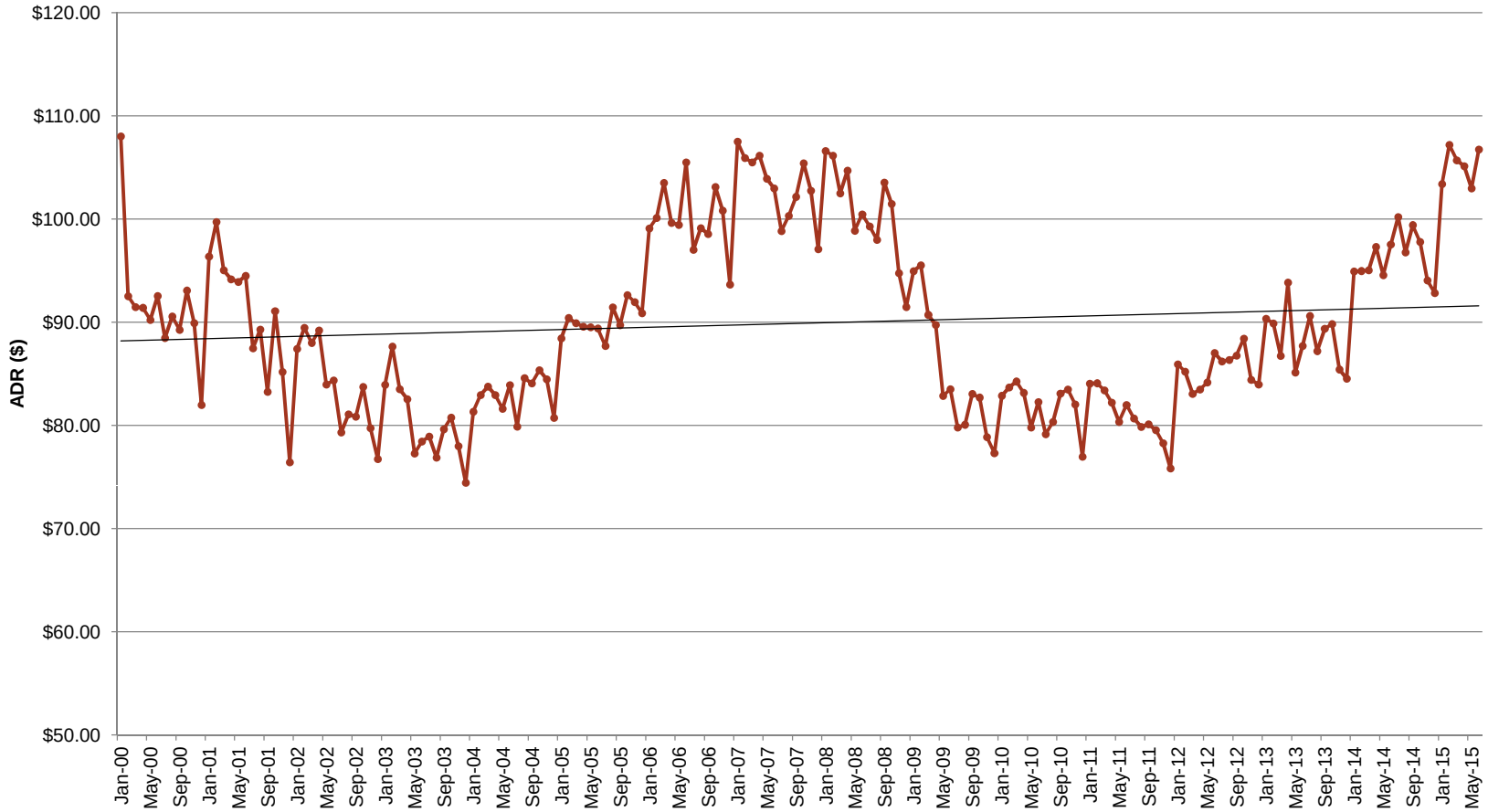
Household Income



SOURCE: Longwoods International *2013 Regional Visitor Report for Georgia*

Exhibit VI-4

AVERAGE DAILY RATE TRENDS
HOTELS IN PERIMETER CENTER/ROSWELL, GEORGIA SUBMARKET
JANUARY 2000-JUNE 2015



SOURCE: Smith Travel Resarch (STR)

Exhibit VI-4

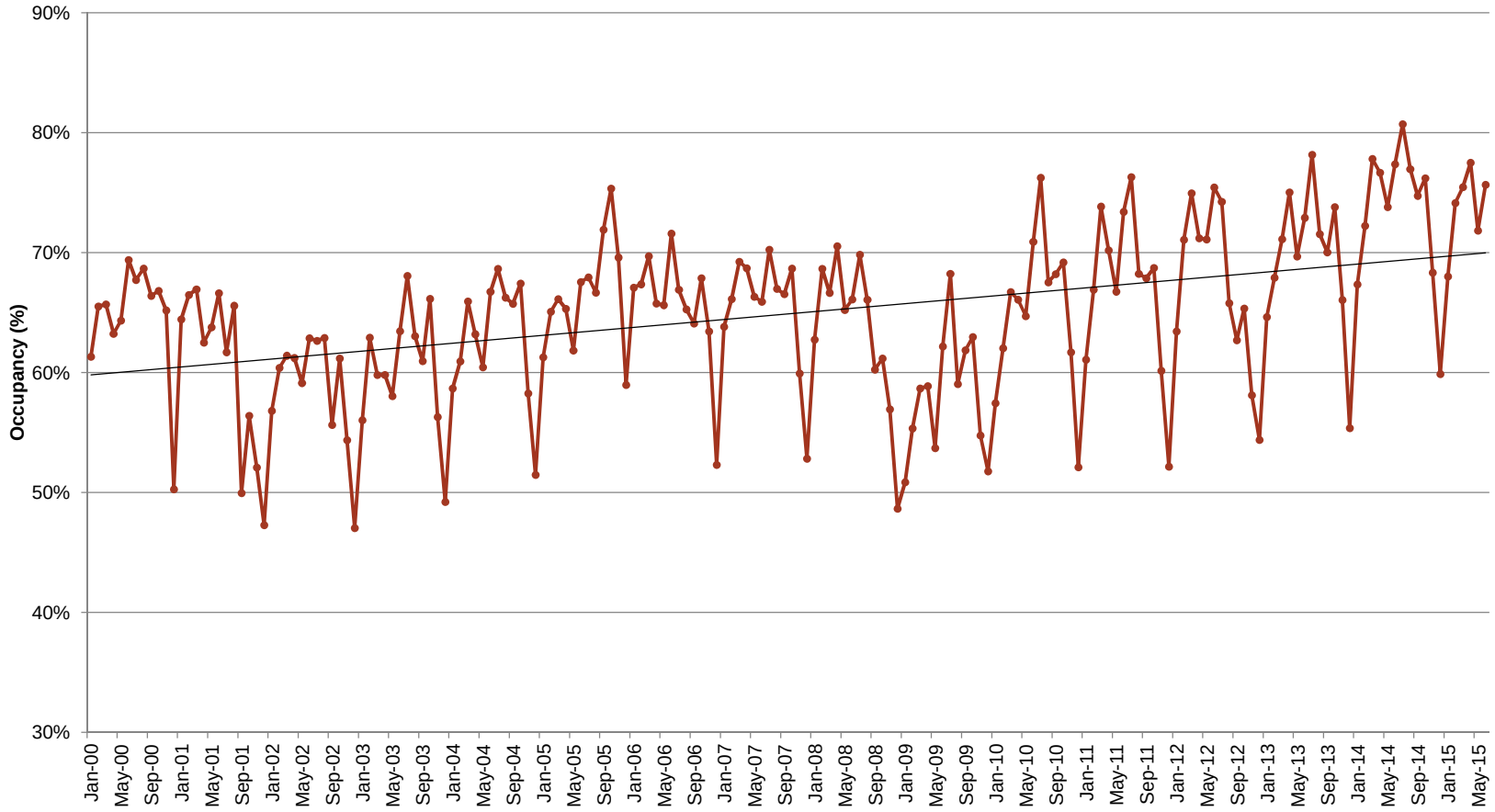
AVERAGE DAILY RATE TRENDS
HOTELS IN PERIMETER CENTER/ROSWELL, GEORGIA SUBMARKET
JANUARY 2000-JUNE 2015



SOURCE: Smith Travel Resarch (STR)

Exhibit VI-5

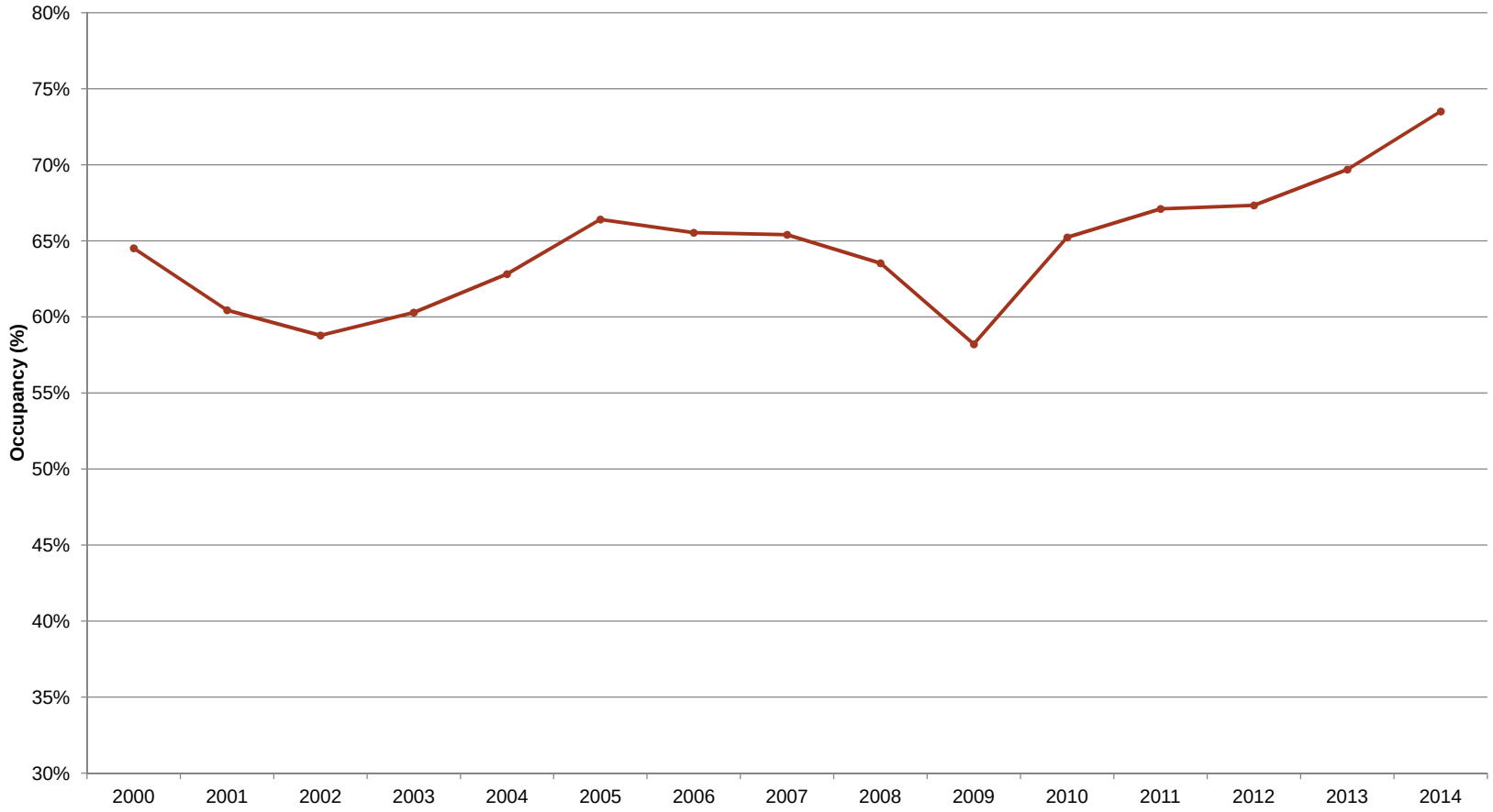
OCCUPANCY TRENDS
HOTELS IN PERIMETER CENTER/ROSWELL, GEORGIA SUBMARKET
JANUARY 2000-JUNE 2015



SOURCE: Smith Travel Resarch (STR)

Exhibit VI-5

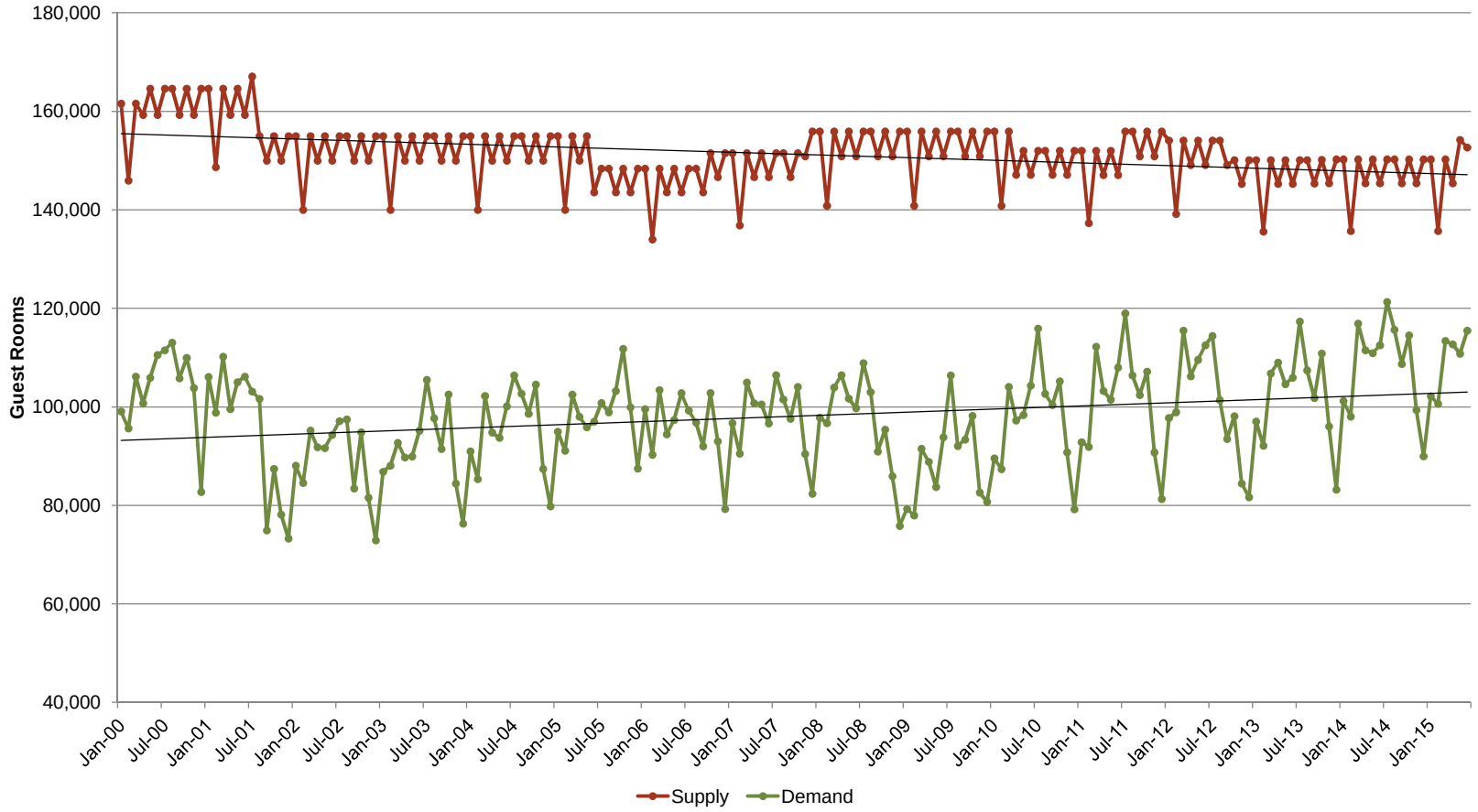
OCCUPANCY TRENDS
HOTELS IN PERIMETER CENTER/ROSWELL, GEORGIA SUBMARKET
JANUARY 2000-JUNE 2015



SOURCE: Smith Travel Resarch (STR)

Exhibit VI-6

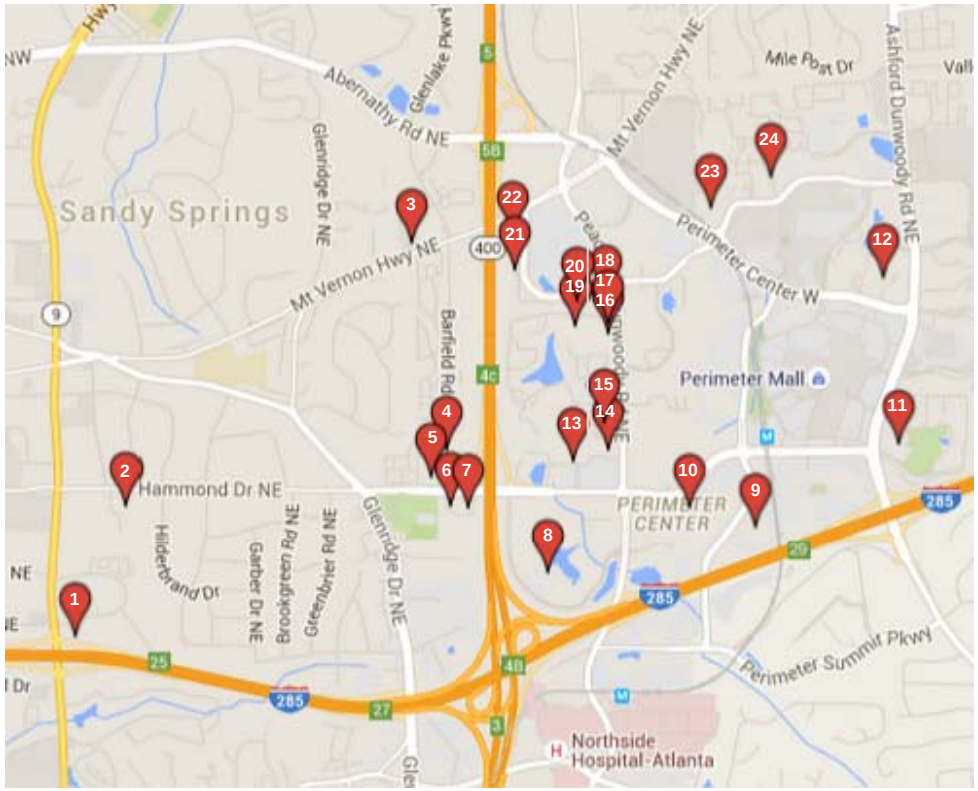
SUPPLY VERSUS DEMAND TRENDS
HOTELS IN PERIMETER CENTER/ROSWELL, GEORGIA SUBMARKET
JANUARY 2000-JUNE 2015



SOURCE: Smith Travel Resarch (STR)

Exhibit VI-7

MAP OF AREA HOTELS
SANDY SPRINGS/PERIMETER CENTER
JULY 2015



MAP KEY	HOTEL
1	Sonesta ES Suites Atlanta
2	Crowne Plaza Atlanta Perimeter @ Ravinia
3	Hawthorn Suites by Wyndham Atlanta Perimeter Center
4	Hilton Atlanta Perimeter
5	Homewood Suites Atlanta Perimeter Center
6	Hampton Inn Atlanta Perimeter Center
7	Le Meridien Atlanta Perimeter
8	Extended Stay America Atlanta Perimeter Crestline
9	Holiday Inn Express & Suites Atlanta North Perimeter Mall Area
10	Comfort Suites Perimeter Center
11	Extended Stay America Atlanta Perimeter Peachtree Dunwoody
12	InTown Suites Sandy Springs
13	Comfort Inn Buckhead North
14	Courtyard Atlanta Perimeter Center
15	Microtel Inn & Suites by Wyndham Atlanta Perimeter Center
16	Sheraton Hotel Atlanta Perimeter North
17	Embassy Suites Atlanta Perimeter Center
18	Marriott Atlanta Perimeter Center
19	Extended Stay America Atlanta Perimeter Hammond Drive
20	Westin Atlanta Perimeter North
21	La Quinta Inns & Suites Atlanta Perimeter Medical Center
22	Fairfield Inn & Suites Atlanta Perimeter Center
23	Staybridge Suites Atlanta Perimeter Center East
24	Hyatt Place Atlanta Perimeter Center

SOURCE: Google

Exhibit VI-8

INFORMATION REGARDING SELECT HOTELS
SANDY SPRINGS/PERIMETER CENTER
JULY 2015

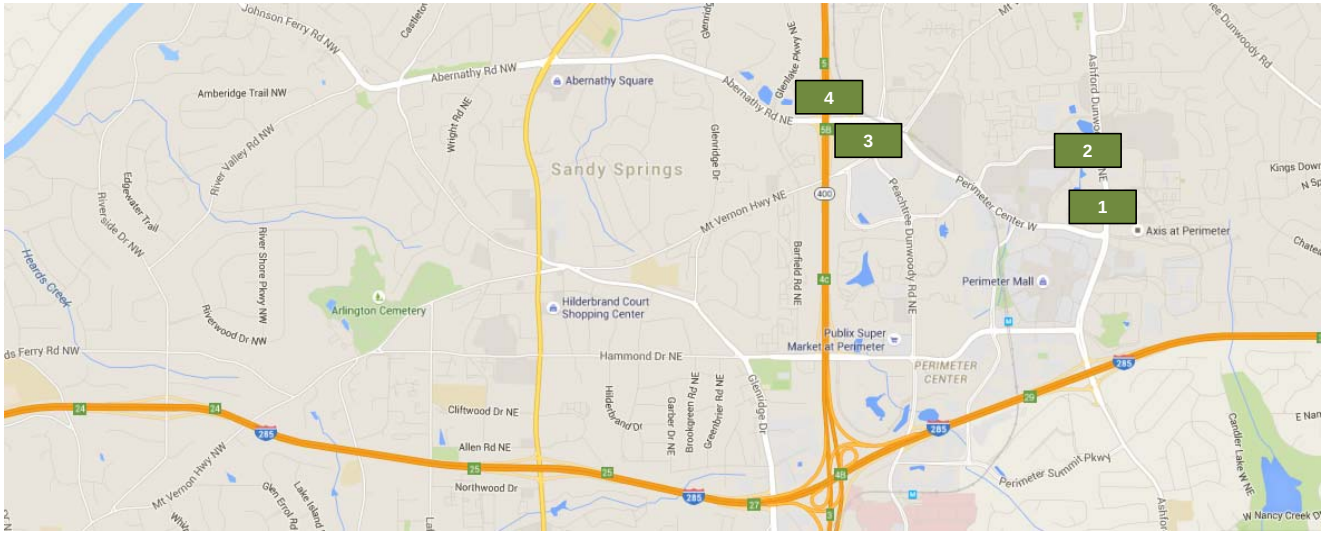
HOTEL NAME	ADDRESS	CLASS	OPEN DATE	ROOMS	EVENT SPACE	LARGEST MEETING SPACE
Homewood Suites Atlanta Perimeter Center	915 Crestline Pkwy, Atlanta, GA 30328	Upscale	Jun 2015	114	851	851
Microtel Inn & Suites by Wyndham Atlanta Perimeter Center	6280 Peachtree Dunwoody Rd NE, Atlanta, GA 30328	Economy	Jul 2001	80	30 person	30 person
Extended Stay America Atlanta Perimeter Crestline	905 Cresline Pkwy, Atlanta, GA 30328	Economy	Apr 2000	97	N/A	N/A
Staybridge Suites Atlanta Perimeter Center East	4601 Ridgeview Rd, Atlanta, GA 30338	Upscale	Nov 1999	143	800	800
InTown Suites Sandy Springs	355 Hammond Dr NE, Sandy Springs, GA 30328	Economy	May 1999	71	N/A	N/A
Holiday Inn Express & Suites Atlanta North Perimeter Mall Area	765 Hammond Dr NE, Atlanta, GA 30328	Upper Midscale	Jan 1999	107	576	576
La Quinta Inns & Suites Atlanta Perimeter Medical Center	6260 Peachtree Dunwoody, Atlanta, GA 30328	Midscale	Oct 1998	143	N/A	N/A
Fairfield Inn & Suites Atlanta Perimeter Center	1145 Hammond Dr NE, Atlanta, GA 30328	Upper Midscale	Oct 1997	114	288	288
Extended Stay America Atlanta Perimeter Hammond Drive	1050 Hammond Dr, Atlanta, GA 30328	Economy	May 1997	129	N/A	N/A
Hyatt Place Atlanta Perimeter Center	1005 Crestline Pkwy, Atlanta, GA 30328	Upscale	Feb 1997	150	1,010	1,010
Extended Stay America Atlanta Perimeter Peachtree Dunwoody	6330 Peachtree Dunwoody Rd NE, Atlanta, GA 30328	Economy	Jan 1997	99	N/A	N/A
Hampton Inn Atlanta Perimeter Center	769 Hammond Dr NE, Atlanta, GA 30328	Upper Midscale	Mar 1996	131	1,350	1,350
Comfort Suites Perimeter Center	6110 Peachtree Dunwoody Rd NE, Atlanta, GA 30328	Upper Midscale	May 1995	121	N/A	N/A
Le Meridien Atlanta Perimeter	111 Perimeter Center W, Atlanta, GA 30346	Upper Upscale	Sep 1991	275	10,000	3,850
Sonesta ES Suites Atlanta	760 Mt. Vernon Highway NE, Atlanta, GA 30328	Upper Midscale	Sep 1989	122	250	250
Courtyard Atlanta Perimeter Center	6250 Peachtree-Dunwoody Rd, Atlanta, GA 30328	Upscale	Dec 1987	145	1,704	1,274
Hawthorn Suites by Wyndham Atlanta Perimeter Center	6096 Barfield Road NE, Sandy Springs, GA 30328	Midscale	Aug 1987	128	N/A	N/A
Sheraton Hotel Atlanta Perimeter North	800 Hammond Dr NE, Atlanta, GA 30328	Upper Upscale	Apr 1987	142	1,895	1,895
Hilton Atlanta Perimeter	6120 Peachtree Dunwoody Rd NE, Atlanta, GA 30328	Upper Upscale	Mar 1987	224	4,000	1,800
Westin Atlanta Perimeter North	7 Concourse Parkway NE, Atlanta, GA 30328	Upper Upscale	Nov 1986	372	20,000	8,064
Crowne Plaza Atlanta Perimeter @ Ravinia	4355 Ashford Dunwoody Rd, Atlanta, GA 30346	Upscale	Mar 1986	495	32,000	1,500
Embassy Suites Atlanta Perimeter Center	1030 Crown Pointe Pkwy, Atlanta, GA 30338	Upper Upscale	Dec 1985	241	5,640	1,632
Marriott Atlanta Perimeter Center	246 Perimeter Center Parkway NE, Atlanta, GA 30346	Upper Upscale	Mar 1976	341	18,400	4,592
Comfort Inn Buckhead North	5793 Roswell Road, NE, Atlanta, GA 30328	Upper Midscale	Jun 1971	80	N/A	N/A

SOURCE: Smith Travel Resarch (STR)

Exhibit VI-9

PLANNED, PROPOSED, AND UNDER CONSTRUCTION HOTELS
SANDY SPRINGS/PERIMETER CENTER
AUGUST 2015

MAP KEY	HOTEL / ADDRESS	DEVELOPER	ROOMS	STATUS	EXPECTED COMPLETION
1	**Hampton Inn & Suites Atlanta Perimeter Center Sterling Pointe** 4565 Ashford Dunwoody Rd Dunwoody, GA	Hotel Development Partners	132	UC	February 2016
2	**Residence Inn** Meadow Ln and Ashford Dunwoody Rd Dunwoody, GA	Hotel Development Partners	124	Proposed	
3	**The Grand Bohemian** Peachtree Dunwoody Rd b/t Abernathy Rd and Mt. Vernon Hwy Sandy Springs, GA	Kessler Collection	275	Proposed	
4	**Northpark 100 Hotel** Abernathy Rd and GA-400	Hines	200	Proposed	2017



SOURCE: City of Sandy Springs; Reis; Costar

Exhibit VI-10

DEMAND FOR HOTEL ROOMS
HOTELS IN PERIMETER CENTER/ROSWELL, GEORGIA SUBMARKET
2015-2025

	<<-- HISTORICAL										PROJECTED -->>										
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Hotel Guest Room Supply	1,779,204	1,756,274	1,792,782	1,835,950	1,835,950	1,801,300	1,813,022	1,802,639	1,768,061	1,769,155	1,769,155	1,769,155	1,769,155	1,769,155	1,769,155	1,769,155	1,769,155	1,769,155	1,769,155	1,769,155	1,769,155
Hotel Guest Room Demand (Occupied Room Nights)	1,181,699	1,151,145	1,172,535	1,166,464	1,068,569	1,175,090	1,216,773	1,214,034	1,232,235	1,300,610	1,313,616	1,326,752	1,340,020	1,353,420	1,366,954	1,380,624	1,394,430	1,408,374	1,422,458	1,436,683	1,451,049
Occupancy Forecast	66%	66%	65%	64%	58%	65%	67%	67%	70%	74%	74%	75%	76%	77%	77%	78%	79%	80%	80%	81%	82%
Annual Projected Change in Room Night Demand		-2.6%	1.9%	-0.5%	-8.4%	10.0%	3.5%	-0.2%	1.5%	5.5%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Target Occupancy Rate											70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%
Calculated Occupied Room Nights at Stabilized Occupancy											1,238,409	1,238,409	1,238,409	1,238,409	1,238,409	1,238,409	1,238,409	1,238,409	1,238,409	1,238,409	1,238,409
Unmet Nightly Room Demand											206	242	278	315	352	390	427	466	504	543	583

SOURCE: RCLCO; Smith Travel Research

VII. DEMAND

CITY OF SANDY SPRINGS

Exhibit VII-1

RESIDENTIAL FOR-SALE DEMAND - BASELINE SCENARIO
SANDY SPRINGS, GEORGIA
2015-2035

Projected Annual Demand	2000	2010	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Households in Fulton County (1)	321,653	376,659	410,535	417,267	424,110	431,065	438,134	445,319	452,621	460,044	467,588	475,256	483,050	490,971	499,023	507,206	515,524	523,978	532,570	541,304	550,181	559,203	568,373
Annual Growth Rate	*1.1%*	*1.4%*	*1.9%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*
Annual New Households	3,625	5,296	7,796	6,732	6,843	6,955	7,069	7,185	7,303	7,422	7,544	7,668	7,794	7,921	8,051	8,183	8,318	8,454	8,593	8,734	8,877	9,022	9,170
Fulton County Owner Households (2)	167,119	202,262	204,926	208,287	211,703	215,174	218,703	222,289	225,935	229,640	233,406	237,233	241,124	245,078	249,097	253,182	257,334	261,554	265,843	270,202	274,633	279,137	283,714
% Owner Households (3)	52.0%	53.7%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%
Fulton County New Owner Households	1,884	2,844	3,892	3,361	3,416	3,472	3,529	3,586	3,645	3,705	3,766	3,828	3,890	3,954	4,019	4,085	4,152	4,220	4,289	4,360	4,431	4,504	4,578
Sandy Springs Owner Households (2)	17,945	20,163	20,428	20,763	21,103	21,449	21,801	22,159	22,522	22,891	23,267	23,648	24,036	24,430	24,831	25,238	25,652	26,073	26,500	26,935	27,377	27,826	28,282
Sandy Springs Capture of Owner Households in Fulton County (3	10.7%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%
Total New Owners in Sandy Springs	202	284	388	335	340	346	352	358	363	369	375	382	388	394	401	407	414	421	428	435	442	449	456
Cumulative New Owner Households in Sandy Springs	--	--	388	723	1,063	1,409	1,761	2,119	2,482	2,851	3,227	3,608	3,996	4,390	4,791	5,198	5,612	6,033	6,460	6,895	7,337	7,786	8,242

Demand by Product Type (4)			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
% Choose SFD	--	74.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%
SFD Sales		210	272	235	239	243	247	251	255	259	264	268	272	277	281	286	291	295	300	305	310	315	321
% Choose Multifamily	--	11.9%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%
Multifamily Sales		34	52	45	46	47	47	48	49	50	51	52	52	53	54	55	56	57	58	59	60	61	62
% Choose Townhome/Attached	--	13.9%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%
Townhome Sales		39	63	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	70	71	72	73	74

Likely Capture for Each Small Area (5)	Total	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
SMALL AREA 1																						
SFD Capture		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
MF Capture		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
TH/Attached Capture		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Capture of SFD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capture of MF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capture of TH/Attached	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total For-Sale Units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SMALL AREA 2																						
SFD Capture		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
MF Capture		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
TH/Attached Capture		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Capture of SFD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capture of MF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capture of TH/Attached	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total For-Sale Units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SMALL AREA 3																						
SFD Capture		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
MF Capture		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
TH/Attached Capture		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Capture of SFD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capture of MF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capture of TH/Attached	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total For-Sale Units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Exhibit VII-1

RESIDENTIAL FOR-SALE DEMAND - BASELINE SCENARIO
SANDY SPRINGS, GEORGIA
2015-2035

Projected Annual Demand	2000	2010	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Households in Fulton County (1)	321,653	376,659	410,535	417,267	424,110	431,065	438,134	445,319	452,621	460,044	467,588	475,256	483,050	490,971	499,023	507,206	515,524	523,978	532,570	541,304	550,181	559,203	568,373
Annual Growth Rate	*1.1%*	*1.4%*	*1.9%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*
Annual New Households	3,625	5,296	7,796	6,732	6,843	6,955	7,069	7,185	7,303	7,422	7,544	7,668	7,794	7,921	8,051	8,183	8,318	8,454	8,593	8,734	8,877	9,022	9,170
Fulton County Owner Households (2)	167,119	202,262	204,926	208,287	211,703	215,174	218,703	222,289	225,935	229,640	233,406	237,233	241,124	245,078	249,097	253,182	257,334	261,554	265,843	270,202	274,633	279,137	283,714
% Owner Households (3)	52.0%	53.7%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%
Fulton County New Owner Households	1,884	2,844	3,892	3,361	3,416	3,472	3,529	3,586	3,645	3,705	3,766	3,828	3,890	3,954	4,019	4,085	4,152	4,220	4,289	4,360	4,431	4,504	4,578
Sandy Springs Owner Households (2)	17,945	20,163	20,428	20,763	21,103	21,449	21,801	22,159	22,522	22,891	23,267	23,648	24,036	24,430	24,831	25,238	25,652	26,073	26,500	26,935	27,377	27,826	28,282
Sandy Springs Capture of Owner Households in Fulton County (3	10.7%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%
Total New Owners in Sandy Springs	202	284	388	335	340	346	352	358	363	369	375	382	388	394	401	407	414	421	428	435	442	449	456
Cumulative New Owner Households in Sandy Springs	--	--	388	723	1,063	1,409	1,761	2,119	2,482	2,851	3,227	3,608	3,996	4,390	4,791	5,198	5,612	6,033	6,460	6,895	7,337	7,786	8,242

Demand by Product Type (4)		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
% Choose SFD	--	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%
SFD Sales	210	272	235	239	243	247	251	255	259	264	268	272	277	281	286	291	295	300	305	310	315	321
% Choose Multifamily	--	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%
Multifamily Sales	34	52	45	46	47	47	48	49	50	51	52	52	53	54	55	56	57	58	59	60	61	62
% Choose Townhome/Attached	--	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%
Townhome Sales	39	63	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	70	71	72	73	74

Likely Capture for Each Small Area (5)	Total	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
SMALL AREA 4																						
SFD Capture		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
MF Capture		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
TH/Attached Capture		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Capture of SFD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capture of MF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capture of TH/Attached	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total For-Sale Units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SMALL AREA 5																						
SFD Capture		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
MF Capture		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
TH/Attached Capture		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Capture of SFD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capture of MF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capture of TH/Attached	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total For-Sale Units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capture of SFD		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capture of MF		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capture of TH/Attached		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Timeline for Total For-Sale Residential Capture		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total For-Sale Residential Capture	0																					

(1) Based upon historical growth from 2000 to 2014.
(2) Based upon Census SF1 data for 2000 and 2010. 2015-2035 is based upon the capture rate.
(3) All fields are calculated except for 2015, which is based upon 2015 Esri data
(4) Based upon Census data for 2010; 2015 is based upon PUMS data which breaks down owner-occupied households by unit type; "townhome" consists of single-family attached, duplexes, and quadplexes
(5) Based upon Costar and Esri data. Boundaries used were the boundaries provided by the City of Sandy Springs and Rhodeside & Harwell.

SOURCE: RCLCO

CITY OF SANDY SPRINGS

Exhibit VII-2

RESIDENTIAL FOR-SALE DEMAND - AGGRESSIVE HH GROWTH SCENARIO
SANDY SPRINGS, GEORGIA
2015-2035

Projected Annual Demand	2000	2010	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Households in Fulton County (1)	321,653	376,659	410,535	421,894	434,950	449,436	462,384	474,246	485,175	496,111	507,151	518,308	529,452	540,688	551,931	563,125	574,371	585,631	596,906	607,870	618,945	629,761	640,337
Annual Growth Rate	*1.1%*	*1.4%*	*1.9%*	*2.8%*	*3.1%*	*3.3%*	*2.9%*	*2.6%*	*2.3%*	*2.3%*	*2.2%*	*2.2%*	*2.2%*	*2.1%*	*2.1%*	*2.0%*	*2.0%*	*2.0%*	*1.9%*	*1.8%*	*1.8%*	*1.7%*	*1.7%*
Annual New Households	3,625	5,296	7,796	11,360	13,056	14,486	12,948	11,862	10,929	10,936	11,040	11,156	11,145	11,236	11,243	11,195	11,246	11,260	11,276	10,963	11,075	10,816	10,576
Fulton County Owner Households (2)	167,119	202,262	204,926	210,597	217,114	224,344	230,808	236,729	242,184	247,643	253,154	258,723	264,286	269,895	275,507	281,095	286,708	292,329	297,957	303,430	308,958	314,357	319,637
% Owner Households (3)	52.0%	53.7%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%
Fulton County New Owner Households	1,884	2,844	3,892	5,670	6,517	7,231	6,463	5,921	5,455	5,459	5,511	5,569	5,563	5,608	5,612	5,588	5,613	5,621	5,628	5,473	5,529	5,399	5,279
Sandy Springs Owner Households (2)	17,945	20,163	20,428	20,993	21,643	22,364	23,008	23,598	24,142	24,686	25,235	25,791	26,345	26,904	27,464	28,021	28,580	29,141	29,702	30,247	30,798	31,336	31,863
Sandy Springs Capture of Owner Households in Fulton County (3	10.7%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%
Total New Owners in Sandy Springs	202	284	388	565	650	721	644	590	544	544	549	555	555	559	559	557	560	560	561	546	551	538	526
Cumulative New Owner Households in Sandy Springs	--	--	388	953	1,603	2,324	2,968	3,558	4,102	4,646	5,195	5,751	6,305	6,864	7,424	7,981	8,540	9,101	9,662	10,207	10,758	11,296	11,823

Demand by Product Type (4)			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
% Choose SFD	--	74.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%
SFD Sales		210	272	397	456	506	453	415	382	382	386	390	390	393	393	391	393	394	394	383	387	378	370
% Choose Multifamily	--	11.9%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%
Multifamily Sales		34	52	76	88	97	87	80	73	73	74	75	75	75	76	75	76	76	76	74	74	73	71
% Choose Townhome/Attached	--	13.9%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%
Townhome Sales		39	63	92	106	117	105	96	88	88	89	90	90	91	91	91	91	91	91	89	90	87	86

Likely Capture for Each Small Area (5)	Total	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
SMALL AREA 1																						
SFD Capture		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
MF Capture		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
TH/Attached Capture		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Capture of SFD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capture of MF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capture of TH/Attached	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total For-Sale Units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SMALL AREA 2																						
SFD Capture		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
MF Capture		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
TH/Attached Capture		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Capture of SFD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capture of MF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capture of TH/Attached	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total For-Sale Units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SMALL AREA 3																						
SFD Capture		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
MF Capture		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
TH/Attached Capture		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Capture of SFD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capture of MF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capture of TH/Attached	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total For-Sale Units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Exhibit VII-2

RESIDENTIAL FOR-SALE DEMAND - AGGRESSIVE HH GROWTH SCENARIO
SANDY SPRINGS, GEORGIA
2015-2035

Projected Annual Demand	2000	2010	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Households in Fulton County (1)	321,653	376,659	410,535	421,894	434,950	449,436	462,384	474,246	485,175	496,111	507,151	518,308	529,452	540,688	551,931	563,125	574,371	585,631	596,906	607,870	618,945	629,761	640,337
Annual Growth Rate	*1.1%*	*1.4%*	*1.9%*	*2.8%*	*3.1%*	*3.3%*	*2.9%*	*2.6%*	*2.3%*	*2.3%*	*2.2%*	*2.2%*	*2.2%*	*2.1%*	*2.1%*	*2.0%*	*2.0%*	*2.0%*	*1.9%*	*1.8%*	*1.8%*	*1.7%*	*1.7%*
Annual New Households	3,625	5,296	7,796	11,360	13,056	14,486	12,948	11,862	10,929	10,936	11,040	11,156	11,145	11,236	11,243	11,195	11,246	11,260	11,276	10,963	11,075	10,816	10,576
Fulton County Owner Households (2)	167,119	202,262	204,926	210,597	217,114	224,344	230,808	236,729	242,184	247,643	253,154	258,723	264,286	269,895	275,507	281,095	286,708	292,329	297,957	303,430	308,958	314,357	319,637
% Owner Households (3)	52.0%	53.7%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%	49.9%
Fulton County New Owner Households	1,884	2,844	3,892	5,670	6,517	7,231	6,463	5,921	5,455	5,459	5,511	5,569	5,563	5,608	5,612	5,588	5,613	5,621	5,628	5,473	5,529	5,399	5,279
Sandy Springs Owner Households (2)	17,945	20,163	20,428	20,993	21,643	22,364	23,008	23,598	24,142	24,686	25,235	25,791	26,345	26,904	27,464	28,021	28,580	29,141	29,702	30,247	30,798	31,336	31,863
Sandy Springs Capture of Owner Households in Fulton County (3	10.7%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%
Total New Owners in Sandy Springs	202	284	388	565	650	721	644	590	544	544	549	555	555	559	559	557	560	560	561	546	551	538	526
Cumulative New Owner Households in Sandy Springs	--	--	388	953	1,603	2,324	2,968	3,558	4,102	4,646	5,195	5,751	6,305	6,864	7,424	7,981	8,540	9,101	9,662	10,207	10,758	11,296	11,823

Demand by Product Type (4)			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
% Choose SFD	--	74.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%	70.2%
SFD Sales		210	272	397	456	506	453	415	382	382	386	390	390	393	393	391	393	394	394	383	387	378	370
% Choose Multifamily	--	11.9%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%
Multifamily Sales		34	52	76	88	97	87	80	73	73	74	75	75	75	76	75	76	76	76	74	74	73	71
% Choose Townhome/Attached	--	13.9%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%
Townhome Sales		39	63	92	106	117	105	96	88	88	89	90	90	91	91	91	91	91	91	89	90	87	86

Likely Capture for Each Small Area (5)	Total	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
SMALL AREA 4																						
SFD Capture		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
MF Capture		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
TH/Attached Capture		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Capture of SFD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capture of MF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capture of TH/Attached	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total For-Sale Units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SMALL AREA 5																						
SFD Capture		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
MF Capture		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
TH/Attached Capture		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Capture of SFD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capture of MF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capture of TH/Attached	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total For-Sale Units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capture of SFD		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capture of MF		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capture of TH/Attached		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Timeline for Total For-Sale Residential Capture		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total For-Sale Residential Capture	0																					

(1) Based upon Moody's historical data for 2000 and 2010; based upon Moody's projections for 2015-2035.
(2) Based upon Census SF1 data for 2000 and 2010. 2015-2035 is based upon the capture rate.
(3) All fields are calculated except for 2015, which is based upon 2015 Esri data
(4) Based upon Census data for 2010; 2015 is based upon PUMS data which breaks down owner-occupied households by unit type; "townhome" consists of single-family attached, duplexes, and quadplexes
(5) Based upon Costar and Esri data. Boundaries used were the boundaries provided by the City of Sandy Springs and Rhodeside & Harwell.

SOURCE: RCLCO

Exhibit VII-3

RESIDENTIAL FOR-RENT DEMAND - BASELINE SCENARIO
SANDY SPRINGS, GEORGIA
2015-2035

Projected Annual Demand	2000	2010	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Households in Fulton County (1)	321,653	376,659	410,535	417,267	424,110	431,065	438,134	445,319	452,621	460,044	467,588	475,256	483,050	490,971	499,023	507,206	515,524	523,978	532,570	541,304	550,181	559,203	568,373
Annual Growth Rate	*1.1%*	*1.4%*	*1.9%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*
Annual New Households	3,625	5,296	7,796	6,732	6,843	6,955	7,069	7,185	7,303	7,422	7,544	7,668	7,794	7,921	8,051	8,183	8,318	8,454	8,593	8,734	8,877	9,022	9,170
Fulton County Renter Households (2)	154,534	174,397	205,609	208,980	212,407	215,891	219,431	223,029	226,687	230,404	234,183	238,023	241,926	245,894	249,926	254,024	258,190	262,424	266,728	271,102	275,547	280,066	284,659
% Renter Households (3)	48.0%	46.3%	50.1%	50.1%	50.1%	50.1%	50.1%	50.1%	50.1%	50.1%	50.1%	50.1%	50.1%	50.1%	50.1%	50.1%	50.1%	50.1%	50.1%	50.1%	50.1%	50.1%	50.1%
Fulton County New Renter Households	1,742	2,452	3,905	3,372	3,427	3,483	3,540	3,598	3,657	3,717	3,778	3,840	3,903	3,967	4,032	4,099	4,166	4,234	4,303	4,374	4,446	4,519	4,593
Sandy Springs Renter Households (2)	21,343	22,171	25,380	25,797	26,220	26,650	27,087	27,531	27,982	28,441	28,908	29,382	29,863	30,353	30,851	31,357	31,871	32,394	32,925	33,465	34,014	34,571	35,138
Sandy Springs Capture of Renter Households in Fulton County (3	13.8%	12.7%	12.3%	12.3%	12.3%	12.3%	12.3%	12.3%	12.3%	12.3%	12.3%	12.3%	12.3%	12.3%	12.3%	12.3%	12.3%	12.3%	12.3%	12.3%	12.3%	12.3%	12.3%
Total New Renters in Sandy Springs	241	312	482	416	423	430	437	444	451	459	466	474	482	490	498	506	514	523	531	540	549	558	567
Cumulative New Renter Households in Sandy Springs	--	--	482	898	1,321	1,751	2,188	2,632	3,084	3,543	4,009	4,483	4,965	5,455	5,953	6,458	6,973	7,495	8,027	8,566	9,115	9,673	10,240

Likely Capture for Each Small Area (4)	Total	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
SMALL AREA 1	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Annual Capture		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Capture		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Delivery																						
SMALL AREA 2	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Annual Capture		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Capture		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Delivery																						
SMALL AREA 3	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Annual Capture		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Capture		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Delivery																						
SMALL AREA 4	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Annual Capture		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Capture		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Delivery																						
SMALL AREA 5	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Annual Capture		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Capture		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Delivery																						
Timeline for Total For-Rent Residential Capture		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

(1) Based upon historical growth from 2000 to 2014.
(2) Based upon Census SF1 data for 2000 and 2010. 2015-2035 is based upon the capture rate.
(3) All fields are calculated except for 2015, which is based upon 2015 Esri data
(4) Based upon Costar and Esri data. Boundaries used were the boundaries provided by the City of Sandy Springs and Rhodeside & Harwell.

SOURCE: RCLCO

CITY OF SANDY SPRINGS

Exhibit VII-4

RESIDENTIAL FOR-RENT DEMAND - AGGRESSIVE HH GROWTH SCENARIO
SANDY SPRINGS, GEORGIA
2015-2035

Projected Annual Demand	2000	2010	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Households in Fulton County (1)	321,653	376,659	410,535	421,894	434,950	449,436	462,384	474,246	485,175	496,111	507,151	518,308	529,452	540,688	551,931	563,125	574,371	585,631	596,906	607,870	618,945	629,761	640,337
Annual Growth Rate	*1.1%*	*1.4%*	*1.9%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*
Annual New Households	3,625	5,296	7,796	11,360	13,056	14,486	12,948	11,862	10,929	10,936	11,040	11,156	11,145	11,236	11,243	11,195	11,246	11,260	11,276	10,963	11,075	10,816	10,576
Fulton County Renter Households (2)	154,534	174,397	205,609	211,298	217,836	225,091	231,576	237,517	242,991	248,468	253,997	259,584	265,166	270,793	276,424	282,031	287,663	293,302	298,949	304,440	309,987	315,404	320,701
% Renter Households (3)	48.0%	46.3%	50.1%	50.1%	50.1%	50.1%	50.1%	50.1%	50.1%	50.1%	50.1%	50.1%	50.1%	50.1%	50.1%	50.1%	50.1%	50.1%	50.1%	50.1%	50.1%	50.1%	50.1%
Fulton County New Renter Households	1,742	2,452	3,905	5,689	6,539	7,255	6,485	5,941	5,474	5,477	5,529	5,587	5,582	5,627	5,631	5,607	5,632	5,639	5,647	5,491	5,547	5,417	5,297
Sandy Springs Renter Households (2)	21,343	22,171	25,380	26,083	26,890	27,785	28,586	29,319	29,995	30,671	31,353	32,043	32,732	33,427	34,122	34,814	35,509	36,205	36,902	37,580	38,265	38,933	39,587
Sandy Springs Capture of Renter Households in Fulton County (3	13.8%	12.7%	12.3%	12.3%	12.3%	12.3%	12.3%	12.3%	12.3%	12.3%	12.3%	12.3%	12.3%	12.3%	12.3%	12.3%	12.3%	12.3%	12.3%	12.3%	12.3%	12.3%	12.3%
Total New Renters in Sandy Springs	241	312	482	702	807	896	801	733	676	676	683	690	689	695	695	692	695	696	697	678	685	669	654
Cumulative New Renter Households in Sandy Springs	--	--	482	1,184	1,991	2,887	3,687	4,421	5,096	5,773	6,455	7,145	7,834	8,528	9,223	9,916	10,611	11,307	12,004	12,682	13,366	14,035	14,689

Likely Capture for Each Small Area (4)	Total	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
SMALL AREA 1	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Annual Capture		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Capture		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Delivery																						
SMALL AREA 2	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Annual Capture		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Capture		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Delivery																						
SMALL AREA 3	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Annual Capture		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Capture		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Delivery																						
SMALL AREA 4	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Annual Capture		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Capture		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Delivery																						
SMALL AREA 5	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Annual Capture		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Capture		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Delivery																						
Timeline for Total For-Rent Residential Capture		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

(1) Based upon Moody's historical data for 2000 and 2010; based upon Moody's projections for 2015-2035.
(2) Based upon Census SF1 data for 2000 and 2010. 2015-2035 is based upon the capture rate.
(3) All fields are calculated except for 2015, which is based upon 2015 Esri data
(4) Based upon Costar and Esri data. Boundaries used were the boundaries provided by the City of Sandy Springs and Rhodeside & Harwell.

SOURCE: RCLCO

Exhibit VII-5

TOTAL RETAIL DEMAND - BASELINE SCENARIO
SANDY SPRINGS, GEORGIA
2015-2035

Projected Annual Demand	2005-2014		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Households in Sandy Springs (1)	40,869	44,938	45,808	46,559	47,323	48,099	48,888	49,690	50,504	51,333	52,174	53,030	53,900	54,783	55,682	56,595
Annual Growth Rate		*1.1%*	*1.9%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*
Annual New Households		452	870	751	764	776	789	802	815	828	842	856	870	884	898	913
2005-2014 HH Growth	4,069															
2005-2014 Net Absorption	161,998															
Retail Space per New Household (SF) (2)		40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Occupied Retail Space in Sandy Springs (SF) (3)	5,569,770	6,143,716	1,823,663	1,853,569	1,883,965	1,914,860	1,946,262	1,978,178	2,010,618	2,043,590	2,077,103	2,111,165	2,145,786	2,180,974	2,216,740	2,253,092
New Retail Demanded in Sandy Springs			34,632	29,906	30,396	30,895	31,402	31,917	32,440	32,972	33,513	34,062	34,621	35,189	35,766	36,352
Cumulative Retail Demanded			34,632	64,538	94,934	125,829	157,231	189,148	221,587	254,559	288,072	322,134	356,755	391,943	427,709	464,061

Likely Capture for Each Small Area (4)	Total	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
SF of Retail Demanded per Household		40													
SMALL AREA 1															
Likely % Capture of Wedge Retail Growth		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Retail Demand (SF)		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Retail Demand (SF)		0	0	0	0	0	0	0	0	0	0	0	0	0	0
SMALL AREA 2															
Likely % Capture of Wedge Retail Growth		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Retail Demand (SF)		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Retail Demand (SF)		0	0	0	0	0	0	0	0	0	0	0	0	0	0
SMALL AREA 3															
Likely % Capture of Wedge Retail Growth		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Retail Demand (SF)		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Retail Demand (SF)		0	0	0	0	0	0	0	0	0	0	0	0	0	0
SMALL AREA 4															
Likely % Capture of Wedge Retail Growth		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Retail Demand (SF)		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Retail Demand (SF)		0	0	0	0	0	0	0	0	0	0	0	0	0	0
SMALL AREA 5															
Likely % Capture of Wedge Retail Growth		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Retail Demand (SF)		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Retail Demand (SF)		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Timeline for Total Retail Capture		0	0	0	0	0	0	0	0	0	0	0	0	0	0
New Square Feet of Retail Demanded	0														

(1) Based upon Esri data for 2010 and total households projected by RCLCO's base scenario for 2015-2035. 2011-2014 totals are interpolated from the 2010 and 2015 households.
(2) Projected retail SF per household is based on the amount of retail space added per household added over the period 2005-2014.
(3) Based upon Costar data for 2005 and 2014
(4) Based upon Costar and Esri data. Boundaries used were the boundaries provided by the City of Sandy Springs and Rhodeside & Harwell.

SOURCE: RCLCO

Exhibit VII-5

TOTAL RETAIL DEMAND - BASELINE SCENARIO
SANDY SPRINGS, GEORGIA
2015-2035

Projected Annual Demand	2005-2014		2029	2030	2031	2032	2033	2034	2035
Households in Sandy Springs (1)	40,869	44,938	57,523	58,466	59,425	60,400	61,390	62,397	63,420
Annual Growth Rate		*1.1%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*	*1.6%*
Annual New Households		452	928	943	959	975	990	1,007	1,023
2005-2014 HH Growth	4,069								
2005-2014 Net Absorption	161,998								
Retail Space per New Household (SF) (2)		40	40	40	40	40	40	40	40
Occupied Retail Space in Sandy Springs (SF) (3)	5,569,770	6,143,716	2,290,040	2,327,594	2,365,764	2,404,560	2,443,992	2,484,071	2,524,807
New Retail Demanded in Sandy Springs			36,948	37,554	38,170	38,796	39,432	40,079	40,736
Cumulative Retail Demanded			501,009	538,563	576,733	615,529	654,961	695,040	735,776

Likely Capture for Each Small Area (4)	Total	2029	2030	2031	2032	2033	2034	2035
SF of Retail Demanded per Household								
SMALL AREA 1								
Likely % Capture of Wedge Retail Growth		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Retail Demand (SF)		0	0	0	0	0	0	0
Cumulative Retail Demand (SF)		0	0	0	0	0	0	0
SMALL AREA 2								
Likely % Capture of Wedge Retail Growth		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Retail Demand (SF)		0	0	0	0	0	0	0
Cumulative Retail Demand (SF)		0	0	0	0	0	0	0
SMALL AREA 3								
Likely % Capture of Wedge Retail Growth		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Retail Demand (SF)		0	0	0	0	0	0	0
Cumulative Retail Demand (SF)		0	0	0	0	0	0	0
SMALL AREA 4								
Likely % Capture of Wedge Retail Growth		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Retail Demand (SF)		0	0	0	0	0	0	0
Cumulative Retail Demand (SF)		0	0	0	0	0	0	0
SMALL AREA 5								
Likely % Capture of Wedge Retail Growth		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Retail Demand (SF)		0	0	0	0	0	0	0
Cumulative Retail Demand (SF)		0	0	0	0	0	0	0
Timeline for Total Retail Capture		0	0	0	0	0	0	0
New Square Feet of Retail Demanded	0							

Exhibit VII-6

TOTAL RETAIL DEMAND - AGGRESSIVE HH GROWTH SCENARIO
SANDY SPRINGS, GEORGIA
2015-2035

Projected Annual Demand	2005-2014		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Households in Sandy Springs (1)	40,869	44,938	45,808	47,076	48,533	50,149	51,594	52,917	54,137	55,357	56,589	57,834	59,077	60,331	61,585	62,835
Annual Growth Rate		*1.1%*	*1.9%*	*2.8%*	*3.1%*	*3.3%*	*2.9%*	*2.6%*	*2.3%*	*2.3%*	*2.2%*	*2.2%*	*2.2%*	*2.1%*	*2.1%*	*2.0%*
Annual New Households		452	870	1,268	1,457	1,616	1,445	1,324	1,219	1,220	1,232	1,245	1,244	1,254	1,255	1,249
2005-2014 HH Growth		4,069														
2005-2014 Net Absorption		161,998														
Retail Space per New Household (SF) (2)		40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Occupied Retail Space in Sandy Springs (SF) (3)	5,569,770	6,143,716	1,823,663	1,874,124	1,932,119	1,996,467	2,053,985	2,106,677	2,155,226	2,203,805	2,252,849	2,302,407	2,351,913	2,401,823	2,451,765	2,501,494
New Retail Demanded in Sandy Springs			34,632	50,461	57,995	64,348	57,519	52,691	48,549	48,579	49,043	49,558	49,506	49,910	49,943	49,729
Cumulative Retail Demanded			34,632	85,093	143,088	207,436	264,955	317,646	366,195	414,775	463,818	513,376	562,882	612,792	662,735	712,464

Likely Capture for Each Small Area (4)	Total	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
SF of Retail Demanded per Household		40													
SMALL AREA 1															
Likely % Capture of Wedge Retail Growth		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Retail Demand (SF)		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Retail Demand (SF)		0	0	0	0	0	0	0	0	0	0	0	0	0	0
SMALL AREA 2															
Likely % Capture of Wedge Retail Growth		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Retail Demand (SF)		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Retail Demand (SF)		0	0	0	0	0	0	0	0	0	0	0	0	0	0
SMALL AREA 3															
Likely % Capture of Wedge Retail Growth		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Retail Demand (SF)		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Retail Demand (SF)		0	0	0	0	0	0	0	0	0	0	0	0	0	0
SMALL AREA 4															
Likely % Capture of Wedge Retail Growth		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Retail Demand (SF)		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Retail Demand (SF)		0	0	0	0	0	0	0	0	0	0	0	0	0	0
SMALL AREA 5															
Likely % Capture of Wedge Retail Growth		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Retail Demand (SF)		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Retail Demand (SF)		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Timeline for Total Retail Capture		0	0	0	0	0	0	0	0	0	0	0	0	0	0
New Square Feet of Retail Demanded	0														

(1) Based upon Esri data for 2010 and total households projected by RCLCO's aggressive scenario for 2015-2035. 2011-2014 totals are interpolated from the 2010 and 2015 households.
(2) Projected retail SF per household is based on the amount of retail space added per household added over the period 2005-2014.
(3) Based upon Costar data for 2005 and 2014
(4) Based upon Costar and Esri data. Boundaries used were the boundaries provided by the City of Sandy Springs and Rhodeside & Harwell.

SOURCE: RCLCO

Exhibit VII-6

TOTAL RETAIL DEMAND - AGGRESSIVE HH GROWTH SCENARIO
SANDY SPRINGS, GEORGIA
2015-2035

Projected Annual Demand	2005-2014		2029	2030	2031	2032	2033	2034	2035
Households in Sandy Springs (1)	40,869	44,938	64,089	65,346	66,604	67,827	69,063	70,270	71,450
Annual Growth Rate		*1.1%*	*2.0%*	*2.0%*	*1.9%*	*1.8%*	*1.8%*	*1.7%*	*1.7%*
Annual New Households		452	1,255	1,256	1,258	1,223	1,236	1,207	1,180
2005-2014 HH Growth		4,069							
2005-2014 Net Absorption		161,998							
Retail Space per New Household (SF) (2)		40	40	40	40	40	40	40	40
Occupied Retail Space in Sandy Springs (SF) (3)	5,569,770	6,143,716	2,551,449	2,601,467	2,651,555	2,700,257	2,749,456	2,797,501	2,844,481
New Retail Demanded in Sandy Springs			49,955	50,018	50,088	48,701	49,199	48,046	46,980
Cumulative Retail Demanded			762,419	812,437	862,524	911,226	960,425	1,008,471	1,055,451

Likely Capture for Each Small Area (4)	Total	2029	2030	2031	2032	2033	2034	2035
SF of Retail Demanded per Household								
SMALL AREA 1								
Likely % Capture of Wedge Retail Growth		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Retail Demand (SF)		0	0	0	0	0	0	0
Cumulative Retail Demand (SF)		0	0	0	0	0	0	0
SMALL AREA 2								
Likely % Capture of Wedge Retail Growth		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Retail Demand (SF)		0	0	0	0	0	0	0
Cumulative Retail Demand (SF)		0	0	0	0	0	0	0
SMALL AREA 3								
Likely % Capture of Wedge Retail Growth		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Retail Demand (SF)		0	0	0	0	0	0	0
Cumulative Retail Demand (SF)		0	0	0	0	0	0	0
SMALL AREA 4								
Likely % Capture of Wedge Retail Growth		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Retail Demand (SF)		0	0	0	0	0	0	0
Cumulative Retail Demand (SF)		0	0	0	0	0	0	0
SMALL AREA 5								
Likely % Capture of Wedge Retail Growth		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Retail Demand (SF)		0	0	0	0	0	0	0
Cumulative Retail Demand (SF)		0	0	0	0	0	0	0
Timeline for Total Retail Capture		0	0	0	0	0	0	0
New Square Feet of Retail Demanded	0							

Exhibit VII-7

TOTAL OFFICE DEMAND - BASELINE SCENARIO
SANDY SPRINGS AND SMALL AREAS
2015-2035

Projected Annual Demand	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Office-Using Employment in Atlanta MSA (1)	640,227	656,104	666,294	653,682	609,811	612,573	634,310	652,126	677,594	709,779	731,963	764,478	791,742	809,420	819,199	824,991
Growth Rate	*3.2%*	*2.5%*	*1.6%*	*-1.9%*	*-6.7%*	*0.5%*	*3.5%*	*2.8%*	*3.9%*	*4.7%*	*3.1%*	*4.4%*	*3.6%*	*2.2%*	*1.2%*	*0.7%*
Annual Job Growth	20,127	15,877	10,190	-12,613	-43,870	2,762	21,737	17,816	25,468	32,185	22,184	32,516	27,264	17,678	9,779	5,792
Total Office Space (SF) (2)	289,791,196	294,856,808	301,514,591	305,909,359	308,799,730	310,809,853	308,876,086	308,513,257	308,602,669	309,445,129						
Occupied Office Space (SF) (2)	252,844,961	258,111,627	262,709,231	261,502,805	257,517,697	256,639,115	256,226,201	258,473,294	261,176,680	265,658,052						
Change in Occupied Office Space (SF)	--	5,266,666	4,597,604	-1,206,426	-3,985,108	-878,582	-412,914	2,247,093	2,703,386	4,481,372						
Occpied Office Space Added per New Employee	--	332	451	N/A	N/A	-318	-19	126	106	139	184	184	184	184	184	184
New Office Space Demanded											4,086,885	5,990,156	5,022,638	3,256,707	1,801,492	1,067,091
Cumulative Office Space Demanded											4,086,885	10,077,042	15,099,680	18,356,387	20,157,878	21,224,970
Sandy Springs Office Space (SF) (2)	24,726,713	24,726,713	24,777,713	25,293,711	25,293,711	25,293,711	25,293,711	25,909,711	25,909,711	25,909,711						
Sandy Springs Percentage of SF Office in MSA (3)	8.5%	8.4%	8.2%	8.3%	8.2%	8.1%	8.2%	8.4%	8.4%	8.4%	8.4%	8.4%	8.4%	8.4%	8.4%	8.4%
Total New Office Demand in Sandy Springs											342,193	501,553	420,543	272,683	150,838	89,347
Cumulative Office Demand in Sandy Springs											342,193	843,746	1,264,290	1,536,973	1,687,811	1,777,158

Likely Capture for Each Small Area (4)	Total	2015	2016	2017	2018	2019	2020
SF of Office Demanded per New Employee		184					
SMALL AREA 1							
Likely % Capture of Wedge Employment Growth		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Office Demand (SF)		0	0	0	0	0	0
Cumulative Office Demand (SF)		0	0	0	0	0	0
SMALL AREA 2							
Likely % Capture of Wedge Employment Growth		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Office Demand (SF)		0	0	0	0	0	0
Cumulative Office Demand (SF)		0	0	0	0	0	0
SMALL AREA 3							
Likely % Capture of Wedge Employment Growth		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Office Demand (SF)		0	0	0	0	0	0
Cumulative Office Demand (SF)		0	0	0	0	0	0
SMALL AREA 4							
Likely % Capture of Wedge Employment Growth		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Office Demand (SF)		0	0	0	0	0	0
Cumulative Office Demand (SF)		0	0	0	0	0	0
SMALL AREA 5							
Likely % Capture of Wedge Employment Growth		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Office Demand (SF)		0	0	0	0	0	0
Cumulative Office Demand (SF)		0	0	0	0	0	0
Timeline for Total Office Capture		0	0	0	0	0	0
Estimated Office Demand (SF)	0						

(1) Based upon Moody's historical data and projections
(2) Based upon Costar data
(3) Based upon the historical annual captures seen from 2005-2014.
(4) Based upon Costar and Esri data. Boundaries used were the boundaries provided by the City of Sandy Springs and Rhodeside & Harwell.

Exhibit VII-7

TOTAL OFFICE DEMAND - BASELINE SCENARIO
SANDY SPRINGS AND SMALL AREAS
2015-2035

Projected Annual Demand	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Office-Using Employment in Atlanta MSA (1)	830,958	839,319	848,944	857,894	865,313	872,582	880,354	889,431	898,964	909,324	920,983	934,513	949,806	966,618	984,478
Growth Rate	*0.7%*	*1.0%*	*1.1%*	*1.1%*	*0.9%*	*0.8%*	*0.9%*	*1.0%*	*1.1%*	*1.2%*	*1.3%*	*1.5%*	*1.6%*	*1.8%*	*1.8%*
Annual Job Growth	5,966	8,361	9,625	8,950	7,419	7,269	7,771	9,077	9,534	10,360	11,659	13,530	15,293	16,811	17,860
Total Office Space (SF) (2)															
Occupied Office Space (SF) (2)															
Change in Occupied Office Space (SF)															
Occpied Office Space Added per New Employee	184	184	184	184	184	184	184	184	184	184	184	184	184	184	184
New Office Space Demanded	1,099,155	1,540,289	1,773,200	1,648,853	1,366,746	1,339,181	1,431,680	1,672,180	1,756,357	1,908,531	2,147,898	2,492,521	2,817,350	3,097,049	3,290,249
Cumulative Office Space Demanded	22,324,125	23,864,414	25,637,614	27,286,467	28,653,212	29,992,394	31,424,074	33,096,254	34,852,611	36,761,141	38,909,039	41,401,561	44,218,911	47,315,959	50,606,208
Sandy Springs Office Space (SF) (2)															
Sandy Springs Percentage of SF Office in MSA (3)	8.4%	8.4%	8.4%	8.4%	8.4%	8.4%	8.4%	8.4%	8.4%	8.4%	8.4%	8.4%	8.4%	8.4%	8.4%
Total New Office Demand in Sandy Springs	92,032	128,968	148,469	138,058	114,437	112,129	119,874	140,011	147,059	159,800	179,843	208,698	235,896	259,315	275,491
Cumulative Office Demand in Sandy Springs	1,869,190	1,998,157	2,146,627	2,284,684	2,399,121	2,511,251	2,631,125	2,771,135	2,918,194	3,077,995	3,257,838	3,466,535	3,702,431	3,961,745	4,237,237

Likely Capture for Each Small Area (4)	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
SF of Office Demanded per New Employee															
SMALL AREA 1															
Likely % Capture of Wedge Employment Growth	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Office Demand (SF)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Office Demand (SF)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SMALL AREA 2															
Likely % Capture of Wedge Employment Growth	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Office Demand (SF)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Office Demand (SF)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SMALL AREA 3															
Likely % Capture of Wedge Employment Growth	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Office Demand (SF)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Office Demand (SF)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SMALL AREA 4															
Likely % Capture of Wedge Employment Growth	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Office Demand (SF)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Office Demand (SF)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SMALL AREA 5															
Likely % Capture of Wedge Employment Growth	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Office Demand (SF)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Office Demand (SF)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Timeline for Total Office Capture Estimated Office Demand (SF)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Exhibit VII-8

TOTAL OFFICE DEMAND - AGGRESSIVE LOCAL CAPTURE SCENARIO
SANDY SPRINGS AND SMALL AREAS
2015-2035

Projected Annual Demand	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Office-Using Employment in Atlanta MSA (1)	640,227	656,104	666,294	653,682	609,811	612,573	634,310	652,126	677,594	709,779	731,963	764,478	791,742	809,420	819,199	824,991
Growth Rate	*3.2%*	*2.5%*	*1.6%*	*-1.9%*	*-6.7%*	*0.5%*	*3.5%*	*2.8%*	*3.9%*	*4.7%*	*3.1%*	*4.4%*	*3.6%*	*2.2%*	*1.2%*	*0.7%*
Annual Job Growth	20,127	15,877	10,190	-12,613	-43,870	2,762	21,737	17,816	25,468	32,185	22,184	32,516	27,264	17,678	9,779	5,792
Total Office Space (SF) (2)	289,791,196	294,856,808	301,514,591	305,909,359	308,799,730	310,809,853	308,876,086	308,513,257	308,602,669	309,445,129						
Occupied Office Space (SF) (2)	252,844,961	258,111,627	262,709,231	261,502,805	257,517,697	256,639,115	256,226,201	258,473,294	261,176,680	265,658,052						
Change in Occupied Office Space (SF)	--	5,266,666	4,597,604	-1,206,426	-3,985,108	-878,582	-412,914	2,247,093	2,703,386	4,481,372						
Occpied Office Space Added per New Employee	--	332	451	N/A	N/A	-318	-19	126	106	139	184	184	184	184	184	184
New Office Space Demanded											4,086,885	5,990,156	5,022,638	3,256,707	1,801,492	1,067,091
Cumulative Office Space Demanded											4,086,885	10,077,042	15,099,680	18,356,387	20,157,878	21,224,970
Sandy Springs Office Space Absorption (SF) (2)	128,131	301,920	-58,757	-361,243	-65,892	-125,821	-21,005	512,767	122,906	784,487						
Sandy Springs Capture of SF Office Growth in MSA (3)	--	5.7%	-1.3%	29.9%	1.7%	14.3%	5.1%	22.8%	4.5%	17.5%	15.1%	15.1%	15.1%	15.1%	15.1%	15.1%
Total New Office Demand in Sandy Springs											615,365	901,942	756,262	490,364	271,252	160,673
Cumulative Office Demand in Sandy Springs											615,365	1,517,307	2,273,569	2,763,933	3,035,185	3,195,858

Likely Capture for Each Small Area (4)	Total	2015	2016	2017	2018	2019	2020
SF of Office Demanded per New Employee		184					
SMALL AREA 1							
Likely % Capture of Wedge Employment Growth		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Office Demand (SF)		0	0	0	0	0	0
Cumulative Office Demand (SF)		0	0	0	0	0	0
SMALL AREA 2							
Likely % Capture of Wedge Employment Growth		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Office Demand (SF)		0	0	0	0	0	0
Cumulative Office Demand (SF)		0	0	0	0	0	0
SMALL AREA 3							
Likely % Capture of Wedge Employment Growth		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Office Demand (SF)		0	0	0	0	0	0
Cumulative Office Demand (SF)		0	0	0	0	0	0
SMALL AREA 4							
Likely % Capture of Wedge Employment Growth		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Office Demand (SF)		0	0	0	0	0	0
Cumulative Office Demand (SF)		0	0	0	0	0	0
SMALL AREA 5							
Likely % Capture of Wedge Employment Growth		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Office Demand (SF)		0	0	0	0	0	0
Cumulative Office Demand (SF)		0	0	0	0	0	0
Timeline for Total Office Capture		0	0	0	0	0	0
Estimated Office Demand (SF)	0						

(1) Based upon Moody's historical data and projections
(2) Based upon Costar data. 2014 total includes net absorption for 1Q 2015 (773,171 SF).
(3) Based upon the office space added in Sandy Springs from 2012-2014 relative to the office space added in the MSA from 2012-2014.
(4) Based upon Costar and Esri data. Boundaries used were the boundaries provided by the City of Sandy Springs and Rhodeside & Harwell.

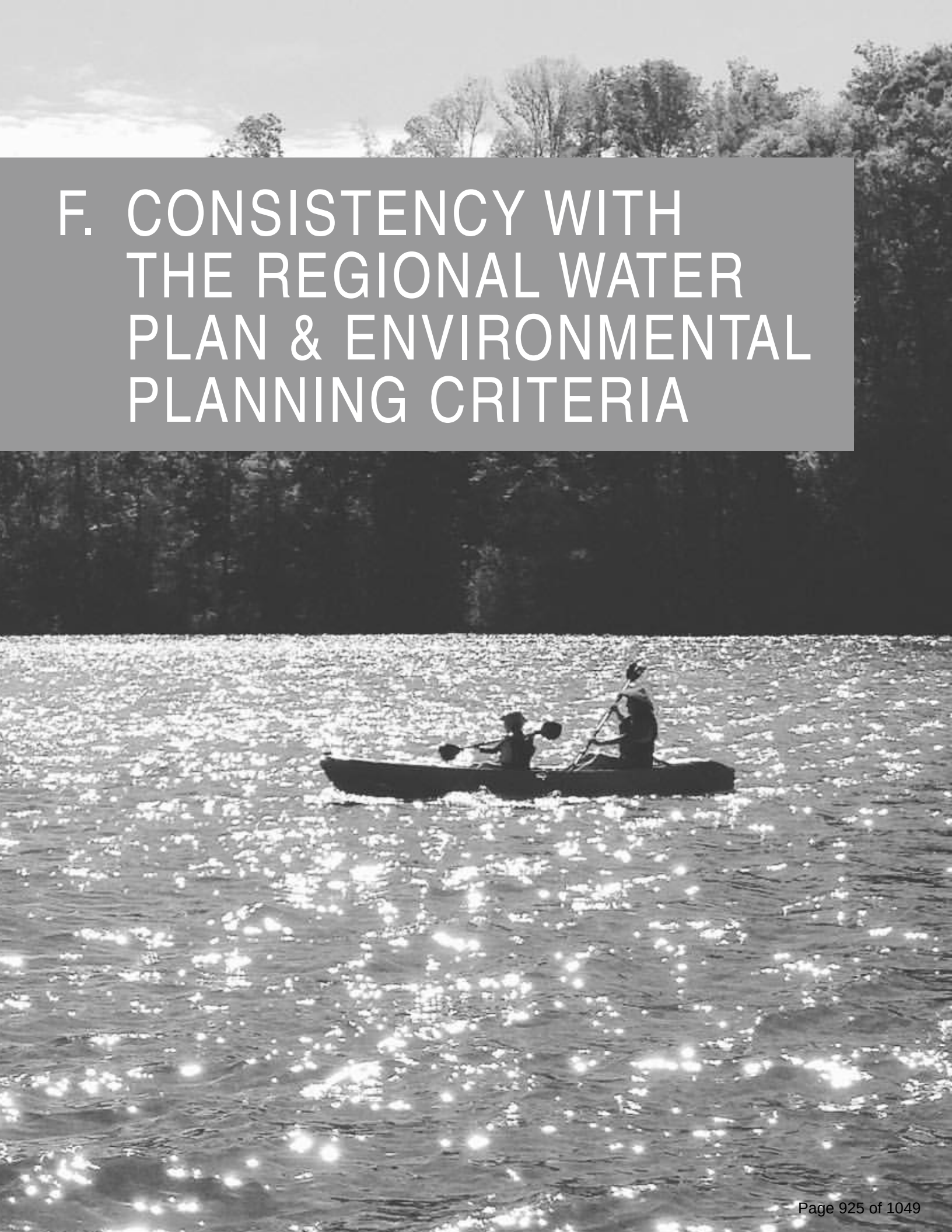
Exhibit VII-8

TOTAL OFFICE DEMAND - AGGRESSIVE LOCAL CAPTURE SCENARIO
SANDY SPRINGS AND SMALL AREAS
2015-2035

Projected Annual Demand	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Office-Using Employment in Atlanta MSA (1)	830,958	839,319	848,944	857,894	865,313	872,582	880,354	889,431	898,964	909,324	920,983	934,513	949,806	966,618	984,478
Growth Rate	*0.7%*	*1.0%*	*1.1%*	*1.1%*	*0.9%*	*0.8%*	*0.9%*	*1.0%*	*1.1%*	*1.2%*	*1.3%*	*1.5%*	*1.6%*	*1.8%*	*1.8%*
Annual Job Growth	5,966	8,361	9,625	8,950	7,419	7,269	7,771	9,077	9,534	10,360	11,659	13,530	15,293	16,811	17,860
Total Office Space (SF) (2)															
Occupied Office Space (SF) (2)															
Change in Occupied Office Space (SF)															
Occpied Office Space Added per New Employee	184	184	184	184	184	184	184	184	184	184	184	184	184	184	184
New Office Space Demanded	1,099,155	1,540,289	1,773,200	1,648,853	1,366,746	1,339,181	1,431,680	1,672,180	1,756,357	1,908,531	2,147,898	2,492,521	2,817,350	3,097,049	3,290,249
Cumulative Office Space Demanded	22,324,125	23,864,414	25,637,614	27,286,467	28,653,212	29,992,394	31,424,074	33,096,254	34,852,611	36,761,141	38,909,039	41,401,561	44,218,911	47,315,959	50,606,208
Sandy Springs Office Space Absorption (SF) (2)															
Sandy Springs Capture of SF Office Growth in MSA (3)	15.1%	15.1%	15.1%	15.1%	15.1%	15.1%	15.1%	15.1%	15.1%	15.1%	15.1%	15.1%	15.1%	15.1%	15.1%
Total New Office Demand in Sandy Springs	165,501	231,922	266,992	248,269	205,792	201,641	215,569	251,781	264,456	287,369	323,410	375,301	424,210	466,325	495,415
Cumulative Office Demand in Sandy Springs	3,361,358	3,593,281	3,860,272	4,108,541	4,314,333	4,515,974	4,731,543	4,983,325	5,247,780	5,535,149	5,858,560	6,233,860	6,658,070	7,124,395	7,619,810

Likely Capture for Each Small Area (4)	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
SF of Office Demanded per New Employee															
SMALL AREA 1															
Likely % Capture of Wedge Employment Growth	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Office Demand (SF)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Office Demand (SF)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SMALL AREA 2															
Likely % Capture of Wedge Employment Growth	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Office Demand (SF)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Office Demand (SF)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SMALL AREA 3															
Likely % Capture of Wedge Employment Growth	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Office Demand (SF)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Office Demand (SF)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SMALL AREA 4															
Likely % Capture of Wedge Employment Growth	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Office Demand (SF)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Office Demand (SF)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SMALL AREA 5															
Likely % Capture of Wedge Employment Growth	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Estimated Annual Office Demand (SF)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Office Demand (SF)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Timeline for Total Office Capture Estimated Office Demand (SF)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

F. CONSISTENCY WITH THE REGIONAL WATER PLAN & ENVIRONMENTAL PLANNING CRITERIA



Fulton County and the municipalities located within its borders, including Sandy Springs, have adopted Part V of the Georgia Planning Act, the environmental planning criteria developed by the Department of Natural Resources (DNR). The City of Sandy Springs development regulations follow the state environmental planning criteria, including the Metropolitan North Georgia Water Planning district plans and the Part 5 Environmental Planning Criteria of the Georgia Planning Act. Environmental Planning Criteria (Chapter 391-3-16) provides development measures for Water Supply Watersheds, Groundwater Recharge Areas, and River Corridors Sandy Springs contains all of these natural features.

Not only does the City of Sandy Springs continue to achieve consistency with the Regional Water Plan and Environmental Criteria, but the current Comprehensive Plan, through the inclusion of a "Green Space, Natural Systems and Sustainability" element, identifies additional measures to protect and sustain natural resources. This plan element provides a set of policies and actions for protecting and enhancing the City's tree canopy and water resources, including policies and associated actions related to, among other goals:

- Acquiring and protecting land for green space
- Improving stormwater management
- Preserving and enhancing the City's tree canopy
- Protecting and restoring the Chattahoochee River Watershed
- Designating and protecting Ecological Corridors
- Managing and improving water quality and water resources
- Achieving environmental sustainability in all City actions

Please reference the "Green Space, Natural Systems and Sustainability" element of the plan" for further details regarding specific policies and actions.

The following provides a summary of the basis for the City's consistency with the Regional Water Plan and Environmental Planning Criteria.

METROPOLITAN NORTH GEORGIA WATER PLANNING DISTRICT PLAN AND ORDINANCES

The Metropolitan North Georgia Water Planning District developed regional and watershed-specific plans for stormwater management, wastewater treatment, and water supply and conservation which created the:

- District-wide Watershed Management Plan
- Long-term Wastewater Management Plan
- Water Supply and Water Conservation Management Plan

The Water and Wastewater Plans are implemented by Fulton County Public Works and City of Atlanta Watershed Department.

The Metropolitan North Georgia Watershed Management Plan contains five Model stormwater management Ordinances to control non-point source pollution, all of which have been adopted by the City of Sandy Springs Ordinances.

- Post Development Stormwater Management
- Floodplain Management and Damage Prevention
- Stream Buffer Protection
- Illicit Discharge and Illegal Connection
- Litter Control

The Metropolitan North Georgia Water Planning District includes the City of Sandy Springs and its Chattahoochee River Corridor. Their goals are:

1. Support Sustainable Economic Development
2. Improve and Protect Water Quality
3. Equitably Distribute Benefits, Responsibilities, and Costs
4. Define Practical, Integrated Measures for Local Jurisdictions
5. Promote Public Education and Awareness

The Metropolitan North Georgia Watershed Management District has established policies and created plans to promote intergovernmental coordination for all water issues in this district.

SECTION 391-3-16-01: WATER SUPPLY WATERSHEDS

The City of Sandy Springs is considered a large watershed by definition of the DNR's Planning Criteria: "A large water supply watershed has 100 square miles or more of land within the drainage basin upstream of a governmentally owned public drinking water supply intake." The Chattahoochee River receives the entirety of the City of Sandy Springs watershed; however, a portion of Sandy Springs flows to Nancy Creek which is a tributary of Peachtree Creek. Peachtree Creek flows into the Chattahoochee River immediately downstream of the intake; thus, this portion of Sandy Springs is not within the Water Supply Watershed. The water supply reservoir is Lake Lanier and is located upstream; thus, according to Section (6)b: "[t]he stream corridors of a large water supply watershed tributary to the water supply intake shall have no specified minimum criteria for protection…"

The north and west corporate boundaries of Sandy Springs are defined by the Chattahoochee River. The land that is along the river is within the Chattahoochee River Corridor. The Chattahoochee River is protected by the Metropolitan River Protection Act (MRPA), a state law passed in 1973, which instituted a 2000-foot protection corridor along both sides of the Chattahoochee River; however, newer stream buffer setbacks and protections as required by the Metro District have been enacted by the City.

The City of Sandy Springs has adopted a Stream Buffer Protection Ordinance (Sandy Springs Development Code, Article 9, Division 9.2), which is equivalent to the District Model Ordinance. The Buffer requirement is a 50-foot undisturbed vegetative buffer measured from the wrested vegetation and an additional 25-foot impervious surface setback along streams as defined in Section 3 of the ordinance. In addition, all state waters in the City are subject to the 25-foot Georgia State Sedimentation and Erosion Control Buffer.

SECTION 391-3-16-02: GROUNDWATER RECHARGE AREA

A portion of Sandy Springs is within a groundwater recharge area, mostly north of Mount Vernon Highway and east of Roberts Drive. Per the Georgia Geologic Survey, a "Probable Area of Thick Soils" is denoted. In the Piedmont region of Georgia, most groundwater is stored in overlying soils, particularly those with thicker soils. The DNR has restrictive criteria to protect the groundwater for proposed landfills, hazard waste disposal sites, chemical and petroleum storage, agricultural waste impoundment sites, septic fields, spray and land spreading irrigation of wastewater, permanent storm infiltration basins, and wastewater treatment basins.

SECTION 391-3-16-03: WETLANDS

The City of Sandy Springs has several different types of wetlands, many of which are along the Chattahoochee River and its related streams. The DNR criteria states “Wetlands will be appropriately identified and mapped in the land-use plans developed by local and regional governments.” DNR specifies multiple considerations that must be addressed by the land-use plan with regard to wetland classes identified in their database.

Most of Sandy Springs 100-year floodplain areas are also located along the Chattahoochee River and stream corridors, such as the Crooked Creek, Ball Mill Creek, March Creek, Marsh Creek, Heards Creek, Nancy Creek and Long Island Creek. The Sandy Springs Code restricts development within any area of flood hazard that would result in raising the base flood elevation more than 0.01 feet, reducing the base flood storage capacity, change the flow characteristics or create hazardous velocities.

SECTION 391-3-16-04 RIVER CORRIDOR PROTECTION

In 1973, in response to growing concerns about the Chattahoochee River, the Georgia General Assembly enacted the Metropolitan River Protection Act (Georgia Code 12-5-440 et seq.). It established a 2000-foot Corridor along both banks of the Chattahoochee and its impoundments for the 48 miles between Buford Dam and Peachtree Creek, which includes the corridor along the City of Sandy Springs. The act was amended in 1998 to extend the Corridor an additional 36 miles to the downstream limits of Fulton and Douglas counties (the limit of the Atlanta region).

The DNR outlines protection criteria of the River Corridor that include maintenance, construction restrictions, land uses, septic tanks and drainfields, road and utility crossings, hazardous waste handling areas, and landfills.

In addition to meeting the above requirements, the City, through the new Comprehensive Plan, identifies policies and actions to support the protection of the Chattahoochee River and its supporting streams, including protecting and restoring the Chattahoochee River watershed (policy GS-D2) and designating and protecting Ecological Corridors (policy GS-D3).

SANDY SPRINGS
CITY CLERK'S OFFICE

TO: Eden Freeman, City Manager

FROM: Catherine Mercier-Baggett, Sustainability Manager

DATE: July 8, 2022 Submission for the July 19, 2022 City Council Meeting

ITEM: Request for Mayor and City Council Consideration of a Variance from Section 9.2.2 – Applicability; State Waters Buffer Protection of the Development Code, to Allow the Use of Impervious Concrete in the 50-foot Stream Buffer and Additional Impervious Setback, for the Construction of a Portion of Trail Segment 2A

Recommendation:

Staff recommends approval of the Resolution to Approve a Variance from Sec. 9.2.2 – Applicability; State Water Buffer Protection of the Sandy Springs Development Code, to allow for the use of impervious concrete in the 50-foot stream buffer and additional impervious surface setback for the construction of a portion of Trail Segment 2A.

Background:

Segment 2A ("Segment") of the Trail Master Plan will begin at Overlook Park, following along Morgan Falls Road as a greenway trail to the Chattahoochee River, crossing through Georgia Power Company and Fulton County property, heading eastward through Bridge Properties' parcel, connecting around Orkin Lake and along Cimarron Parkway, and terminating at Roswell Road. This Trail segment will be approximately 1.9 miles in length.

The Segment was designed to meet all requirements of the Development Code. Where the proposed alignment overlaps with the City's 50-foot stream buffer and 75-foot impervious setback, the paving material selected is porous concrete, to abide by Text Amendment TA21-0001 to Sec. 9.9.2. C.1.e, approved in June 2021. Mayor and City Council approved an exemption for trails and paths from the State Waters Buffer Protection provided that:

i. They are maintained by the City of Sandy Springs or its designee, and
ii. They are built of pervious material, and
iii. Their alignment and construction minimize intrusion into the buffer and impervious surface setback, and they disturb land no more than 25' in width during grading and construction, unless approved by the Director due to drainage, topography, other physical conditions, or other reasons deemed acceptable to the Director, and
iv. They are no more than 14' in width, and
v. Associated gathering spaces, such as sitting areas and viewing platforms, do not exceed 350 square feet each, and

vi. The disturbed buffers are stabilized and restored to the maximum possible extent, in accordance with the standards set forth in the Restoration Standards in the City of Sandy Springs Technical Manual.

Per Sec. 2-1. of the Code of Ordinances, variances on city projects must be considered by City Council.

Discussion:

The Sandy Springs Morgan Falls Connector 2A trail contains a 12' concrete trail connection that runs on the north side of Orkin Lake, from the Orkin Lake Dam to the Edgewater apartments parking lot. This corridor lies within the City of Sandy Springs stream buffer and impervious surface setback, as well as the Fulton County 20' sewer easement which contains a newly constructed 24" sanitation force main. This corridor has been cleared and graded by Fulton County, enabling the city to easily construct this trail connection and providing the trail user to experience views of Orkin Lake directly to the south. The current condition of this corridor saves the city substantial construction funds by the work completed by Fulton County. This specific connection is also part of the city of Sandy Springs and Edgewater agreement to provide easements for additional trail construction throughout the Edgewater property.

The current city ordinance (Development Code Div. 9.2. State Waters Buffer Protection) requires trails constructed within 75' of the streambank to be constructed of porous concrete to provide water quality to help protect the adjacent State Waters. Certain portions of the segment follow Fulton County sewer easements. Fulton County personnel have free access to and across the Segment to perform routine maintenance and repairs, and ensure truck and equipment access to service the lift station located below the Orkin Lake Dam. Where the Segment follows the Fulton County Sewer easement, the trail must be constructed to a standard to safely enable the movement of heavy-duty equipment required to maintain related sewer infrastructure.

In correspondence with KAIZEN Collaborative on May 27, 2022, the Engineering Administrator with Fulton County Sewer stated: "The pathway along or over the Fulton County Wastewater system needs to be designed to withstand H-20 loading. Fulton County needs to be able to drive a Vac Truck along our easement. This vehicle will be fully loaded with wastewater after removing wastewater from the system during maintenance. Occasionally excavators carrying pipe will be required to access the system for pipe replacement during maintenance."

Porous concrete cannot be designed to provide the H-20 loading requested by Fulton County. The voids in porous concrete that allow rainwater to infiltrate limit the structural strength of the material. A tandem axel that supports a water truck would cause porous concrete to fail, leading to costly repairs.

Staff is proposing to provide an impervious concrete trail with an adjacent infiltration trench on the north side of Orkin lake that will provide an infiltration rate equivalent to that of porous concrete. The June 3, 2022 letter by KAIZEN Collaborative provides details of this trench and calculations. Approximately 9,150 sq.ft. of impervious concrete would be placed in the City stream buffer, and 3,100 sq.ft. in the

impervious surface setback. No impervious concrete is proposed in the 25' State buffer.

Porous concrete and the infiltration trench both provide 3 square feet of infiltration per linear foot of trail, and both measures are acceptable practices per the "Blue Book" (Georgia Stormwater Management Manual). In the designer's opinion, this infiltration trench is less likely to get clogged by sediment, tree leaves and organic matter than porous concrete, and will provide more direct infiltration. Should the porous concrete fail, it would be difficult to mobilize a concrete truck along the trail without damaging the remaining concrete. If 4" of the top infiltration trench needs to be replaced, this can easily be done with a standard pick-up truck or larger vehicle. Inspection of the trench can be done visually, while porous concrete must be tested to determine if it remains functional.

The option to use permeable pavers was studied as another alternative. Due to the potential for differential settling, the paved surface could become uneven and no longer meet ADA standards. The high cost of pavers is also an aspect worthy of consideration.

Financial Impact:

Heavy duty concrete with infiltration trench is estimated at $145.22 per linear foot, compared to $344.57 per linear foot for porous concrete or $529.98 per linear foot for pervious pavers. Adequate budgeted funds are available for the described design in Project P2201.

Alternatives:

Mayor and Council may choose not to approve the Concrete and Infiltration trench design and construct this trail section with porous concrete. In this instance, there will be a high probability of failure and the City would be responsible for the cost of regular repairs to maintain the trail in working condition.

Review:

Catherine Mercier-Baggett, Sustainability Manager	Created/Initiated - 7/7/2022
Michael Perry, Director of Recreation and Parks	Approved - 7/8/2022
Kristin Byars Smith, Assistant City Manager	Approved - 7/8/2022
Toni Carlisle, Chief Financial Officer	Approved - 7/12/2022
Kathy Williams, Staff Attorney	Approved - 7/12/2022
Eden Freeman, City Manager	Final Approval - 7/14/2022

Attachments:

1. Kaizen Letter - Infiltration Calculations
2. Resolution
3. Variance Exhibit

KAIZENCOLLABORATIVE Design, Inc.

2390 Main Street | Tucker, GA | 30084
T 404.239.2521

June 3, 2022

Kristin Smith, Michael Perry, Ginger Sottile, Catherine Mercier-Baggett
City of Sandy Springs
1 Galambos Way
Sandy Springs, Georgia 30328

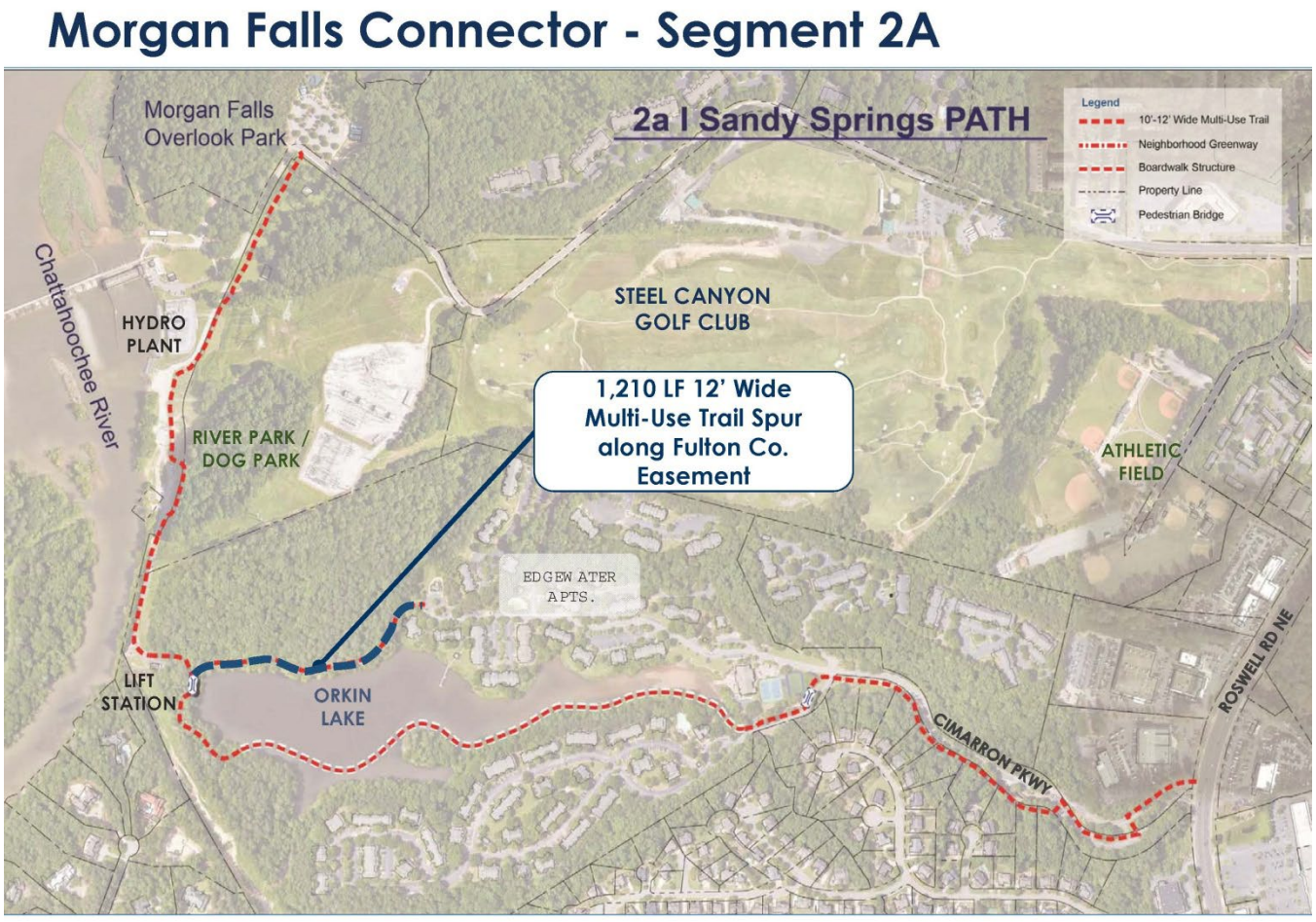
Subject: Sandy Springs Morgan Falls Connector 2A - Multi-Use Path Pervious Concrete Mitigation Calculations

Dear Kristin,

Per our teams meeting this morning, I am enclosing calculations to offset the water quality retention of a 12' pervious concrete trail with that of a 12' impervious heavy-duty traffic loaded trail and accompanying infiltration trench.

PROJECT AREA/DESCRIPTION:

The Morgan Falls Connector Phase 2A – Edgewater Trail is a proposed 12' multi-use concrete path that originates at the Existing Morgan Falls Overlook Park and heads south to the River Park Dog Park and heads south to the Edgewater apartment property and then east along the southern side of Orkin Lake and follows Cimarron Parkway up to Roswell Road to its termination. A greenway spur trail is also designed to run along the north side of Orkin Lake to connect the Edgewater Apartments into the main trail alignment adjacent to the existing dam of Orkin Lake. The proposed trail has a total length of 1.5 mile. See below for project overview graphic.

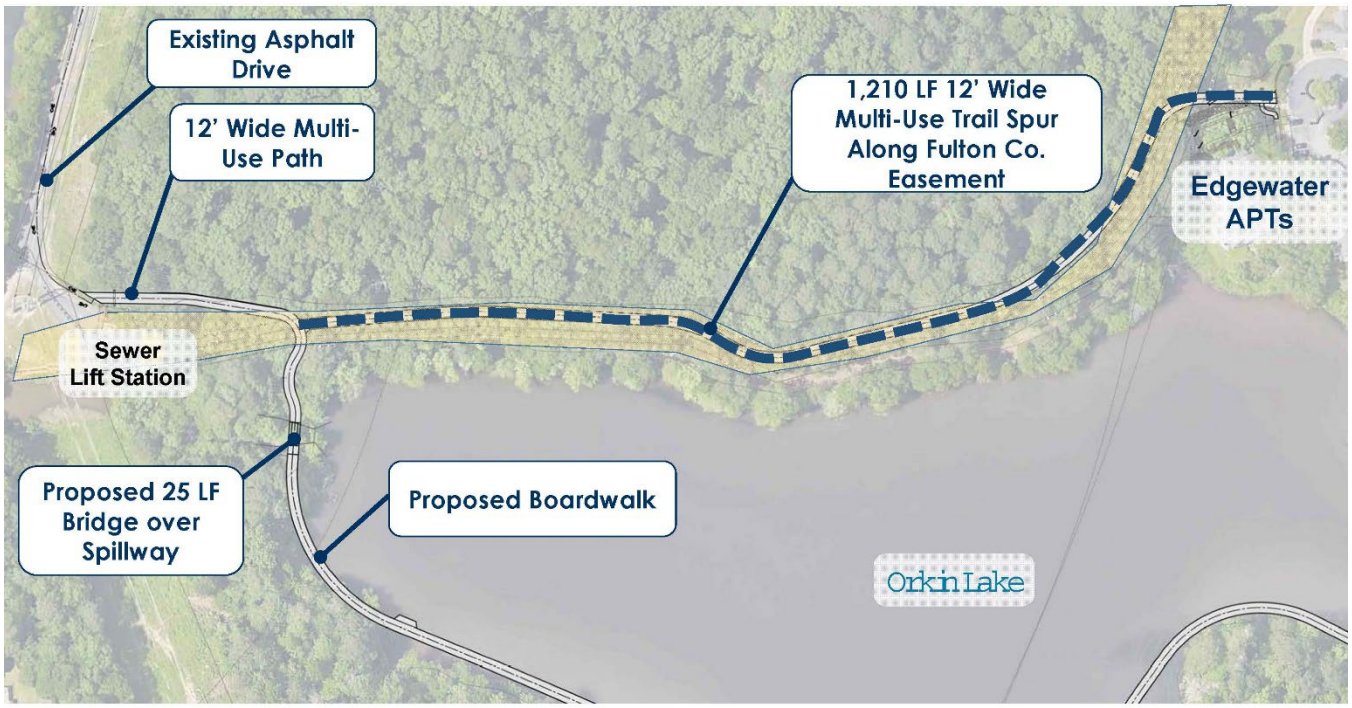


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GREENWAY SPUR TRAIL ALONG NORTH SIDE OF ORKIN LAKE

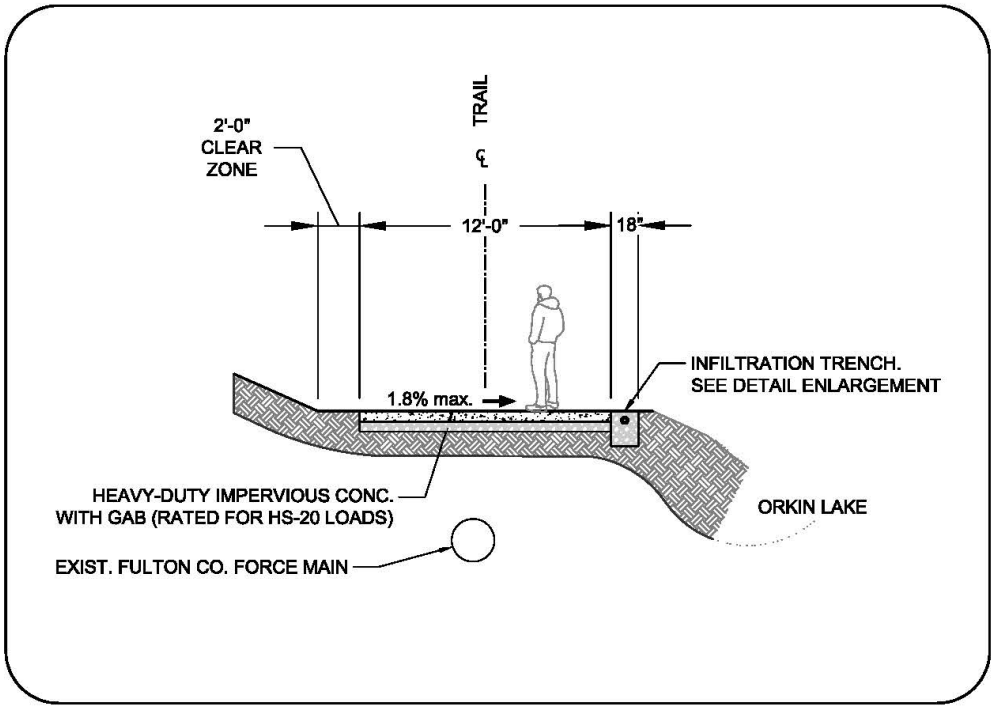
The Greenway Spur trail as noted above that runs along the north side of Orkin Lake is located within an existing 20' Fulton County Sewer easement that contains a newly constructed 24" HDPE Forcemain that runs into an existing Sewer Lift station just west of the Orkin Lake Dam(see graphic below).

Greenway along north side of Orkin Lake



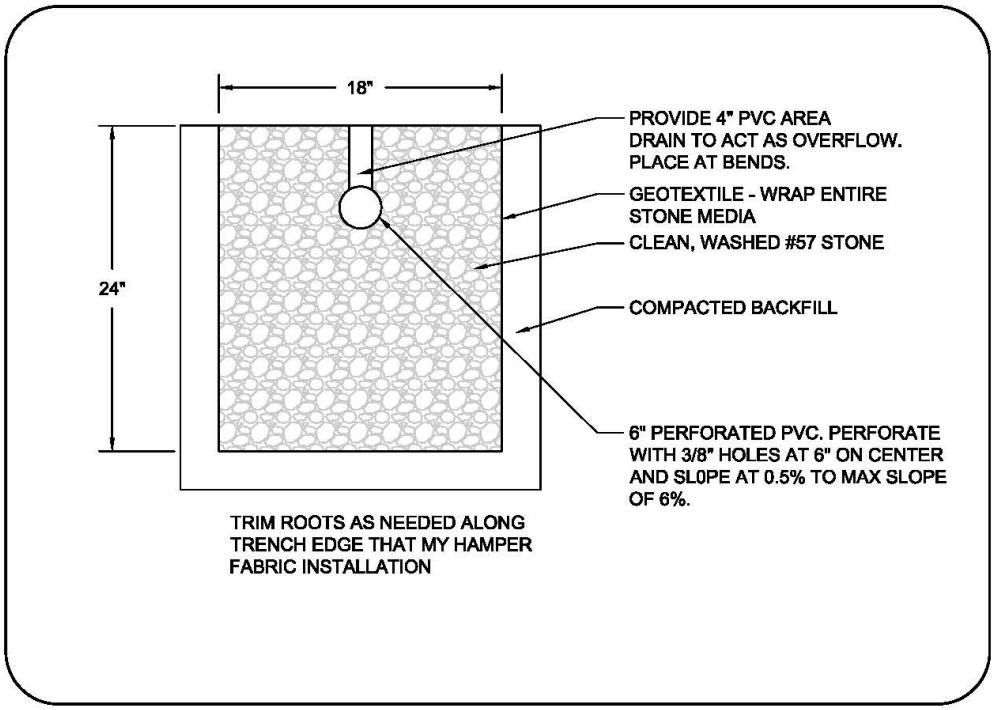
Fulton County has granted the city of Sandy Springs approval to construct the proposed trail within Fulton's easement as long as Fulton is granted access for Fulton's maintenance trucks via HS-20 traffic loading. This area of the spur trail is also located within the City of Sandy Springs 75' Impervious Stream Buffer. The current city code requires this section of the trail to be pervious concrete to protect the buffer and maintain water quality storage. We are proposing to install the impervious concrete HS-20 loaded trail which will sheet flow into an infiltration trench that will provide the equivalent water quality volume of the pervious concrete. We feel this solution will improve the City Buffer from a water quality stand point and provide an equipment maintenance platform that Fulton County requires. Please see infiltration trench and trail cross section below:

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TRAIL CROSS-SECTION W/ HD CONC. & INFILTRATION TRENCH

SCALE: NTS



INFILTRATION TRENCH ENLARGEMENT DETAIL

SCALE: NTS

KAIZENCOLLABORATIVE Design, Inc.

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T 404.239.2521

WATER QUALITY CALCULATIONS:

The below water quality calculations demonstrate how the same water quality is achieved from our infiltration trench vs. the pervious concrete sections.

Pervious Concrete Water quality storage for 12' Trail:

WQv = Width of trail x depth of aggregate under pervious concrete x affected trail length(1,000 LF)
WQv = 12' x 0.25'x1,000'
WQv = 3,000 CF and this section has a cross sectional area of 3 SF

Impervious Concrete Water quality storage for 12' Trail via Infiltration trench (PROPOSED DESIGN MODIFICATION)

WQv = width of trench x depth of trench x affected trail length (1,000 LF)
WQv = 1.5' x 2' x 1,000' = 3,000 CF and this section also has a cross sectional rea of 3 SF, therefore equivalent water quality is provided.

SUMMARY

In summary we are proposing to maintain the same water quality volume of the pervious concrete with a proposed infiltration trench per the above calculations as well as meet the needs of Fulton County's Lift station sewer equipment access. Also note, we do not propose pervious pavers as a solution primarily due to differential settlement that can result in non ADA compliance and secondarily due to cost and material availability.

Sincerely,

KAIZENCOLLABORATIVE DESIGN, Inc.

Charles Abbott, P.E.
Principal Owner
c: (770) 815-7160
Attachments: 75' city buffer encroachment exhibit, Fulton county Encroachment Agreement, Cost breakdown with pervious concrete vs. impervious HD concrete, vs. pervious pavers.

RESOLUTION NO. _____

STATE OF GEORGIA
COUNTY OF FULTON

A RESOLUTION TO APPROVE A VARIANCE FROM SECTION 9.2.2 – APPLICABILITY; STATE WATER BUFFER PROTECTION OF THE SANDY SPRINGS DEVELOPMENT CODE, TO ALLOW THE USE OF IMPERVIOUS CONCRETE IN THE 50-FOOT STREAM BUFFER AND ADDITIONAL IMPERVIOUS SETBACK, FOR THE CONSTRUCTION OF A PORTION OF TRAIL SEGMENT 2A.

WHEREAS, the City of Sandy Springs ("City") has identified the need to design and construct a Comprehensive Trails Program throughout the City: and:

WHEREAS, Mayor and City Council approved the Sandy Springs Trail Master Plan on October 15, 2019; and

WHEREAS, Mayor and City Council awarded a Master Agreement for Trail Design and Construction Management to the PATH Foundation on February 4, 2020; and

WHERAS, Segment 2A was identified in the Trail Master Plan as one of the segments within the 10-year Implementation Strategy; and

WHEREAS, a portion of the proposed trail alignment lies within the City's 50-foot stream buffer and additional impervious setback; and

WHEREAS, a portion of the proposed trail alignment lies within the Fulton County Sewer easement as well;

WHEREAS, Fulton County Sewer conditioned the use of the easement to the trail being constructed to support H-20 loading, for heavy duty trucks; and

WHEREAS, an adjacent infiltration trench would be equivalent to the filtration rate of pervious concrete; and

WHEREAS, Mayor and City Council desire to approve a variance from Section 9.22 of the Sandy Springs Development Code to allow the use of impervious concrete in the 50-foot stream buffer and additional impervious setback for the construction of a portion of Segment 2A, as illustrated in Exhibit A attached hereto;

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SANDY SPRINGS, **GEORGIA,** that:

1. A variance is hereby approved from Sec. 9.2.2 – Applicability; State Water Buffer Protection of the Sandy Springs Development Code, to allow for the use of impervious concrete in the 50-foot stream buffer and additional impervious setback for portions of Trail Segment 2A, as illustrated in Exhibit A; and

2. The City Manager and appropriate City staff are hereby authorized to take such actions as may be deemed necessary to effectuate the intent of this resolution.

RESOLVED this the _____day of July, 2022.

Approved:

_____
Russell K. Paul, Mayor

Attest:

_____
Raquel Gonzalez, City Clerk

(Seal)

FULTON CO. FORCE MAIN
PERMANENT EASEMENT

75' CITY IMPERVIOUS BUFFER

AREA OF TRAIL WITHIN CITY
BUFFER (BLUE HATCH)

25' STATE WATERS BUFFER

FULTON CO. 20' WIDE
SANITARY SEWER EASEMENT

N/F
BMF IV GA EDGEWATER LLC
DB 60505, PG. 174
PARCEL: 17 0079LL0178

SEWER LIFT
STATION

CHATTAHOOCHEE RIVER

EXISTING FLOOD
LINE ZONE "AE"
ELEV. 812

EXISTING FLOOD
LINE ZONE "A"

LAKE

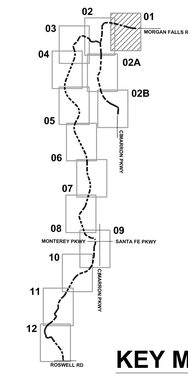
N/F
BURTIN CLAUDIO M
DB. 30614, PG. 150
PARCEL: 17 0265DD4099

KAIZENCOLLABORATIVE
2390 MAIN STREET | TUCKER, GEORGIA 30084 | 404.239.2521

CHARLES M. ABBOTT JR, P.E.
DESIGN ENGINEER LEVEL II CERTIFICATION
GSWCC # 000004168 EXPIRES: 04/13/2022
CHUCK.ABBOTT@KAIZENCOLLABORATIVE.COM
O: 404-239-2521

PATH FOUNDATION.org
PO BOX 14327, ATLANTA, GA 30324

24 HOUR CONTACT - JONATHAN McCAIG
E: JONATHAN @PATHFOUNDATION.ORG
O: 404-875-7284 x 5 C: 404-433-1900



KEY MAP

	DATE	DESCRIPTION
	05/14/2021	ISSUE FOR REVIEW
	08/20/2021	ISSUE FOR REVIEW
	11/17/2021	ADDRESS COMMENTS - EPD, FULTON CO.
	12/10/2021	ISSUE FOR PERMIT

PROJECT #	2020 - 209
PROJECT MANAGER	CMA

MORGAN FALLS CONNECTOR PHASE 2A EDGEWATER APARTMENTS

SANDY SPRINGS, GA

20 0 10 20 40
(IN FEET)
1 inch = 20 feet

IMPERVIOUS BUFFER GRAPHIC

SCALE	NTS
DATE	JUNE 3, 2022
SHEET #	IBG-01

GEORGIA811 www.Georgia811.com
Know what's below. Call before you dig.

SANDY SPRINGS
CITY CLERK'S OFFICE

TO: Eden Freeman, City Manager

FROM: William H. Martin, Jr., AIA, Public Works Director

DATE: June 9, 2022 Submission for the July 19, 2022 City Council Meeting

ITEM: Request for Mayor and City Council Consideration of Approval of a Subgrant Agreement with the Metropolitan Atlanta Rapid Transit Authority (MARTA) for the Medical Center Station to Dunwoody MARTA Station Pedestrian/Bicycle and Transit Connectivity Improvements Project and to Authorize the Mayor to Execute Same

---

Recommendation:

Staff recommends that the Mayor and City Council approve the attached Subgrant Agreement between the City of Sandy Springs ("City") and the Metropolitan Atlanta Rapid Transit Authority ("MARTA") for the Medical Center Station to Dunwoody MARTA Station Pedestrian/Bicycle and Transit Connectivity Improvements Project ("Project") and that the City Council authorize the Mayor to execute the Subgrant Agreement.

Background:

The City was awarded federal funding for the Project and this Subgrant Agreement through FY 2016 Surface Transportation Program Urban Funds allocated by the Atlanta Regional Commission ("ARC") under its Last Mile Connectivity Program in the Metropolitan Transportation Improvement Program under TIP Project # 0015070, ARC # DK-440. These funds have been flexed/transferred from the Federal Highway Administration to the Federal Transit Administration ("FTA") to be administered under the Section 5307 Program. MARTA will be a pass-through entity for providing the federal assistance to the City. MARTA will provide oversight of the Project and administer the funds, and the City will execute the Project in accordance with FTA regulations and the Subgrant Agreement.

Discussion:

The Project will add a bicycle/pedestrian facility on the west side of Peachtree Dunwoody Road from just north of I-285 to Hammond Drive. The Project will also include bike and sidewalk improvements on Lake Hearn Drive from Peachtree Dunwoody Road to the City limits. Project components will include a ten (10) and twelve (12) foot wide side path, six (6) foot wide sidewalk, ADA compliant curb ramps, 24 inch wide curb and gutter, turning lane, storm drain structures, and standard City streetscape elements (lighting, brick pavers, and landscaping). When completed, this Project will improve bicycle and pedestrian facilities and traffic operations between the Dunwoody and Medical Center MARTA stations. It will connect to recently completed bicycle/pedestrian facilities that tie directly to the MARTA Medical Center Station. Additionally, the Project will extend the GA 400 Multi-Use Path project, currently in design, up the west side of Peachtree Dunwoody Road to Hammond Drive.

Financial Impact:

The current estimated total Project cost is $4,802,481.00. Per the Subgrant Agreement, the City will be responsible for a twenty percent (20%) match of the federal funding, which is $960,496.20. The Perimeter Community Improvement District (PCID) has entered into an agreement with the City to provide the local matching funds required under the Subgrant Agreement. Funding details are shown in the below table.

	Federal Share MARTA/FTA (80%)	**Local Share PCID (20%)**	**Total Estimated Project Cost**
Engineering and Design Activities	$ 768,396.96	$192,099.24	$ 960,496.20
ROW, Utility, and Construction Activities	$3,073,587.84	$768,396.96	$3,841,984.80
TOTAL	**$3,841,984.80**	**$960,496.20**	**$4,802,481.00**

Alternatives:

Should Mayor and City Council choose not to enter into the Subgrant Agreement with MARTA, the following are the alternatives:

1. The City could consider fully funding the Project and not enter into the Subgrant Agreement.
2. The City could consider not advancing the Project.

Review:

Cheryl Oslund, Administrative Coordinator	Created/Initiated - 7/7/2022
Marty Martin, Director of Public Works	Approved - 7/7/2022
Toni Carlisle, Chief Financial Officer	Approved - 7/7/2022
Kathy Williams, Staff Attorney	Approved - 7/8/2022
Eden Freeman, City Manager	Final Approval - 7/15/2022

Attachments:

1. Resolution
2. Subgrant Agreement

RESOLUTION NO. 2022-__-_____

STATE OF GEORGIA
COUNTY OF FULTON

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANDY SPRINGS, GEORGIA, TO APPROVE A SUBGRANT AGREEMENT WITH THE METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY (MARTA) FOR THE MEDICAL CENTER STATION TO DUNWOODY MARTA STATION PEDESTRIAN/BICYCLE AND TRANSIT CONNECTIVITY IMPROVEMENTS PROJECT AND TO AUTHORIZE THE MAYOR TO EXECUTE SAME

WHEREAS, the attached Subgrant Agreement between the City of Sandy Springs ("City") and the Metropolitan Atlanta Rapid Transit Authority ("MARTA") will enable funding for the Medical Center Station to Dunwoody MARTA Station Pedestrian/Bicycle and Transit Connectivity Improvements Project ("Project"); and

WHEREAS, the City was awarded federal funding for the Project and this Subgrant Agreement through the FY 2016 Surface Transportation Program Urban Funds allocated by the Atlanta Regional Commission ("ARC") under its Last Mile Connectivity Program in the Metropolitan Transportation Improvement Program under TIP Project # 0015070, ARC # DK-440; and

WHEREAS, pursuant to the Subgrant Agreement, MARTA will be a pass-through entity for providing the described federal assistance to the City, for providing oversight of the Project, and for administering the funds; and

WHEREAS, the City will execute the Project in accordance with FTA regulations and the Subgrant Agreement; and

WHEREAS, when completed, the Project will: improve bicycle and pedestrian facilities and traffic operations between the Dunwoody and Medical Center MARTA stations; connect to recently completed bicycle/pedestrian facilities that tie directly to the MARTA Medical Center Station; and extend the GA 400 Multi-Use Path project, currently in design, up the west side of Peachtree Dunwoody Road to Hammond Drive; and

WHEREAS, the current estimated total Project cost is $4,802,481.00, and pursuant to the Subgrant Agreement, the City will be responsible for a twenty percent (20%) match of the federal funding, which is $960,496.20; and

WHEREAS, the Perimeter Community Improvement District ("PCID") has entered into an agreement with the City to provide the local matching funds required under the Subgrant Agreement; and

WHEREAS, the City has determined that entering into the Subgrant Agreement for the stated purpose is in the best interest of the general public and the citizens of the City; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Sandy Springs, Georgia, while in regular session on July 19, 2022, at 6:00 p.m., that:

1. The attached Subgrant Agreement is hereby approved;

2. The Mayor and affected City staff are hereby authorized to execute Subgrant Agreement as attached;

3. The Mayor and City Attorney are hereby authorized to make such minor revisions to the Subgrant Agreement as may be deemed necessary to effectuate the intent of this resolution; and

4. The Mayor and City Attorney are hereby authorized to take such additional action as may be deemed necessary to effectuate the intent of this resolution.

RESOLVED, this the 19th day of July, 2022.

Approved:

_____
Russell K. Paul, Mayor

Attest:

_____
Raquel D. Gonzalez, City Clerk

(SEAL)

MEDICAL CENTER STATION TO DUNWOODY MARTA STATION
PEDESTRIAN/BICYCLE AND TRANSIT CONNECTIVITY IMPROVEMENTS
SUBGRANT AGREEMENT

THIS SUBGRANT AGREEMENT ("Agreement"), is entered into and made effective as of the _____ day of _____, 2022 ("Effective Date") by and between the METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY, ("MARTA" or the "Authority") on behalf of the Federal Transit Administration ("FTA"), and the City of Sandy Springs, Georgia, ("the City" or "Sub-Grantee").

WHEREAS, MARTA, as the Grant Recipient, desires to administer the grant of funds to the Sub-Grantee for a transit access project described in Attachment A (the "Project"), which is to be partially funded by a grant from the United States Department of Transportation, (hereinafter FTA), along with the appropriate auditing agency of the entities making such grant, referred to as "the Concerned Funding Agencies" or "FTA"), said grant evidenced by an Agreement identified as Grant No. GA-2018-022, CFDA No. 20.507 award date of 08/22/2018 (as the "Grant Agreement") between MARTA and the FTA; and

WHEREAS, the Sub-Grantee has been approved for the receipt of the funds by MARTA; and

WHEREAS, the City will own and maintain those Project assets to be constructed in the public right-of-way upon completion of the Project.

NOW THEREFORE, in consideration of the promises and the mutual covenants and agreements hereinafter contained, the receipt and legal sufficiency of which is hereby acknowledged, the parties hereto agree as follows:

1. Reimbursement to the Sub-Grantee. MARTA hereby agrees to manage and administer the funds and reimburse the Sub-Grantee from the funds for the eligible costs associated with the Project. The Sub-Grantee hereby agrees to perform the obligations hereinafter set forth in accordance with the terms and conditions contained or incorporated herein.

2. Scope of Services. The Sub-Grantee shall execute, perform, and carry out the Project described in Attachment A attached hereto and made a part hereof.

3. Time of Performance. Work and services for the Project shall be undertaken and pursued in such sequence so as to assure their expeditious completion and as may be required in Attachment A. The term of this Agreement is seven (7) years from the Effective Date of this Agreement or until the funds are depleted, whichever occurs first. To the extent the term of the Agreement is less than seven (7) years due do depletion of funds, a termination in accordance with paragraph 37 will occur.

4. Compensation. The Sub-Grantee shall be reimbursed for the costs of the Project as set forth in Attachment B attached hereto and made a part hereof and only to extent grant proceeds are available. MARTA shall make payment to the Sub-Grantee in accordance with Section II.A of Attachment B.

5. Formal Communication. The Sub-Grantee shall furnish progress and financial reports as set forth in Paragraphs 12 and 16 of this Agreement to MARTA no later than ten (10) days after the end of each quarter. All formal communication regarding this Agreement shall be in writing among the persons executing this Agreement on behalf of the Sub-Grantee and MARTA. However,

the Sub-Grantee and MARTA shall each have the right to designate in writing to the other an agent to act on their behalf of each entity regarding this Agreement. Any restrictions to such designation must be clearly defined in the written designation.

6. MARTA's and Sub-Grantee's Designated Agents. Pursuant to Paragraph 5 above, MARTA hereby designates Michael Bradley, the Grant Programs Analyst, all correspondence shall be directed to him at MARTA, 2424 Piedmont Road, N.E., Atlanta, GA 30324-3330 with copies to legal. The City of Sandy Springs, as Sub-Grantee, hereby designates Ms. Eden Freeman, Sandy Springs City Manager its agent for purposes of this Agreement. All correspondence shall be directed to her at City of Sandy Springs, 1 Galambos Way, Sandy Springs, GA 30328.

7. Review and Coordination. To ensure adequate assessment of the Project and proper coordination among interested parties, MARTA shall be kept fully informed of the progress of the work and services to be performed hereunder. The Sub-Grantee, or its designee, may be required to meet with designated representatives of MARTA and the Concerned Funding Agencies from time to time, as reasonably requested by MARTA, to review the work and services performed. Reasonable notice of such review meetings shall be given to the Sub-Grantee.

8. Inspections. Authorized representatives of MARTA and the FTA may at all reasonable times review and inspect the Project activities, improvements, and data produced or collected pursuant to this Agreement. Except where specifically prohibited by law, all reports, equipment, improvements studies, records, and computations prepared by or for the Sub-Grantee under this Agreement shall be made available to authorized representatives of MARTA and the FTA for inspection and review at all reasonable times in the Sub-Grantee's office where data is normally accumulated. All reviews and inspections contemplated in this paragraph shall be performed in such a manner as to not unduly delay the Project.

9. Maintenance of Records. The Sub-Grantee shall maintain all books, documents, papers, accounting records and other evidence pertaining to the Project and shall make such material available at all reasonable times during the term of this Agreement for inspection by MARTA, the FTA, and the Comptroller General of the United States, or any of their duly authorized representatives. Records shall be maintained by the Sub-Grantee a minimum of five (5) years following project close-out. The Sub-Grantee shall include the provisions of this paragraph in any subcontract executed in connection with this Project.

10. General. The Sub-Grantee agrees to carry out the Project in compliance with requirements relating to the application, acceptance, and use of federal funds for this Project, including 49 CFR part 18, "Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments" and the Federal Transit Administration Master Agreement [FTA MA (25)] dated October 1, 2018 and as amended or revised. The Sub-Grantee assures and certifies that it shall comply with all requirements imposed by MARTA or the FTA concerning special requirements of law or Project requirements including, but not limited to, FTA Circulars 4220.1F, "Third Party Contracting Guidance" and 5010.1E, "Grant Management Requirements," as such documents exist at the time of the execution of this Agreement and as they may be amended from time to time. The Sub-Grantee and shall include the provisions of this paragraph in any subcontract executed in connection with the Project.

11. Sub-Grantee's Personnel. The Sub-Grantee represents that it has, or will secure at its own expense, all personnel required to perform the services under this Agreement, or that it will contract with entities or persons having sufficient personnel required to perform the services required by this Agreement. Such personnel shall not be employees of MARTA during any time within the twelve (12)-month period immediately prior to the date of this Agreement, and during the term of

the Project, except with the express prior written consent of MARTA, which consent shall not be unreasonably withheld. Further, the Sub-Grantee agrees that no such former MARTA employees shall be involved in any way with performance of this Agreement, without the express prior written approval of MARTA, which consent shall not be unreasonably withheld.

12. Reports. The Sub-Grantee or its designee shall provide to MARTA on a quarterly basis narrative, progress reports, in such form as may be reasonably specified by MARTA, outlining the work accomplished by the Sub-Grantee during the quarter of such report and the current status of the Project, including the percentage of the work which has been completed as of the end of each quarter of such report. The Sub-Grantee shall also provide any information as may be reasonably requested by the Concerned Funding Agencies or their authorized representatives as required for annual and/or special performance reports.

13. Compliance with Requirements of the FTA. The Sub-Grantee shall be bound by the applicable terms and conditions of the Grant Agreement between MARTA and the FTA which said Grant Agreement is on file in the offices of MARTA and is attached hereto and incorporated herein as Attachment D. In the event of new Federal directives or requirements, the FTA may initiate a change to the terms and conditions of the Grant Agreement. MARTA will notify the Sub-Grantee in writing of any applicable changes in the terms and conditions of the Grant Agreement within a reasonable time after MARTA has received appropriate notice of such changes from the FTA, but in any event in such time (if possible) as will protect the Sub-Grantee from expending additional costs as a result of the FTA-initiated change.

14. Data to be Furnished by MARTA. All information, data, reports, records and maps which exist, readily available and reasonably necessary, as determined by MARTA, for the performance by the Sub-Grantee of the work and services required by this Agreement shall be furnished to the Sub-Grantee without charge by MARTA. MARTA, its, agents and employees, shall fully cooperate with the Sub-Grantee or any of the Sub-Grantee's subcontractors or suppliers in the performance of the Sub-Grantee's duties under this Agreement.

15. Rights in Documents. Materials and Data Produced. The Sub-Grantee agrees that all reports, studies, records, and other data prepared by or for it under the terms of this Agreement shall be the joint property of MARTA and the Sub-Grantee upon termination or completion of the work. MARTA or Sub-Grantee shall have the right to use the same without restriction or limitations and without compensation to the other. For purposes of this Agreement, "data" includes writings, sound recordings, photographs, films, videotapes, or other graphic representations and works of a similar nature. The Sub-Grantee acknowledges that matters regarding the rights to invention and materials generated by or arising out of this Agreement may be subject to certain regulations issued by the funding agencies. Information regarding the applicability of such regulations to specific situations may be obtained by written request to MARTA.

16. Financial Reports. In addition to other records required by this Agreement, the Sub-Grantee agrees to provide to MARTA such additional financial reports in such form and frequency as MARTA may reasonably require to meet MARTA's requirements for reporting to the FTA. Such reports will include comparisons of actual costs and budgeted costs and projected variances.

17. Insurance. Sub-Grantee shall fully indemnify, to the extent allowed by law, MARTA for, and save it harmless from, any and all liability, claim of liability, loss, damage, and expense, including reasonable attorney fees, directly or indirectly resulting from or arising out of or in connection with the death or injury to any person or persons, or the loss of or damage to any property, to the extent caused by the negligent performance of work performed by the Sub-Grantee under this Agreement. The Sub-Grantee will further ensure that its contractors are fully licensed

to perform the services contemplated, and will carry adequate insurance coverage to indemnify MARTA and the Sub-Grantee against any claim of liability, loss, damage, and expense, including reasonable attorney fees, directly or indirectly resulting from or arising out of or in connection with the death or injury to any person or persons, or the loss of or damage to any property, caused or alleged to be caused by the negligent provision of the services contemplated by the Project. Sub-Grantee shall not be required to indemnify, hold harmless, or defend MARTA against a claim to the extent such claim is caused solely by the negligence or fault, or the breach or violation of applicable law, statute, ordinance, code, rule and regulation, or lawful order of any public authority by MARTA.

18. Audits. The Sub-Grantee shall cause audits to be accomplished in a manner consistent with OMB Circular A-133. Copies of all reports resulting from said audits shall be furnished to MARTA no later than thirty (30) calendar days after they are received by the Sub-Grantee. In addition, the Sub-Grantee agrees to obtain or assist with any other audits required by the Concerned Funding Agencies.

19. Interest of Sub-Grantee. The Sub-Grantee covenants that, to its knowledge, neither the Sub-Grantee, nor anyone controlled by the Sub-Grantee, controlling the Sub-Grantee, or under common control with the Sub-Grantee, nor its agents, employees, or subcontractors, presently has an interest, nor shall acquire a direct interest which would conflict with the performance of its service hereunder in an impartial and unbiased manner. The Sub-Grantee further covenants that in the performance of this Agreement the Sub-Grantee shall not employ any person the Sub-Grantee knows to have any such interest as an agent, subcontractor or otherwise. If the Sub-Grantee contemplates taking some action which may constitute a violation of this paragraph, the Sub-Grantee shall request in writing the advice of MARTA, and if MARTA notifies the Sub-Grantee in writing that the Sub-Grantee's contemplated action will not constitute a violation hereof, then the Sub-Grantee shall be authorized to take such action without being in violation of this paragraph. MARTA will not unreasonably withhold any such notification.

20. Interest of Members of MARTA and Others. No officer, member, or employee of MARTA, and no public official of any local government which is affected in any way by the Project, who exercises any function or responsibilities in the review or approval of the Project or any component part thereof, shall participate in any decision relating to this Agreement which affects his or her personal interests or the interest of any corporation, partnership, or association in which he or she is directly interested; nor shall any such officer, member, or employee of MARTA, or public official of any local government affected by the Project, have a direct interest in this Agreement or the proceeds arising therefrom.

21. Officials Not to Benefit. No member of or delegate to the Congress of the United States of America, resident commissioner, or employee of the United States Government, shall be admitted to any share or part of this Agreement or to any benefits to arise here from.

22. Status of Parties as Independent Contractors. Nothing contained in this Agreement shall be construed to constitute the Sub-Grantee or any of their employees, servants, agents, or subcontractors as a partner, employee, servant, or agent of MARTA, nor shall any party to this Agreement have any authority to bind any other party in any respect, it being intended that each party shall remain an independent contractor.

23. Approval of Subcontracts. None of the work or services to be performed under this Agreement by the Sub-Grantee shall be subcontracted without the prior written approval of MARTA, which approval shall not be unreasonably withheld. If such subcontracting is authorized pursuant to this paragraph, all subcontract documents shall be submitted to MARTA for its review

and approval prior to the execution of such subcontract. Further, if requested by MARTA, the Sub-Grantee shall provide MARTA with such documentation as MARTA shall require regarding the method the Sub-Grantee used in selecting its subcontractor. The Sub-Grantee acknowledges that the selection of subcontractors is through federal funds, and the selection of subcontractors shall be governed by the regulations requiring competition between potential subcontractors or adequate justification for sole source selection. The Sub-grantee will ensure contractors procured will not be on the FTA Suspension and Debarment list. The Sub-Grantee agrees to abide by such regulations in its selection procedure.

24. Assignability. No party shall assign or transfer all or any portion of its interest in this Agreement without the prior written approval of all the other parties. Any attempted assignment in violation of this paragraph shall be null and void.

25. Charter Service Operations. The Sub-Grantee agrees that neither it nor any public transportation operator performing work in connection with this Project will engage in charter service operations, except as authorized by 49 U.S.C 5323 (d) and FTA regulations, "Charter Service," 49 C.F.R. Part 604, and any Charter Service regulations of FTA directives that may be issued, except to the extent that FTA determines otherwise in writing.

26. Reserved.

27. Public Transportation Employee Protective Arrangements. The Sub-Grantee agrees that 49 U.S.C. 5333(b) requires employee protective arrangements to be in place as a condition of award of FTA assistance for this Project. Therefore, the Sub-Grantee understands and agrees, and assures that any third-party participant providing public transportation operations will agree, that: (a) it must carry out the Project as provided in its U.S. Department of Labor (DOL) Certification, which contains the terms and conditions that U.S. DOL has determined to be fair and equitable to protect the interests of any employees affected by the Project; (b) it must comply with 49 U.S.C. 5333(b), and any future amendments thereto; and (c) it must comply with the terms and conditions of the U.S. DOL certification of public transportation employee protective arrangements.

28. Use of Project Assets (Property and Equipment). The Sub-Grantee and MARTA agree to use the Project Assets (i.e., capital improvements, facilities, property/equipment, etc.) funded by this Agreement for appropriate transit access-related purposes for the duration of their useful life in accordance with FTA requirements. The Sub-Grantee, as appropriate, agrees to maintain continuing control of the Project Assets in accordance with FTA requirements. Should the Sub-Grantee and/or the Municipality remove any of the Project Assets from the intended transit-related use prior to the end of their useful life, the removing party shall refund the remaining federal interest, based on the undepreciated value of the asset, to MARTA, who in turn will forward such payment to the FTA. Further, the Sub-Grantee shall not allow any incidental use of the Project Assets without express prior written permission of MARTA and/or FTA. The Project assets/equipment may be disposed of at the end of its FTA-mandated useful service life, after obtaining concurrence from MARTA.

29. Maintenance. The Sub-Grantee shall provide for proper maintenance and repair of the Project Assets in accordance with FTA requirements.

30. Asset/Property Records. The Sub-Grantee, in coordination with MARTA, as appropriate, shall maintain adequate records of the assets purchased under this Agreement in accordance with FTA requirements and shall provide a copy of such records to MARTA within five (5) days upon request.

31. Amendments/Changes to the Agreement. Any party may request changes in this Agreement. Such changes, including any increase or decrease in the amount of the Sub-Grantee's compensation, shall be incorporated in written amendments to this Agreement. Amendments to this Agreement may be executed on behalf of MARTA by MARTA's General Manager/CEO or his authorized agent. Budget revisions involving the reallocation of limited amounts between approved Project Budget line items may be approved by MARTA's Director of Grant Programs.

32. Assurances.

I. The Sub-Grantee hereby assures and certifies that:

a. It will comply with the regulations, policies, guidelines and requirements contained in the FTA Circulars, 4220.1F, 4702.1B, 4704.1A, 5010.1E and 9030.1E, OMB Circulars A-87, and A-133, and all applicable Georgia statutes as appropriate, as they relate to the application, acceptance, use, and audit of federal funds for this federally-assisted Project, and all as may be amended during the term of this Agreement.

b. It possesses legal authority to enter into this Agreement, and a resolution, motion, or similar action has been duly adopted or passed as an official act of the Sub-Grantee's governing body authorizing the execution of this Agreement and directing and authorizing the person identified as the official representative of the Sub-Grantee to act in connection with the execution of the Agreement and to provide such additional information as may be required.

c. It will comply with all applicable provisions of the United States of America Department of Transportation Federal Transit Administration Master Agreement (FTA MA [29], February 7, 2022), and as amended from time to time.

d. It will establish safeguards to prohibit employees from using their positions for a purpose that is or gives the appearance of being motivated by a desire for private gain for themselves or others, particularly those who have family or business ties.

e. It will comply and require the compliance of any third-party contractor at any tier of the Project, with Executive Orders Nos. 12549 and 12689, "**Debarment and Suspension**," 31 U.S.C 6101 note, and U.S. DOT regulations, non-procurement Suspension and Debarment, "2 C.F.R. Part 1200. The Sub-Grantee agrees to, and will require that its third-party contractors and other participants at any tier of the Project review the "Federal Government's Excluded Parties List System (EPL)" at https://www.sam.gov before entering into any sub-agreement, lease, third-party contract, or other arrangement in connection with the Project. If, in the event the Subgrantee learns that a third party has been debarred or excluded, it will immediately notify MARTA, who will then provide written notice to FTA.

f. It will cooperate with MARTA in assisting the FTA in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470), and 36 CFR Part 800 by (i) consulting, through MARTA, with the State Historic Preservation Officer on the conduct of investigations, as necessary, to identify properties listed in or eligible for inclusion in the National Register of Historic Places that are subject to adverse effects by the activity, and notifying, through MARTA, the Concerned Funding Agencies of the existence of any such properties, and by (ii) complying with all requirements established by MARTA or the funding agencies to avoid or mitigate adverse effects upon such properties.

g. It will cooperate with MARTA in assisting the FTA in compliance with the National Environmental Policy Act of 1969, as amended (NEPA), and the implementing joint Federal Highway Administration (FHWA) and FTA regulations and related requirements.

h. It will cooperate with MARTA in complying with the applicable requirements of the Federal Financial Accountability and Transparency Act (FFATA) sub-award reporting requirements.

i. It understands that the phrase "federal financial assistance" includes any form of loan, grant, guaranty, insurance payment, rebate, subsidy, disaster assistance loan or grant, or any other form of direct federal assistance.

j. For subgrant contracts not involving federal financial assistance for construction, it will ensure that the facilities under its ownership, lease, or supervision which shall be utilized in the accomplishment of the Project are not listed on the Environmental Protection Agency's (EPA) list of Violating Facilities and that it will notify the funding agencies, through MARTA, of the receipt of any communication from the Director of the EPA Office of Federal Activities indicating that a facility to be used in the Project is under consideration for listing by EPA.

k. It will comply with Title VI of the Civil Rights Act of 1964, as amended, and, in accordance with Title VI of that Act, no person shall, on the grounds of age, handicap, religion, creed or belief, political affiliation, sex, race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any Project or activity for which the Sub-Grantee receives federal financial assistance and will immediately take any measures necessary to effectuate this assurance.

The Sub-Grantee shall take affirmative action to ensure that qualified applicants are employed, and qualified subcontracts are selected, and that qualified employees are treated during employment, without regard to their age, handicap, religion, creed or belief, political affiliation, race, color, sex, or natural origin. Such action shall include but not be limited to the following: employment, upgrading, demotions, or transfers; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; selection for training including apprenticeship, and participation in recreational and education activities.

If the Sub-Grantee has fifty or more employees (regardless of the funding sources) and if the total compensation and reimbursement to be paid to the Sub-Grantee as specified in Attachment B of the contract is fifty thousand dollars ($50,000) or more, the Sub-Grantee certifies that: (a) it has developed a written Affirmative Action Plan (AAP) which includes: an analysis of the Sub-Grantee's work force showing by job category the extent to which minorities and females are being underutilized, realistic goals and timetables in each job category for correcting the underutilization; and (b) it presently has such a plan in effect and such plan will remain in effect at least until the Project completion date of this contract.

The Sub-Grantee agrees to post in a conspicuous place available to employees and applicants for employment, notices to be provided setting forth provisions of this non-discrimination clause. The Sub-Grantee shall in all solicitations or advertisements for subcontractors or employees placed by or on behalf of the Sub-Sub-Grantee state that all qualified applicants will receive consideration for employment without regard to age, handicap, religion, creed or belief, political affiliation, race, color, sex or national origin.

The Sub-Grantee shall not discriminate against any qualified client or recipient of services provided through this contract on the basis of age, handicap, religion, creed or belief, political affiliation, race, color, sex or national origin. The Sub-Grantee shall cause foregoing provisions to be binding

upon each contractor and subcontractor, provided that the foregoing provisions shall not apply to subcontracts for less than ten thousand dollars ($10,000.00).

The Sub-Grantee shall keep such records and submit such reports concerning the racial and ethnic origin of applicants for employment and employees as MARTA or the funding agencies may reasonably require.

The Sub-Grantee agrees to comply with such rules, regulations, or guidelines as MARTA or the funding agencies may issue to implement the requirements of this paragraph, including those under 49 CFR Part 21.

l. It will comply with the current U.S. Department of Transportation regulations on Disadvantaged Business Enterprise (DBE) participation at 49 CFR Part 26 or at another Part, if reissued, and any requirements or guidance the Concerned Funding Agencies may issue.

m. It will comply with Executive Order 11246, entitled "Equal Employment Opportunity," as amended by Executive Order 11375, and as supplemented in U.S. Department of Labor regulations (41 CFR Part 60).

n. It will comply with the applicable provisions of the Americans with Disabilities Act of 1990.

II. The City hereby assures and certifies that:

a. It possesses legal authority to enter into this Agreement, and a resolution, motion, or similar action has been duly adopted or passed as an official act of the City's governing body authorizing the execution of this Agreement and directing and authorizing the person identified as the official representative of the City to act in connection with the execution of the Agreement and to provide such additional information as may be required.

b. It will comply with all applicable provisions of the United States of America Department of Transportation Federal Transit Administration Master Agreement (FTA MA [29], February 7, 2022), and as amended from time to time.

c. It will establish safeguards to prohibit employees from using their positions for a purpose that is or gives the appearance of being motivated by a desire for private gain for themselves or others, particularly those who have family or business ties.

d. It will cooperate with MARTA in assisting the FTA in compliance with the National Environmental Policy Act of 1969, as amended (NEPA), and the implementing Joint FHWA and FTA regulations and related requirements.

e. It will comply with Title VI of the Civil Rights Act of 1964, as amended, and, in accordance with Title VI of that Act, no person shall, on the grounds of age, handicap, religion, creed or belief, political affiliation, sex, race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any Project or activity for which the Municipalities receives federal financial assistance and will immediately take any measures necessary to effectuate this assurance.

f. It will comply with the applicable provisions of the Americans with Disabilities Act of 1990.

33. Lobbying Restrictions. In compliance with 31 U.S.C 1352 (a), the Sub-Grantee agrees that no part of any funds under this Subgrant Agreement shall be used to pay the costs of influencing any officer or employee of a federal agency, member of Congress, officer of Congress, or employee of a member of Congress, in connection with making or extending a Grant Agreement or an appropriation. The Sub-Grantee further agrees to comply and to require the compliance of each lessee, third-party contractor, or other participant in any tier of the Project with U.S. DOT regulations, "New Restrictions on Lobbying, "49 C.F.R. Part 20, modified as necessary by 31 U.S.C 1352, as amended. The required Lobbying certification is attached to and made part of this Agreement (Attachment C). The Sub-Grantee agrees to provide any required updates to Standard Form-LLL, "Disclosure of Lobbying Activities" to MARTA on a quarterly basis.

34. Other Requirements. In addition to other requirements of this Agreement, the Sub-Grantee agrees to comply with, and shall be bound by, the applicable terms and conditions of all state and federal laws or regulations governing and defining resources, project administration, allowable costs, and associated procurement standards, including but not limited to, 49 CFR 18 and OMB Circular A-87, as appropriate. All such documents are available for inspection in the offices of MARTA and are hereby made part of this Agreement fully as if the same were attached hereto.

35. Termination for Convenience. The Sub-Grantee may terminate this Agreement in whole or in part when it determines that the continuation of the Project would not produce beneficial results commensurate with the further expenditure of funds. The parties shall, through formal Agreement amendment, agree upon the termination conditions, including the effective date and, in the case of partial termination, the portion to be terminated. The Sub-Grantee shall not incur new obligations as possible. MARTA shall allow full credit to the Sub-Grantee for the non-cancelable obligations properly incurred by the Sub-Grantee prior to termination. Should the Sub-Grantee terminate the Agreement for convenience after receiving funds pursuant to this Agreement, it shall refund those funds to MARTA, who in turn will forward such payment to the FTA.

36. Termination of the Agreement for Cause. If through any cause, the Sub-Grantee shall fail to fulfill in a timely and proper manner their obligations under this Agreement, or if the Sub-Grantee has or shall violate any of the covenants, agreements, representations, or stipulations of this Agreement, MARTA shall thereupon have the right to terminate this Agreement after giving written notice to the Sub-Grantee of such proposed termination and after providing the party in breach at least thirty (30) days in which to cure such default.

If the party in breach fails to cure such default in a timely manner, MARTA may terminate this Agreement by providing written notice of termination, specifying the effective date thereof, to the Sub-Grantee. The Sub-Grantee shall be entitled to receive just and equitable compensation for costs incurred in the performance of the scope of service up to and including the effective date of termination as authorized in Attachment B. Notwithstanding the foregoing, to the extent provided by law and without waiving any of its defenses of sovereign or official immunity, the Sub-Grantee shall not be relieved of liability to MARTA for damages sustained by MARTA by virtue of any breach of this Agreement by the Sub-Grantee.

37. Termination Due to Non-Availability of Funds. Notwithstanding any other provision of this Agreement, in the event that any of the funds allocated to MARTA by the FTA for carrying out the functions to which this Agreement relates are not available or not provided, then, upon written notice to the Sub-Grantee, this Agreement shall immediately terminate without further obligation to MARTA or to the Sub-Grantee.

38. Restriction on Expenditures by Sub-Grantee Due to Non-Availability of Funds. In the event MARTA shall determine that the funds expected to be received from the FTA hereunder may

not become available at such times as will ensure the continuity of the services to be provided hereunder, then MARTA shall have the right to limit, from time to time, or cancel the expenditures which the Sub-Grantee may incur hereunder. In such event, MARTA shall notify the Sub-Grantee in writing of the amount which the Sub-Grantee may expend during the period of such restriction. Such notification shall be provided at least ten (10) calendar days prior to the imposition, modification, or continuation of such restriction. If such limitation of expenditures delays the performance of the services hereunder, then Sub-Grantee shall be excused from the timely performance of its obligations hereunder to the extent of such delay. In the event funds are not available and MARTA fails to provide to Sub-Grantee the notice as required hereunder, then MARTA shall be responsible for any expenditure made by Sub-Grantee prior to receipt of notice.

39. Applicable Law. This Agreement shall be deemed to have been executed and performed in the State of Georgia, and all questions of interpretation and construction shall be construed by the laws of such State.

[SIGNATURES ON FOLLOWING PAGE]

IN WITNESS WHEREOF, the Sub-Grantee and MARTA have executed this Agreement as of the day first above written.

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

By: _____
Print Name: Collie Greenwood
Interim General Manager / CEO

APPROVED AS TO FORM:

_____

Chief Counsel
MARTA

CITY OF SANDY SPRINGS, GEORGIA

By: _____
Print Name: Eden Freeman
Title: City Manager

APPROVED AS TO FORM:

_____
City Attorney

ATTACHMENT A

PROJECT DEFINITION AND SCOPE

I. General: The work and services to be provided by the Sub-Grantee are in support of the following Federal Transit Administration (FTA) Grant:

Grant No. GA-2018-022

Title: **Medical Center MARTA Station to Dunwoody MARTA Station Pedestrian/Bicycle and Transit Connection Improvements**

II. Program Purpose and Goals: To improve bicycle and pedestrian facilities and traffic operations between the Dunwoody and Medical Center MARTA stations through connectivity to existing facilities, landscaping, and encouraging all modes of transportation.

III. Project Background: The source of the Federal assistance for this Subgrant Agreement is FY 2016 Surface Transportation Program (STP) Urban funds (M230) allocated by the Atlanta Regional Commission (ARC) under their Last Mile Connectivity Program in the Metropolitan Transportation Improvement Program under TIP Project # 0015070, ARC # DK-440. These funds have been flexed/transferred from FHWA to FTA to be administered under the Section 5307 Program. The design of this project has been conducted by FPCID with local funds outside the scope of this Subgrant Agreement.

IV. Area Covered. The project area is Lake Hearn Drive from Peachtree Dunwoody Road to Perimeter Center Parkway, and Peachtree Dunwoody Road from I-285 to Hammond Drive within the City of Sandy Springs, Georgia.

V. Project Term: The term of this Agreement is seven (7) years or until the funds are depleted, whichever occurs first.

VI. Project Scope: The project will add a bicycle/pedestrian facility on the west side of Peachtree Dunwoody Road from just north of I-285 to Hammond Drive which will connect to recently completed bicycle/pedestrian facilities that tie directly to the MARTA Medical Center Station. The project will also include bike and sidewalk improvements on Lake Hearn Drive from Peachtree Dunwoody Road to Perimeter Center Parkway. Traffic operations around the Peachtree Dunwoody Road at Lake Hearn Drive intersection as it relates to the I-285 interchange will be improved by creating additional turn lanes from Lake Hearn to Peachtree Dunwoody Road.

VII. Responsible Parties: The Sub-grantee shall be responsible for Project implementation, including without limitation, the procurement and administration of the third-party capital improvements/construction contract in compliance with all Federal rules and regulations. MARTA shall review the proposed third-party contract specifications and procurement documentation and provide oversight throughout Project implementation. Upon Project completion, the City shall assume ownership of and all maintenance responsibility for the Project assets in the public right-of-way.

VIII. Review and Coordination Process: The Sub-Grantee shall coordinate with MARTA in all phases of the Project scope of services and Project terms. Sub-Grantee shall submit copies of the Project deliverables to MARTA for review and comments at each stage of the process, or as

otherwise requested by MARTA. If the deliverables are not satisfactory to MARTA, Sub-Grantee will be required to revise and resubmit. MARTA will have thirty (30) days to review all submittals under this Section. The submittal review process will continue until the submittal(s) is approved. Approvals will not be unreasonably withheld.

The Sub-Grantee will submit to MARTA for approval any proposed changes to the Project schedule, scope, and budget, as this may impact the eligibility of the FTA grant (Grant # GA-2018-022).

MARTA shall coordinate with the Sub-Grantee in the conduct of the scope of services. Sub-Grantee shall inform MARTA of all Project coordination meetings, and MARTA will have the option to attend any or all Project meetings.

ATTACHMENT A-1

SITE PLAN



ATTACHMENT B
COMPENSATION AND METHOD OF PAYMENT

I. Compensation: Compensation to the Sub-Grantee shall not exceed Three Million, Eight Hundred Forty-One Thousand, Nine Hundred Eighty-Four Dollars and Eighty Cents ($3,841,984.80) which is eighty percent (80%) of the total Project expenditures to be incurred. The Sub-Grantee shall be required to provide the twenty percent (20%) local matching share of the project expenditures and that amount is estimated at Nine Hundred Sixty Thousand, Four Hundred Ninety-Six Dollars and Twenty Cents ($960,496.20). The total maximum compensation to be paid to the Sub-Grantee is not to exceed Four Million, Eight Hundred Two Thousand, Four Hundred Eighty-One Dollars ($4,802,481.00).

A breakdown of this compensation is shown in "Attachment B-1, Project Budget," which is attached to and made a part of this Agreement for financial reporting, monitoring, and auditing purposes. Changes in the Project Budget shall be made in accordance with Paragraph 31 in the main body of the Agreement.

II. Method of Payment: The method of payment shall be as follows:

A. **Progress Payments.** The Sub-Grantee shall be entitled to receive progress payments on the following basis. Within thirty (30) days after the end of each calendar quarter during the existence of this Agreement, the Sub-Grantee shall submit to MARTA an invoice for payment documenting actual costs incurred during the invoice period. As used herein, actual costs incurred shall include only eligible costs as authorized in the Project Budget. The invoices shall also include reasonable documentation of the required local matching share. Any work for which reimbursement is requested may be disallowed if not properly documented, as reasonably determined by MARTA, in the required narrative quarterly progress report.

Upon the basis of its audit and review of such invoice and its review and approval of the quarterly reports called for in paragraph 12 in the main body of the Agreement, MARTA will, at the request of the Sub-Grantee, make payments to the Sub-Grantee as the work progresses. Invoices shall be numbered consecutively and submitted each quarter until the Project is completed.

Sub-Grantee's quarterly invoices and quarterly narrative progress reports are to be submitted to MARTA's Director of Grant Programs or his/her authorized agent and must be received by her/him no later than thirty (30) days following the end of each calendar quarter, unless otherwise agreed to.

B. **Final Payment.** Final payment shall only be made upon determination by MARTA that all requirements hereunder have been completed, including any audit requirements. Upon such determination and upon submittal of a final invoice, MARTA shall pay all compensation due to the Sub-Grantee, less the total of all previous payments made.

Sub-Grantee's final invoice and final narrative progress report must be received by MARTA no later than thirty (30) days after the Project is completed unless otherwise agreed upon between the Sub-Grantee and MARTA.

III. Completion of Project: It is agreed that in no event will the maximum compensation and reimbursement, if any, to be paid to the Sub-Grantee under this Agreement exceed Three Million, Eight Hundred Forty-One Thousand, Nine Hundred Eighty-Four Dollars and Eighty Cents ($3,841,984.80) and that the Sub-Grantee expressly agrees that it shall do, perform and carry out

in a proper manner all of the work services described in Attachment A for so long as funding is available as set forth in this Agreement.

IV. Access to Records: The Sub-Grantee agrees that MARTA, the FTA or Agencies, and, if appropriate, the Comptroller General of the United States, or any of their duly authorized representatives, shall have access to any books, documents, papers, and records of the Sub-Grantee which are directly pertinent to the Project for the purpose of making audit, examination, excerpts, and transcriptions. This requirement will also apply to each third-party contractor, at any tier.

V. Other Requirements: In addition to the requirements of Paragraph 13 of the main body of the Agreement, the Sub-Grantee agrees to comply with and shall be bound by the applicable terms and conditions of all State and Federal Laws or regulations governing and defining allowable costs and associated procurement standards, including but not limited to U.S. Office of Management and Budget Circulars (A-87, and A-102), and FTA Circular 4220.1F "Third Party Contracting Requirements," as appropriate. All such documents are available for inspection in the offices of MARTA and are hereby made a part of this Agreement as fully as if the same were attached hereto.

The Sub-Grantee further agrees that, if costs incurred by the Sub-Grantee are not in conformity with the above requirements and are subsequently disallowed as a result of an audit by MARTA, the FTA, the Comptroller General of the United States, or any of their duly authorized representatives, then, upon written demand by MARTA, the Sub-Grantee shall promptly reimburse MARTA in full for such disallowed costs.

ATTACHMENT B-1
PROJECT BUDGET

The Sub-Grantee acknowledges that the compensation agreed upon in this section is to the best of its knowledge and belief sufficient to accomplish the scope of work specified in Attachment A.

The Sub-Grantee further agrees and understands that any changes to the line item expenditure categories or designated amounts in each of these expenditure categories must be made in writing prior to the occurrence of any expenditure.

PROJECT FUND SOURCES	AMOUNT
1. Federal (FTA) Grant: GA-2018-022	$ 3,841,984.80
2. Local Match: City of Sandy Springs	$ 960,496.20
Total Eligible Cost	**$ 4,802,481.00**

Grant Award Budget:

	Line Item Description	Federal Share (80%)	Local Share (20%)	Total Estimated Project Cost
1.	Engineering and Design Activities	$768,396.96	$192,099.24	$960.496.20
2.	ROW, Utility and Construction Activities	$3,073,587.84	$768,396.96	$3,841,984.80
	TOTAL	**$3,841,984.80**	**$960.496.20**	**$4,802,481.00**

ATTACHMENT B-2

PROJECT BUDGET NARRATIVE DESCRIPTION

A narrative description of each of the Project Budget Line Items in the grant award is provided below.

1. <u>Engineering and Design (Third-Party Contract)</u> –
The requested grant funds will be used for all engineering and design related activities required to implement this project. The planned improvements include, but not limited to, ADA curb ramp additions or replacement; Striped cross-walks; and Traffic signal phasing at the intersection of Peachtree Dunwoody Road and Lake Hearn Drive. The amount budgeted is **$960,496.20** (Total) for engineering and design related activities related to this project.

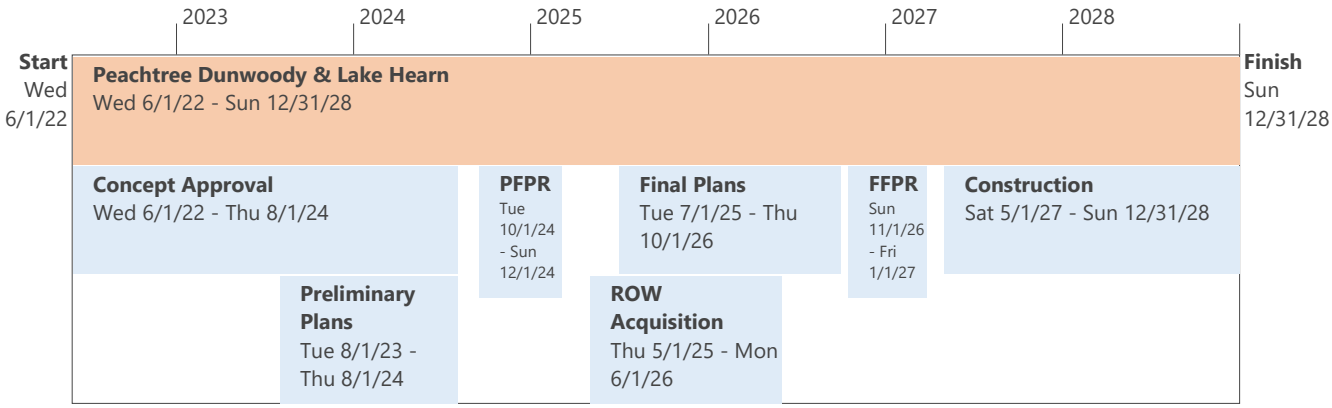
2. <u>ROW, Utility and Construction Activities (Third-Party Contract)</u> –
This item consists of the direct costs of the third-party contract for the implementation of the project improvements as outlined in the Project Scope of Work (Attachment A, Section VI.
The project will add a bicycle/pedestrian facility on the west side of Peachtree Dunwoody Road from just north of I-285 to Hammond Drive which will connect to recently completed bicycle/pedestrian facilities that tie directly to the MARTA Medical Center Station.

The project will also include adding bike and sidewalk improvements on Lake Hearn Drive from Peachtree Dunwoody Road to Perimeter Center Parkway. Traffic operations around the Peachtree Dunwoody Road at Lake Hearn intersection as it relates to the I-285 interchange will be improved by creating additional turn lanes from Lake Hearn to Peachtree Dunwoody Road.

The amount budgeted for ROW, Utility and Construction activities is **$3,841,984.80** (Total).

ATTACHMENT B-3

PROJECT SCHEDULE



ATTACHMENT C

CERTIFICATION REGARDING LOBBYING

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person influencing or attempting to influence a member of the Board of Directors, officer, or employee of the Metropolitan Atlanta Rapid Transit Authority, or any elected, appointed, or employed official or employee of the State of Georgia, member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with the awarding of any Federal grant, subgrant agreement or contract, or the amendment of modification of any Federal grant or contract.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence a member of the Board of Directors, officer, or employee of the Metropolitan Atlanta Rapid Transit Authority, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with this Federal Subgrant Agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award of all subcontracts anticipated to be of a value of one hundred thousand dollars ($100,000.00) or more and that all subcontractors shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than ten thousand dollars ($10,000.00) and not more than one hundred thousand dollars ($100,000.00) for each such failure.

SIGNATURE: _____

DATE: _____

TITLE: _____

ORGANIZATION NAME:_____

ADDRESS:_____

ATTACHMENT D
GRANT AGREEMENT BETWEEN MARTA AND THE FEDERAL TRANSIT ADMINISTRATION

SANDY SPRINGS
CITY CLERK'S OFFICE

TO: Eden Freeman, City Manager

FROM: William H. Martin, Jr., AIA, Public Works Director

DATE: June 9, 2022 Submission for the July 19, 2022 City Council Meeting

ITEM: Request for Mayor and City Council Consideration of Approval of an Agreement by and between the City of Sandy Springs and the Fulton Perimeter Community Improvement District for the Medical Center Station to Dunwoody MARTA Station Pedestrian/Bicycle and Transit Connectivity Improvements Project and to Authorize the Mayor to Execute Same

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Recommendation:

Staff recommends that the Mayor and City Council approve the Agreement by and between the City of Sandy Springs ("City") and the Fulton Perimeter Community Improvement District ("CID") for the Medical Center Station to Dunwoody MARTA Station Pedestrian/Bicycle and Transit Connectivity Improvements Project ("Project") and authorize the Mayor to execute the Agreement.

Background:

The City was awarded federal funding for the Project and a Subgrant Agreement with MARTA through the FY 2016 Surface Transportation Program Urban Funds allocated by the Atlanta Regional Commission ("ARC") under its Last Mile Connectivity Program in the Metropolitan Transportation Improvement Program under TIP Project # 0015070, ARC # DK-440. These funds have been flexed/transferred from the Federal Highway Administration to the Federal Transit Administration ("FTA") to be administered under the Section 5307 Program. Pursuant to the Agreement, the CID will be responsible for the cost of local matching funds required for the Project and will help coordinate the Project work with the City. The City will execute the Project in accordance with FTA regulations and the Subgrant Agreement. The proposed Agreement was drafted by both the City and the CID and was approved by the CID Board on June 27, 2022.

Discussion:

The Project will add a bicycle/pedestrian facility on the west side of Peachtree Dunwoody Road from just north of I-285 to Hammond Drive. The Project will also include bike and sidewalk improvements on Lake Hearn Drive from Peachtree Dunwoody Road to the City limits. Project components will include a ten (10) and twelve (12) foot wide side path, six (6) foot wide sidewalk, ADA compliant curb ramps, 24 inch wide curb and gutter, turning lane, storm drain structures, and standard City streetscape elements (lighting, brick pavers, and landscaping). When completed, this Project will improve bicycle and pedestrian facilities and traffic operations between the Dunwoody and Medical Center MARTA stations. It will connect to recently completed bicycle/pedestrian facilities that tie directly to the MARTA Medical Center Station. Additionally, the Project will extend the GA 400 Multi-Use Path project, currently in design, up the west side of Peachtree Dunwoody Road to Hammond Drive.

Financial Impact:

The current estimated total project cost is $4,802,481.00. Per the Agreement, the CID will be responsible for the local matching funds required for the Project, which is $960,496.20. The funding details are shown in the below table.

	Federal Share MARTA/FTA (80%)	**Local Share PCID (20%)**	**Total Estimated Project Cost**
Engineering and Design Activities	$ 768,396.96	$192,099.24	$ 960,496.20
ROW, Utility, and Construction Activities	$3,073,587.84	$768,396.96	$ 960,496.20
TOTAL	**$3,841,984.80**	**$960,496.20**	**$4,802,481.00**

Alternatives:

Should Mayor and City Council choose not to enter into the Agreement with the CID, the following are the alternatives:

1. The City could consider fully funding the Project and not enter into the Agreement.
2. The City could consider not advancing the Project.

Review:

Cheryl Oslund, Administrative Coordinator	Created/Initiated - 7/7/2022
Marty Martin, Director of Public Works	Approved - 7/7/2022
Toni Carlisle, Chief Financial Officer	Approved - 7/7/2022
Kathy Williams, Staff Attorney	Approved - 7/8/2022
Eden Freeman, City Manager	Final Approval - 7/14/2022

Attachments:

1. Resolution
2. Agreement

RESOLUTION NO. 2022-__-_____

STATE OF GEORGIA
COUNTY OF FULTON

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANDY SPRINGS, GEORGIA, TO APPROVE AN AGREEMENT BY AND BETWEEN THE CITY OF SANDY SPRINGS AND THE FULTON PERIMETER COMMUNITY IMPROVEMENT DISTRICT FOR THE MEDICAL CENTER STATION TO DUNWOODY MARTA STATION PEDESTRIAN/BICYCLE AND TRANSIT CONNECTIVITY IMPROVEMENTS PROJECT AND TO AUTHORIZE THE MAYOR TO EXECUTE SAME.

WHEREAS, the attached Agreement between the City of Sandy Springs ("City") and the Fulton Perimeter Community Improvement District ("CID") will enable funding for the Medical Center Station to Dunwoody MARTA Station Pedestrian/Bicycle and Transit Connectivity Improvements Project ("Project"); and

WHEREAS, the City was awarded federal funding for the Project through the FY 2016 Surface Transportation Program Urban Funds allocated by the Atlanta Regional Commission ("ARC") under its Last Mile Connectivity Program in the Metropolitan Transportation Improvement Program under TIP Project # 0015070, ARC # DK-440; and

WHEREAS, pursuant to the terms of a Subgrant Agreement with the Metropolitan Atlanta Rapid Transit Authority ("MARTA"), MARTA will be a pass-through entity for providing the described federal assistance to the City, for providing oversight of the Project, and for administering the funds; and

WHEREAS, the City will execute the Project in accordance with FTA regulations and the Subgrant Agreement; and

WHEREAS, when completed, the Project will: improve bicycle and pedestrian facilities and traffic operations between the Dunwoody and Medical Center MARTA stations; connect to recently completed bicycle/pedestrian facilities that tie directly to the MARTA Medical Center Station; and extend the GA 400 Multi-Use Path project, currently in design, up the west side of Peachtree Dunwoody Road to Hammond Drive; and

WHEREAS, the current estimated total Project cost is $4,802,481.00, and pursuant to the Subgrant Agreement, the City will be responsible for a twenty percent (20%) match of the federal funding, which is $960,496.20; and

WHEREAS, the CID has entered into the Agreement with the City to provide the local matching funds required under the Subgrant Agreement in the amount of $960,496.20; and

WHEREAS, the City has determined that entering into the Agreement for the stated purpose is in the best interest of the general public and the citizens of the City; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Sandy Springs, Georgia, while in regular session on July 19, 2022, at 6:00 p.m., that:

1. The attached Agreement is hereby approved;

2. The Mayor and affected City staff are hereby authorized to execute the Agreement as attached;

3. The Mayor and City Attorney are hereby authorized to make such minor revisions to the Agreement as may be deemed necessary to effectuate the intent of this resolution; and

4. The Mayor and City Attorney are hereby authorized to take such additional action as may be deemed necessary to effectuate the intent of this resolution.

RESOLVED, this the 19th day of July, 2022.

Approved:

_____
Russell K. Paul, Mayor

Attest:

_____
Raquel D. Gonzalez, City Clerk

(SEAL)

AGREEMENT BY AND BETWEEN
THE CITY OF SANDY SPRINGS AND
THE FULTON PERIMETER COMMUNITY IMPROVEMENT DISTRICT
MEDICAL CENTER STATION TO DUNWOODY MARTA STATION PEDESTRIAN/BICYCLE AND TRANSIT CONNECTIVITY IMPROVEMENTS PROJECT

THIS AGREEMENT ("Agreement") is made and entered into this _____ day of _____, 2022, by and between the City of Sandy Springs, Georgia (the "City"), a municipal corporation organized and existing under the laws of the State of Georgia, and the Fulton Perimeter Community Improvement District (the "CID"), a community improvement district organized and existing under the laws of the State of Georgia and located in the City of Sandy Springs (the City and the CID each a "Party" and, collectively, "Parties").

WITNESSETH:

WHEREAS, the CID is a community improvement district authorized under 1987 Ga. Laws 5460 and approved by Resolution adopted September 5, 2001; and

WHEREAS, the CID was created to, among other things, address and improve transportation in the CID area; and

WHEREAS, the Sandy Springs Mayor and City Council have determined that facilitating and expediting the implementation of transportation improvement projects in the Sandy Springs area with the CID will enhance air quality, reduce highway and street congestion, promote public safety, enhance economic development, and generally improve the quality of life in the City and surrounding area; and

WHEREAS, the CID is uniquely positioned to fund, facilitate, and expedite the implementation of transportation improvement projects impacting the City identified by the City and the CID; and

WHEREAS, the City and the CID desire to enter into this Agreement to set forth the terms and conditions pursuant to which the CID and the City will implement the Medical Center Station to Dunwoody MARTA Station Pedestrian/Bicycle and Transit Connectivity Improvements project (the "Project") and the CID will fund the Project as set forth in Exhibit B, and as further described herein.

NOW, THEREFORE, in consideration of the mutual promises and benefits hereinafter set forth, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

1.
THE PROJECT

The entire Project consists of the design, right-of-way acquisition, and construction of the following: (i) the addition of a bicycle/pedestrian side path on the west side of Peachtree Dunwoody Road from just north of I-285 to Hammond Drive; and (ii) the addition of [a bike path] and sidewalk improvements on Lake Hearn Drive from Peachtree Dunwoody Road to Perimeter Center Parkway. The Project is described below and depicted on Exhibit A. This Agreement sets forth the terms and conditions pursuant to which the CID and the City will implement the Project. The entire Project

shall comply with applicable federal and state laws and regulations and all City ordinances, rules, and regulations.

A. **Project**. The Peachtree Dunwoody portion of the Project consists of adding a bicycle/pedestrian side path on the west side of Peachtree Dunwoody Road from just north of I-285 to Hammond Drive. The Lake Hearn portion of the Project consists of adding bike and sidewalk improvements on Lake Hearn Drive from Peachtree Dunwoody Road to Perimeter Center Pkwy. The Lake Hearn portion also consists of intersection improvements at Peachtree Dunwoody Rd. and Lake Hearn Dr.

A map showing the general proposed path of the Project and delineating the Project is attached hereto as Exhibit A. The contemplated cost and funding for the entire Project is attached hereto as Exhibit B.

B. **Phases of Project Work**. The Parties hereby acknowledge and agree that the Project shall be divided into three (3) phases, as follows: (1) Preliminary Engineering; (2) Right-of-Way Acquisition; and (3) Construction. The Preliminary Engineering phase shall include, but not be limited to, preliminary concept development, land surveying, environmental screening, public information meetings, City Council and CID Board presentations, development of Right-of-Way plans, and development of construction plans and bid documents. The Right-of-Way Acquisition phase shall be when the City acquires any rights of way required to construct the Project as designed during the Preliminary Engineering phase. Finally, the Construction phase of the Project shall be comprised of the construction work required to physically construct the Project as designed and engineered.

C. **Roles and Responsibilities of the Parties**. The Project shall be managed by the City in compliance with the terms and conditions of this Agreement. The CID shall be responsible for the cost of the local matching funds of the Project as delineated and set forth in Exhibit B hereto. The Parties agree to coordinate the work on the Project. The Parties further agree to work together in good faith to achieve the desired results for the Project, which may include monthly update meetings between the Parties, as may be requested by either Party.

The City will be solely responsible for coordinating and overseeing all work performed on the Project throughout each of the phases of work described in Section 1 (A) above. The City's responsibilities shall include procuring any consultants or contractors needed for the Project including, but not limited to, engineering work, right-of-way acquisition, construction management, construction inspection, material testing, as well as procurement of the construction contractor through the City's bidding process for local government funded projects. All such consultants and contractors hired for the Project are collectively referred to throughout as "Contractor(s)."

The City shall be responsible for obtaining contracts with the Contractors to perform the work required to complete the Project, and will have approval of the Contractors for the Project.

The City shall also be responsible for obtaining any permits as may be necessary and appropriate to complete the Project in an expedited manner. Any Project work affecting utilities shall further be coordinated by the City, or the State of Georgia, as applicable. The City shall inspect and approve any work performed pursuant to this Agreement.

Notwithstanding anything to the contrary herein, the City shall inform the CID of pre-construction activities as may be requested by the CID. The CID will assist the City, if requested by

the City throughout the Project, in areas such as attending public meetings, attending City Council meetings, assisting with property owners during the Right-of-Way Acquisition phase, etc. Upon request, the CID shall also review plan submittals, construction bid documents and bids from construction contractors. Furthermore, the CID shall review Contractor proposals or participate on procurement selection committees upon the City's request. The Parties understand and acknowledge that any involvement by the CID upon the City's request does not change the City's responsibilities and obligations under this Agreement, and provides the CID the opportunity to comment and does not impose any liability on the CID.

D. **Project Funding**. The Total Estimated Project Cost is described in Exhibit B attached hereto. Detailed cost estimates will be provided by the City to the CID as they are updated and work progresses. The Parties acknowledge and agree that, for purposes of implementing the Project, the City will be responsible for paying and will pay the costs of the entire Project, and MARTA and the CID will be responsible for reimbursing the City for the Project costs as set forth in Exhibit B hereto. The project costs for which the City shall be entitled to reimbursement pursuant to this Agreement shall be limited to the actual costs incurred and paid by the City for (i) Preliminary Engineering work, (ii) the amount paid for the value of the property acquired by it in the Right-of-Way Acquisition phase, ,and (iii) costs of construction required for the Project, and paid during the Construction phase. If the costs for the Project are expected to exceed the Project Cost Estimates set forth in Exhibit B, the City shall obtain written approval of the same from the CID before incurring any costs that would cause the Project Cost Estimates set forth in Exhibit B to be exceeded. For example, and without limitation, if the City's actual costs to be paid as compensation to property owners for obtaining rights-of-way will exceed the budget set forth in Exhibit B, the City shall obtain the CID's written approval prior to incurring such costs or making such payments. The CID agrees to timely review of said requests. The CID and the City further agree to use best efforts to mitigate any costs that would exceed the Project Cost Estimates. If the City makes such payment or approves such work that would cause the Project Cost Estimates to be exceeded before obtaining the CID's written approval, the City will be solely responsible for any and all costs incurred in excess of the budget set forth in Exhibit B.

The CID will pay the City on a reimbursement basis. Upon receipt of a Contractor invoice, the City will then submit a reimbursement request to the CID by forwarding a copy of the City's invoice and proof of payment to the CID. Upon the CID's approval of the invoice, the CID shall reimburse the City for twenty percent (20%) of the amount approved by the CID and paid by the City within thirty (30) days of receipt of the City's invoice and proof of payment. In the event the City determines any amount requested by Contractor(s) should be withheld, the City shall provide the CID with a written notice of its intent to withhold payment from such Contractor, and the reason for the same. The parties acknowledge and agree that CID's liability and responsibility for reimbursement of costs related to the Project shall be limited to twenty percent (20%) of the costs subject to reimbursement pursuant to this Agreement.

The City shall ensure the payment process set forth in this Agreement does not conflict with any payment agreement between it and Contractor(s) related to work that is governed by this Agreement. If, and when, the City recognizes any conflict between the payment processes, the City shall promptly notify the CID of the same, and the Parties shall agree on a mutually acceptable payment process.

2.
TERM; TERMINATION

A. **Term**. This Agreement shall commence on the date hereof and shall remain in effect until terminated as described in this Section 2 or until completion of the Project.

B. **Termination**. Either Party may terminate this Agreement, in whole or in part, due to: failure of the other Party to fulfill its obligations under this Agreement in any respect (and such failure is not cured within thirty (30) days of notice of the same), or because of a failure to obtain funding for any budget of the Project. In the event of termination for default of the CID, the CID shall be responsible for all costs associated with any obligations or commitments made by the City in respect to the Project, which may include obligations that extend beyond the termination date. In the event of termination for default of the City, the City shall be responsible for any costs it incurs after the date of such termination, and the CID shall not be responsible for reimbursing any such costs.

Subject to any right to cure, a Party shall terminate this Agreement by delivering to the other Party, with at least thirty (30) days' notice, a Notice of Termination specifying the nature, extent, and effective date of termination. Such Notice of Termination shall be sent as provided in Section 8.

3.
CONTRACTORS

The City shall ensure its contracts with the Contractor(s) abide by all applicable local, state, and federal laws, rules, and regulations. These contracts shall provide for costs of the work not to exceed the sum(s) approved as described in Section 1 (D) hereof.

The City shall also ensure its contracts with Contractor(s) state: (1) that such contract(s) is between the City and the Contractor, and that the CID has no obligations to the Contractor; and (2) that the Contractor shall indemnify, defend, and hold harmless the CID and the City for any damages and/or injuries resulting from acts by the Contractor(s) or anyone under their control. The CID shall not have privity of contract with the Contractor, and the City shall hold harmless the CID for any claims arising from the contracts between the City and the Contractor to the extent allowed by applicable law.

4.
INVOICES; PAYMENT

The City shall be responsible for paying Contractors for their work on the Project, with the right to reimbursement from the CID as described herein. The City will require that Contractor invoices be itemized on a percentage-completed basis as described in the Project scope and schedule of work to show the date of service and description of service in sufficient detail and specificity to allow the Parties to determine precisely what work and services each payment covers. The CID will provide reimbursement to the City as provided in Section 1 (E) above.

5.
ADDITIONAL SCOPE OF WORK; CHANGES IN PROJECT COSTS

Throughout the course of the Project, if the City becomes aware of a situation that will cause any approved budget, as described in Section 1 (D) hereof, to be exceeded, or if the City identifies

requirements to perform work beyond the scope of this Agreement or beyond any approved budget for the Project for which payment is desired, the City shall immediately notify the CID in writing, and shall not proceed with such work or incur additional cost until the City receives written approval from the CID as set forth in this Section. The written notice shall explain the additional work and how such additional work is considered outside the basic scope of work of this Agreement, and shall state the proposed cost for any such additional work. Such notice shall also set forth an explanation for any additional costs that will cause any approved budget to be exceeded, along with the amount of such costs. The CID must approve by amendment to this Agreement any such additional work or costs in writing prior to the work being performed or the costs being incurred. The CID shall not be responsible for the costs of any work performed under this Section 5 that has not first been approved by it in writing. Except as may otherwise be provided for in this Agreement, nothing in this Section shall obligate the CID to pay for work that it did not approve in writing in advance of such work being performed, nor shall the CID be obligated to approve an amendment to this Agreement for any work it does not approve.

6.
OWNERSHIP OF DATA AND DOCUMENTS

All Project documents, including, but not limited to, drawings, estimates, specifications, and data, are and remain the property of the City. The City is exclusively responsible for the supervision, control, and use of Project documents referenced herein, and shall take reasonable precautions to prevent unauthorized use or distribution, subject to all applicable laws of the State of Georgia.

7.
CONTRACTOR INSURANCE REQUIREMENTS

The City shall ensure that each Contractor maintain, for the duration of its respective work on the Project, insurance in the following minimum limits:

A. Liability Insurance

1. Workers' Compensation and Employer's Liability Insurance. Workers' Compensation Insurance in compliance with the applicable Workers' Compensation Act(s) of the state(s) wherein the work is to be performed or where jurisdiction could apply in amounts required by statutes. Employer's Liability Insurance with limits of liability of not less than $1,000,000 per accident for bodily injury or disease.

2. Commercial General Liability Insurance, including contractual liability insurance, product and completed operations, personal and advertising injury, and any other type of liability for which this Agreement applies with limits of liability of not less than $1,000,000 each occurrence / $2,000,000 policy aggregate for personal injury, bodily injury, and property damage. Commercial General Liability Insurance shall be written on an "occurrence" form.

3. Automobile Liability Insurance with limits of liability of not less than $1,000,000 per accident for bodily injury and property damage if automobiles are to be used in the delivery of or in the completion of services and work or driven onto the City's property. Insurance shall include all owned, non-owned, and hired vehicle liability.

4. Umbrella Insurance with limits of liability excess of Employer's Liability Insurance, Commercial General Liability Insurance, and Automobile Liability Insurance in the amount of not less than $3,000,000.

5. Professional (Errors and Omissions) Liability Insurance with limits of liability of not less than $3,000,000 per occurrence or claim / $3,000,000 policy aggregate.

B. Other Insurance Provisions

The aforementioned insurance policies shall contain or be endorsed to contain, the following provisions:

1. A provision that coverage afforded under such policies shall not expire, be canceled or altered without at least thirty (30) days' prior written notice to the City and the CID.

2. Workers' Compensation and Employer's Liability and Property insurance policies shall contain a waiver of subrogation in favor of the City, the CID, and each of their boards, officials, directors, officers, employees, agents, and volunteers.

3. Commercial General Liability, Automobile Liability and Umbrella Liability insurance policies shall include an appropriate endorsement making the City, the CID, and each of their boards, officials, directors, officers, employees, agents, and volunteers additional Insureds under such policies.

4. All of the insurance herein specified shall be written on a form acceptable to the City and the CID and shall be A.M. Best Company rated AX or greater.

A copy of these endorsements shall be provided to the City and the CID.

C. Certificates of Insurance

Certificates of insurance showing that such coverage is in force shall be provided to both the City and the CID.

8.
NOTICES

Any notices required under this Agreement shall be sent via certified mail, with an original by first class mail, and a copy via e-mail, to the following:

If to the City: City Manager

City of Sandy Springs
1 Galambos Way
Sandy Springs, Georgia 30328

e-mail: efreeman@sandyspringsga.gov With a copy to: City Attorney

City of Sandy Springs
1 Galambos Way
Sandy Springs, Georgia 30328
e-mail: dlee@fmglaw.com

If to the CID: Executive Director

Fulton Perimeter Community Improvement District
1100 Abernathy Road, N.E.
500 Northpark, Lobby Suite 15
Sandy Springs, Georgia 30328
e-mail: AHanlon@perimetercid.org

With a copy to: Chairman

Fulton Perimeter Community Improvement District
1100 Abernathy Road, N.E.
500 Northpark, Lobby Suite 15
Sandy Springs, Georgia 30328
e-mail: SSlifer@ups.com

All notices sent to the above names and addresses shall be binding unless such name or address has been changed in writing and provided to the other Party.

9.
BINDING AGREEMENT; ASSIGNMENT

The City and the CID each binds itself and its successors, administrators, and assigns to the other Party to this Agreement and to the successors, administrators, and assigns of such other Party in respect to all covenants of this Agreement. Except as stated above, neither this Agreement nor the rights granted by it shall be assigned or transferred by either Party under any circumstances. This restriction on assignments and transfers shall apply to assignments or transfers by operation of law, as well as by contract, merger, or consolidation. Any attempted assignment or transfer in abrogation of this prohibition is void. Nothing herein shall be construed as creating any personal liability on the part of any elected officials, officers, directors, employees, or agents of the Parties, nor shall it be construed as giving any rights or benefits hereunder to anyone other than the Parties to this Agreement.

10.
LIMITATION OF LIABILITY

Each Party's liability to the other Party arising out of or relating to this Agreement under any legal theory will be limited to direct damages. In no event will either Party be liable to the other Party for special, consequential, indirect, incidental, punitive, or exemplary damages, including, without limitation, lost profits, lost business, or lost opportunities, even if such Party has previously been advised of the possibility of such damages.

11.
GOVERNING LAW

This Agreement shall be governed by and construed and enforced in accordance with the laws of the State of Georgia.

12.
VENUE

This Agreement shall be deemed to have been made and performed in the City of Sandy Springs, Georgia. For the purposes of venue, all suits or cause of action arising out of this Agreement shall be brought in the courts of Fulton County, Georgia.

13.
MODIFICATIONS; AMENDMENTS

This Agreement may not be amended or otherwise modified except by a writing signed by both Parties. More particularly, no amendment or modification of this Agreement shall be enforceable unless approved by action of the City Council and the Board of Directors of the CID.

14.
RELATIONSHIP

The Parties in the performance of this Agreement shall be acting in their own separate capacity and not as an agent, employee, partner, joint venture, or associate of the other. The officers, employees, agents, and representatives of each Party shall not be deemed or construed to be the officers, employees, agents, representatives, or partners of the other Party for any reason whatsoever.

15.
NON-DISCRIMINATION

During performance of this Agreement, neither Party shall discriminate against any employee or applicant for employment because of race, color, religion, sex, sexual orientation, gender, national origin, age, disability, or military or veteran status, or any other status or classification protected by applicable federal, state, and local laws. This practice shall apply to all terms and conditions of employment, including, but not limited to, hiring, placement, promotion, termination, layoff, recall, transfer, leave of absence, compensation, and training.

Each Party shall undertake equal employment opportunity efforts to ensure that applicants and employees are treated without regard to their race, color, religion, sex, sexual orientation, gender, national origin, age, disability, or military or veteran status, or any other status or classification protected by applicable federal, state and local laws. Each Party's equal employment opportunity efforts shall include, but not be limited to, all terms and conditions of employment, including, but not limited to, hiring, placement, promotion, termination, layoff, recall, transfer, leave of absence, compensation, and training.

Each Party shall, in all solicitations or advertisements for employees placed by, or on behalf of, such Party, state that all qualified applicants will receive consideration for employment without

regard to their race, color, religion, sex, sexual orientation, gender, national origin, age, disability, or military or veteran status, or any other status or classification protected by applicable federal, state, and local laws.

Each Party shall cause the foregoing provisions to be inserted in all contracts and subcontracts for any work covered by the Agreement so that such provisions will be binding upon each Contractor and subcontractor, provided that the foregoing provisions shall not apply to contracts or subcontracts for standard commercial supplies or raw materials.

16.
ENTIRE AGREEMENT

This Agreement constitutes the sole agreement between the Parties for work and services to be performed on the Joint Project. No representation oral or written not incorporated herein shall be binding on the Parties.

17.
AUTHORITY

Each Party warrants and represents that it is authorized to execute and enter into this Agreement.

18.
HEADINGS

The headings contained herein are for the convenience of the Parties only and shall not be interpreted to limit or affect in any way the meaning of the provisions contained in this Agreement.

19.
SEVERABILITY

If any provision of this Agreement is determined to be invalid or unenforceable, the remaining provisions of the Agreement shall continue to be valid and enforceable.

20.
WAIVER

No waiver by either Party of any term or provision of this Agreement or any default hereunder shall affect such Party's rights thereafter to enforce such term or provision or to exercise any right or remedy in the event of any other default, whether or not similar.

21.
EFFECTIVE DATE

The effective date of this Agreement shall be the date first written above.

22.
NO PRIVITY WITH OTHERS

Nothing contained in this Agreement shall create, or be interpreted to create, privity or any other contractual agreement between the CID and any person or entity other than the City.

23.
COUNTERPARTS

This Agreement may be executed in any number of counterparts, all of which taken together shall constitute one single agreement between the Parties. A signed copy of this Agreement transmitted by facsimile, email, or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of this Agreement for all purposes. Each Party agrees that this Agreement may be electronically signed, and that any electronic signatures appearing on this Agreement are the same as handwritten signatures for the purposes of validity, enforceability, and admissibility.

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed in four (4) counterparts, each to be considered as an original, by their authorized representatives, the day and date hereinabove written.

FULTON PERIMETER COMMUNITY IMPROVEMENT DISTRICT

By: _____
Name:

Title: Chairman

Date: 6/27/22

ATTEST:

_____
Secretary

By: Kris Miller

By: _____
Name: Ann Hanlon

Title: Executive Director

Date: 6/27/22

[SIGNATURES CONTINUED ON FOLLOWING PAGE]

CITY OF SANDY SPRINGS

(SEAL)

By: _____
Russell K. Paul, Mayor

Date: _____

ATTEST:

_____
Raquel Gonzalez, City Clerk

_____
City Attorney

CERTIFICATE OF RESOLUTION

I, KRIS MILLER, certify the following:

That I am the duly elected and authorized Secretary of the Fulton Perimeter Community Improvement District (the "CID"), a community improvement district organized and authorized under the laws of the State of Georgia. By lawful resolution, the CID has duly authorized and directed STEVE SLIFER, in his official capacity as Chairman of the CID, to enter into and execute the attached Agreement with the City of Sandy Springs, a municipal corporation of the State of Georgia:

AGREEMENT BY AND BETWEEN THE CITY OF SANDY SPRINGS AND THE FULTON PERIMETER COMMUNITY IMPROVEMENT DISTRICT MEDICAL CENTER STATION TO DUNWOODY MARTA STATION PEDESTRIAN/BICYCLE AND TRANSIT CONNECTIVITY IMPROVEMENTS PROJECT

That the foregoing Resolution of the CID has not been rescinded, modified, amended, or otherwise changed in any way since the adoption thereof, and is in full force and effect on the date hereof.

IN WITNESS WHEREOF, I have hereunto set my hand and seal, this 27th day of June, 2022.

Kris Miller

Kris Miller, Secretary

EXHIBIT A

MAP OF PROPOSED PROJECT



The Peachtree Dunwoody portion of the Project consists of adding a bicycle/pedestrian side path on the west side of Peachtree Dunwoody Road from just north of I-285 to Hammond Drive. The Lake Hearn portion of the Project consists of adding bike and sidewalk improvements on Lake Hearn Drive from Peachtree Dunwoody Road to Perimeter Center Pkwy. The Lake Hearn portion also consists of intersection improvements at Peachtree Dunwoody Rd. and Lake Hearn Dr.

EXHIBIT B

CONTEMPLATED COST AND FUNDING FOR THE ENTIRE PROJECT

PROJECT FUND SOURCES	AMOUNT
1. Federal (FTA) Grant: GA-2018-022	$ 3,841,984.80
2. Local Match: CID	$ 960,496.20
Total Eligible Cost	**$ 4,802,481.00**

Grant Award Budget:

	Line Item Description	Federal Share (80%)	Local Share (20%)	Total Estimated Project Cost
1.	Engineering and Design Activities	$768,396.96	$192,099.24	$960,496.20
2.	ROW, Utility and Construction Activities	$3,073,587.84	$768,396.96	$3,841,984.80
	TOTAL	**$3,841,984.80**	**$960,496.20**	**$4,802,481.00**

SANDY SPRINGS
CITY CLERK'S OFFICE

TO: Eden Freeman, City Manager

FROM: William H. Martin, Jr., AIA, Public Works Director

DATE: June 9, 2022 Submission for the July 19, 2022 City Council Meeting

ITEM: Request for Mayor and City Council Consideration to Approve Contract Award to Construction 57 Incorporated to Construct the Dalrymple Road Sidewalk Project (TS168), and to Authorize the City Manager to Execute a Contract

---

Recommendation:

Staff recommends contract award to Construction 57 Incorporated, for construction of the Dalrymple Road Sidewalk Project (TS168) ("Project"), pending approval by the City of Sandy Springs ("City") legal and finance departments.

Background:

The Project consists of the installation of 67 LF of 6-ft sidewalk with 2-ft landscape buffer on the south side of Dalrymple Road from Duncourtney Drive to Dunraven Place and 1,060 LF of 6-ft sidewalk with 2-ft landscape buffer and associated improvements on the north side of Dalrymple Road from Dunraven Place to existing sidewalk near Princeton Way. Proposed improvements included in the Project are:

1. Sidewalk
2. Curb and gutter
3. Storm drainage system
4. Retaining wall
5. Mid-block crossing between Duncourtney Drive and Dunraven Place on Dalrymple Road

To advance the Project, on March 9, 2022, the City issued an Invitation to Bid ("ITB") seeking bids from qualified contractors to construct the Project. Bids from four (4) contractors were received on April 13, 2022, including the following:

Construction 57 Incorporated	$445,816.00
Backbone Infrastructure	$586,160.52
Summit Construction	$637,525.80
Sol Construction	Unresponsive

Discussion:

The construction cost estimate for the Project is $483,000.

Upon review of the bids, staff recommends that award be made to Construction 57 Incorporated, the lowest responsive and responsible bidder in the amount of $445,816.00.

Financial Impact:

There are adequate funds available in the Project budget to award this contract.

Alternatives:

Construct the Project as currently bid, re-advertise the Project for construction, or provide staff with further direction.

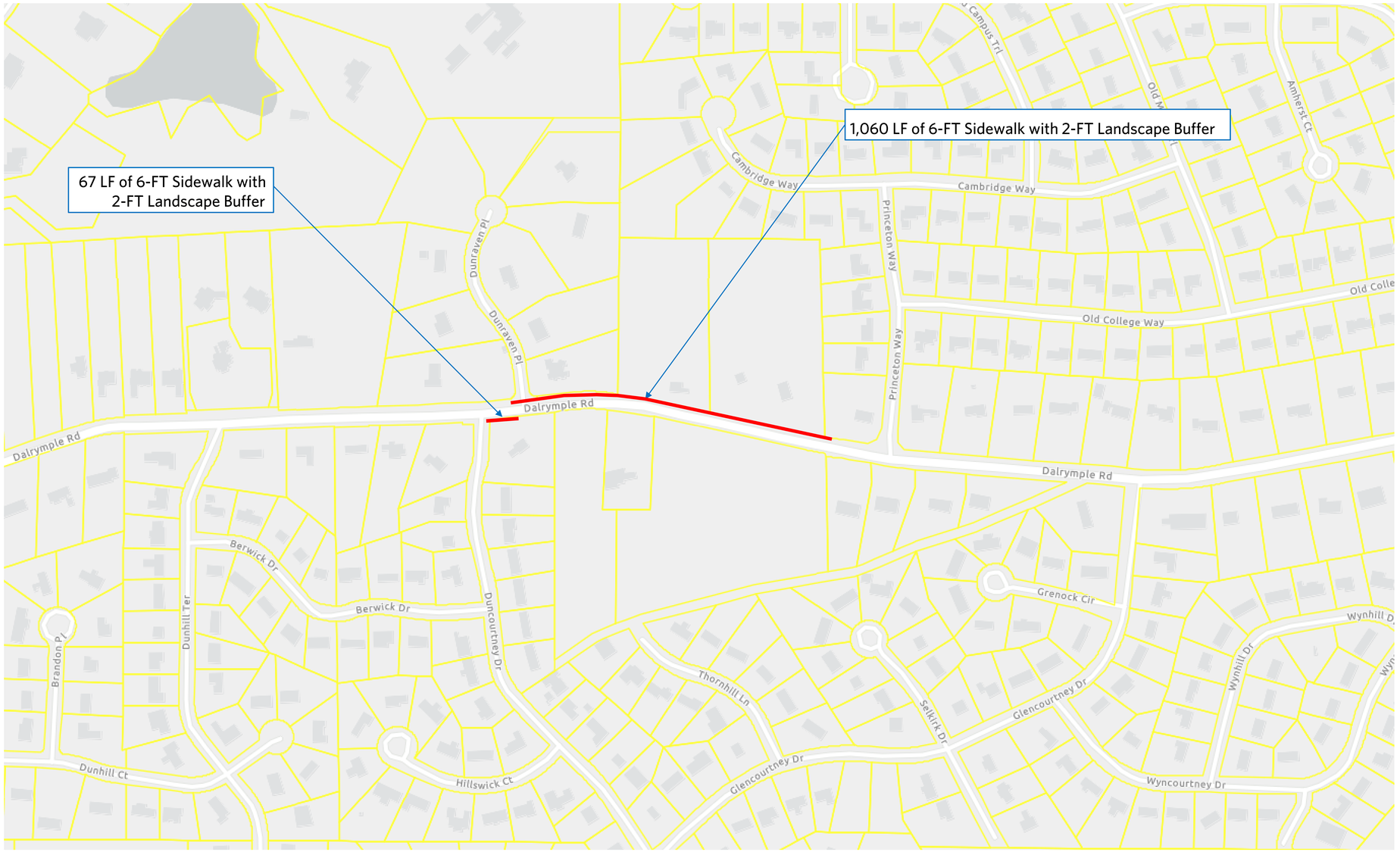
Review:

Cheryl Oslund, Administrative Coordinator	Created/Initiated - 7/7/2022
Marty Martin, Director of Public Works	Approved - 7/7/2022
Toni Carlisle, Chief Financial Officer	Approved - 7/7/2022
Kathy Williams, Staff Attorney	Approved - 7/8/2022
Eden Freeman, City Manager	Final Approval - 7/15/2022

Attachments:

1. Vicinity Map
2. Resolution

TS168 Dalrymple Road Sidewalk (Duncourtney Dr to Princeton Way)



RESOLUTION NO. _____

STATE OF GEORGIA
COUNTY OF FULTON

A RESOLUTION TO APPROVE CONTRACT AWARD TO CONSTRUCTION 57 INCORPORATED TO CONSTRUCT DALRYMPLE ROAD SIDEWALK PROJECT (TS168), AND TO AUTHORIZE THE CITY MANAGER TO EXECUTE A CONTRACT

WHEREAS, the City of Sandy Springs ("City") desires to engage a contractor to construct the Dalrymple Road Sidewalk Project ("Project"); and

WHEREAS, the Project consists of the installation of 67 LF of 6-ft sidewalk with 2-ft landscape buffer on the south side of Dalrymple Road from Duncourtney Drive to Dunraven Place and 1,060 LF of 6-ft sidewalk with 2-ft landscape buffer and associated improvements on the north side of Dalrymple Road from Dunraven Place to existing sidewalk near Princeton Way; and

WHEREAS, to further the Project, the City issued an Invitation to Bid ("Solicitation") on March 9, 2022, to solicit bids from qualified firms to perform the Project; and

WHEREAS, on April 13, 2022, the City received four (4) bids in response to the Solicitation, including a bid from Construction 57 Incorporated ("Construction 57") in the amount of $445,816.00; and

WHEREAS, an evaluation team reviewed the bids received and determined that the lowest responsive and responsible bid to perform the Project was submitted by Construction 57; and

WHEREAS, the City desires to make contract award to Construction 57;

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SANDY SPRINGS, **GEORGIA:**

1. That contract award for construction of the Project shall be made to Construction 57 Incorporated.

2. That the City Manager is authorized to execute a contract in the amount of $445,816.00 with Construction 57 to perform the Project, subject to approval of the City Attorney and the City Finance Director.

3. That the City Manager and appropriate City staff shall take such actions as may be deemed necessary to effectuate the intent of this Resolution.

RESOLVED this the _____ day of _____, 2022.

Approved:

_____
Russell K. Paul, Mayor

Attest:

_____
Raquel D. Gonzalez, City Clerk

(Seal)

SANDY SPRINGS
CITY CLERK'S OFFICE

TO: Eden Freeman, City Manager

FROM: Marla Shavin, Senior Public Relations Specialist

DATE: July 7, 2022 Submission for the July 19, 2022 City Council Meeting

ITEM: Request for Mayor and City Council Consideration of Recommended Pieces for ArtSS Sculpture Competition 2022-2023

Recommendation:

Staff recommends that Council approve the recommended finalists of the ArtSS Sculpture Competition for a yearlong display on the Art Walk at City Springs.

Background:

In 2018, the City began funding the Annual ArtSS Walk, Art Sandy Springs' annual Arts in the Open sculpture competition. Each year, nine sculpture finalists are selected from hundreds of entries from around the country. The works are displayed on the City Green at City Springs, creating an annually changing sculpture art gallery in the park. At the conclusion of each exhibit, selected works from the finalists are purchased and placed in permanent locations by the City.

Discussion:

More than 60 pieces were reviewed by City staff who looked for safety, durability and appropriateness. Art Sandy Springs then formally screened the balance and sent them for review by a panel of art expert judges. The recommended nine final pieces are: ***Earth Water Wind Fire*** by Hanna Jubran represents the four elements in harmony ($25,000). ***Xeque Muisca Priest*** by Maria Sarmiento is inspired by pre-Columbian culture ($10,000). ***Inspire*** by Jim Weitzel is part of his current Wings series ($10,000). ***Square Dance*** by Bob Turan is a piece inspired by geometry and balance ($19,950). ***Icosahedron*** or 20-sided shape by Kirk Seese is a kinetic piece ($7,500). ***Moon Man Moves*** by Gwendolyn Kerney is a colorful, whimsical piece ($5,000). ***Single Rider*** by Jim Collins his style features a silhouette of a single rider ($5,500). ***Red Green Construction*** by Ray Katz combines colored geometric and organic elements to convey kinetic energy ($20,000). ***Nucleus*** by Gregory Johnson focuses on simple, elegant geometric shapes ($26,250).

Financial Impact:

Each of the nine artists represented will receive a $1,500 stipend to cover costs of delivery and display, which can be put toward the purchase of selected pieces for permanent location. Overall cost: $13,500 ($1,500 x 9).

Alternatives:

Choose not to approve as recommended.

Review:

Raquel Gonzalez, City Clerk	Created/Initiated - 7/12/2022
Toni Carlisle, Chief Financial Officer	Approved - 7/14/2022
Kathy Williams, Staff Attorney	Approved - 7/14/2022
Eden Freeman, City Manager	Final Approval - 7/14/2022

Attachments:

1. ArtSS in Open 2022-2023 Presentation
2. FY2023 Arts in Open Resolution

ArtSS in the Open

2022 – 23 Sculpture Competition

RECOMMENDATIONS

SANDY SPRINGS™
GEORGIA

ARTSSANDY SPRINGS

ArtSS Sculpture Competition 2022-2023

- Spring 2022: Call for Entries
  - Finalists selected through Art Sandy Springs and a panel of art experts
  - Recommending nine pieces for the Art Walk
- Aug 2022-Aug 2023: Sculptures on Display at City Green
  - $1500 stipend per sculpture for the cost of delivery and display for the year which goes toward the final purchase price of sculpture if selected
- Sept. 2023: Selection and purchase of selected pieces

Earth Water Wind Fire

by Hanna Jubran

Medium:
Steel and paint
Dimensions:
14’ x 6’ x 3’
Price:
$25,000

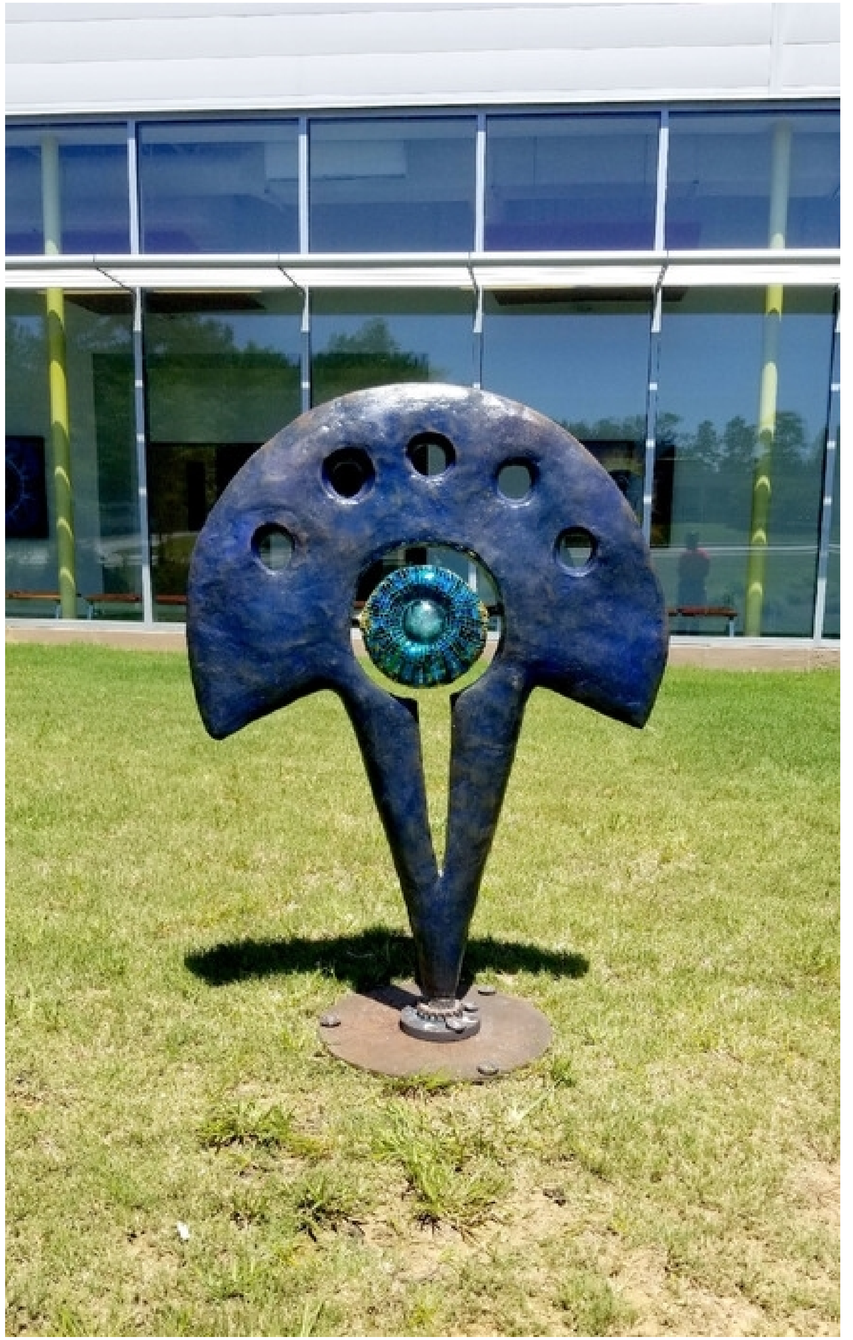


ART SANDY SPRINGS

Xeque Muisca Priest

by Maria Sarmiento

Medium:
Paltiya, steel, cast glass, mirror, bronze metal coat
Dimensions:
62” x 47” x 24”
Price:
$10,000



Inspire

by Jim Weitzel

Medium:
Copper with patina on painted steel
Dimensions:
108” x 58’ x 21’
Price:
$10,000



Square Dance

by Bob Turan

Medium:
Welded steel, stainless steel, and aluminum
Dimensions:
120’ x 80’ x 66’
Price:
$19,950



ART SANDY SPRINGS

Icosahedron

by Kirk Seese

Medium:
Square tubular steel,
CNC, MDO, UV Inks
Dimensions:
7’ x 3’ x 3’
Price:
$7,500



Moon Man Moves

by Gwendolyn Kerney

Medium:
Primed painted steel
Dimensions:
14’ x 8’ x 10”
Price:
$5,000



Single Rider

by Jim Collins

Medium:
Powder coated aluminum
Dimensions:
6 x 6 x 3’
Price:
$5,500



Red Green Construction

by Ray Katz

Medium:
Painted steel
Dimensions:
16’ x 10’ x 4’
Price:
$20,000



ART SANDY SPRINGS

Nucleus

by Gregory Johnson

Medium:
Stainless steel
Dimensions:
110” x 60” x 25”
Price:
$26,250



Thank You for your consideration!

SANDY SPRINGS™
GEORGIA

ARTS SANDY SPRINGS

STATE OF GEORGIA
COUNTY FULTON

A RESOLUTION TO ACCEPT THE RECOMMENDED FINALISTS FOR THE FY 2023 ARTSS IN THE OPEN SCULPTURE COMPETITION FOR YEARLONG DISPLAY ON THE ART WALK AT CITY SPRINGS.

WHEREAS, in 2017, the City adopted a Public Art Policy, identifying a competition for sculptures at City Green as one of the City's official components for the application of art within public spaces; and

WHEREAS, to advance that goal the City, working with Art Sandy Springs, Inc. (ArtSS), developed ArtSS in the Open, an annual competition ("Competition") in which artwork of up to nine finalists are placed on display at City Green, providing the community an opportunity to enjoy annual outside exhibits; and

WHEREAS, pursuant to an agreement with the City ("Agreement"), ArtSS manages the Competition each year and recommends to City Council the selection of finalist pieces and the subsequent purchase of a piece or pieces of artwork participating in the Competition; and

WHEREAS, continuing the program, the City will host the Competition at City Green in FY 2023; and

WHEREAS, ArtSS has provided a recommendation to the City as described in Exhibit A attached hereto ("Recommendation") for the display of nine finalist pieces at City Green for a year; and

WHEREAS, the finalist pieces recommended to City Council for consideration by the City in the FY 2023 Competition include (1) *Earth Water Wind Fire* by Hanna Jubran; (2) *Xeque Muisca Priest* by Maria Sarmiento; (3) *Inspire* by Jim Weitzel; (4) *Square Dance* by Bob Turan; (5) *Icosahedron* by Kirk Seese; (6) *Moon Man Moves* by Gwendolyn Kerney; (7) *Single Rider* by Jim Collins; (8) *Red Green Construction* by Ray Katz; and (9) *Nucleus* by Gregory Johnson; and

WHEREAS, each approved finalist will receive a stipend of $1,500 to cover the costs of delivery and display, which can be put toward the purchase of these elected pieces for permanent location; and

WHEREAS, the Mayor and City Council have considered the attached Recommendation and have agreed to accept such pieces consistent such Recommendation.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SANDY SPRINGS, GEORGIA, that:

1. The City's acceptance of the finalist sculpture pieces to display at City Green in FY 2023, pursuant to the Recommendation, is hereby authorized; and
2. The City Manager is hereby authorized to enter into agreements with each of the artists of the recommended sculpture finalist pieces upon such terms and conditions as approved by the City Attorney and Finance Department; and
3. The City Manager is authorized to provide a $1,500 stipend to each of the accepted finalist artist for their displayed work at City Green, not to exceed a total of $13,500; and
4. The City Manager is hereby authorized to take such further actions as may be necessary to effectuate the intent of this resolution, subject to the approval of the City Attorney and the Finance Department.

RESOLVED this the 19th day of July, 2022.

Approved:

_____
Russell K. Paul, Mayor

Attest:

_____
Raquel D. Gonzalez, City Clerk

(SEAL)

EXHIBIT A
RECOMMENDATION

SANDY SPRINGS
GEORGIA

FINANCIAL HIGHLIGHTS FY 2022
MAY 31, 2022

UNAUDITED

NOTES TO THE FINANCIAL STATEMENTS
MAY 31, 2022

Financial Overview / Highlights

- General Fund Revenues for the fiscal year approximate 83.62% compared to the Adopted Budget. We are at 91.67% of the year. Most revenues received in July are recognized in June. Revenues such as Electric Franchise and Ins Premium Tax occur once a year.

- General Fund Expenditures for the fiscal year approximate 86.56% compared to the Adopted Budget. We are at 91.67% of the year.

Variance Analysis

Account Name	YTD Actual	Annual Budget	% of Budget	Comments
Revenues - Fund 100				
Property Taxes	$42,413,679	$42,015,671	100.95%	
Motor Vehicle Tax	$92,498	$50,000	185.00%	<--These two will be adjusted as the rate at which the <--
Motor Vehicle TAVT	$3,524,888	$2,500,000	141.00%	old MVT phases out and the new TAVT increases
Local Option Sales Tax	$27,600,082	$25,000,000	110.40%	
Business Occupational Tax	$10,187,488	$8,583,413	118.69%	
Insurance Premium Tax	$7,782,186	$7,500,000	103.76%	Payment normally received October of each year
Building Permits	$2,673,792	$1,450,000	184.40%	
Expenditures - Fund 100				
All Departments				
Workers Comp Insurance	$565,842	$598,836	94.49%	Includes all departments and is semi-annual

SANDY SPRINGS
GEORGIA

CASH AND INVESTMENTS
THROUGH PERIOD 11, MAY FY 2022

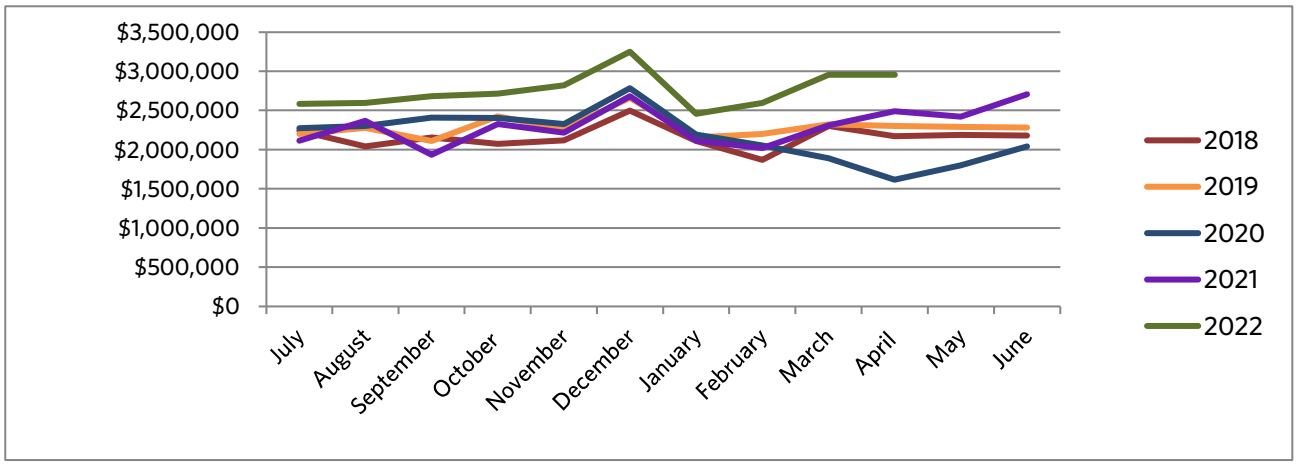
UNAUDITED

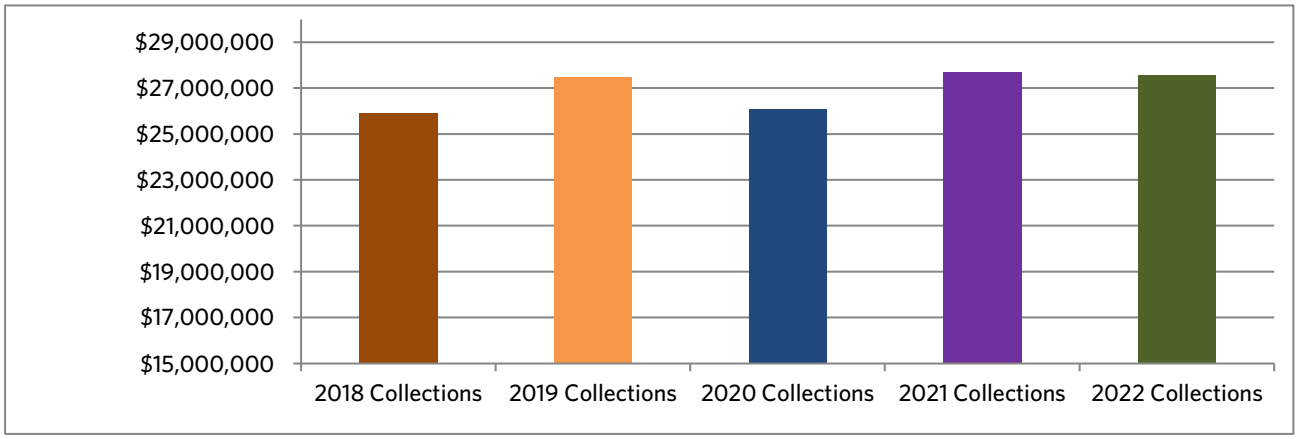
TRUIST	
OPERATING ACCOUNT	$13,408,877
COMMUNITY DEVELOPMENT ESCROW	2,980,894
POLICE - CUSTODIAL ESCROW	16,962
POLICE - FEDERAL FORFEITURE	120,669
POLICE - STATE SEIZED RESTRICTED	283,699
POLICE - STATE SEIZED UNRESTRICTED	120,847
POLICE - FEDERAL SEIZED TREASURY FUND	68,564
POLICE - FEDERAL SEIZED FUNDS US POSTAL SERVICES	78,570
HOTEL / MOTEL TAX ACCOUNT	388,296
COURT SERVICES	577,103
IMPACT FEE ACCOUNT	6,469,976
TREE FUND ACCOUNT	1,412,984
HOSPITALITY BOARD	1,617,238
TSPLOST FUND	57,914,787
DEVELOPMENT AUTHORITY MONEY MARKET ACCT	108,691
PUBLIC FACILITIES AUTHORITY-MONEY MARKET ACCT	1,519,350
PAC OPERATING & EVENTS ACCOUNT	2,831,506
TOTAL TRUIST	**$89,919,012**
GEORGIA FUND ONE	$106,313,483
FIRST HORIZON	1,250,000
US BANK - SINKING FUND	242
TOTAL INVESTMENT ACCOUNTS	**$107,563,724**
TOTAL CASH AND CASH EQUIVALENTS	**$197,482,737**

SANDY SPRINGS
GEORGIA

LOCAL OPTION SALES TAX COLLECTIONS
THROUGH PERIOD 11, MAY FY 2022

	2018 Collections	2019 Collections	2020 Collections	2021 Collections	2022 Collections	% Change from Prior Year
July	$2,240,290	$2,199,602	$2,271,667	$2,112,938	$2,582,424	22.22%
August	2,041,079	2,275,504	2,300,996	2,364,510	2,595,359	9.76%
September	2,154,073	2,109,943	2,407,613	1,934,144	2,681,668	38.65%
October	2,074,045	2,423,979	2,401,716	2,325,366	2,712,731	16.66%
November	2,117,845	2,259,523	2,326,390	2,214,592	2,817,297	27.22%
December	2,497,910	2,663,619	2,782,971	2,681,846	3,248,894	21.14%
January	2,106,942	2,155,711	2,188,945	2,111,802	2,457,273	16.36%
February	1,868,609	2,197,080	2,051,568	2,020,770	2,595,963	28.46%
March	2,301,871	2,321,849	1,886,719	2,308,276	2,953,513	27.95%
April	2,170,864	2,299,086	1,615,942	2,489,800	2,954,959	18.68%
May	2,186,481	2,290,253	1,800,673	2,417,257		
June	2,178,187	2,279,757	2,040,463	2,705,025		
	$25,938,196	**$27,475,907**	**$26,075,662**	**$27,686,326**	**$27,600,082**	**-0.31%**





GL ACCOUNT	DESCRIPTION	MAY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
100-0000-90-311100	CURRENT YEAR PROPERTY TAXES	186,334	42,413,679	42,015,671	100.95 %
100-0000-90-311310	MOTOR VEHICLE	26,989	92,498	50,000	185.00 %
100-0000-90-311315	MOTOR VEHICLE TAVT FEE	361,160	3,524,888	2,500,000	141.00 %
100-0000-90-311340	INTANGIBLES	85,830	1,097,111	750,000	146.28 %
100-0000-90-311600	REAL ESTATE TRANSFER TAX	46,013	569,073	300,000	189.69 %
100-0000-90-311710	ELECTRIC FRANCHISE TAX	-	5,931,636	5,800,000	102.27 %
100-0000-90-311730	GAS FRANCHISE TAX	-	669,222	700,000	95.60 %
100-0000-90-311750	CABLE TV FRANCHISE TAX	-	1,120,741	1,300,000	86.21 %
100-0000-90-311760	TELEPHONE FRANCHISE TAX	502	145,010	200,000	72.51 %
100-0000-90-311790	SOLID WASTE FRANCHISE TAX	13,157	448,267	400,000	112.07 %
100-0000-90-313100	LOCAL OPTION SALES TAX	2,954,959	27,600,082	25,000,000	110.40 %
100-0000-90-314200	ALCOHOLIC BEVERAGE EXCISE	89,051	952,784	1,100,000	86.62 %
100-0000-90-314300	EXCISE MIXED DRINK TAX	77,923	608,623	300,000	202.87 %
100-0000-90-316100	BUSINESS & OCCUPATION TAX	264,210	10,187,488	8,583,413	118.69 %
100-0000-90-316110	BUSINESS AUDIT REVENUE	-	10,816	50,000	21.63 %
100-0000-90-316200	INSURANCE PREMIUM TAX	-	7,782,186	7,500,000	103.76 %
	TOTAL TAXES	**4,106,128**	**103,154,105**	**96,549,084**	**106.84 %**
100-0000-90-321100	ALCOHOLIC BEVERAGE LIC	2,660	694,825	700,000	99.26 %
100-0000-90-321910	OTHER LICENSES AND PERMITS	7,688	86,488	90,000	96.10 %
100-0000-60-322210	PLANNING/ZONING FEES	9,413	97,694	80,000	122.12 %
100-0000-60-322215	DEVELOPMENT REVIEW FEE	33,761	343,619	100,000	343.62 %
100-0000-60-323120	BUILDING PERMITS	225,419	2,673,792	1,450,000	184.40 %
100-0000-60-323130	PLUMBING PERMITS	1,059	10,878	5,000	217.55 %
100-0000-60-323140	ELECTRICAL PERMITS	1,404	21,745	10,000	217.45 %
100-0000-60-323160	HVAC PERMITS	3,719	49,300	40,000	123.25 %
100-0000-60-323920	BLDG REINSPECTION FEE	150	7,900	5,000	158.00 %
	TOTAL LICENSES & PERMITS	**285,272**	**3,986,241**	**2,480,000**	**160.74 %**
100-0000-60-341320	DEVELOPMENT IMPACT FEES	3,993	30,895	-	- %
100-0000-90-341910	ELECTION QUALIFYING FEE	-	10,500	5,000	210.00 %
100-0000-30-342900	FALSE ALARM FEES	1,131	18,603	100,000	18.60 %
100-0000-30-342910	OTHER PUBLIC SAFETY FEES	-	15,000	-	- %
100-0000-40-343300	STATE ROAD MAINTENANCE FEES	11,760	141,120	141,120	100.00 %
100-0000-10-346900	SPECIAL EVENT FEES	2,900	10,550	-	- %
100-0000-50-347500	RECREATION PRG FEES-GYMNASTICS	2,400	17,645	200,000	8.82 %
100-0000-50-347501	RECREATION PRG FEES-ATHL LEIS	10,883	60,005	100,000	60.01 %
100-0000-50-347900	SSTC CONTRACT	10,000	100,000	100,000	100.00 %
100-0000-50-347910	FACILITY RENTALS	16,660	144,810	75,000	193.08 %
	TOTAL CHARGES & FEES	**59,726**	**549,128**	**721,120**	**76.15 %**
100-0000-20-351170	MUNICIPAL COURT	225,145	2,269,458	2,200,000	103.16 %
	TOTAL FINES & FORFEITURES	**225,145**	**2,269,458**	**2,200,000**	**103.16 %**
100-0000-90-361000	INTEREST REVENUE	60,995	186,900	100,000	186.90 %
	TOTAL INVESTMENT INCOME	**60,995**	**186,900**	**100,000**	**186.90 %**

GL ACCOUNT	DESCRIPTION	MAY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
100-0000-90-349900	OTHER CHGS FOR SERVICES	5,540	71,929	-	- %
100-0000-40-381000	RENTAL REVENUE	8,830	202,955	-	- %
100-0000-40-381010	MARTA ADVERTISING CONTRAC	-	25,308	-	- %
100-0000-90-381100	ROYALTIES-GAS SOUTH	-	-	200,000	- %
100-0000-90-389000	MISCELLANEOUS REVENUE	7,779	156,974	50,000	313.95 %
100-0000-60-389100	PERMIT TECHNOLOGY FEE	6,005	53,846	40,000	134.61 %
100-0000-90-389200	INSURANCE REIMBURSEMENTS	-	82,885	50,000	165.77 %
	TOTAL MISCELLANEOUS	**28,154**	**593,898**	**340,000**	**174.68 %**
100-0000-90-391275	TRANSFER IN FROM HOTEL MOTEL	110,897	976,040	450,000	216.90 %
100-0000-90-391280	TRANSFER IN FROM MVRET FUND	6,313	63,822	70,000	91.17 %
100-0000-90-391840	TRANSFER IN FROM DEV AUTH	183,342	183,342	600,000	30.56 %
100-0000-90-392100	SALE OF ASSETS	(5)	327,584	10,000	3,275.84 %
100-0000-90-399999	USE OF FUND BALANCE	-	-	23,736,031	- %
	TOTAL OTHER FINANCING SOURCES	**300,547**	**1,550,788**	**24,866,031**	**6.24 %**
100-0000-40-331100	FEDERAL MATCHING GRANTS	-	-	6,934,152	- %
100-0000-40-334110 SAP	GDOT L.A.R.P. GRANTS	-	-	100,000	- %
	TOTAL OTHER REVENUES	**-**	**-**	**7,034,152**	**- %**
	TOTAL REVENUES	**$5,065,967**	**$112,290,518**	**$134,290,387**	**83.62 %**

GL ACCOUNT	DESCRIPTION	MAY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
CITY COUNCIL EXPENDITURES					
100-1310-10-511100	REGULAR SALARIES	12,333	123,333	148,000	83.33 %
100-1310-10-512200	SOCIAL SECURITY	696	7,303	9,176	79.59 %
100-1310-10-512300	MEDICARE	163	1,708	2,146	79.59 %
100-1310-10-512600	UNEMPLOYMENT TAX	69	435	665	65.47 %
100-1310-10-512700	WORKERS' COMPENSATION	-	239	240	99.66 %
Salaries & Benefits		**13,261**	**133,019**	**160,227**	**83.02 %**
100-1310-10-523200	COMMUNICATIONS	365	3,847	4,400	87.44 %
100-1310-10-523500	TRAVEL	124	1,417	10,000	14.17 %
100-1310-10-523600	DUES & FEES	-	35,190	38,000	92.60 %
100-1310-10-523700	EDUCATION/TRAINING	(590)	4,445	2,000	222.25 %
100-1310-10-531100	GENERAL OPERATING SUPPLIES	-	1,869	3,000	62.30 %
100-1310-10-531300	HOSPITALITY	268	5,718	13,600	42.04 %
Operations & Capital		**167**	**52,485**	**71,000**	**73.92 %**
	TOTAL CITY COUNCIL	**13,428**	**185,505**	**231,227**	**80.23 %**

GL ACCOUNT	DESCRIPTION	MAY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
CITY MANAGER EXPENDITURES					
100-1320-10-511100	REGULAR SALARIES	67,569	679,039	913,856	74.30 %
100-1320-10-511110	BONUSES	-	12,000	-	- %
100-1320-10-512101	HEALTH INSURANCE	4,405	48,307	88,644	54.50 %
100-1320-10-512102	DISABILITY INSURANCE	153	1,718	2,710	63.40 %
100-1320-10-512103	DENTAL INSURANCE	359	3,520	4,194	83.92 %
100-1320-10-512104	LIFE INSURANCE	294	3,410	5,359	63.62 %
100-1320-10-512200	SOCIAL SECURITY	4,161	32,292	57,342	56.31 %
100-1320-10-512300	MEDICARE	973	9,779	13,410	72.92 %
100-1320-10-512401	RETIREMENT 401A	10,187	91,695	110,982	82.62 %
100-1320-10-512402	401A RETIREMENT-457 MATCH	3,257	23,837	46,242	51.55 %
100-1320-10-512600	UNEMPLOYMENT TAX	-	508	570	89.21 %
100-1320-10-512700	WORKERS' COMPENSATION	-	1,075	1,057	101.66 %
Salaries & Benefits		**91,359**	**907,179**	**1,244,366**	**72.90 %**
100-1320-10-523200	COMMUNICATIONS	237	3,256	4,200	77.52 %
100-1320-10-523400	PRINTING & BINDING	-	1,436	-	- %
100-1320-10-523500	TRAVEL	-	493	2,250	21.89 %
100-1320-10-523600	DUES & FEES	-	12,394	8,475	146.24 %
100-1320-10-523700	EDUCATION/TRAINING	-	14,075	14,775	95.26 %
100-1320-10-531100	GENERAL OPERATING SUPPLIES	52	3,547	3,500	101.35 %
100-1320-10-531300	HOSPITALITY	188	5,689	4,000	142.23 %
Operations & Capital		**477**	**40,890**	**37,200**	**109.92 %**
	TOTAL CITY MANAGER	**91,837**	**948,069**	**1,281,566**	**73.98 %**

GL ACCOUNT	DESCRIPTION	MAY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
CITY CLERK EXPENDITURES					
100-1330-10-511100	REGULAR SALARIES	16,038	171,107	221,427	77.27 %
100-1330-10-511110	BONUSES	-	6,000	-	- %
100-1330-10-512101	HEALTH INSURANCE	3,458	32,798	20,308	161.50 %
100-1330-10-512102	DISABILITY INSURANCE	49	496	507	97.75 %
100-1330-10-512103	DENTAL INSURANCE	210	1,968	846	232.57 %
100-1330-10-512104	LIFE INSURANCE	100	1,096	991	110.62 %
100-1330-10-512200	SOCIAL SECURITY	898	10,044	13,729	73.16 %
100-1330-10-512300	MEDICARE	210	2,349	3,211	73.15 %
100-1330-10-512401	RETIREMENT 401A	1,792	17,288	26,572	65.06 %
100-1330-10-512402	401A RETIREMENT-457 MATCH	802	7,496	11,071	67.71 %
100-1330-10-512600	UNEMPLOYMENT TAX	-	338	285	118.45 %
100-1330-10-512700	WORKERS' COMPENSATION	-	466	538	86.56 %
Salaries & Benefits		**23,556**	**251,443**	**299,485**	**83.96 %**
100-1330-10-521300	TECHNICAL SERVICES	155	41,069	67,600	60.75 %
100-1330-10-522230	REP & MAINT-VEHICLES	-	-	2,500	- %
100-1330-10-523200	COMMUNICATIONS	126	1,034	1,500	68.92 %
100-1330-10-523300	ADVERTISING	-	300	2,000	15.00 %
100-1330-10-523400	PRINTING & BINDING	-	2,467	10,000	24.67 %
100-1330-10-523500	TRAVEL	-	-	3,000	- %
100-1330-10-523600	DUES & FEES	161	4,298	3,500	122.81 %
100-1330-10-523700	EDUCATION/TRAINING	-	1,521	2,000	76.05 %
100-1330-10-523900	CONTRACTUAL SERVICES	53	235,379	430,000	54.74 %
100-1330-10-531100	GENERAL OPERATING SUPPLIES	284	1,027	1,500	68.46 %
100-1330-10-531270	GASOLINE	-	25	500	5.02 %
100-1330-10-531300	HOSPITALITY	-	324	500	64.86 %
Operations & Capital		**779**	**287,444**	**524,600**	**54.79 %**
	TOTAL CITY CLERK	**24,334**	**538,888**	**824,085**	**65.39 %**

GL ACCOUNT	DESCRIPTION	MAY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
FINANCE EXPENDITURES					
100-1500-10-511100	REGULAR SALARIES	105,603	1,136,988	1,567,607	72.53 %
100-1500-10-511110	BONUSES	-	17,550	-	- %
100-1500-10-512101	HEALTH INSURANCE	9,184	122,784	154,344	79.55 %
100-1500-10-512102	DISABILITY INSURANCE	-	3,602	4,982	72.30 %
100-1500-10-512103	DENTAL INSURANCE	382	6,118	7,497	81.61 %
100-1500-10-512104	LIFE INSURANCE	549	8,300	10,346	80.22 %
100-1500-10-512200	SOCIAL SECURITY	6,406	67,642	97,178	69.61 %
100-1500-10-512300	MEDICARE	1,498	16,205	22,723	71.32 %
100-1500-10-512401	RETIREMENT 401A	10,692	107,699	187,972	57.30 %
100-1500-10-512402	401A RETIREMENT-457 MATCH	4,396	45,153	78,530	57.50 %
100-1500-10-512600	UNEMPLOYMENT TAX	110	2,083	1,900	109.65 %
100-1500-10-512700	WORKERS' COMPENSATION	-	3,391	4,624	73.33 %
Salaries & Benefits		**138,820**	**1,537,516**	**2,137,703**	**71.92 %**
100-1500-10-521200	PROFESSIONAL SERVICES	-	-	10,000	- %
100-1500-10-521210	PROF SVCS-AUDIT	-	53,500	53,500	100.00 %
100-1500-10-521300	TECHNICAL SERVICES	21,955	194,267	160,000	121.42 %
100-1500-10-523200	COMMUNICATIONS	238	2,316	3,000	77.21 %
100-1500-10-523300	ADVERTISING	-	3,900	6,800	57.35 %
100-1500-10-523400	PRINTING & BINDING	-	4,190	4,200	99.75 %
100-1500-10-523600	DUES & FEES	125	7,351	8,000	91.89 %
100-1500-10-523700	EDUCATION/TRAINING	530	8,822	10,000	88.22 %
100-1500-10-523900	CONTRACTUAL SERVICES	404	12,504	14,900	83.92 %
100-1500-10-523950	MERCHANT SVCS CHARGES	-	219	1,000	21.90 %
100-1500-10-531100	GENERAL OPERATING SUPPLIES	596	4,167	5,000	83.33 %
100-1500-10-531300	HOSPITALITY	-	527	600	87.81 %
100-1500-10-531750	UNIFORMS	-	-	500	- %
100-1500-10-542400	COMPUTER EQUIPMENT	-	-	6,500	- %
Operations & Capital		**23,848**	**291,763**	**284,000**	**102.73 %**
	TOTAL FINANCE	**162,668**	**1,829,278**	**2,421,703**	**75.54 %**

GL ACCOUNT	DESCRIPTION	MAY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
LEGAL SERVICES EXPENDITURES					
100-1530-10-511100	SALARIES	-	131,711	315,400	41.76 %
100-1530-10-512101	HEALTH INSURANCE	-	8,676	22,000	39.44 %
100-1530-10-512102	DISABILITY INSURANCE	268	659	1,000	65.93 %
100-1530-10-512103	DENTAL INSURANCE	-	666	1,200	55.48 %
100-1530-10-512104	LIFE INSURANCE	-	873	1,400	62.37 %
100-1530-10-512200	SOCIAL SECURITY	-	7,896	19,555	40.38 %
100-1530-10-512300	MEDICARE	-	1,728	4,574	37.78 %
100-1530-10-512401	401A RETIREMENT	(189)	11,563	37,848	30.55 %
100-1530-10-512402	401A RETIREMENT-457 MATCH	-	5,392	15,770	34.19 %
100-1530-10-512600	UNEMPLOYMENT TAX	-	145	285	50.71 %
100-1530-10-512700	WORKERS' COMPENSATION	-	390	450	86.58 %
Salaries & Benefits		**79**	**169,698**	**419,482**	**40.45 %**
100-1530-10-521250	PROF SVCS-LEGAL	29,033	462,372	450,000	102.75 %
100-1530-10-521255	PROF SVCS-LITIGATION	21,654	166,154	450,000	36.92 %
Operations & Capital		**50,687**	**628,526**	**900,000**	**69.84 %**
	TOTAL LEGAL SERVICES	**50,766**	**798,224**	**1,319,482**	**60.50 %**

GL ACCOUNT	DESCRIPTION	MAY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
INFORMATION SERVICES EXPENDITURES					
100-1535-10-511100	SALARIES	98,470	1,064,643	1,294,790	82.23 %
100-1535-10-511110	BONUSES	1,525	22,125	-	- %
100-1535-10-512101	HEALTH INSURANCE	14,368	155,234	175,802	88.30 %
100-1535-10-512102	DISABILITY INSURANCE	344	3,559	4,898	72.66 %
100-1535-10-512103	DENTAL INSURANCE	721	7,918	9,256	85.54 %
100-1535-10-512104	LIFE INSURANCE	705	7,650	10,160	75.29 %
100-1535-10-512200	SOCIAL SECURITY	5,793	63,637	80,277	79.27 %
100-1535-10-512300	MEDICARE	1,355	14,883	18,774	79.27 %
100-1535-10-512401	401A RETIREMENT	10,552	117,549	155,375	75.66 %
100-1535-10-512402	401A RETIREMENT-457 MATCH	4,720	52,553	64,739	81.18 %
100-1535-10-512600	UNEMPLOYMENT TAX	34	1,333	1,615	82.56 %
100-1535-10-512700	WORKERS' COMPENSATION	-	2,908	3,883	74.90 %
Salaries & Benefits		**138,586**	**1,513,993**	**1,819,569**	**83.21 %**
100-1535-10-521300	TECHNICAL SERVICES	36,734	589,889	569,000	103.67 %
100-1535-10-521310	TECHNICAL SERVICES-SECURITY	-	116,098	165,600	70.11 %
100-1535-10-522320	EQUIPMENT OPERATING LEASE	7,927	78,985	100,000	78.98 %
100-1535-10-523200	COMMUNICATIONS	843	7,418	11,600	63.94 %
100-1535-10-523500	TRAVEL	680	1,252	5,000	25.04 %
100-1535-10-523600	DUES & FEES	131	4,681	6,000	78.01 %
100-1535-10-523700	EDUCATION/TRAINING	1,000	8,835	14,000	63.11 %
100-1535-10-523900	CONTRACTUAL SERVICES	-	7,660	15,000	51.07 %
100-1535-10-531100	GENERAL SUPPLIES & MATLS	-	5,028	7,000	71.83 %
100-1535-10-531600	SMALL TOOLS & EQUIPMENT	363	21,283	20,000	106.42 %
100-1535-10-542400	COMPUTER EQUIPMENT	-	106,307	100,000	106.31 %
Operations & Capital		**47,677**	**947,436**	**1,013,200**	**93.51 %**
	TOTAL INFORMATION SERVICES	**186,263**	**2,461,429**	**2,832,769**	**86.89 %**

GL ACCOUNT	DESCRIPTION	MAY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
HUMAN RESOURCES EXPENDITURES					
100-1540-10-511100	SALARIES	26,432	255,571	309,718	82.52 %
100-1540-10-511110	BONUSES	-	3,825	-	- %
100-1540-10-512101	HEALTH INSURANCE	5,880	59,236	43,057	137.58 %
100-1540-10-512102	DISABILITY INSURANCE	91	879	1,177	74.69 %
100-1540-10-512103	DENTAL INSURANCE	308	2,822	1,488	189.62 %
100-1540-10-512104	LIFE INSURANCE	187	1,883	2,644	71.21 %
100-1540-10-512200	SOCIAL SECURITY	1,576	15,150	18,612	81.40 %
100-1540-10-512300	MEDICARE	369	3,662	4,491	81.53 %
100-1540-10-512401	401A RETIREMENT	2,965	23,789	37,166	64.01 %
100-1540-10-512402	401A RETIREMENT-457 MATCH	926	8,879	15,486	57.34 %
100-1540-10-512600	UNEMPLOYMENT TAX	-	421	380	110.84 %
100-1540-10-512700	WORKERS' COMPENSATION	-	493	510	96.65 %
Salaries & Benefits		**38,734**	**376,610**	**434,729**	**86.63 %**
100-1540-10-521200	PROFESSIONAL SERVICES	18,322	159,595	177,000	90.17 %
100-1540-10-523200	COMMUNICATIONS	169	1,605	1,500	106.98 %
100-1540-10-523300	ADVERTISING	600	924	5,000	18.48 %
100-1540-10-523500	TRAVEL	-	-	5,000	- %
100-1540-10-523600	DUES & FEES	260	906	2,500	36.24 %
100-1540-10-523700	EDUCATION/TRAINING	435	5,236	7,000	74.80 %
100-1540-10-531100	GENERAL SUPPLIES & MATLS	148	1,963	2,000	98.17 %
100-1540-10-531300	HOSPITALITY	123	1,512	2,000	75.62 %
Operations & Capital		**20,058**	**171,741**	**202,000**	**85.02 %**
	TOTAL HUMAN RESOURCES	**58,792**	**548,351**	**636,729**	**86.12 %**

GL ACCOUNT	DESCRIPTION	MAY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
FACILITIES MANAGEMENT EXPENDITURES					
100-1565-10-511100	SALARIES	77,105	831,981	1,094,978	75.98 %
100-1565-10-511110	BONUSES	-	18,675	-	- %
100-1565-10-512101	HEALTH INSURANCE	13,673	126,606	162,340	77.99 %
100-1565-10-512102	DISABILITY INSURANCE	288	2,926	5,449	53.69 %
100-1565-10-512103	DENTAL INSURANCE	602	5,378	9,410	57.15 %
100-1565-10-512104	LIFE INSURANCE	571	6,140	9,706	63.26 %
100-1565-10-512200	SOCIAL SECURITY	4,630	51,007	67,888	75.13 %
100-1565-10-512300	MEDICARE	1,083	11,929	15,877	75.13 %
100-1565-10-512401	401A RETIREMENT	8,204	89,208	131,397	67.89 %
100-1565-10-512402	401A RETIREMENT-457 MATCH	3,429	40,403	54,749	73.80 %
100-1565-10-512600	UNEMPLOYMENT TAX	23	1,299	1,710	75.94 %
100-1565-10-512700	WORKERS' COMPENSATION	-	5,173	9,299	55.62 %
Salaries & Benefits		**109,608**	**1,190,724**	**1,562,803**	**76.19 %**
100-1565-10-521200	PROFESSIONAL SERVICES	26,808	253,810	323,500	78.46 %
100-1565-10-521300	TECHNICAL SERVICES	15	66,035	69,747	94.68 %
100-1565-10-522100	CLEANING SERVICES	23,335	243,883	243,800	100.03 %
100-1565-10-522110	GARBAGE DISPOSAL	4,995	44,350	83,000	53.43 %
100-1565-10-522210	REP & MAINT-EQUIPMENT	22,879	251,012	331,425	75.74 %
100-1565-10-522220	REP & MAINT-BUILDINGS	54,794	782,400	960,634	81.45 %
100-1565-10-522310	BUILDING OPERATING LEASE	26,187	284,264	325,000	87.47 %
100-1565-10-522320	EQUIPMENT OPERATING LEASE	-	12,588	34,000	37.02 %
100-1565-10-523200	COMMUNICATIONS	640	10,513	5,998	175.27 %
100-1565-10-523250	POSTAGE	1,825	20,122	49,000	41.07 %
100-1565-10-523700	EDUCATION/TRAINING	-	7,598	12,500	60.78 %
100-1565-10-531100	GENERAL OPERATING SUPPLIES	8,324	87,421	150,000	58.28 %
100-1565-10-531210	WATER	22,550	299,488	321,200	93.24 %
100-1565-10-531220	NATURAL GAS	2,231	60,175	100,400	59.94 %
100-1565-10-531230	ELECTRICITY	44,661	517,404	781,200	66.23 %
100-1565-10-531600	SMALL TOOLS & EQUIPMENT	2,464	13,869	15,000	92.46 %
100-1565-10-531750	UNIFORMS	629	5,284	12,000	44.04 %
100-1565-10-541200	SITE IMPROVEMENTS	142	102,211	200,000	51.11 %
100-1565-10-542400	COMPUTER EQUIPMENT	-	3,625	10,090	35.93 %
100-1565-10-579000	CONTINGENCIES	-	-	25,000	- %
Operations & Capital		**242,479**	**3,066,051**	**4,053,494**	**75.64 %**
	TOTAL FACILITIES MANAGEMENT	**352,088**	**4,256,775**	**5,616,297**	**75.79 %**

GL ACCOUNT	DESCRIPTION	MAY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
COMMUNICATIONS EXPENDITURES					
100-1570-10-511100	SALARIES	50,078	555,319	608,836	91.21 %
100-1570-10-511110	BONUSES	-	8,275	-	- %
100-1570-10-512101	HEALTH INSURANCE	6,616	68,464	55,446	123.48 %
100-1570-10-512102	DISABILITY INSURANCE	191	2,000	2,248	88.95 %
100-1570-10-512103	DENTAL INSURANCE	443	4,431	4,008	110.54 %
100-1570-10-512104	LIFE INSURANCE	410	4,266	5,048	84.51 %
100-1570-10-512200	SOCIAL SECURITY	3,038	33,732	37,748	89.36 %
100-1570-10-512300	MEDICARE	710	7,889	8,829	89.35 %
100-1570-10-512401	401A RETIREMENT	5,645	54,946	73,060	75.21 %
100-1570-10-512402	401A RETIREMENT-457 MATCH	2,460	24,832	30,442	81.57 %
100-1570-10-512600	UNEMPLOYMENT TAX	-	680	665	102.20 %
100-1570-10-512700	WORKERS' COMPENSATION	-	1,414	1,986	71.22 %
Salaries & Benefits		**69,593**	**766,248**	**828,316**	**92.51 %**
100-1570-10-521201	PROF SVCS-GOVERNMENT SERVICES	48,580	485,803	566,000	85.83 %
100-1570-10-522230	REP & MAINT-VEHICLES	-	250	500	50.00 %
100-1570-10-523200	COMMUNICATIONS	239	3,905	3,700	105.54 %
100-1570-10-523300	ADVERTISING	2,247	5,210	25,000	20.84 %
100-1570-10-523400	PRINTING & BINDING	-	1,956	10,000	19.56 %
100-1570-10-523500	TRAVEL	-	2,250	2,250	100.00 %
100-1570-10-523600	DUES & FEES	-	2,491	2,250	110.72 %
100-1570-10-523700	EDUCATION/TRAINING	-	-	5,250	- %
100-1570-10-523900	CONTRACTUAL SERVICES	870	29,933	19,130	156.47 %
100-1570-10-523905	WEBSITE ENHANCEMENTS	282	129,905	198,000	65.61 %
100-1570-10-531100	GENERAL SUPPLIES & MATLS	-	1,091	10,000	10.91 %
100-1570-10-531270	GASOLINE	-	-	500	- %
100-1570-10-531300	HOSPITALITY	-	795	5,000	15.90 %
100-1570-10-542400	COMPUTER EQUIPMENT	-	13,962	16,800	83.11 %
Operations & Capital		**52,219**	**677,551**	**864,380**	**78.39 %**
	TOTAL COMMUNICATIONS	**121,811**	**1,443,799**	**1,692,696**	**85.30 %**

GL ACCOUNT	DESCRIPTION	MAY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
GENERAL ADMINISTRATION EXPENDITURES					
100-1595-10-511200	PART-TIME/TEMP EMPLOYEES	-	6,288	45,000	13.97 %
100-1595-10-512200	SOCIAL SECURITY	-	393	2,790	14.10 %
100-1595-10-512300	MEDICARE	-	92	652	14.11 %
100-1595-10-512500	TUITION REIMBURSEMENT	2,569	10,466	100,000	10.47 %
100-1595-10-512600	UNEMPLOYMENT TAX	-	-	100	- %
Salaries & Benefits		**2,569**	**17,239**	**148,542**	**11.61 %**
100-1595-10-521200	PROFESSIONAL SERVICES	-	85,733	230,000	37.28 %
100-1595-10-521240	PROF SVCS-NON-PROFITS	10,625	365,106	787,500	46.36 %
100-1595-10-521300	TECHNICAL SERVICES	-	57,643	-	- %
100-1595-10-523100	PROPERTY & LIABILITY INS	-	1,454,276	1,354,000	107.41 %
100-1595-10-523200	COMMUNICATIONS	5,810	67,575	100,000	67.58 %
100-1595-10-523300	ADVERTISING	-	20,328	-	- %
100-1595-10-531100	GENERAL SUPPLIES & MATLS	-	-	75,000	- %
100-1595-10-531270	GASOLINE	-	3,059	-	- %
100-1595-10-579000	CONTINGENCIES	-	-	300,000	- %
100-1595-10-579010	CITY MANAGER CONTINGENCIES	-	-	140,000	- %
Operations & Capital		**16,435**	**2,053,721**	**2,986,500**	**68.77 %**
	TOTAL GENERAL ADMINISTRATION	**19,004**	**2,070,959**	**3,135,042**	**66.06 %**

GL ACCOUNT	DESCRIPTION	MAY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
MUNICIPAL COURT EXPENDITURES					
100-2650-20-511100	REGULAR SALARIES	39,061	412,693	555,446	74.30 %
100-2650-20-511110	BONUSES	-	11,400	-	- %
100-2650-20-512101	HEALTH INSURANCE	5,420	62,499	92,590	67.50 %
100-2650-20-512102	DISABILITY INSURANCE	120	1,290	2,720	47.43 %
100-2650-20-512103	DENTAL INSURANCE	309	2,855	5,048	56.55 %
100-2650-20-512104	LIFE INSURANCE	246	2,780	5,273	52.72 %
100-2650-20-512200	SOCIAL SECURITY	2,361	25,356	34,437	73.63 %
100-2650-20-512300	MEDICARE	552	5,930	8,054	73.63 %
100-2650-20-512401	RETIREMENT 401A	3,442	36,313	66,654	54.48 %
100-2650-20-512402	401A RETIREMENT-457 MATCH	1,107	10,499	27,773	37.80 %
100-2650-20-512600	UNEMPLOYMENT TAX	68	1,202	950	126.56 %
100-2650-20-512700	WORKERS' COMPENSATION	-	2,980	5,292	56.32 %
Salaries & Benefits		**52,686**	**575,797**	**804,237**	**71.60 %**
100-2650-20-521260	PROF SVCS-COURT	17,068	171,832	326,600	52.61 %
100-2650-20-521300	TECHNICAL SERVICES	1,877	32,100	120,000	26.75 %
100-2650-20-523200	COMMUNICATIONS	235	2,376	6,240	38.07 %
100-2650-20-523300	ADVERTISING	-	1,800	1,800	100.00 %
100-2650-20-523400	PRINTING & BINDING	89	1,561	1,000	156.14 %
100-2650-20-523600	DUES & FEES	-	590	1,000	59.00 %
100-2650-20-523700	EDUCATION/TRAINING	520	1,144	10,000	11.44 %
100-2650-20-523950	MERCHANT SVCS CHARGES	-	-	1,500	- %
100-2650-20-531100	GENERAL OPERATING SUPPLIES	-	2,586	3,200	80.80 %
100-2650-20-531300	HOSPITALITY	52	360	1,500	23.99 %
100-2650-20-531600	SMALL TOOLS & EQUIPMENT	1,070	1,070	3,000	35.68 %
Operations & Capital		**20,912**	**215,419**	**475,840**	**45.27 %**
	TOTAL MUNICIPAL COURT	**73,599**	**791,216**	**1,280,077**	**61.81 %**

GL ACCOUNT	DESCRIPTION	MAY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
POLICE EXPENDITURES					
100-3210-30-511100	REGULAR SALARIES	996,837	10,504,671	13,042,745	80.54 %
100-3210-30-511110	BONUSES	15,250	536,150	-	- %
100-3210-30-511200	PART-TIME/TEMP EMPLOYEES	36,040	312,255	380,000	82.17 %
100-3210-30-511300	OVERTIME	22,566	761,934	800,000	95.24 %
100-3210-30-512101	HEALTH INSURANCE	138,353	1,439,316	1,601,542	89.87 %
100-3210-30-512102	DISABILITY INSURANCE	3,309	34,452	39,766	86.64 %
100-3210-30-512103	DENTAL INSURANCE	7,640	80,284	85,272	94.15 %
100-3210-30-512104	LIFE INSURANCE	6,745	72,795	86,537	84.12 %
100-3210-30-512200	SOCIAL SECURITY	66,813	733,843	820,678	89.42 %
100-3210-30-512300	MEDICARE	15,626	172,249	191,934	89.74 %
100-3210-30-512401	RETIREMENT 401A	106,575	1,122,407	1,588,409	70.66 %
100-3210-30-512402	401A RETIREMENT-457 MATCH	45,536	476,068	661,837	71.93 %
100-3210-30-512500	TUITION REIMBURSEMENT	-	4,920	25,000	19.68 %
100-3210-30-512600	UNEMPLOYMENT TAX	306	16,472	17,575	93.73 %
100-3210-30-512700	WORKERS' COMPENSATION	8	355,304	345,476	102.84 %
Salaries & Benefits		**1,461,604**	**16,623,120**	**19,686,771**	**84.44 %**
100-3210-30-521200	PROFESSIONAL SERVICES	9,778	90,850	175,000	51.91 %
100-3210-30-521270	JAIL SERVICES	-	172,085	300,000	57.36 %
100-3210-30-521275	INMATE MEDICAL SERVICES	-	9,676	150,000	6.45 %
100-3210-30-521300	TECHNICAL SERVICES	44,039	678,978	1,278,000	53.13 %
100-3210-30-522100	CLEANING SERVICES	7,008	70,080	84,100	83.33 %
100-3210-30-522110	GARBAGE DISPOSAL	183	2,035	2,000	101.75 %
100-3210-30-522210	REP & MAINT-EQUIPMENT	1,039	15,341	40,000	38.35 %
100-3210-30-522220	REP & MAINT-BUILDINGS	-	11,139	17,500	63.65 %
100-3210-30-522230	REP & MAINT-VEHICLES	44,096	470,656	375,000	125.51 %
100-3210-30-522310	BUILDING OPERATING LEASE	57,518	620,347	679,000	91.36 %
100-3210-30-522320	EQUIPMENT OPERATING LEASE	-	728	2,000	36.38 %
100-3210-30-523200	COMMUNICATIONS	16,648	183,005	185,000	98.92 %
100-3210-30-523250	POSTAGE	13	1,247	3,000	41.56 %
100-3210-30-523300	ADVERTISING	-	14,599	14,000	104.28 %
100-3210-30-523400	PRINTING & BINDING	1,409	8,523	7,000	121.76 %
100-3210-30-523500	TRAVEL	6,265	43,504	57,500	75.66 %
100-3210-30-523600	DUES & FEES	1,329	19,301	14,000	137.87 %
100-3210-30-523700	EDUCATION/TRAINING	3,839	76,641	120,000	63.87 %
100-3210-30-523900	CONTRACTUAL SERVICES	6,266	49,781	90,000	55.31 %
100-3210-30-523950	MERCHANT SVCS CHARGES	194	2,317	1,000	231.75 %
100-3210-30-531100	GENERAL OPERATING SUPPLIES	9,143	81,134	55,000	147.52 %
100-3210-30-531150	UNDERCOVER OPERATIONS	593	593	5,000	11.86 %
100-3210-30-531210	WATER	117	958	2,000	47.91 %
100-3210-30-531220	NATURAL GAS	1,410	16,441	17,000	96.71 %
100-3210-30-531230	ELECTRICITY	3,562	40,863	55,000	74.30 %
100-3210-30-531270	GASOLINE	58,344	519,250	525,000	98.90 %
100-3210-30-531300	HOSPITALITY	323	29,111	25,000	116.45 %
100-3210-30-531600	POLICE EQUIPMENT	4,066	68,605	175,000	39.20 %
100-3210-30-531750	UNIFORMS	19,888	173,989	166,000	104.81 %
100-3210-30-542200	VEHICLES	28,137	645,749	939,000	68.77 %
100-3210-30-579000	CONTINGENCIES	-	-	50,000	- %
Operations & Capital		**325,206**	**4,117,526**	**5,608,100**	**73.42 %**
	TOTAL POLICE	**1,786,810**	**20,740,647**	**25,294,871**	**82.00 %**

GL ACCOUNT	DESCRIPTION	MAY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
FIRE EXPENDITURES					
100-3510-30-511100	REGULAR SALARIES	656,518	7,046,095	8,317,573	84.71 %
100-3510-30-511110	BONUSES	-	193,575	-	- %
100-3510-30-511200	PART-TIME/TEMP EMPLOYEES	10,638	122,670	194,500	63.07 %
100-3510-30-511300	OVERTIME	34,777	374,495	450,000	83.22 %
100-3510-30-512101	HEALTH INSURANCE	123,632	1,246,816	1,379,297	90.40 %
100-3510-30-512102	DISABILITY INSURANCE	2,240	101,096	154,974	65.23 %
100-3510-30-512103	DENTAL INSURANCE	6,068	61,381	67,462	90.99 %
100-3510-30-512104	LIFE INSURANCE	4,586	48,902	59,273	82.50 %
100-3510-30-512200	SOCIAL SECURITY	41,278	451,471	515,690	87.55 %
100-3510-30-512300	MEDICARE	9,654	106,221	120,606	88.07 %
100-3510-30-512401	RETIREMENT 401A	67,354	710,232	998,109	71.16 %
100-3510-30-512402	401A RETIREMENT-457 MATCH	28,412	302,789	415,878	72.81 %
100-3510-30-512600	UNEMPLOYMENT TAX	192	11,154	11,685	95.45 %
100-3510-30-512700	WORKERS' COMPENSATION	45	131,871	126,184	104.51 %
Salaries & Benefits		**985,393**	**10,908,768**	**12,811,231**	**85.15 %**
100-3510-30-521200	PROFESSIONAL SERVICES	2,025	14,739	10,000	147.39 %
100-3510-30-521300	TECHNICAL SERVICES	-	123,607	134,582	91.85 %
100-3510-30-522210	REP & MAINT-EQUIPMENT	163	62,869	66,500	94.54 %
100-3510-30-522220	REP & MAINT-BUILDINGS	1,860	78,013	80,700	96.67 %
100-3510-30-522230	REP & MAINT-VEHICLES	20,664	202,309	231,585	87.36 %
100-3510-30-523200	COMMUNICATIONS	4,193	38,914	48,000	81.07 %
100-3510-30-523400	PRINTING & BINDING	20	1,307	3,800	34.39 %
100-3510-30-523500	TRAVEL	7,789	27,395	38,000	72.09 %
100-3510-30-523600	DUES & FEES	473	10,055	15,000	67.03 %
100-3510-30-523700	EDUCATION/TRAINING	3,570	48,685	74,220	65.60 %
100-3510-30-523900	CONTRACTUAL SERVICES	7,395	68,029	118,400	57.46 %
100-3510-30-531100	GENERAL OPERATING SUPPLIES	1,637	77,284	81,300	95.06 %
100-3510-30-531160	EMS MEDICAL SUPPLIES	5,218	118,080	117,500	100.49 %
100-3510-30-531210	WATER	1,062	12,522	25,000	50.09 %
100-3510-30-531220	NATURAL GAS	1,415	14,348	25,000	57.39 %
100-3510-30-531230	ELECTRICITY	2,589	32,497	52,000	62.49 %
100-3510-30-531270	GASOLINE	20,646	171,288	150,000	114.19 %
100-3510-30-531300	HOSPITALITY	1,561	20,216	19,280	104.86 %
100-3510-30-531600	SMALL TOOLS & EQUIPMENT	2,500	65,440	69,050	94.77 %
100-3510-30-531750	UNIFORMS	51,405	85,363	101,300	84.27 %
100-3510-30-541200	SITE IMPROVEMENTS	-	47,415	47,415	100.00 %
100-3510-30-542100	MACHINERY & EQUIPMENT	-	-	30,000	- %
100-3510-30-542300	FURNITURE & FIXTURES	-	4,054	7,500	54.05 %
100-3510-30-542400	COMPUTER EQUIPMENT	1,440	2,994	2,500	119.74 %
100-3510-30-579000	CONTINGENCIES	-	-	100,000	- %
100-3510-30-581200	CAPITAL LEASE PRINCIPAL	-	1,021,096	1,021,097	100.00 %
100-3510-30-582200	CAPITAL LEASE INTEREST	-	121,724	121,724	100.00 %
Operations & Capital		**137,625**	**2,470,240**	**2,791,453**	**88.49 %**
	TOTAL FIRE	**1,123,018**	**13,379,009**	**15,602,684**	**85.75 %**

GL ACCOUNT	DESCRIPTION	MAY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
EMERGENCY MANAGEMENT EXPENDITURES					
100-3810-30-511100	SALARIES	8,010	83,993	90,586	92.72 %
100-3810-30-511110	BONUSES	-	4,000	-	- %
100-3810-30-512101	HEALTH INSURANCE	539	5,703	6,328	90.13 %
100-3810-30-512102	DISABILITY INSURANCE	19	197	216	91.18 %
100-3810-30-512103	DENTAL INSURANCE	26	281	313	89.90 %
100-3810-30-512104	LIFE INSURANCE	38	423	484	87.39 %
100-3810-30-512200	SOCIAL SECURITY	491	5,391	5,616	95.99 %
100-3810-30-512300	MEDICARE	115	1,261	1,313	96.02 %
100-3810-30-512401	401A RETIREMENT	907	9,450	10,870	86.93 %
100-3810-30-512402	401A RETIREMENT-457 MATCH	-	3,399	4,530	75.03 %
100-3810-30-512600	UNEMPLOYMENT TAX	-	85	95	89.52 %
100-3810-30-512700	WORKERS' COMPENSATION	-	137	114	120.26 %
Salaries & Benefits		**10,146**	**114,319**	**120,465**	**94.90 %**
100-3810-30-521200	PROFESSIONAL SERVICES	65,000	260,000	260,000	100.00 %
100-3810-30-521300	TECHNICAL SERVICES	-	2,017	8,200	24.59 %
100-3810-30-522210	REP & MAINT-EQUIPMENT	-	8,982	5,000	179.64 %
100-3810-30-523200	COMMUNICATIONS	182	1,967	2,000	98.37 %
100-3810-30-523500	TRAVEL	-	184	5,500	3.34 %
100-3810-30-523700	EDUCATION/TRAINING	-	-	1,000	- %
100-3810-30-523900	CONTRACTUAL SERVICES	-	2,500	-	- %
100-3810-30-531100	GENERAL SUPPLIES & MATLS	-	10,684	30,000	35.61 %
100-3810-30-531102	EMERGENCY EVENT RESPONSE	477	128,767	100,000	128.77 %
100-3810-30-531600	SMALL TOOLS & EQUIPMENT	-	3,108	18,500	16.80 %
100-3810-30-542100	MACHINERY & EQUIPMENT	15,070	31,610	43,000	73.51 %
100-3810-30-572000	PAYMENTS TO OTHER AGENCIES	-	602,027	625,000	96.32 %
Operations & Capital		**80,728**	**1,051,845**	**1,098,200**	**95.78 %**
	TOTAL EMERGENCY MANAGEMENT	**90,874**	**1,166,165**	**1,218,665**	**95.69 %**

GL ACCOUNT	DESCRIPTION	MAY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
PUBLIC WORKS EXPENDITURES					
100-4100-40-511100	SALARIES	201,409	2,248,102	2,849,293	78.90 %
100-4100-40-511110	BONUSES	-	46,525	-	- %
100-4100-40-511300	OVERTIME	-	-	60,000	- %
100-4100-40-512101	HEALTH INSURANCE	30,370	321,092	376,180	85.36 %
100-4100-40-512102	DISABILITY INSURANCE	837	9,664	11,208	86.22 %
100-4100-40-512103	DENTAL INSURANCE	1,627	17,263	20,395	84.64 %
100-4100-40-512104	LIFE INSURANCE	1,632	20,019	24,169	82.83 %
100-4100-40-512200	SOCIAL SECURITY	12,046	136,627	178,516	76.53 %
100-4100-40-512300	MEDICARE	2,817	32,103	41,750	76.89 %
100-4100-40-512401	401A RETIREMENT	22,439	237,627	345,516	68.77 %
100-4100-40-512402	401A RETIREMENT-457 MATCH	9,736	102,229	143,964	71.01 %
100-4100-40-512600	UNEMPLOYMENT TAX	-	2,861	3,230	88.57 %
100-4100-40-512700	WORKERS' COMPENSATION	-	21,137	39,102	54.06 %
Salaries & Benefits		**282,913**	**3,195,248**	**4,093,323**	**78.06 %**
100-4100-40-521200	PROFESSIONAL SERVICES	-	989	25,000	3.96 %
100-4100-40-521300	TECHNICAL SERVICES	1,516	153,000	191,176	80.03 %
100-4100-40-522230	REP & MAINT-VEHICLES	316	7,921	15,000	52.81 %
100-4100-40-522240	STREETLIGHT MAINTENANCE	2,330	12,694	25,000	50.78 %
100-4100-40-522260	GUARDRAIL MAINTENANCE	-	-	15,000	- %
100-4100-40-522270	SIDEWALK MAINTENANCE	-	25,000	25,000	100.00 %
100-4100-40-522280	FIBER MAINTENANCE	-	45,463	72,000	63.14 %
100-4100-40-523200	COMMUNICATIONS	2,649	26,797	40,404	66.32 %
100-4100-40-523500	TRAVEL	26	89	2,500	3.56 %
100-4100-40-523600	DUES & FEES	83	5,103	7,000	72.90 %
100-4100-40-523700	EDUCATION/TRAINING	376	10,493	20,000	52.47 %
100-4100-40-523900	CONTRACTUAL SERVICES	369,418	3,843,064	4,634,000	82.93 %
100-4100-40-523900 REMVL	CONTRACTUAL SERVICES	-	192,518	300,000	64.17 %
100-4100-40-523900 SAP	CONTRACTUAL SERVICES	-	100,000	100,000	100.00 %
100-4100-40-531100	GENERAL OPERATING SUPPLIES	447	41,951	50,000	83.90 %
100-4100-40-531235	STREET LIGHTS	124,151	1,222,006	1,525,000	80.13 %
100-4100-40-531270	GASOLINE	2,312	22,702	25,000	90.81 %
100-4100-40-531600	SMALL TOOLS & EQUIPMENT	7,327	17,789	41,000	43.39 %
100-4100-40-531700	OTHER SUPPLIES	-	14,935	-	- %
100-4100-40-531700 COMMU	MATERIALS--COMMUNITY APPEAR	-	848	5,000	16.96 %
100-4100-40-531700 SIGNA	MATERIALS--TRAFFIC SIGNAL MAIN	11,231	154,646	200,000	77.32 %
100-4100-40-531700 STORM	MATERIALS--STORMWATER MAINT	54	16,419	30,000	54.73 %
100-4100-40-531700 STREE	MATERIALS--STREET MAINT	22,117	200,897	215,000	93.44 %
100-4100-40-531700 WASTE	MATERIALS--WASTE HAUL	1,000	10,000	35,000	28.57 %
100-4100-40-531750	UNIFORMS	39	5,359	7,000	76.56 %
100-4100-40-542200	MOTOR VEHICLES	-	56,814	66,000	86.08 %
100-4100-40-572000	PAYMENTS TO OTHER AGENCIES	39,450	76,128	175,000	43.50 %
100-4100-40-579000	CONTINGENCIES	-	-	98,000	- %
Operations & Capital		**584,842**	**6,263,623**	**7,944,080**	**78.85 %**
	TOTAL PUBLIC WORKS	**867,755**	**9,458,871**	**12,037,403**	**78.58 %**

GL ACCOUNT	DESCRIPTION	MAY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
FLEET MANAGEMENT EXPENDITURES					
100-4900-10-511100	SALARIES	9,636	108,182	128,666	84.08 %
100-4900-10-511110	BONUSES	-	3,825	-	- %
100-4900-10-512101	HEALTH INSURANCE	1,079	11,132	6,328	175.92 %
100-4900-10-512102	DISABILITY INSURANCE	38	401	279	143.86 %
100-4900-10-512103	DENTAL INSURANCE	43	461	313	147.39 %
100-4900-10-512104	LIFE INSURANCE	79	864	625	138.25 %
100-4900-10-512200	SOCIAL SECURITY	561	6,573	7,978	82.39 %
100-4900-10-512300	MEDICARE	131	1,537	1,865	82.43 %
100-4900-10-512401	401A RETIREMENT	1,077	12,082	15,439	78.26 %
100-4900-10-512402	401A RETIREMENT-457 MATCH	481	5,407	6,434	84.03 %
100-4900-10-512600	UNEMPLOYMENT TAX	-	167	190	87.88 %
100-4900-10-512700	WORKERS' COMPENSATION	-	158	158	100.30 %
Salaries & Benefits		**13,125**	**150,791**	**168,275**	**89.61 %**
100-4900-10-521200	PROFESSIONAL SERVICES	6,901	123,341	130,000	94.88 %
100-4900-10-521300	TECHNICAL SERVICES	-	603	20,000	3.01 %
100-4900-10-523200	COMMUNICATIONS	78	784	1,000	78.41 %
100-4900-10-523700	EDUCATION/TRAINING	-	-	1,500	- %
100-4900-10-531100	GENERAL SUPPLIES & MATLS	-	810	3,500	23.14 %
100-4900-10-531270	GASOLINE	-	-	3,700	- %
100-4900-10-531750	UNIFORMS	-	-	1,000	- %
Operations & Capital		**6,980**	**125,538**	**160,700**	**78.12 %**
	TOTAL FLEET MANAGEMENT	**20,105**	**276,329**	**328,975**	**84.00 %**

GL ACCOUNT	DESCRIPTION	MAY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
PARKS & RECREATION EXPENDITURES					
100-6110-50-511100	SALARIES	72,225	753,283	924,030	81.52 %
100-6110-50-511110	BONUSES	-	26,050	-	- %
100-6110-50-511200	PT/TEMP EMPLOYEES - GYM	-	-	260,000	- %
100-6110-50-511201	PT/TEMP EMPLOYEES - ATHLETICS	15,960	161,561	230,000	70.24 %
100-6110-50-511202	PT/TEMP EMPLOYEES - PARK	6,537	79,301	125,000	63.44 %
100-6110-50-511203	PT/TEMP EMPLOYEES-LEISURE	2,094	21,965	85,000	25.84 %
100-6110-50-512101	HEALTH INSURANCE	9,615	102,716	101,109	101.59 %
100-6110-50-512102	DISABILITY INSURANCE	265	2,772	2,744	101.02 %
100-6110-50-512103	DENTAL INSURANCE	441	4,588	4,980	92.13 %
100-6110-50-512104	LIFE INSURANCE	501	5,714	6,131	93.20 %
100-6110-50-512200	SOCIAL SECURITY	5,885	61,799	57,290	107.87 %
100-6110-50-512300	MEDICARE	1,376	14,773	13,398	110.26 %
100-6110-50-512401	401A RETIREMENT	7,602	83,918	110,883	75.68 %
100-6110-50-512402	401A RETIREMENT-457 MATCH	3,308	36,431	46,202	78.85 %
100-6110-50-512600	UNEMPLOYMENT TAX	250	2,654	5,225	50.80 %
100-6110-50-512700	WORKERS' COMPENSATION	-	17,006	19,598	86.77 %
Salaries & Benefits		**126,059**	**1,374,530**	**1,991,590**	**69.02 %**
100-6110-50-521300	TECHNICAL SERVICES	-	15,038	13,440	111.89 %
100-6110-50-522100	CLEANING SERVICES	9,040	61,858	70,880	87.27 %
100-6110-50-522220	REP & MAINT-BUILDINGS	(96)	8,832	10,000	88.32 %
100-6110-50-522230	REP & MAINT-VEHICLES	192	7,115	3,000	237.17 %
100-6110-50-522240	REP & MAINT-PARKS	27,020	377,716	443,000	85.26 %
100-6110-50-523200	COMMUNICATIONS	1,137	10,401	15,426	67.43 %
100-6110-50-523300	ADVERTISING	2,895	9,976	10,000	99.76 %
100-6110-50-523500	TRAVEL	523	2,630	7,000	37.57 %
100-6110-50-523600	DUES & FEES	517	2,945	4,200	70.12 %
100-6110-50-523700	EDUCATION/TRAINING	508	12,458	6,005	207.47 %
100-6110-50-523900	CONTRACTUAL SERVICES	52,921	635,355	814,200	78.03 %
100-6110-50-523950	MERCHANT SVCS CHARGES	943	6,840	12,500	54.72 %
100-6110-50-531100	GENERAL OPERATING SUPPLIES	463	4,919	6,000	81.98 %
100-6110-50-531102	PROGRAM SUPPLIES	12,037	56,330	60,000	93.88 %
100-6110-50-531210	WATER	3,953	42,966	66,500	64.61 %
100-6110-50-531220	NATURAL GAS	1,338	13,364	13,500	98.99 %
100-6110-50-531230	ELECTRICITY	10,826	115,627	162,245	71.27 %
100-6110-50-531270	GASOLINE	1,583	16,001	15,000	106.67 %
100-6110-50-531300	HOSPITALITY	76	1,360	1,000	136.01 %
100-6110-50-531600	SMALL TOOLS & EQUIPMENT	2,162	39,762	60,000	66.27 %
100-6110-50-531750	UNIFORMS	65	2,000	3,500	57.15 %
100-6110-50-542200	MOTOR VEHICLES	-	13,954	40,000	34.88 %
100-6110-50-579000	CONTINGENCIES	-	-	50,000	- %
Operations & Capital		**128,103**	**1,457,448**	**1,887,396**	**77.22 %**
	TOTAL PARKS & RECREATION	**254,162**	**2,831,978**	**3,878,986**	**73.01 %**

GL ACCOUNT	DESCRIPTION	MAY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
COMMUNITY DEVELOPMENT EXPENDITURES					
100-7450-60-511100	SALARIES	205,116	2,244,552	2,683,539	83.64 %
100-7450-60-511110	BONUSES	-	45,225	-	- %
100-7450-60-512101	HEALTH INSURANCE	35,139	367,696	385,409	95.40 %
100-7450-60-512102	DISABILITY INSURANCE	709	7,607	8,988	84.63 %
100-7450-60-512103	DENTAL INSURANCE	1,509	16,113	15,260	105.59 %
100-7450-60-512104	LIFE INSURANCE	1,379	15,674	18,612	84.22 %
100-7450-60-512200	SOCIAL SECURITY	12,197	135,918	166,380	81.69 %
100-7450-60-512300	MEDICARE	2,853	31,787	38,911	81.69 %
100-7450-60-512401	401A RETIREMENT	22,202	230,819	322,025	71.68 %
100-7450-60-512402	401A RETIREMENT-457 MATCH	9,215	94,765	134,177	70.63 %
100-7450-60-512600	UNEMPLOYMENT TAX	43	3,860	3,610	106.92 %
100-7450-60-512700	WORKERS' COMPENSATION	-	18,511	32,904	56.26 %
Salaries & Benefits		**290,362**	**3,212,527**	**3,809,815**	**84.32 %**
100-7450-60-521200	PROFESSIONAL SERVICES	8,143	76,872	300,000	25.62 %
100-7450-60-521300	TECHNICAL SERVICES	-	89,915	162,000	55.50 %
100-7450-60-522230	REP & MAINT-VEHICLES	902	11,947	15,000	79.65 %
100-7450-60-523200	COMMUNICATIONS	4,797	27,226	26,500	102.74 %
100-7450-60-523300	ADVERTISING	2,860	12,530	20,000	62.65 %
100-7450-60-523500	TRAVEL	255	5,986	13,000	46.05 %
100-7450-60-523600	DUES & FEES	164	9,787	34,000	28.79 %
100-7450-60-523700	EDUCATION/TRAINING	1,374	10,179	18,000	56.55 %
100-7450-60-523900	CONTRACTUAL SERVICES	8,965	220,903	101,700	217.21 %
100-7450-60-523950	MERCHANT SVCS CHARGES	-	-	100	- %
100-7450-60-531100	GENERAL OPERATING SUPPLIES	566	21,931	29,000	75.62 %
100-7450-60-531270	GASOLINE	2,436	23,118	23,000	100.51 %
100-7450-60-531300	HOSPITALITY	1,439	9,844	10,000	98.44 %
100-7450-60-531750	UNIFORMS	1,708	6,779	10,000	67.79 %
Operations & Capital		**33,609**	**527,017**	**762,300**	**69.14 %**
	TOTAL COMMUNITY DEVELOPMENT	**323,971**	**3,739,544**	**4,572,115**	**81.79 %**

GL ACCOUNT	DESCRIPTION	MAY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
ECONOMIC DEVELOPMENT EXPENDITURES					
100-7520-60-511100	SALARIES	5,788	63,565	192,767	32.97 %
100-7520-60-511110	BONUSES	-	2,750	-	- %
100-7520-60-512101	HEALTH INSURANCE	539	6,355	44,399	14.31 %
100-7520-60-512102	DISABILITY INSURANCE	17	183	1,036	17.65 %
100-7520-60-512103	DENTAL INSURANCE	17	180	2,585	6.96 %
100-7520-60-512104	LIFE INSURANCE	36	394	1,902	20.71 %
100-7520-60-512200	SOCIAL SECURITY	345	3,920	11,951	32.80 %
100-7520-60-512300	MEDICARE	81	917	2,796	32.79 %
100-7520-60-512401	401A RETIREMENT	567	6,276	23,132	27.13 %
100-7520-60-512402	401A RETIREMENT-457 MATCH	284	3,173	9,638	32.92 %
100-7520-60-512600	UNEMPLOYMENT TAX	1	98	190	51.69 %
100-7520-60-512700	WORKERS' COMPENSATION	-	570	920	61.92 %
Salaries & Benefits		**7,676**	**88,380**	**291,316**	**30.34 %**
100-7520-60-521205	PROF SVCS-OTHER	-	-	20,000	- %
100-7520-60-523200	COMMUNICATIONS	45	500	1,000	49.96 %
100-7520-60-523300	ADVERTISING	-	12,935	18,700	69.17 %
100-7520-60-523500	TRAVEL	169	169	3,600	4.71 %
100-7520-60-523600	DUES & FEES	213	15,008	16,345	91.82 %
100-7520-60-523700	EDUCATION/TRAINING	600	1,592	3,875	41.09 %
100-7520-60-531100	GENERAL SUPPLIES & MATLS	-	75	500	14.99 %
100-7520-60-531300	HOSPITALITY	578	2,650	8,000	33.13 %
Operations & Capital		**1,607**	**32,929**	**72,020**	**45.72 %**
	TOTAL ECONOMIC DEVELOPMENT	**9,283**	**121,309**	**363,336**	**33.39 %**

GL ACCOUNT	DESCRIPTION	MAY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
TRANSFERS EXPENDITURES					
100-9000-90-581300	NOTE PRINCIPAL	17,365	189,695	203,678	93.13 %
100-9000-90-582300	NOTE INTEREST EXPENSE	2,246	26,024	31,652	82.22 %
100-9000-90-611351	TRANSFER OUT TO CAPITAL PROJEC	991,047	31,902,770	32,893,816	96.99 %
100-9000-90-611352	TRANSFER OUT TO FLEET	-	3,000,000	3,000,000	100.00 %
100-9000-90-611360	TRANSFER OUT TO FAC AUTH	-	13,557,925	13,557,925	100.00 %
100-9000-90-611555	TRANSFER OUT TO ARTS CENTER	-	1,002,877	1,314,608	76.29 %
100-9000-90-611561	XFER OUT TO STORMWATER	143,333	1,576,667	1,720,000	91.67 %
Operations & Capital		**1,153,991**	**51,255,956**	**52,721,679**	**97.22 %**
	TOTAL TRANSFERS	**1,153,991**	**51,255,956**	**52,721,679**	**97.22 %**
	TOTAL EXPENDITURES	**$6,784,558**	**$118,842,301**	**$137,290,387**	**86.56 %**
GENERAL FUND - 100		**($1,718,590)**	**($6,551,783)**	**($3,000,000)**	

SANDY SPRINGS
GEORGIA

CONFISCATED ASSET FUND REVENUES & EXPENDITURES
THROUGH PERIOD 11, MAY FY 2022

06/30/2022

GL ACCOUNT	DESCRIPTION	MAY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
210-0000-30-351320	STATE SEIZED FUNDS REV	-	(20,757)	75,000	(27.68%)
210-0000-30-351325	FEDERAL SEIZED FUNDS REV	-	135,683	125,000	108.55 %
	TOTAL FINES & FORFEITURES	**-**	**114,927**	**200,000**	**57.46 %**
	TOTAL REVENUES	**$-**	**$114,927**	**$200,000**	**57.46 %**
POLICE EXPENDITURES					
210-3210-30-531600	SMALL TOOLS & EQUIPMENT	-	155,051	200,000	77.53 %
210-3210-30-531750	UNIFORMS	25,975	25,975	-	- %
210-3210-30-542200	MOTOR VEHICLES	-	48,082	-	- %
	TOTAL POLICE	**25,975**	**229,108**	**200,000**	**114.55 %**
	TOTAL EXPENDITURES	**$25,975**	**$229,108**	**$200,000**	**114.55 %**
CONFISCATED ASSET FUND - 210		**($25,975)**	**($114,181)**	**$-**	**- %**

E911 FUND REVENUES & EXPENDITURES
THROUGH PERIOD 11, MAY FY 2022

GL ACCOUNT	DESCRIPTION	MAY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
215-0000-30-342500	ALL REVENUE	302,536	2,780,077	3,000,000	92.67 %
	TOTAL CHARGES & FEES	**302,536**	**2,780,077**	**3,000,000**	**92.67 %**
	TOTAL REVENUES	**$302,536**	**$2,780,077**	**$3,000,000**	**92.67 %**
EMERGENCY MANAGEMENT EXPENDITURES					
215-3810-30-572000	PAYMENTS TO OTHER AGENCIES	302,536	2,780,077	3,000,000	92.67 %
	TOTAL EMERGENCY MANAGEMENT	**302,536**	**2,780,077**	**3,000,000**	**92.67 %**
	TOTAL EXPENDITURES	**$302,536**	**$2,780,077**	**$3,000,000**	**92.67 %**
E911 FUND - 215		**$-**	**$-**	**$-**	**- %**

TREE FUND REVENUES & EXPENDITURES
THROUGH PERIOD 11, MAY FY 2022

06/30/2022

GL ACCOUNT	DESCRIPTION	MAY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
220-0000-50-341320	DEVELOPMENT IMPACT FEES	143,828	727,571	150,000	485.05 %
	TOTAL CHARGES & FEES	**143,828**	**727,571**	**150,000**	**485.05 %**
220-0000-50-399999	USE OF FUND BALANCE	-	-	181,000	- %
	TOTAL OTHER FINANCING SOURCES	**-**	**-**	**181,000**	**- %**
	TOTAL REVENUES	**$143,828**	**$727,571**	**$331,000**	**219.81 %**
TREE FUND EXPENSE EXPENDITURES					
220-6240-00-541200	SITE IMPROVEMENTS	-	51,427	-	- %
	TOTAL TREE FUND EXPENSE	**-**	**51,427**	**-**	**- %**
TRANSFERS OUT EXPENDITURES					
220-9000-90-611351	TRANSFER TO CAPITAL PROJECTS	-	-	331,000	- %
	TOTAL TRANSFERS OUT	**-**	**-**	**331,000**	**- %**
	TOTAL EXPENDITURES	**$-**	**$51,427**	**$331,000**	**15.54 %**
TREE FUND - 220		**$143,828**	**$676,145**	**$-**	**- %**

IMPACT FEE FUND REVENUES & EXPENDITURES
THROUGH PERIOD 11, MAY FY 2022

GL ACCOUNT	DESCRIPTION	MAY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
225-0000-60-341320 PARKS	IMPACT FEES - PARKS	90,873	642,559	200,000	321.28 %
225-0000-60-341320 PUBSA	IMPACT FEES - PUBLIC SAFETY	8,896	66,113	-	- %
225-0000-60-341320 TRANS	IMPACT FEES - TRANSPORTATION	33,334	309,496	-	- %
	TOTAL CHARGES & FEES	**133,103**	**1,018,168**	**200,000**	**509.08 %**
	TOTAL REVENUES	**$133,103**	**$1,018,168**	**$200,000**	**509.08 %**
IMPFEE/COMMDEV ADMIN COSTS EXPENDITURES					
225-7450-60-521200	PROFESSIONAL SERVICES	-	6,809	-	- %
	TOTAL IMPFEE/COMMDEV ADMIN COST	**-**	**6,809**	**-**	**- %**

GL ACCOUNT	DESCRIPTION	MAY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
TRANSFERS EXPENDITURES					
225-0000-90-611351 PARKS	TRANSFER TO CAPITAL PROJECTS	-	-	253,652	- %
225-0000-90-611351 TRANS	TRANSFER TO CAPITAL PROJECTS	-	-	651,180	- %
	TOTAL TRANSFERS	**-**	**-**	**904,832**	**- %**
	TOTAL EXPENDITURES	**$-**	**$6,809**	**$904,832**	**0.75 %**
IMPACT FEE FUND - 225		**$133,103**	**$1,011,359**	**($704,832)**	**(143.49%)**

GL ACCOUNT	DESCRIPTION	MAY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
245-0000-60-361000	INTEREST REVENUE	1,699	3,883	-	- %
	TOTAL INVESTMENT INCOME	**1,699**	**3,883**	**-**	**- %**
245-0000-60-399999	USE OF FUND BALANCE	-	-	684,425	- %
	TOTAL OTHER FINANCING SOURCES	**-**	**-**	**684,425**	**- %**
245-0000-60-331100	FEDERAL MATCHING GRANTS	-	123,921	650,000	19.06 %
245-0000-60-331100 CDB20	FEDERAL MATCHING GRANTS	-	236,683	-	- %
	TOTAL OTHER REVENUES	**-**	**360,604**	**650,000**	**55.48 %**
	TOTAL REVENUES	**$1,699**	**$364,487**	**$1,334,425**	**27.31 %**
COMMUNITY DEVELOPMENT BLOCK GR EXPENDITURES					
245-7450-60-541400 AC181	INFRASTRUCTURE	-	239,997	-	- %
245-7450-60-541400 AC182	INFRASTRUCTURE	2,479	2,879	-	- %
245-7450-60-541400 CDB21	INFRASTRUCTURE	-	-	600,000	- %
	TOTAL CDBG	**2,479**	**242,875**	**600,000**	**40.48 %**
CDBG FUND DEBT SERVICE EXPENDITURES					
245-8000-00-581300 ACT19	NOTE PRINCIPAL	-	287,000	653,208	43.94 %
245-8000-00-582300 ACT19	NOTE INTEREST EXPENSE	-	77,529	81,217	95.46 %
	TOTAL CDBG FUND DEBT SERVICE	**-**	**364,529**	**734,425**	**49.63 %**
	TOTAL EXPENDITURES	**$2,479**	**$607,404**	**$1,334,425**	**45.52 %**
CDBG FUND - 245		**($780)**	**($242,918)**	**$-**	**- %**

SANDY SPRINGS
GEORGIA

HOTEL/MOTEL TAX FUND REVENUES & EXPENDITURES
THROUGH PERIOD 11, MAY FY 2022

06/30/2022

GL ACCOUNT	DESCRIPTION	MAY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
275-0000-50-314100	HOTEL/MOTEL TAX	388,296	3,417,507	1,600,000	213.59 %
	TOTAL TAXES	**388,296**	**3,417,507**	**1,600,000**	**213.59 %**
	TOTAL REVENUES	**$388,296**	**$3,417,507**	**$1,600,000**	**213.59 %**
TRANSFERS EXPENDITURES					
275-9000-90-611100	TRANSFER TO GENERAL FUND	110,897	976,040	450,000	216.90 %
275-9000-90-611555	TRANSFER OUT TO ARTS CENTER	152,600	1,343,080	600,000	223.85 %
275-9000-90-611850	TRANSFER TO HOSPITALITY	124,798	1,098,387	550,000	199.71 %
	TOTAL TRANSFERS	**388,296**	**3,417,507**	**1,600,000**	**213.59 %**
	TOTAL EXPENDITURES	**$388,296**	**$3,417,507**	**$1,600,000**	**213.59 %**
HOTEL/MOTEL TAX FUND - 275		**$-**	**$-**	**$-**	**- %**

RENTAL MOTOR VEH EXCISE TAX FD REVENUES & EXPENDITURES
THROUGH PERIOD 11, MAY FY 2022

GL ACCOUNT	DESCRIPTION	MAY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
280-0000-90-314400	EXCISE TAX ON RENTAL MV	6,313	63,790	70,000	91.13 %
	TOTAL TAXES	**6,313**	**63,790**	**70,000**	**91.13 %**
	TOTAL REVENUES	**$6,313**	**$63,790**	**$70,000**	**91.13 %**
RMVET EXPENDITURES EXPENDITURES					
280-9000-90-611100	TRANSFER TO GENERAL FUND	6,313	63,790	70,000	91.13 %
	TOTAL RMVET EXPENDITURES	**6,313**	**63,790**	**70,000**	**91.13 %**
	TOTAL EXPENDITURES	**$6,313**	**$63,790**	**$70,000**	**91.13 %**
RENTAL MOTOR VEH EXCISE TAX FD - 280		**$-**	**$-**	**$-**	**- %**

PROJECT DESCRIPTION	PROJ #	MAY MTD ACTUAL	2022 YTD ACTUAL	CUMULATIVE ACTUAL	CUMULATIVE BUDGET	AVAILABLE BUDGET
CAPITAL CONTINGENCY	C9999	-	-	-	4,639,175	4,639,175
		$-	**$-**	**$-**	**$4,639,175**	**$4,639,175**
FACILITIES						
HERITAGE BLUESTONE BLDG	F0002	-	-	2,187,608	2,189,874	2,265
FIRE STATION	F0004	-	-	1,664,016	1,253,957	(410,059)
TROWBRIDGE FACILITY	F0005	310	1,239	2,162,200	2,260,000	97,800
BACK-UP E911 CALL CENTER	F0007	-	18,211	234,927	350,000	115,073
CULTURAL CENTER	F0008	-	39,100	60,152	2,500,000	2,439,848
PUBLIC SAFETY BUILDING	F0009	-	-	59,250	100,000	40,750
WAYFINDING SIGNAGE	F2101	40,976	130,353	278,017	1,500,000	1,221,983
CISTERN IMPROVEMENTS	F2102	-	122,819	206,757	305,000	98,243
CITY CENTER MASTER PLAN UPDATE	F2103	3,819	44,119	193,544	190,000	(3,544)
VETERANS PARK	F2104	30,731	155,470	572,869	1,586,000	1,013,131
ELECTRIC VEHICLE CHARGING STATIONS	F2201	24,837	24,837	24,837	75,738	50,901
MT VERNON MULTI PATH CAMERA	F2202	-	3,024	7,816	16,000	8,184
HVAC MINI SPLIT FOR IT SERVERS	F2203	-	-	-	30,000	30,000
HVAC CHILLER PLANT MINI SPLIT	F2204	-	-	17,248	20,000	2,752
FACILITIES MAINTENANCE	F2205	-	173,580	247,630	1,517,290	1,269,660
ABERNATHY SITE IMP	F2206	2,482	34,532	41,482	1,000,000	958,518
CITY GREEN STAGE IMP	F2207	17,545	20,040	32,800	250,000	217,200
FIREFIGHTER TURN OUT GEAR	FD221	9,953	150,963	150,963	166,000	15,037
RADIO MCT FIRE TRUCKS	FD222	1,086	31,474	31,474	35,800	4,326
FIRE DEPARTMENT STRATEGIC PLAN	FD223	-	-	-	25,000	25,000
ADMIN VEHICLES	FD224	112	112	342,092	350,000	7,908
FIRE DEPT RADIOS	FD225	31,636	447,905	458,004	465,000	6,996
		$163,487	**$1,397,778**	**$8,973,688**	**$16,185,659**	**$7,211,970**
CITY CENTER						
LAND ACQUISITON & DEMOLITION	CC001	724	32,554	34,120,563	35,240,213	1,119,650
UTILITIES RELOCATION	CC006	-	4,542,354	4,582,354	6,194,555	1,612,201
SANDY SPRINGS CIRCLE PHASE 2	CC010	-	1,888,259	6,979,225	8,087,570	1,108,345
FURNITURE FIXTURES & EQUIPMENT	CC011	-	-	7,770,465	7,834,555	64,090
		$724	**$6,463,167**	**$53,452,607**	**$57,356,893**	**$3,904,285**
ARTS PROGRAM						
OUTDOOR ART PROGRAM	A0001	-	13,500	240,413	276,913	36,500
INDOOR ART PROGRAM	A0002	-	-	5,000	100,000	95,000
PAY AND COMP STUDY IMPLEMENTATION	A2201	-	-	-	800,000	800,000
		$-	**$13,500**	**$245,413**	**$1,176,913**	**$931,500**
CIPV						
CAPITAL VEHICLE PURCHASE	CIPV	-	-	-	2,958,011	2,958,011
		$-	**$-**	**$-**	**$2,958,011**	**$2,958,011**
CM221						
ORGANIZATIONAL LEADERSHIP DEV	CM221	-	-	-	37,500	37,500
		$-	**$-**	**$-**	**$37,500**	**$37,500**
I2201						
MULTI FACTOR AUTHENTICATION	I2201	-	5,137	5,137	15,000	9,863
		$-	**$5,137**	**$5,137**	**$15,000**	**$9,863**
I2202						
NETWORK HARDWARE REPLACEMENT	I2202	-	149,850	149,850	205,000	55,150
		$-	**$149,850**	**$149,850**	**$205,000**	**$55,150**
V2201						
FLEET ELECTRIC VEHICLES	V2201	43,455	225,078	225,078	240,000	14,923
		$43,455	**$225,078**	**$225,078**	**$240,000**	**$14,923**

PROJECT DESCRIPTION	PROJ #	MAY MTD ACTUAL	2022 YTD ACTUAL	CUMULATIVE ACTUAL	CUMULATIVE BUDGET	AVAILABLE BUDGET
TRANSPORTATION						
ROSWELL ROAD PHASE I	T0019	10,349	420,037	777,732	8,406,826	7,629,094
CHATTAHOOCHEE RIVER BRIDGE	T0035	-	12,398	143,566	760,000	616,434
GLENRIDGE @ ROSWELL RD INTERSECTION	T0043	-	27,969	1,661,993	1,937,354	275,361
CARPENTER DR REALIGNMENT	T0046	-	-	3,385,326	3,436,199	50,872
HAMMOND PD GLENRIDGE ATMS	T0054	-	-	1,699,535	1,721,735	22,201
CITY CENTER TRANSPORTATION NETWORK	T0058	6,809	117,559	3,688,959	3,915,000	226,041
BIKE/PED/TRAIL DESIGN & IMPLEM	T0060	24,155	321,606	1,853,722	2,258,919	405,197
CITY SPRINGS STREETSCAPES	T0062	-	-	1,556,642	1,589,063	32,421
NORTH END REVITALIZATION	T0063	-	7,262	673,799	1,550,000	876,201
PEACHTREE @ TELFORD IMPROVEMENT	T0064	2,098	293,610	2,110,494	2,110,937	443
SIGNAL PREEMPTION EMERG RESPONSE	T0065	-	-	778,504	780,000	1,496
SR140 HOLCOMB @ SPALDING ROW	T0066	3,500	10,300	10,300	450,000	439,700
MT VERNON @ DUPREE SIGNAL	T0067	9	34,367	349,333	350,000	667
TRANSPORTATION MASTER PLAN	T0068	-	-	345,500	350,000	4,500
PEACHTREE-DUNWOODY@WINDSOR	T0069	135,194	374,152	1,001,376	1,400,000	398,624
ACCESS MANAGEMENT PLAN	T0070	-	228,705	402,338	100,000	(302,338)
NORTH END ROSWELL ROAD BOULEVARD	T0071	-	69,182	144,730	200,000	55,270
WATER RELIABILITY PROGRAM	T2000	495	7,950	809,842	1,000,000	190,158
SR400 ENHANCEMENTS	T2001	-	-	-	5,900,940	5,900,940
PAVEMENT MANAGEMENT PROGRAM	T2201	976,916	3,209,731	6,994,921	7,300,000	305,079
CITY BEAUTIFICATION PROGRAM	T2202	-	-	-	200,000	200,000
GUARDRAIL REPLACEMENT PROGRAM	T2203	-	-	19,673	300,000	280,327
BRIDGE & DAM MAINTENANCE	T2204	-	-	-	1,443,000	1,443,000
INTERSECTION & OPERATIONAL IMP	T2205	-	36,994	46,944	900,000	853,056
TRAFFIC MANAGEMENT PROGRAM	T2206	91,019	339,446	536,747	625,000	88,253
TRAFFIC CALMING	T2207	-	-	-	25,000	25,000
PTD/LAKE HEARN MULTIMODAL INT IMP	T2208	-	-	-	1,100,000	1,100,000
I285 ROSWELL RD INNOVATIVE INTERSEC	T2209	-	-	-	150,000	150,000
BRT JOINT FEASIBILITY STUDY	T2210	-	-	-	50,000	50,000
ROSWELL RD CHATT PED BRIDGE	T2211	-	-	-	200,000	200,000
BRIDGE IMPROVEMENTS	T2212	263	54,080	100,000	100,000	-
NEIGHBORHOOD LIGHTING PROGRAM	T2213	-	-	-	100,000	100,000
PAVEMENT MANAGEMENT PROGRAM	T3000	-	1,408,050	53,842,761	53,931,583	88,821
CITY BEAUTIFICATION PROGRAM	T4000	-	40,373	235,332	402,572	167,240
SIDEWALK PROGRAM	T6000	-	99,212	10,368,297	10,630,500	262,203
INTERSECTIONS & OPERATIONAL	T7000	35,837	263,280	6,355,307	6,391,048	35,741
GUARDRAIL REPLACEMENT PROGRAM	T7500	5,602	101,276	734,150	734,150	-
UNDERGROUND UTILITY PROGRAM	T8000	-	-	76,684	500,000	423,316
LAKE FORREST DAM MAINTENANCE	T9000	10,152	232,497	1,710,972	3,554,882	1,843,910
BRIDGE & DAM MAINTENANCE	T9100	-	473,771	626,425	627,000	575
TRAFFIC MANAGEMENT PROGRAM	T9500	-	159,141	6,518,189	6,536,507	18,317
TRAFFIC CALMING	T9600	-	-	305,906	354,823	48,917
		$1,302,397	**$8,342,949**	**$109,866,000**	**$134,373,036**	**$24,507,037**

PROJECT DESCRIPTION	PROJ #	MAY MTD ACTUAL	2022 YTD ACTUAL	CUMULATIVE ACTUAL	CUMULATIVE BUDGET	AVAILABLE BUDGET
PARKS						
SS TENNIS CENTER	P0006	-	-	781,091	787,679	6,587
HAMMOND PARK IMPROVEMENTS	P0007	-	520,880	4,368,564	4,458,981	90,417
MORGAN FALLS OVERLOOK PARK	P0009	100	56,497	4,352,373	4,365,033	12,660
MORGAN FALLS ATHLETIC FIELDS	P0010	-	-	5,575,239	5,584,130	8,891
ALLEN ROAD PARK	P0013	-	(1,476)	440,162	440,415	253
CROOKED CREEK PARK	P0020	-	21,045	446,878	448,607	1,729
ISON SPRINGS ELEMENTARY (IGA)	P0025	-	48,089	250,261	250,000	(261)
CITY TRAIL CONSTRUCTION	P0028	48,870	70,783	500,796	750,000	249,204
RIVERSHORE FLOODPLAIN	P0029	-	2,750	24,900	125,000	100,100
TRIANGLE PARK	P0030	-	237,576	302,565	318,285	15,720
PARKLAND ACQUISITION	P0031	782	1,162,101	3,305,055	3,350,000	44,945
TRAIL SEGMENT 2A P&E AND CONST	P2201	-	-	-	9,000,000	9,000,000
TRAIL ROW ACQUISITION	P2202	-	8,000	8,000	250,000	242,000
SANDY SPRINGS MIDDLE SCHOOL IGA	P2203	-	83,823	107,713	110,000	2,287
RIDGEVIEW MIDDLE SCHOOL IGA	P2204	-	-	-	75,000	75,000
NANCY CREEK STREAM RESTORATION	P2205	-	765	765	570,000	569,235
SUSTAINABILITY PLAN/POLICY	P2206	-	-	-	75,000	75,000
TREE FUND INVASIVE SPECIES REMOVAL	P2207	-	22,677	22,677	30,000	7,323
TREE FUND TREES ATLANTA PARTNERSHIP	P2208	66,250	82,785	82,785	80,000	(2,785)
TREE FUND CAPITAL PROJECTS	P2209	8,565	90,406	108,064	139,000	30,936
TREE FUND SURVEYS	P2210	-	24,000	24,000	30,000	6,000
TREE FUND MAINTENANCE	P2211	-	-	-	52,000	52,000
OLD RIVERSIDE MASTER PLAN	P2212	1,834	1,834	31,895	100,000	68,105
ALLEN ROAD PARK MASTER PLAN	P2213	-	-	32,920	100,000	67,080
HAMMOND PARK FACILITY MASTER PLAN	P2214	-	-	-	100,000	100,000
ABERNATHY S GREENWAY STREAM BANK	P2215	-	3,547	55,350	150,000	94,650
MORGAN FALLS ATHLETIC IMP	P2216	-	-	91,500	1,500,000	1,408,500
POLICE EQUIPMENT	PD221	-	156,110	169,767	195,520	25,753
MOTOROLA RADIO REPLACEMENTS	PD222	-	125,494	126,702	130,000	3,298
SWAT TRUCK	PD223	-	-	465,743	500,000	34,257
FLOCK CAMERAS	PD224	-	-	118,125	120,000	1,875
AED DEVICES	PD225	3,160	141,840	149,940	150,000	60
		$129,560	**$2,859,526**	**$21,943,829**	**$34,334,650**	**$12,390,822**
C CD221						
NEXT TEN 5YR UPDATE	CD221	992	5,774	151,874	200,000	48,127
		$992	**$5,774**	**$151,874**	**$200,000**	**$48,127**
CAPITAL PROJECTS FUND - 351		**$1,848,282**	**$27,717,267**	**$258,065,248**	**$334,535,988**	**$76,470,739**

SANDY SPRINGS
GEORGIA

TSPLOST-2016 FUND REVENUES & EXPENDITURES
THROUGH PERIOD 11, MAY FY 2022

06/30/2022

PROJECT DESCRIPTION	PROJ #	MAY MTD ACTUAL	2022 YTD ACTUAL	CUMULATIVE ACTUAL	CUMULATIVE BUDGET	AVAILABLE BUDGET
REVENUES						
T-SPLOST TAX		-	16,824,773	95,343,840	95,343,840	-
PCID PASSTHROUGH GRANT	TS192	-	-	-	5,900,000	5,900,000
INTEREST REVENUE		-	-	247,459	247,459	-
		$-	**$16,824,773**	**$95,591,298**	**$101,491,298**	**$5,900,000**
TRANSPORTATION						
TIER 1 - UNCOMMITTED	TS100	-	-	-	4,087,786	4,087,786
TEI-Spalding@Dalrymple/Trowbridge	TS103	-	20,343	2,422,873	2,422,873	-
TEI-Roswell@GrogansFerry	TS105	250,059	1,195,940	4,706,401	4,800,000	93,599
TEI-Riverview@Northside	TS106	-	5,554	868,758	2,890,457	2,021,699
TEI-SCOOT Upgrade	TS107	-	10,232	1,484,961	1,497,252	12,291
TEI-Roswell@Dalrymple	TS108	2,516	19,078	262,836	2,840,000	2,577,164
TEI-MountParan@PowersFerry	TS110	-	-	346,739	346,739	-
TEI-Spalding@Pitts	TS111	15,095	107,770	398,597	2,818,179	2,419,582
TEI-MountVernon@LongIsland	TS115	-	-	91,937	91,937	-
LMC-PeachtreeDun Bike/Ped Trail	TS131	-	-	-	6,100,000	6,100,000
LMC-Central Parkway Sidewalk	TS136	-	-	15,899	15,899	-
LMC-JohnsonFerry:Glenridge/WellsFar	TS137	-	-	472,581	472,581	-
SWP-JohnsonFerry:Harleston/Glenridg	TS161	-	-	415,275	415,275	-
SWP-Windsor:PeachtreeDun/CityLimit	TS164	-	34,420	1,204,969	1,204,969	-
SWP-Northwood:Kingsport/Roswell	TS165	-	-	268,968	268,968	-
SWP-Spalding:SpaldingLake/Publix	TS166	-	128,563	910,468	1,963,352	1,052,884
SWP-BrandonMill:MarshCr/LostForest	TS167	-	1,294,291	1,920,770	1,950,728	29,958
SWP-Dalrymple:Princeton/Duncourtney	TS168	900	31,467	213,408	759,155	545,747
SWP-DunwoodyClub:Spalding/Fenimore	TS169	102,695	555,920	1,067,108	1,165,000	97,892
SWP-InterstateN:CityLimit/Northside	TS170	148,724	663,776	2,546,073	2,646,272	100,199
SWP-Roberts:Northridge/DavisAcademy	TS171	-	49,384	446,377	446,377	-
SWP-BrandonMill:LostForest/BrandonR	TS172	1,701	61,073	220,581	2,465,000	2,244,419
JohnsonFerry/MountVernon Efficiency	TS191	87,239	230,066	2,660,436	26,300,000	23,639,564
MountVernon Multiuse Path	TS192	1,900	1,074,811	2,121,298	13,474,500	11,353,202
Hammond Phase 1 (ROW/Design)	TS193	9,811	1,245,730	12,494,302	12,498,000	3,698
T-SPLOST ADMIN COSTS	TS999	52,861	658,165	4,561,627	7,550,000	2,988,373
		$673,503	**$7,386,585**	**$42,123,238**	**$101,491,298**	**$59,368,060**
TSPLOST-2016 FUND - 335		**($673,503)**	**$9,438,188**	**$53,468,060**	**$-**	**($53,468,060)**

PROJECT DESCRIPTION	PROJ #	MAY MTD ACTUAL	2022 YTD ACTUAL	CUMULATIVE ACTUAL	CUMULATIVE BUDGET	AVAILABLE BUDGET
REVENUES						
T-SPLOST TAX		-	1,990,159	1,990,159	114,680,913	112,690,754
		-	-	-	-	-
		-	**$1,990,159**	**$1,990,159**	**$114,680,913**	**$112,690,754**
INFRASTRUCTURE						
TIER 1 - UNCOMMITTED	S2100	-	-	-	4,153	4,153
TIER 1 - TSPLOST STAFF	S2199	-	-	-	7,720,000	7,720,000
TIER 2 - TSPLOST STAFF	S2299	-	-	-	1,496,000	1,496,000
TIER 3 - TSPLOST STAFF	S2399	-	-	-	1,495,838	1,495,838
CRL - HAMMOND DRIVE	S2193	-	-	-	35,000,000	35,000,000
MSE - ROADWAY MAINTENANCE	S2341	-	-	-	9,000,000	9,000,000
PMP - SR 400 MULTI USE TRAIL	S2121	-	-	-	4,000,000	4,000,000
PMP - GLENRIDGE:HAMMOND	S2122	-	-	-	2,500,000	2,500,000
PMP-DESIGN FOR TIER 2	S2123	-	-	-	930,000	930,000
PSW - LAKEFOREST SIDEWALK	S2185	-	-	-	1,350,000	1,350,000
PSW - UNASSIGNED	S2189	-	-	-	11,000,000	11,000,000
PXX - ROBERTS SIDEPATH	S2221	-	-	-	9,855,000	9,855,000
PXX - JOHNSON FERRY SIDEPATH	S2222	-	-	-	3,607,380	3,607,380
PXX - POWERS FERRY SIDEPATH	S2321	-	-	-	4,462,542	4,462,542
BRI - MT VERNON BRIDGE	S2131	3,203,000	3,203,000	3,203,000	3,200,000	(3,000)
BRI - RIVERSIDE OVER CHATTAHOOCHEE	S2132	-	-	-	2,400,000	2,400,000
OSI - FIBER:RING	S2101	-	-	-	1,500,000	1,500,000
OSI - FIBER:FIRESTATION #3	S2102	-	-	-	650,000	650,000
OSI - JOHNSON FERRY @ PEACHTREE	S2103	-	-	-	3,000,000	3,000,000
OSI - BOYLSTON SIDEPATH	S2104	-	-	-	2,710,000	2,710,000
OSI - ROSWELL ROAD NORTH	S2105	-	-	-	8,800,000	8,800,000
		$3,203,000	**$3,203,000**	**$3,203,000**	**$114,680,913**	**$111,477,913**
TSPLOST-2016 FUND - 336		**($3,203,000)**	**($1,212,841)**	**($1,212,841)**	**-**	**$1,212,841**

GL ACCOUNT	DESCRIPTION	MAY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
360-0000-10-361000	INTEREST REVENUE	13	750,285	750,272	100.00 %
360-0000-10-362000	REALIZED GAIN/LOSS	-	(24,684)	(24,684)	100.00 %
360-0000-10-371000	OTHER CONTRIBUTIONS	-	323,369	323,369	100.00 %
360-0000-10-391100	TRANSFER IN FROM GENERAL FUND	-	38,263,885	38,263,885	100.00 %
360-0000-10-391351	TRANSFER IN FROM CAPITAL PROJ	-	21,298,031	21,298,031	100.00 %
360-0000-10-391356	TRANSFER IN FROM IMPACT FEES	-	300,000	300,000	100.00 %
360-0000-10-392100	SALE OF ASSETS	-	9,283,250	9,283,250	100.00 %
360-0000-10-393100	REVENUE BOND PROCEEDS	-	386,340,000	386,340,000	100.00 %
360-0000-10-393400	PREMIUM ON BOND ISSUED	-	5,509,473	5,509,473	100.00 %
	TOTAL PUBLIC FACILITIES AUTH REVENU	**13**	**462,043,609**	**462,043,596**	**100.00 %**
360-9000-90-381100	CONTINGENT PAYMENT	-	1,519,120	1,519,120	100.00 %
360-9000-90-391100	TRANSFER IN FROM GENERAL FUND	-	59,589,324	59,589,324	100.00 %
360-9000-90-393100	REVENUE BOND PROCEEDS	-	8,299,542	8,299,542	100.00 %
	TOTAL PFA OTHER FINANCING USES	**-**	**69,407,986**	**69,407,986**	**100.00 %**
	TOTAL REVENUES	**$13**	**$531,451,594**	**$531,451,582**	**100.00 %**
PUBLIC FACILITIES - PUB SAF EXPENDITURES					
360-3100-00-541300 PF002	BUILDINGS	14,220	11,512,251	46,433,285	24.79 %
	TOTAL PUBLIC FACILITIES - PUB SAF	**14,220**	**11,512,251**	**46,433,285**	**24.79 %**
PUBLIC FACILITIES - FIRE EXPENDITURES					
360-3510-00-541300 PF003	BUILDINGS	638,557	6,834,076	10,000,000	68.34 %
360-3510-00-541300 PF004	BUILDINGS	900	831,613	5,000,000	16.63 %
360-3510-00-541300 PF005	BUILDINGS	-	-	900,000	- %
	TOTAL PUBLIC FACILITIES - FIRE	**639,457**	**7,665,689**	**15,900,000**	**48.21 %**
PUBLIC FACILITIES AUTH CONSTR EXPENDITURES					
360-6220-00-521200	PROFESSIONAL SERVICES	-	19,296,211	19,296,211	100.00 %
360-6220-00-541400	INFRASTRUCTURE	-	195,517,829	195,517,829	100.00 %
360-6220-00-541405	INFRASTRUCTURE - OTHER	-	648,025	648,025	100.00 %
360-6220-00-541410	INFRASTRUCTURE - SPECIAL	-	10,696,253	10,696,253	100.00 %
	TOTAL PUBLIC FACILITIES AUTH CONSTR	**-**	**226,158,318**	**226,158,318**	**100.00 %**
PUBLIC FACILITIES AUTH DEBT EXPENDITURES					
360-8000-00-581100	PRINCIPAL DEBT RETIREMENT	-	22,360,000	22,360,000	100.00 %
360-8000-00-582100	INTEREST EXPENSE	-	41,535,724	41,535,724	100.00 %
360-8000-00-584000	COSTS OF ISSUANCE	-	3,412,917	3,412,917	100.00 %
360-8000-00-584100	REFUNDING ESCROW	-	162,949,891	162,949,891	100.00 %
	TOTAL PUBLIC FACILITIES AUTH DEBT	**-**	**230,258,532**	**230,258,532**	**100.00 %**
PFA OTHER FINANCING USES EXPENDITURES					
360-9000-90-611100	TRANSFER TO GENERAL FUND	-	11,190,000	11,190,000	100.00 %
	TOTAL PFA OTHER FINANCING USES	**-**	**11,190,000**	**11,190,000**	**100.00 %**
PUB FAC AUTH CONTINGENCY EXPENDITURES					
360-9000-00-579000 PF999	CONTINGENCIES	-	-	1,511,446	- %
	TOTAL PUB FAC AUTH CONTINGENCY	**-**	**-**	**1,511,446**	**- %**
	TOTAL EXPENDITURES	**$653,677**	**$486,784,790**	**$531,451,582**	**91.60 %**
PUBLIC FACILITIES AUTHORITY - 360		**($653,664)**	**$44,666,804**	**$-**	**- %**

GL ACCOUNT	DESCRIPTION	MAY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
555-0000-54-347500	EDUCATION PROGRAM	-	-	42,500	- %
555-0000-51-347600	MEMBERSHIPS	2,000	30,100	98,000	30.71 %
555-0000-56-347900	TICKET REVENUE	28,319	771,369	1,670,000	46.19 %
555-0000-56-347905	FACILITY/TICKET-HANDLING FEES	4,040	124,126	286,000	43.40 %
555-0000-56-347910	FACILITY RENTALS	76,666	542,234	697,000	77.80 %
555-6196-56-347920	F&B REVENUE	125,354	722,919	747,100	96.76 %
	TOTAL CHARGES & FEES	**236,379**	**2,190,747**	**3,540,600**	**61.88 %**
555-0000-56-371000	OTHER CONTRIBUTIONS	-	154,123	850,000	18.13 %
555-0000-56-389900	MISCELLANEOUS INCOME	6,882	30,330	5,500	551.45 %
	TOTAL MISCELLANEOUS	**6,882**	**184,453**	**855,500**	**21.56 %**
555-0000-90-391100	TRANSFER IN FROM GENERAL FUND	-	1,002,877	1,314,608	76.29 %
555-0000-50-391275	TRANSFER IN FROM HOTEL MOTEL	152,600	1,343,080	600,000	223.85 %
	TOTAL OTHER FINANCING SOURCES	**152,600**	**2,345,957**	**1,914,608**	**122.53 %**
	TOTAL REVENUES	**$395,861**	**$4,721,157**	**$6,310,708**	**74.81 %**
ARTS CENTER - ADMINISTRATION EXPENDITURES					
555-6191-51-511100	SALARIES	88,743	1,160,433	1,591,282	72.92 %
555-6191-51-511110	BONUSES	-	16,050	-	- %
555-6191-51-511200	PT/TEMP EMPLOYEES	9,750	77,706	200,000	38.85 %
555-6191-51-512101	HEALTH INSURANCE	9,325	147,731	178,757	82.64 %
555-6191-51-512102	DISABILITY INSURANCE	351	3,835	4,501	85.21 %
555-6191-51-512103	DENTAL INSURANCE	515	7,643	8,477	90.16 %
555-6191-51-512104	LIFE INSURANCE	719	8,284	10,115	81.90 %
555-6191-51-512200	SOCIAL SECURITY	6,081	76,221	98,673	77.25 %
555-6191-51-512300	MEDICARE	1,422	17,826	23,080	77.24 %
555-6191-51-512401	401A RETIREMENT	8,753	114,649	191,094	60.00 %
555-6191-51-512402	401A RETIREMENT-457 MATCH	4,044	47,485	79,415	59.79 %
555-6191-51-512600	UNEMPLOYMENT TAX	173	3,054	1,000	305.44 %
555-6191-51-512700	WORKERS' COMPENSATION	-	2,619	2,364	110.80 %
555-6191-51-521200	PROFESSIONAL SERVICES	-	-	20,000	- %
555-6191-51-521300	TECHNICAL SERVICES	3,536	45,795	97,130	47.15 %
555-6191-51-522100	CLEANING SERVICES	3,990	15,080	30,000	50.27 %
555-6191-51-523200	COMMUNICATIONS	1,438	16,718	29,160	57.33 %
555-6191-51-523300	ADVERTISING	7,557	212,585	200,000	106.29 %
555-6191-51-523350	PROMOTIONS	-	635	30,950	2.05 %
555-6191-51-523400	PRINTING & BINDING	-	4,311	9,500	45.38 %
555-6191-51-523500	TRAVEL	735	735	4,050	18.14 %
555-6191-51-523600	DUES & FEES	58	9,516	9,010	105.62 %
555-6191-51-523700	EDUCATION/TRAINING	-	-	3,900	- %
555-6191-51-523800	LICENSES	-	4,260	8,400	50.71 %
555-6191-51-523900	CONTRACTUAL SERVICES	315	7,607	11,000	69.15 %
555-6191-51-523950	MERCHANT SVCS CHARGES	6,755	48,634	44,000	110.53 %
555-6191-51-531100	GENERAL SUPPLIES & MATLS	92	5,669	5,200	109.02 %
555-6191-51-531300	HOSPITALITY	-	2,978	2,000	148.88 %
555-6191-51-531750	UNIFORMS	-	3,323	11,000	30.21 %
555-6191-51-541200	SITE IMPROVEMENTS	6,676	23,342	-	- %
555-6191-51-542100	MACHINERY & EQUIPMENT	-	16,389	100,000	16.39 %
555-6191-51-542300	FURNITURE & FIXTURES	-	5,902	20,000	29.51 %
555-6191-51-579000	CONTINGENCIES	-	-	40,000	- %
	TOTAL ARTS CENTER - ADMINISTRATION	**161,024**	**2,107,013**	**3,064,058**	**68.77 %**

GL ACCOUNT	DESCRIPTION	MAY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
ARTS CENTER - THEATRE EXPENDITURES					
555-6192-52-521200	PROFESSIONAL SERVICES	-	-	100,000	- %
555-6192-52-522220	REP & MAINT-BUILDINGS	-	19,107	103,000	18.55 %
555-6192-52-522330	OTHER RENTALS	2,505	26,251	55,600	47.21 %
555-6192-52-523300	ADVERTISING	32,100	98,159	152,500	64.37 %
555-6192-52-523850	ARTIST FEES	81,899	816,550	1,054,750	77.42 %
555-6192-52-523900	CONTRACTUAL SERVICES	39,692	123,194	133,500	92.28 %
555-6192-52-531100	GENERAL SUPPLIES & MATLS	108	18,356	26,500	69.27 %
555-6192-52-531300	HOSPITALITY	132	13,657	56,800	24.04 %
555-6192-52-531500	COSTS OF GOODS SOLD	-	180,481	77,600	232.58 %
555-6192-52-531600	SMALL TOOLS & EQUIPMENT	-	19,220	72,000	26.70 %
555-6192-52-531700	OTHER SUPPLIES	-	1,065	4,500	23.66 %
	TOTAL ARTS CENTER - THEATRE	**156,437**	**1,316,039**	**1,836,750**	**71.65 %**

GL ACCOUNT	DESCRIPTION	MAY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
ARTS CENTER - CONFERENCE CTR EXPENDITURES					
555-6193-53-522220	REP & MAINT-BUILDINGS	-	-	20,000	- %
555-6193-53-523900	CONTRACTUAL SERVICES	8,344	84,509	81,700	103.44 %
555-6193-53-531100	GENERAL SUPPLIES & MATLS	7,143	29,619	51,000	58.08 %
555-6193-53-531500	COSTS OF GOODS SOLD	-	-	114,900	- %
555-6193-53-531600	SMALL TOOLS & EQUIPMENT	3,390	6,399	35,000	18.28 %
555-6193-53-531700	OTHER SUPPLIES	114	707	8,000	8.84 %
	TOTAL ARTS CENTER - CONFERENCE CTR	**18,991**	**121,235**	**310,600**	**39.03 %**

GL ACCOUNT	DESCRIPTION	MAY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
ARTS CENTER - SPECIAL EVENTS EXPENDITURES					
555-6195-55-523300	ADVERTISING	6,609	33,682	107,200	31.42 %
555-6195-55-531100	GENERAL SUPPLIES & MATLS	-	509	19,600	2.60 %
555-6195-55-531300	HOSPITALITY	358	766	3,800	20.15 %
555-6195-55-531350	SPECIAL EVENTS	34,359	349,460	541,000	64.60 %
555-6195-55-531500	COSTS OF GOODS SOLD	-	-	47,000	- %
	TOTAL ARTS CENTER - SPECIAL EVENTS	**41,327**	**384,416**	**718,600**	**53.50 %**

GL ACCOUNT	DESCRIPTION	MAY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
ARTS CENTER - HERITAGE EXPENDITURES					
555-6196-56-521200	PROFESSIONAL SERVICES	-	493	105,800	0.47 %
555-6196-56-522210	REP & MAINT-EQUIPMENT	-	-	15,000	- %
555-6196-56-523300	ADVERTISING	-	-	30,000	- %
555-6196-56-531100	GENERAL SUPPLIES & MATLS	-	-	46,000	- %
555-6196-56-531600	SMALL TOOLS & EQUIPMENT	-	-	40,000	- %
	TOTAL ARTS CENTER - HERITAGE	**-**	**493**	**236,800**	**0.21 %**
	TOTAL EXPENDITURES	**$377,779**	**$3,929,196**	**$6,310,708**	**62.26 %**
CREATE SANDY SPRINGS - 555		**$18,082**	**$791,961**	**$-**	**- %**

GL ACCOUNT	DESCRIPTION	MAY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
561-0000-90-391100	TRANSFER IN FROM GENERAL FUND	143,333	14,851,667	14,995,000	99.04 %
	TOTAL OTHER FINANCING SOURCES	**143,333**	**14,851,667**	**14,995,000**	**99.04 %**
	TOTAL REVENUES	**$143,333**	**$14,851,667**	**$14,995,000**	**99.04 %**
STORMWATER CAPITAL MAINT & IMP EXPENDITURES					
561-4250-40-521200	PROFESSIONAL SERVICES	18,431	1,175,118	1,276,476	92.06 %
561-4250-40-521200 GREEN	PROFESSIONAL SERVICES	-	59,722	136,066	43.89 %
561-4250-40-541450	STORMWATER IMPROVEMENT	59,828	8,776,243	9,947,349	88.23 %
561-4250-40-541450 GREEN	STORMWATER IMPROVEMENT	-	-	285,000	- %
561-4250-40-541450 MABRY	STORMWATER IMPROVEMENT	-	1,556,996	1,556,996	100.00 %
	TOTAL STORMWATER CAPITAL MAINT &	**78,259**	**11,568,080**	**13,201,888**	**87.62 %**
STORMWATER OPERATIONS EXPENDITURES					
561-4320-40-521200	PROFESSIONAL SERVICES	854	202,137	203,134	99.51 %
561-4320-40-522240	REP & MAINT-OTHER	-	1,104,744	1,233,119	89.59 %
561-4320-40-523900	CONTRACTUAL SERVICES	-	170,174	187,541	90.74 %
561-4320-40-542100	MACHINERY & EQUIPMENT	-	56,697	66,697	85.01 %
	TOTAL STORMWATER OPERATIONS	**854**	**1,533,751**	**1,690,491**	**90.73 %**
TRANSFERS EXPENDITURES					
561-9000-90-611351	TRANSFER TO CAPITAL PROJECTS	-	570,000	-	- %
561-9000-90-611351 P2205	TRANSFER TO CAPITAL PROJECTS	-	-	570,000	- %
	TOTAL TRANSFERS	**-**	**570,000**	**570,000**	**100.00 %**
	TOTAL EXPENDITURES	**$79,113**	**$13,671,831**	**$15,462,379**	**88.42 %**
STORMWATER FUND - 561		**$64,220**	**$1,179,835**	**($467,379)**	**(252.44%)**

DEVELOPMENT AUTHORITY REVENUES & EXPENDITURES
THROUGH PERIOD 11, MAY FY 2022

GL ACCOUNT	DESCRIPTION	MAY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
840-0000-10-389000	CONTRACT PAYMENTS	-	201,342	200,000	100.67 %
	TOTAL MISCELLANEOUS	**-**	**201,342**	**200,000**	**100.67 %**
	TOTAL REVENUES	**$-**	**$201,342**	**$200,000**	**100.67 %**
DEVELOPMENT AUTHORITY EXPENDITURES					
840-1595-10-523100	PROPERTY & LIABILITY INS	30	2,331	-	- %
840-1595-10-523600	DUES & FEES	-	-	2,500	- %
	TOTAL DEVELOPMENT AUTHORITY	**30**	**2,331**	**2,500**	**93.22 %**
TRANSFERS EXPENDITURES					
840-9000-90-611100	TRANSFER TO GENERAL FUND	183,342	183,342	200,000	91.67 %
	TOTAL TRANSFERS	**183,342**	**183,342**	**200,000**	**91.67 %**
	TOTAL EXPENDITURES	**$183,372**	**$185,672**	**$202,500**	**91.69 %**
DEVELOPMENT AUTHORITY - 840		**($183,372)**	**$15,670**	**($2,500)**	**(626.78%)**