



**CITY OF SANDY SPRINGS, GEORGIA
COMPREHENSIVE PLAN**



**COMMUNITY ASSESSMENT REPORT
COMMUNITY PARTICIPATION PROGRAM
TECHNICAL APPENDIX**

February 16, 2007



February 13, 2007

Mr. Charles Krautler
Executive Director
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, GA 30303

Dear Mr. Krautler:

We are pleased to provide you with three (3) copies of the City of Sandy Springs' Community Participation Program and Community Assessment as required for your review. Included with this document you will also find the authorizing transmittal Resolution No. 2007-01-08.

We appreciate the opportunity to submit this information to the Atlanta Regional Commission, which marks the completion of Phase I of the development of the City's first Comprehensive Plan. We anticipate completion of Phase II, which is the development of the Community Agenda, by early July 2007.

Should you require additional information, please contact Ms. Nancy J. Leathers, AICP, Director, Sandy Springs Community Development Department, 770-206-1508. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Eva Galambos".

Eva Galambos
Mayor

EG:vm

C: John F. McDonough, City Manager
Al Grace, Assistant City Manager
Nancy J. Leathers, AICP, Director, Community Development Department

A RESOLUTION OF THE CITY OF SANDY SPRINGS MAYOR AND CITY COUNCIL AUTHORIZING THE TRANSMITTAL OF THE COMMUNITY ASSESSMENT AND COMMUNITY PARTICIPATION PROGRAM TO THE REGIONAL DEVELOPMENT CENTER AND STATE FOR REVIEW AND COMMENT PURSUANT TO STATE OF GEORGIA LOCAL PLANNING REQUIREMENTS CHAPTER 110-12-1-.08

WHEREAS, a comprehensive plan is required for municipalities and counties in Georgia in order to maintain their Qualified Local Government Status; and

WHEREAS, the first step in a comprehensive planning process under Rules of the Georgia Department of Community Affairs, Chapter 110-12-1, is to prepare a Community Assessment and a Community Participation Program; and

WHEREAS, the City of Sandy Springs, Georgia, has prepared a Community Assessment and Community Participation Program; and

WHEREAS, Chapter 110-12-1-.08 of said rules requires that the Community Assessment and Community Participation Program be submitted for regional and state review; and

WHEREAS, to authorize such review, a resolution of the Governing Body is required; and

WHEREAS, the Community Assessment and Community Participation Program have been prepared under the guidance of the Sandy Springs Comprehensive Plan Citizens Advisory Committee; and

WHEREAS, the Citizens Advisory Committee has held public meetings from July 2006 through December 2006, for purposes of providing input to the Community Assessment and Community Participation Program; and

WHEREAS, during meetings of the Citizens Advisory Committee, opportunities for public comment were provided, and public testimony was received at such meetings and taken into account in the drafting of said documents; and

WHEREAS, the Citizens Advisory Committee conducted two community meetings, held November 29, 2006, at Riverwood High School, and November 30, 2006, at Sandy Springs City Hall, during which public testimony was invited and received; and

WHEREAS, the Sandy Springs Planning Commission considered the Community Assessment and Community Participation Program and provided a recommendation during its regular meeting on December 21, 2006, during which public testimony was invited and received; and

WHEREAS, the Mayor and City Council held a work session on this matter on January 9, 2007; and

WHEREAS, the Mayor and City Council held an advertised public hearing during its regular meeting on January 16, 2007, the purpose of which was to brief the community on the potential issues and opportunities identified through the Community Assessment, obtain input on the proposed Community Participation Program, and notify the community of when these plan components will be transmitted to the Atlanta Regional Commission; and

WHEREAS, notices of all of the meetings referenced above were given in advance; and

WHEREAS, drafts of the Community Assessment have been made available to the public on the City's website; and

WHEREAS, press releases about the comprehensive planning process in Sandy Springs have been provided during the preparation of these documents;

NOW THEREFORE IT IS HEREBY RESOLVED by the Mayor and City Council of the City of Sandy Springs, Georgia, as follows:

1.

It is hereby authorized that the Community Assessment and Community Participation Program, dated January 2, 2007, which has been revised to reflect the recommendations of the Sandy Springs Comprehensive Plan Citizens Advisory Committee and the Sandy Springs Planning Commission, shall be submitted for regional and state review in accordance with Chapter 110-12-1-.08 of the Rules of the Georgia Department of Community Affairs.

2.

The City of Sandy Springs hereby submits the Community Assessment and Community Participation Program to the Atlanta Regional Commission in order for it to prepare a completeness check, review the Community Assessment for adequacy, and a report of findings and recommendations, and respectfully requests its favorable determinations.

3.

The City of Sandy Springs respectfully requests that the Georgia Department of Community Affairs review the Community Participation Program for adequacy and requests its favorable determination.

4.

Upon review by the Atlanta Regional Commission and Georgia Department of Community Affairs, it is hereby resolved that the appropriate city staff is directed to publicize the Community Assessment and Community Participation Program, which shall at minimum include notice in a newspaper of general circulation identifying where complete copies of the Community Assessment and Community Participation Program may be reviewed.

RESOLVED this 16 day of January 2007.

Approved:

Eva Galambos

Eva Galambos, Mayor

Attest:

Christina Rowland
Christina V. Rowland



Seal:



**CITY OF SANDY SPRINGS, GEORGIA
COMPREHENSIVE PLAN**



COMMUNITY ASSESSMENT REPORT

FEBRUARY 16, 2007

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

City of Sandy Springs

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Ashley Jenkins, City Council, District 4
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Jerry Weitz, AICP, Principal

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EXECUTIVE SUMMARY

This report and the attached “Technical Appendix” are known as the “Community Assessment” portion of the Sandy Springs Comprehensive Plan. The intent of this document is to provide information for stakeholders and the general public to consider during visioning workshops and implementation of other public participation strategies according to the community participation program (which has been prepared as a separate document).

Relationship to Policy Making and Adopted Plans

This document is not a statement of policy. It is not intended to be adopted by the Mayor and City Council of Sandy Springs. The information contained in this report and the technical appendix cannot be cited as policy, precedent, or any other definitive statement, other than as basic facts and conclusions reached by the city’s planning consultants. Any statements that might imply policy are, at this time, preliminary and unofficial, and are intended to be vetted in upcoming public participation processes.

Approval by the Mayor and City Council of Sandy Springs to authorize the transmittal of this Community Assessment for regional and state review (anticipated on January 16, 2007) does not imply any acceptance or adoption of policies or final conclusions about the subject matters contained in this report. As this document enters the regional and state review process as required by the state’s local planning requirements, Sandy Springs will continue to be guided by the Interim Comprehensive Plan adopted by the Mayor and City Council on June 20, 2006.

Process of Developing and Revising this Document

An initial draft of this document was completed in November 2006 and submitted for review by the appointed Citizens Advisory Committee (CAC). The CAC met November 27, 2006, and provided comments on the initial draft. Furthermore, two community meetings on the draft were held November 29th and 30th, with members of the CAC taking lead roles in presenting and explaining the documents.

Several revisions were made to this document based on reviews by the CAC and comments from the public during community meetings. In fact, this report was reorganized extensively, issues and opportunities were added, and factual information was expanded and corrected in response to those comments. The CAC reconvened December 18, 2006, to consider this second draft.

The Community Assessment and Community Participation Program were considered by the Sandy Springs Planning Commission, which held a public hearing on these matters on December 21, 2006. Additionally, Planning Commissioners attended the November 29th and 30th community meetings and provided comments that have been incorporated in this revised draft. This second draft version of the Community Assessment is, nonetheless, still subject to more revision based on additional input by the CAC and Planning Commission.

The three most important outcomes of this Community Assessment Report are (1) the citywide vision; (2) the preliminary character areas map (labeled “Visionary Character Areas”) and accompanying text descriptions; and (3) the list of issues and opportunities. These are introduced in the paragraphs that follow.

Citywide Vision

Under the state's local planning requirements, a "citywide" vision is optional. The state's planning rules contemplate that a citywide vision, if desired by a local government, be developed during implementation of the formal Community Participation Program (which includes three visioning forums to be scheduled). In the case of the Sandy Springs CAC, it was determined early in its deliberations (July-August 2006) that early articulation of a citywide vision was essential to the planning process. Hence, although not contemplated in state rules to be included as part of the Community Assessment, this document contains a statement of citywide vision which has been refined and approved by the CAC. Although considerable input has already been received from CAC members on the vision, it is preliminary only, and subject to revision and refinement during implementation of the Community Participation Program.

Visionary Character Area Map and Text Descriptions

This document contains a map titled "visionary character areas," and a significant portion of this report is devoted to describing the character areas shown on that map. At this stage in the planning process, the visionary character area map is intended to be merely a preliminary version, suitable for soliciting more detailed and structured feedback in visioning forums (see the Community Participation Program). Similarly, the descriptions of the character areas, provided in this report, are preliminary and intended to be refined during visioning forums.

The Community Agenda, to be completed in 2007, will contain a character area map in order to comply with minimum state requirements. The primary purpose of the character area map is to identify general areas that have some common threads (e.g., design features, commonalities of the built environment, shared natural resources, etc.). It implies that an implementation framework will be developed as part of the Community Agenda that differs from how plans have been prepared in the past. Specifically, the intent of the State in developing the local planning requirements was to steer communities away from thinking about single-function future land use districts and relying exclusively on conventional zoning schemes to implement land use policy.

Under the state's local planning standards, a "future land use plan" is considered optional. In making the future land use plan map an option rather than a requirement, the state hopes that the character area map (to be adopted as part of the Community Agenda) will form the basis for reconsidering land use policy and implementation measures.

Although optional under state rules, a future land use plan map is considered essential in the case of Sandy Springs. The appointed CAC members have expressed eagerness to begin refining and improving the future land use plan map that was adopted as part of the Interim Comprehensive Plan. The future land use plan map, upon completion and adoption as part of the Community Agenda, will remain the most useful map in terms of making zoning decisions since, unlike the visionary character area map, it will provide specific recommendations and policies for land uses on a parcel basis. So that there is no misunderstanding of the visionary character area map and text descriptions, readers should consider the following, in summary:

- They are intended to be revised in February 2007 after structured input in visioning forums.
- They will not be adopted until refined, as a part of the Community Agenda (phase two which begins in 2007), which requires approval of the Mayor and City Council of Sandy Springs (projected to be September 2007).

- They may form the basis for revising land use policies, but the future land use plan map is considered more relevant to Sandy Springs in terms of shaping development patterns and establishing short-term implementation measures, since the city's zoning ordinance and development regulations will continue to be the primary means of implementation in foreseeable future.

Issues and Opportunities

The issues and opportunities are intended to capture all of the various subject matters that need to be addressed in the "Community Agenda" portion of the comprehensive plan. It is important to note that, at this stage of the planning process, the intent is to "identify" the issue or opportunity, but not determine how best to "respond" to a given opportunity or "solve" an issue that needs to be confronted. The identification of issues and opportunities began with an initial listing, developed by Sandy Springs planning staff and its planning consultants, then reviewed, modified, and accepted by the CAC. That initial list of issues and opportunities was prepared prior to completion of the Community Assessment, and the Technical Appendix (attached to this report) reveals several other issues and opportunities to be considered in the Community Agenda portion of the comprehensive plan. Other issues and opportunities were added based on CAC and community input during November 2006. It is important to underscore how the issues and opportunities listings will be used. Georgia's local planning requirements call for the initial list to be confirmed, modified, or otherwise revised during implementation of the Community Participation Program. Hence, the listing of issues and opportunities is preliminary, and through structured participation exercises beginning in February 2007, the list of issues and opportunities will be further modified and refined. Upon completion of the public participation process, the city will begin preparing the plan portion of the comprehensive plan (i.e., the "Community Agenda"), which will provide policies and programs that respond to a final approved list of issues and opportunities.

Organization

This Community Assessment Report contains information that is required by the state's local planning requirements. The vision is presented following this executive summary and the glossary of planning terms. Under the revised state rules for local planning, there is no "land use" element per se. Rather, the rules require that conventional land use planning considerations, such as an inventory and analysis of development patterns, be included in this Community Assessment Report. Hence, the inventory and assessment of land use follows the vision, in order to establish baseline conditions and provide an understanding of how land use patterns might need to be changed in order to attain the citywide vision. Quality Community Objectives, which are provided by the State in its local planning requirements, are evaluated and assessed for their relevance to Sandy Springs in light of the citywide vision. The Quality Community Objectives are intended to inform the development of character areas by the city; hence, they are presented prior to the descriptions of character areas. The descriptions of character areas then follow, with attention to how they can implement the citywide vision.

The Technical Appendix (attached to the Community Assessment Report) is summarized, including sections on population, housing, economic development, natural resources, historic resources, community facilities and services, parks and recreation, intergovernmental coordination, and transportation. Issues and opportunities, organized according to functional planning elements (e.g., population, housing, economic development, etc.) are listed in consolidated format at the end of this document, with a brief description of each.

OVERVIEW

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

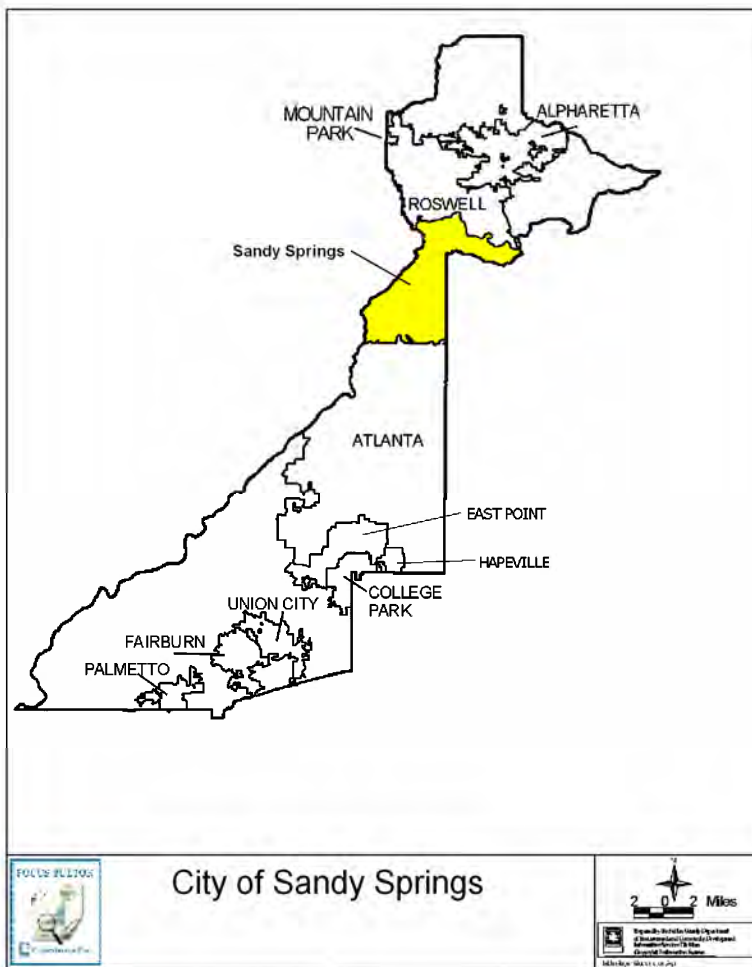


Figure 1. Location

Prior to incorporation on December 1, 2005, Sandy Springs was an unincorporated place included within the Focus Fulton 2025 Comprehensive Plan. Some months after incorporation as a city, Sandy Springs Community Development Department prepared an interim comprehensive plan, which was adopted by the Sandy Springs Mayor and City Council on June 20, 2006. That interim plan was prepared and adopted with the understanding that the city would initiate its own comprehensive planning process.

This document, titled “Community Assessment Report,” is one of three major parts of the city’s comprehensive plan document. A Community Participation Program is a second major part. The third part, the “Community Agenda,” will be prepared following review of the Community Assessment and Community Participation Program.

The Community Assessment includes at minimum (per state administrative rules) the following:

- A list of potential issues and opportunities the community may wish to address;
- Analysis of existing development patterns, including a map of recommended character areas for consideration in developing an overall vision for future development of the community;
- Evaluation of current community policies, activities and development patterns for consistency with the Quality Community Objectives; and
- Analysis of data and information to check the validity of the above evaluations and the potential issues and opportunities.

The product of the Community Assessment (this report) must be concise and informative report (like an executive summary), for it will be used to inform decision-making by stakeholders during development of the Community Agenda portion of the plan. Technical documentation (i.e., extensive tables of data and analysis) must be relegated to a separate appendix to the Community Assessment Report, also referred to in the Local Planning Standards as “Supporting Analysis of Data and Information.” A technical appendix accompanies this report.

CITYWIDE VISION

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



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

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



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

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



Representative pedestrian-friendly redevelopment in Sandy Springs

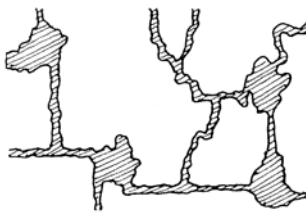
The City will use principles of place making to build on its prior efforts, such as the Roswell Road streetscape demonstration project and designation of a Main Street area for a downtown. As appropriate, transitional residential neighborhoods will be integrated into redevelopment projects that front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

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



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

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



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



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

ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

With a citywide vision statement now prepared and presented in draft form for further refinement in the visioning process, it is important to shift from looking “ahead” to looking at conditions “on the ground” today. This section of the report summarizes historic development patterns, existing land use, and provides information that addresses various other considerations specified in the state’s local planning requirements.

Historic Development Patterns

Sandy Springs’ growth as a residential community started in the 1950s with the construction of ranch-style subdivisions, followed by strip commercial centers along Roswell Road to serve this new residential community. Single-family residential development has been the largest factor in shaping the development patterns of the City of Sandy Springs. Residential developments have a suburban layout and are characterized by curvilinear streets, streets with cul-de-sacs, and limited entry points into subdivisions.



One of Sandy Springs’ older residential neighborhoods, adjacent to Roswell Road

Transportation infrastructure has shaped the development pattern in Sandy Springs. Roswell Road (State Route 9) was the first catalyst for commercial, office and residential developments. The construction of I-285 spurred major office and commercial developments along interchanges, particularly at Powers Ferry, Roswell Road and along the border with DeKalb County. The construction of Georgia 400 and the extension of the MARTA rail line led to the expansion of office, commercial and higher density residential uses in the Perimeter area and around the Georgia 400 interchanges.



At Northside Drive and Interstate 285, office towers rise above the tree canopy.



High density, multi-story residential development at Georgia 400 near Abernathy Road.

Existing Land Use

This section provides an inventory of existing land uses in the City of Sandy Springs. An existing land use inventory was completed in 2005 for Sandy Springs as a part of the Focus Fulton 2025 comprehensive plan. This inventory is presented in both map and text form and includes a description and depiction of the type, acreage, net density of existing land uses. The descriptions of existing land uses are based on the categories established by the Local Planning Requirements. These are:

- **Single-Family Residential:** Single-family dwelling units and manufactured homes on individual lots.
- **Multi-Family Residential:** Residential buildings containing two or more dwelling units, such as duplexes, triplexes, townhouses and apartments.
- **Commercial:** Land dedicated to non-industrial business uses, including retail sales, office, service and entertainment facilities.
- **Industrial:** Land dedicated to manufacturing facilities, processing plants, factories, warehousing and wholesale trade facilities, mining or mineral extraction activities, and other similar uses.
- **Public/Institutional:** State, federal or local government uses, and institutional land uses. Government uses include city halls, police and fire stations, libraries, prisons, post offices, schools, military installations, etc. Institutional uses include colleges, schools, churches, cemeteries, hospitals, etc.
- **Transportation, Communication and Utilities:** Major transportation routes, public transit stations, power generation plants, railroad facilities, radio towers, telephone switching stations, airports, port facilities or other similar uses.
- **Park/Recreation/Conservation:** Land dedicated to active or passive recreational uses. These lands may be either publicly or privately owned and may include playgrounds, public parks, nature preserves, wildlife management areas, national forests, golf courses, recreation centers, or similar uses.
- **Agriculture and Forestry:** Land dedicated to farming (fields, lots, pastures, farmsteads, specialty farms, livestock production, etc.), agriculture, or commercial timber or pulpwood harvesting.
- **Vacant/Undeveloped:** Lots or tracts of land that are served by typical urban services (water, sewer, etc.) but have not been developed for a specific use or where developed for a specific use that has since then been abandoned.
- **Mixed Use:** (created and applied at the discretion of the community; not used for purposes of classifying existing land use)

The existing land uses were determined by Fulton County planning staff using a variety of sources, including Tax Assessor data, current zoning and use permits, aerial photographs, and other Geographic Information System data layers. The classification scheme used in the existing land use inventory is more detailed than that specified in the Local Planning Requirements, but they can be collapsed into the state-specified standard categories. Table 1 shows the categories used and acreage devoted to each category in 2005. A brief description of these categories follows.

Table 1
Existing Land Uses, City of Sandy Springs, 2005

Land Use	Acres	Percent
Low Density Residential (<2 units/acre)	7,048	28.4%
Medium Density Residential (2-5 units/acre)	4,201	16.9%
High Density Residential (5+ units/acre)	999	4.0%
Office	1,173	4.7%
Retail	715	2.9%
Industrial	17	0.1%
Government	57	0.2%
Other Institutional	292	1.2%
School	263	1.1%
Transportation/Communication/Utilities	3,797	15.3%
Private Recreation	401	1.6%
Public Recreation	678	2.7%
Forest	2,519	10.1%
Agricultural – Vacant	585	2.4%
Floodplain	1,336	5.4%
Lake, Pond, Swamp	735	3.0%
No Data	5	0.0%
Total	24,821	100.0%

Source: Fulton County, in Interim Comprehensive Plan for City of Sandy Springs.

Residential. Approximately 49.3 percent of the land in Sandy Springs is used for residential purposes. A total of 28.4 percent of all land is used for low-density residential uses in the range of two units per acre or less. Medium-density residential, ranging from two to five units per acre, accounts for 16.9 percent of land uses while high density residential uses, over five units per acre, comprise 4% of land uses. High-density residential land uses extend along the Roswell Road corridor, Roberts Drive, Glenridge Drive south of I-285, and in the Perimeter area along Peachtree-Dunwoody Road, between Georgia 400 and the DeKalb County line.



Detached, single-family subdivision.

Commercial. Retail and office uses comprise 1,888 acres or 7.6 percent of the total land area. Most of the retail and office uses are in three main business areas. Roswell Road, from the northern limits of the City of Atlanta to the Chattahoochee River, is a corridor characterized by strip retail-commercial and office uses, built beginning in the 1950s. The largest business area begins west of Georgia 400 and includes the corridor between Georgia 400 and the DeKalb County line from the Glenridge Connector north almost to Spalding Drive. Higher intensity office and retail uses are concentrated there. The third business area, comprised mainly of office uses, is located at the intersection of I-285 and Powers Ferry/Northside Drive.

Industrial. Industrial uses comprise 17 acres or less than one percent of total land uses. The Coca Cola Bottling Plant located on Dunwoody Place is the only manufacturing plant in Sandy Springs. There are some other businesses with industrial land uses.



Coca Cola plant on Dunwoody Place, one of the few industrially designated properties in Sandy Springs.

Public/Institutional. Public and institutional uses comprise 612 acres, or 2.4 percent of total land area. These uses include public and private schools, churches and cemeteries, and public facilities, such as fire stations, police and government facilities, libraries, public health and mental health facilities, and hospitals. Schools, both public and private, comprise 263 acres, while 292 acres are devoted to places of worship and other institutional uses. Government uses comprise 57 acres, or less than one percent of the total land area. Fulton County community facilities in Sandy Springs include the North Fulton Service Center, fire stations, the Abernathy Arts Center, the Sandy Springs Regional Library, the Dorothy Benson Senior Center, the Sandy Springs Health Center and a developmental disability training facility.

Transportation, Communications and Utilities. Transportation, communications and utilities comprise 3,796 acres, or 15.3 percent of the total land area in the city limits. These land uses include major utility stations transportation facilities and three MARTA Rail Stations. There are approximately 124 acres of land dedicated to utilities (electrical power generation, telephone switching station, electrical substations). The vast majority of the acreage is in road right-of-ways.

Park/Recreation/Conservation. Private recreation uses, mainly private golf courses, consist of 401 acres or 1.6 percent of the land uses. Public recreation uses cover 678 acres and approximately 2.7 percent of the total land uses. The largest areas for public recreation are three sections of the Chattahoochee River National Recreation Area. There are eight parks in Sandy Springs, including Abernathy Park, Allen Road Park, Big Trees Forest Preserve, Hammond Park, Morgan Falls, North Fulton Tennis Center, The Sandy Springs Historic Site and Ridgeview Park.



Entrance to Island Ford unit of the Chattahoochee River National Recreation Area off Roberts Drive in northern Sandy Springs.

Agriculture and Forestry. There are no agricultural uses in Sandy Springs. Forestry accounts for 2,519 acres or 10.1 percent of the total land area in Sandy Springs. However, the areas shown as forest are mostly wooded areas on large, private residential lots.

Vacant/Undeveloped. The 2005 existing land use inventory found there are only 585 acres that are vacant or undeveloped, constituting only 2.4 percent of the total land area in the city limits.



Undeveloped land, such as this large tract off Ison Road, is becoming increasingly scarce. Sandy Springs is approaching buildout of its vacant land supply.

Areas of Significant Natural and Cultural Resources

Ecologically sensitive areas are not concentrated in any particular area, but are found especially along the Chattahoochee River Corridor, streams, floodplains, and ridgelines.

Through Fulton County's land use regulations, and subsequently through city codes, appropriate means of protecting natural resources have been put into place, though others will be considered as may be needed. As noted in the Technical Appendix Chapter on Historic Resources, the city has not put into place a historic preservation ordinance.



The Chattahoochee River forms the northern and western boundaries of Sandy Springs.

Areas Where Rapid Development or Change of Use is Likely to Occur

Rapid development of additional, vacant land is not an issue for Sandy Springs, since it has few undeveloped or vacant tracts remaining in the city. Nonetheless, redevelopment has been occurring in the city and will continue.

In Sandy Springs, there are many possible changes of use that can occur. For instance, a preliminary list of possible transitional development trends that might be anticipated in the future in Sandy Springs is provided below:

1. Conversion of single-family residence(s) to office uses.
2. Tear-down of single-family residential dwellings and replacement with higher density residential uses or larger single-family dwellings.
3. Tear-down of multi-family complexes and redevelopment as condominiums.
4. Rehabilitation and conversion of older apartment complexes for condominiums.
5. Assembly of lots with single-family residential dwellings and redevelopment as neighborhood-scale, mixed-use developments.
6. Assembly of lots into redevelopment projects of several acres.
7. Conversion or redevelopment of single-function, obsolete commercial use(s) to other viable use(s).

There are residential neighborhoods (or parts thereof) in Sandy Springs that may be susceptible to a variety of land use changes in the near future and longer term. Some neighborhoods appear to have begun to transition from detached, single-family residences to higher-density, multi-family residential uses, low-intensity office uses, and in some cases, neighborhood commercial uses (see representative photos below).



Areas representative of land use “transition.”

Neighborhoods that might be considered transitional in nature are located within the Roswell Road corridor, most with frontage on Roswell Road. In other cases, neighborhoods that might be considered transitional in nature are located between high-density residential areas and nonresidential zones. Such areas are close enough to activity centers and the Roswell Road corridor to be connected to them with bicycle routes and pedestrian facilities.

Within neighborhoods and areas that might be considered transitional in nature, specific land use composition or mixes in the future could vary depending on current conditions, and there are many possible development types that can balance the objectives of neighborhood protection and economic development. A map of areas that may be susceptible to change was prepared and included in the initial draft of this Community Assessment Report, with the intention not of suggesting they will be redeveloped, but rather, to provide a framework for more careful study of them in the process of designating their future land use(s) on the future land use plan map. However, the initial map of transitional neighborhoods generated considerable public concern. So as not to imply any sort of change, the map of transitional neighborhoods was deleted from this report.

Areas Outpacing Availability of Facilities and Services

The availability, capacity and lack of infrastructure are key factors in determining the shape, intensity and location of development. Due to its already developed nature, Sandy Springs is not at risk of being rapidly developed in a way that will outpace infrastructure (with the exception of the overburdened road network). Fulton County maintains the water treatment facilities serving the City of Sandy Springs, and thereby regulates the capacity for such treatment. The degree of capacity in water and wastewater infrastructure is largely monitored by the permitted capacity (legal limit) levels of the plants. The Fulton County Board of Commissioners may enforce moratoria when the rate of development threatens to exceed the permitted level of capacity.

Areas in Need of Redevelopment or Aesthetic Improvement

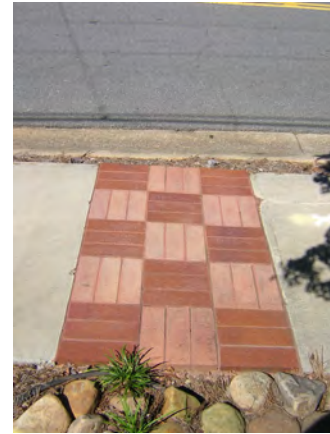
Residential, commercial, and office development started to increase in the City of Sandy Springs in the 1960s. Commercial buildings along Roswell Road may lack the needs required by today's tenants, and they are now considered (for the most part) unattractive by today's standards.

The older, suburban-style "strip" commercial development along Roswell Road in Sandy Springs (see representative photos below) is usually characterized by one-story buildings set back 30 or more feet from the highway right-of-way with off-street parking in the front. Development typically is isolated, i.e., not planned in relation to abutting commercial uses nor connected with nearby developments. Intensities are typically less than 15,000 square feet of building space per acre (or a floor-area ratio of less than 0.34). The character of these districts is automobile-dominant, though provisions for accommodating pedestrians are provided in some cases. These areas are served by bus transit (MARTA) but were not developed in a way that caters to transit users, such as internal sidewalks connected to the public street sidewalk system. Many of such developments are proposed by the citywide vision to be redeveloped, or at minimum, retrofitted to correct for functional and aesthetic issues, such as lack of landscaping, wide or poorly aligned curb cuts, and lack of pedestrian and transit-oriented amenities.



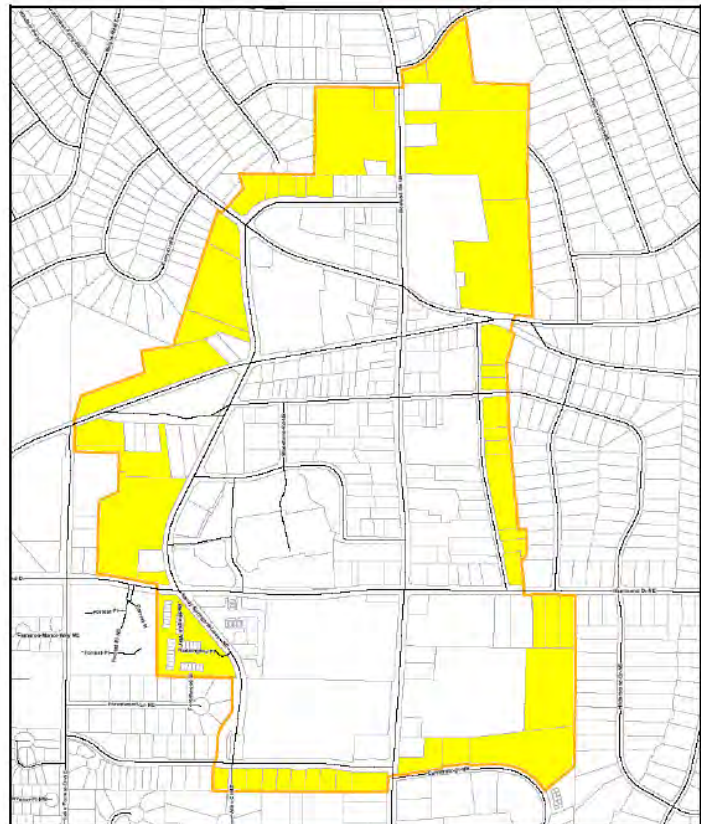
Representative older, suburban-style "strip" commercial development along Roswell Road.

In response to the decline of commercial, office and residential properties along Roswell Road, Fulton County approved the Sandy Springs Revitalization Plan in 1992. Sandy Springs Revitalization Inc. was formed to promote redevelopment along Roswell Road, to encourage pedestrian oriented development, to build a streetscape along Roswell Road, and to develop a street grid network for the downtown. A demonstration streetscape project was installed along a section of Roswell Road to improve the pedestrian environment. The Sandy Springs Overlay District was adopted and the Design Review Board created to ensure that new development and redevelopment along Roswell Road meets specified design standards.



Streetscape Improvements

Moreover, a Livable Centers Initiative study, conducted in 2001, focused on creating a Sandy Springs main street and town center between Abernathy Road to the north, Glenridge Drive to the south and east and Sandy Springs Circle to the west (see accompanying map). There has been some redevelopment of properties within this area, but there are still many opportunities for older commercial and office sites to be redeveloped. With regard to residential uses, some of the older apartments have been converted to condominiums while others have been rehabilitated.



Redevelopment area boundary in brown and transitional areas in yellow. Source: Sandy Springs Central Business District Economic Analysis and Redevelopment Strategy, December 9, 2005, by Jordan, Jones and Goulding and Bleakly Advisory Group for Sandy Springs Revitalization, Inc.

The Zoning Ordinance adopted by Sandy Springs establishes two overlay districts, Sandy Springs Overlay and the Perimeter Community Improvement District. Both of these overlay districts are intended in part to “protect and enhance local aesthetic and functional qualities and to stimulate businesses.” Applications in the Sandy Springs Overlay District are reviewed by the Sandy Springs Design Review Board, which provides comments to the Department of Community Development prior to the issuance of a land disturbance, building or sign permit.

Abandoned Structures or Sites

Some of the older, strip commercial centers in Sandy Springs, primarily along Roswell Road, have declined but none appear to be completely abandoned. There is no discernable pattern of abandonment in Sandy Springs – there are some properties scattered along Roswell Road, such as gas/service stations, with buildings that have been closed and boarded up. Other than those scattered service stations, there is not a significant problem in Sandy Springs with the abandonment of structures or sites.



These commercial properties on the northwest corner of Dalrymple Road and Roswell Road are vacant but not abandoned. Such vacant properties are not extensive in Sandy Springs, and prospects for reuse or redevelopment appear promising.

Areas with Significant Infill Development Opportunities



This large, detached, single-family residence on Riverside Drive, west of River Valley Road, is representative of larger homes that have been built or are being infilled in established single-family areas in many parts of Sandy Springs, including Northside Drive and Heard's Ferry Road.



Infill development of detached, single-family dwellings on the north side of Roberts Drive, west of SR 400. Such infill can be appropriate in urban residential character areas, but such density and scale would be highly inappropriate in protected neighborhoods.

Infill development (defined in the glossary) occurs in older urbanized and suburban areas that are mostly developed and where services and infrastructure exist. Infill developments are often small in scale and are usually located either on previously undeveloped parcels that may have development challenges or on under-utilized parcels that often have older homes or businesses. Infill development often occurs at a higher density and intensity than the buildings that were replaced and the surrounding development. Infill development allows more people to live, work and conduct business in an area, leads to possible mixes of uses, and results in a more compact development pattern. Infill development often results in the construction of residential

units in proximity of employment and commercial centers and in the construction of a diversity of housing types. Infill development can allow for the efficient use of existing infrastructure, a reduction of commute distances, and encourage use of alternative modes of transportation. On the other hand, infill development often leads to loss of vegetation. If not properly controlled, new housing can be grossly out of scale in size and style with surrounding homes. And infrastructure is not always adequate in infill areas – the intensity of infill development can place additional demands on existing infrastructure.

As a part of the assessment process, a map of potential infill development opportunities was prepared and included in the first draft of this document. That map raised questions and concerns relative to its ultimate meaning, and therefore, it was deleted from further consideration.

Areas of Significant Disinvestment

There does not appear to be any discernable pattern of disinvestment in Sandy Springs.¹ There are several instances where individual property owners may choose not to reinvest in their property and improvements. For instance, smaller homes built in the 1960s, due to their age and size, are not very marketable except for lease to renter households. Where whole neighborhoods of such older homes exist, the filtering cycle of housing begins (i.e., conversion to rental status, with accompanying lack of investment). While such concentrations of homes could eventually constitute a neighborhood with significant disinvestment, such disinvestment has generally not occurred with any degree of concentration or concern. One possible reason why concentrated disinvestment has not occurred in Sandy Springs is because of the highly desired location of the city and the maintenance of high property values. When land uses become obsolete, due to high returns on other development types, these properties are often put to another profitable use, as opposed to being left in a state of disinvestment.

Sandy Springs also has a number of older multi-family complexes. As noted elsewhere in this report, some of these are being redeveloped and others have converted to condominiums. Again, there is no discernable pattern with regard to disinvestment, however.

Finally, many communities that have concentrations of significant disinvestment have witnessed that trend because they have obsolete industrial and manufacturing properties – those that are difficult to use again because the building was constructed for one industrial or manufacturing use which is no longer viable in today's information-based economy. Since Sandy Springs has virtually no industrial and manufacturing uses, it has not experienced that type of disinvestment.



A complex representative of the older multi-family housing stock in Sandy Springs.

¹ During the review of this Community Assessment Report, disagreement with this conclusion was expressed. An alternative view is that, when taken as a whole, existing conditions in the Roswell Road corridor in Sandy Springs represent significant commercial disinvestment.

ANALYSIS OF CONSISTENCY WITH QUALITY COMMUNITY OBJECTIVES

Quality Community Objectives (QCOs) are the state's elaboration on statewide goals, adopted by the Department of Community Affairs and articulated in the local planning standards effective May 1, 2005. They are intended to provide guidance and possible "targets" for local government to achieve in developing and implementing their comprehensive plans. This means that they are not mandatory requirements.

Policies and development patterns must be analyzed for consistency with the "Quality Community Objectives" (QCOs). Local planning requirements require this to be done as part of the professionally prepared Community Assessment (this document); hence the paragraphs that follow provide a professional and objective evaluation, informed by a general understanding of stated city policies and desires. This section addresses current policies of Sandy Springs and the characteristics of its existing development patterns that support, or do not support, the various QCOs.

Conceptually, the QCOs can be divided into regulatory and non-regulatory, or into three categories:

- (A) Economic development (non-regulatory)
- (B) Intergovernmental (mostly non-regulatory)
- (C) Physical development and conservation (regulatory)

Economic Development-Related QCOs

Economic development-related QCOs include the following:

1. Appropriate Businesses Objective
2. Educational Opportunities Objective
3. Employment Options Objective
4. Growth Preparedness Objective

1. "Appropriate Businesses Objective: The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities."

Fulton County's adopted Focus Fulton 2025 comprehensive plan includes a detailed economic development element. Fulton County's economy as a whole is heavily reliant on employment in the services, finance, insurance, and real estate (FIRE), Transportation, Communications and Utilities (TCU), and wholesale trade industry sectors. Fulton County is underrepresented in terms of manufacturing jobs when compared with the state as a whole (see Table 2-3 of Focus Fulton plan). The Fulton County Economic Development Department encourages economic development on a countywide basis. The Focus Fulton plan indicates that the TCU sector should be encouraged in Fulton County, and it also encourages the expansion of bio-sciences and bio-technology, computer software/services, and telecommunications. In North Fulton County, key strategies are to retain existing corporate headquarters and attract telecommunications firms and technology-oriented companies.

Sandy Springs is no different from Fulton County or the Atlanta (ARC) region as a whole in the expectation that future economic activities will be centered on the forecasted increases in jobs in the services industry sector. Although the Sandy Springs Interim Comprehensive Plan provides only limited information about economic development in the City, additional data analysis conducted as a part of this Community Assessment (see Technical Appendix, Chapter 4) reveals that Sandy Springs' economy is particularly strong in the Finance, Insurance, and Real Estate (FIRE) sector.

2. *“Educational Opportunities Objective: Educational and training opportunities should be readily available in each community – to permit community residents to improve their job skills, adapt to technological advances, or to pursue entrepreneurial ambitions.”*

Fulton County is well served by institutions of higher learning, including Georgia Institute of Technology and Georgia State University. Sandy Springs, due to its location in the north central part of the Atlanta region, is accessible to almost countless opportunities for education and workforce training. As noted in Chapter 4 of the technical appendix, the resident labor force in Sandy Springs is majority professional and managerial. The residents in Sandy Springs are highly educated in comparison with other populations. Unemployment has remained very low in Sandy Springs. Sandy Springs is served by Fulton County's Department of Economic Development with regard to economic development activities, including promotion of small businesses and entrepreneurial activities.

3. *“Employment Options Objective: A range of job types should be provided in each community to meet the diverse needs of the local workforce.”*

Limited data are available on employment in Sandy Springs. As noted in Chapter 4 of the Technical Appendix, the resident labor force in Sandy Springs in 2000 was disproportionately focused in managerial and professional occupations (a majority) and sales and office occupations. The types of jobs that fit Sandy Springs' resident labor force are those most often found in office parks as opposed to blue-collar type jobs found in industrial parks. The jobs available in Sandy Springs are considered highly consistent with the largest needs of the local workforce. Smaller portions of the labor force in Sandy Springs in 2000 are employed in blue-collar occupations such as construction and production. Sandy Springs has few if any opportunities to expand the range of job types to accommodate new businesses involved in production, since it has very little industrially zoned land and not much vacant land available and suitable for such development. As a result, Sandy Springs cannot put in place any policies that would significantly change the current or forecasted employment mix within the City.

4. *“Growth Preparedness Objective: Each community should identify and put in place the prerequisites for the type of growth it seeks to achieve. These may include housing and infrastructure (roads, water, sewer and telecommunications) to support new growth, appropriate training of the workforce, ordinances to direct growth as desired, or leadership capable of responding to growth opportunities.”*

Without much effort, Sandy Springs has received substantial population and employment growth. Its location in the north-central part of the region has bestowed on the city important location advantages that have helped it capture a substantial share of the region's employment growth without concerted policies regarding economic development. A large share of the city's forecasted increases in employment will be filled in vacant office space.

Sandy Springs is adequately served with water and sanitary sewer facilities by Fulton County and the City of Atlanta. Those facilities will enable the city to continue and sustain its economic growth. Telecommunications infrastructure is particularly important in Sandy Springs, since a larger share of its employment base is in the area of information (see Table 4.7 of the Technical Appendix) when compared with occupational mixes in the state and nation. City leaders should continue to explore ways to ensure employers in the city have the best available communications technology.

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

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

The city also desires to obtain high quality development. In establishing a Design Review Board (continued by the city after establishment by Fulton County), efforts are made to improve the quality and function of development in growth areas. Although past design review decisions by the county and city have improved the quality and appearance of development, there is recognition on the part of citizens, business persons, and community leaders that more and better guidance would further improve the quality and appearance of development. There is also some recognition that “form-based zoning” may have benefits for the city.

The city desires to engage in “place making” and create a destination-oriented, mixed use downtown. Strategies will be put in place in the Community Agenda that focus on making redevelopment happen in the designated downtown redevelopment area (see draft visionary character areas map in this report). It is acknowledged here that Sandy Springs (less than one year old as a city) has not yet put into place the institutional machinery needed to make redevelopment happen in the downtown redevelopment area. A tax allocation district was created prior to Sandy Springs becoming a city, but initiating a tax increment financing strategy for downtown redevelopment is considered questionable or dubious at this time in the City.

Regional QCOs

5. Regional Identity Objective
6. Regional Cooperation Objective
7. Regional Solutions Objective

5. “Regional Identity Objective: Regions should promote and preserve an “identity,” defined in terms of traditional regional architecture, common economic linkages that bind the region together, or other shared characteristics.”

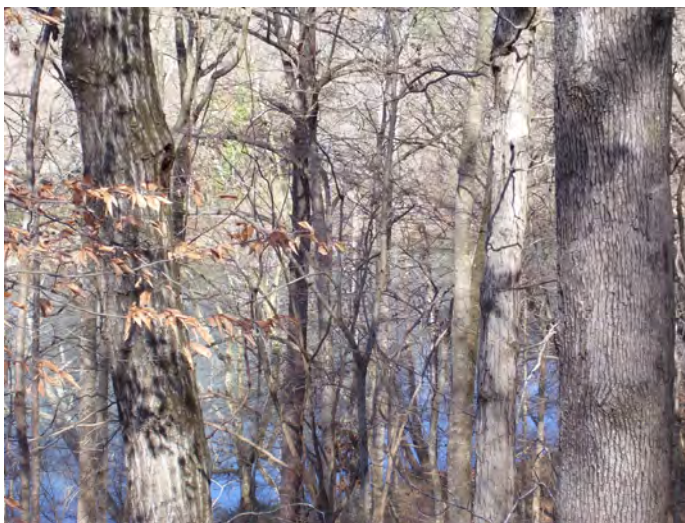
The metropolitan Atlanta region has no particular style or identity in terms of architecture. The identity of Sandy Springs is one of an affluent suburb within a diverse, fast growing region. The office towers at I-285 and SR 400, known as the “king” and queen,” symbolize Sandy Springs and its place within the region’s economy. If they exist at all, there are limited opportunities for

Sandy Springs as a local government to promote a regional identity that either does not exist or has not been fully articulated regionally.

6. “Regional Cooperation Objective: Regional cooperation should be encouraged in setting priorities, identifying shared needs, and finding collaborative solutions, particularly where it is critical to success of a venture, such as protection of shared natural resources.”

As a city in its infancy (less than one year old), Sandy Springs has had to rely on assistance of other local governments in initiating its various public facilities and services. For instance, Fulton County has provided fire protection in the interim while Sandy Springs gets its own fire department up and running. 911 communications is another service that has been provided so far through intergovernmental cooperation. The intergovernmental coordination element (see Chapter 8 of the Technical Appendix) discusses how Sandy Springs relates with various other local governments, regional entities, and various state and federal agencies.

One area where regional cooperation is evident is with regard to the Chattahoochee River as a natural resource. Sandy Springs will continue to participate in Metropolitan River Protection Act reviews of any development proposals in the river corridor for compliance with the river protection plan adopted by the Atlanta Regional Commission. Due to the existence of national recreation areas alongside the Chattahoochee River, Sandy Springs may need to play a prominent role in any efforts to look at the Chattahoochee River as a whole.



Forested buffer alongside the Chattahoochee River along Old Riverside Drive. The Metropolitan River Protection Act has helped protect the integrity of the river corridor.

For instance, there is some desire that there be a regional/statewide greenway along the Chattahoochee River from its headwaters in Helen, Georgia, through the metro Atlanta region.

As noted in the Community Facilities Element (see Chapter 7 of the Technical Appendix), Sandy Springs is reliant upon Fulton County for sewer services, and some of the sewage is treated in abutting counties (DeKalb and Cobb). This suggests that Sandy Springs will need to continue participating in regional approaches to sewage treatment. An agreement also exists between Sandy Springs and Fulton County relative to use of county fire stations.

7. “Regional Solutions Objective: Regional solutions to needs shared by more than one local jurisdiction are preferable to separate local approaches, particularly where this will result in greater efficiency and less cost to the taxpayer.”

As a city in its infancy, Sandy Springs has been an innovator. A “privatization” model has been utilized by the city – it has a private company, CH2M Hill OMI, providing many services in the city. In this sense, Sandy Springs has been a trend setter, and other evolving cities (Milton and

Johns Creek) have followed this model of service delivery based on high satisfaction levels and positive initial reports of efficiency and comparative lower costs to taxpayers.

The creation of the Metropolitan North Georgia Water Planning District in 2001 and the adoption of regional plans for watershed management, water supply, and wastewater treatment are good examples of how the environment of service delivery is changing in favor of regional solutions. Sandy Springs' leaders are aware of these regional planning efforts and will continue to participate in them. Community facilities plans for water and sewer, which are now provided by Fulton County Government, will need to take the recommendations of regional plans into account and eventually conform to them.

As already noted, Sandy Springs continues to explore avenues for the joint delivery of certain services, such as 911 communications, with other local governments, and it continues to maintain city-county service arrangements. The Community Agenda will consider other possible additional opportunities for the shared delivery of public facilities and services.

Physical Development and Conservation QCOs

The following eight QCOs have substantial or significant opportunities to be implemented through regulations:

8. Heritage Preservation Objective
9. Open Space Preservation Objective
10. Environmental Protection Objective
11. Transportation Alternatives Objective
12. Housing Opportunities Objective
13. Traditional Neighborhood Objective
14. Infill Development Objective
15. Sense of Place Objective

8. "Heritage Preservation Objective: The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with the traditional features of the community, and protecting other scenic or natural features that are important to defining the community's character."

The center of the historical agricultural community of Sandy Springs was the area bounded by Roswell Road on the east, Abernathy Road on the north, and Mt. Vernon on the south. However, today no significant concentration of historic resources survives in this area. Sandy Springs does have some significant historic resources that are worthy of recognition and preservation, but no local historic preservation ordinance has been adopted in Sandy Springs. Preservation ordinances provide some means of protecting historic resources by establishing a Historic Preservation Commission and/or local historic district.

While they are not "historic" in the pure sense of that term, Sandy Springs has undertaken efforts to revitalize the older, commercial center of the city. A redevelopment plan that established a tax allocation district has been completed. In addition, Sandy Springs ensures that new development and redevelopment projects within the Roswell Road corridor are compatible with good design features through a Design Review Board and the application of design guidelines.

There are no scenic views or sites designated in the City of Sandy Springs, according to the adopted interim comprehensive plan for Sandy Springs. However, the Chattahoochee River and forested areas within the city are considered to be important scenic or natural features that help define the character of Sandy Springs. The Chattahoochee River forms the city's western and northern borders. Through community visioning for the Focus Fulton Plan, the Chattahoochee River was considered to be one of the County's, and thereby the City's, assets.

The adopted interim plan also notes that ravines and steep hillsides often provide impressive scenic views.



The sloping, forest land (left) at the corner of Riverside Drive and Johnson Ferry Road and ravine along Riverside Drive are indicative of the steep drainages near the Chattahoochee River that help give Sandy Springs its open space character.

There are approximately 687 acres of forested and river frontage land in Sandy Springs under public ownership, some of which are a part of the Chattahoochee National Recreation Area. In addition to land acquisition, the Chattahoochee River has been the subject of various planning and regulatory efforts over time. In 1973, the Georgia General Assembly enacted the Metropolitan River Protection Act (Georgia Code 12-5-440) to address development pressure near and pollution of the Chattahoochee River. Under this legislation, the Act established a 2,000-foot river corridor on both banks of the River and its impoundments, including stream beds and islands, within which development proposals are reviewed for conformance with a plan to protect the river as adopted by the Atlanta Regional Commission. Fulton County adopted regulations for wider stream buffers in compliance with the North Georgia Water Planning District mandate on May 4, 2005. The City of Sandy Springs adopted these regulations upon incorporation. The regulations require undisturbed buffers and impervious surface setbacks adjacent to streams. Streams in all watersheds within the City of Sandy Springs are to be protected with a minimum 50-foot undisturbed buffer on each side of the stream, and there is an additional 25-foot setback required to be maintained adjacent to the undisturbed buffer, within which all impervious surfaces are prohibited.

Most of the forest land in the City is located on private land. There is one forest preserve. The John Ripley Forbes Big Trees Forest Preserve is a 30-acre tree, plant and wildlife sanctuary in the Morgan Falls area of Sandy Springs (east of Roswell Road). This previously threatened urban forest, one of the last in Sandy Springs, was assembled in three purchases beginning in 1990. The purchase was spearheaded by Southeast Land Preservation Trust in partnership with Fulton County and the State of Georgia.



Big Trees Forest Preserve

Big Trees is an urban forest including some large 100- and 200-year old white oak trees. The forest is preserved and protected in a cooperative partnership with Big Trees Forest Preserve, Inc., Fulton County Parks and Recreation Department and the State of Georgia Department of Natural Resources.

With regard to the protection of trees and steep slopes, Sandy Springs has adopted a tree ordinance which provides standards for tree preservation during land development, building construction and timber harvesting. As part of the land disturbance permit (LDP) application process, tree protection and landscape plans must be submitted to the City Arborist for review and approval. Each site is walked by the Arborist and visited periodically during land disturbance activities. The interim comprehensive plan found there is a need for the City to apply forest management principles in the tree preservation ordinance, and the tree ordinance was undergoing a revision process at the time this Community Assessment was being drafted.



Tree preserved during the land development process.

The City of Sandy Springs has no ordinance to protect steep slopes, but it enforces its own Soil Erosion and Sedimentation Ordinance which addresses slope stability during land development activities. Since the Soil Erosion and Sedimentation Ordinance does not provide technical guidelines for preserving and protecting steep slopes, the interim comprehensive plan called for a policy and ordinance containing technical guidelines for preserving and protecting steep slopes to be adopted.

9. "Open Space Preservation Objective: New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelts/wildlife corridors."

Because Sandy Springs is in a part of metropolitan Atlanta that began to suburbanize in the 1950s, and is largely built out today, new land consumption within the city limits is negligible. Because of the substantially developed nature of Sandy Springs, there are few opportunities to acquire public parks and greenbelts/wildlife corridors. Opportunities for preserving open space are being investigated as a part of the recreation and park master planning process being undertaken at the time this Community Assessment was being drafted. In addition, the adopted interim comprehensive plan notes that “requiring interconnected forest corridors between large subdivisions would limit the amount of fragmented tree coverage typically associated with large residential developments.” In an effort to preserve trees and promote conservation, the adopted plan suggests that incentives should be provided to developers who incorporate tree preservation sites, conservation easements, forest preserves and/or low-impact development practices within their developments.

10. “Environmental Protection Objective: Air quality and environmentally sensitive areas should be protected from negative impacts of development. Environmentally sensitive areas deserve special protection, particularly when they are important for maintaining traditional character or quality of life of the community or region. Whenever possible, the natural terrain, drainage, and vegetation of an area should be preserved.”

Chapter 5 of the Technical Appendix summarizes the environmentally sensitive areas that deserve protection in Sandy Springs. As noted in that chapter, the Chattahoochee River (a premier natural resource) is protected in various ways by state, regional and local plans and regulations. Protecting the ecological integrity of the Chattahoochee River and its water quality are important to the city, county, region, and state. Forested character is also a characteristic of Sandy Springs that is recognized in its citywide vision statement (draft, subject to refinement). The natural resources element indicates that the city’s tree protection ordinance has recently been reviewed by a committee and that changes are being considered to adjust regulations to better meet the desires of the city. Furthermore, the technical appendix notes that steep slopes are natural resources that deserve further consideration in the planning process in terms of possible additional regulations.

In the past, air quality in the metropolitan Atlanta area has not met certain federal standards. While compliance with air quality mandates is often considered too large an issue for any one local government to address on its own, the City of Sandy Springs can do its part to contribute to the betterment of air quality in the region, through planning for multi-modal transportation systems, encouraging bus and heavy rail transit use, concentrating future development in activity centers and transit corridors, and promoting other strategies that have beneficial impacts on air quality.

11. “Transportation Alternatives Objective: Alternatives to transportation by automobile, including mass transit, bicycle routes and pedestrian facilities, should be made available. Greater use of alternative transportation should be encouraged.”

In preparing a multi-modal transportation master plan, as part of its comprehensive planning process, Sandy Springs is committing to provide the best possible alternatives to automobile reliance. Sandy Springs has three heavy rail MARTA stations and numerous bus stops. Sandy Springs was developed as an automobile-dominated suburb, but its leaders recognize the need and desire to enhance pedestrian, public transit, and bicycle transportation options in the city.



Bus Shelter along Roswell Road with shade trees.

12. *“Housing Opportunities Objective: Quality housing and a range of housing size, cost, and density should be provided in each community.”*

Sandy Springs has some of the finest residential neighborhoods in metro Atlanta. Median values of homes in Sandy Springs are much higher than the county as a whole and the state, suggesting that opportunities for a range of housing costs are extremely limited.

While it is probably best known for the affluence of its single-family neighborhoods, Sandy Springs is also the location of many multi-family residential complexes and developments. As noted in the Technical Appendix (Chapter 3), a majority of households in 2000 were renter occupied, and a slight majority of the housing stock in 2000 was multi-family. Densities of residential neighborhoods and residential developments in Sandy Springs range from less than 0.5 housing unit per acre to more than 20 units per acre. Preserving the integrity of Sandy Springs’ residential neighborhoods is the first priority of the City, and new, more diverse housing will not be accommodated in existing low density residential neighborhoods – the citywide vision statement alludes to the possible threat of “densification,” and rejects that possibility.

There is considerable sentiment in the City that it has its fair share of apartments. Furthermore, like with other communities, the aging suburban apartment stock gives rise to concerns about physical decline and the need for upkeep and maintenance. Some of these older complexes will need renovation, and some will convert to condominiums.

Despite these concerns about a predominantly multi-family (and aging) housing stock, Sandy Springs is committed to implementing its own Community Development Block Grant (CDBG) Program. It is currently preparing a Consolidated Plan to qualify the city to administer its own CDBG entitlement funds. Furthermore, it is recognized that much of the new, additional housing units to be constructed in the city are likely to be at higher densities, concentrated within the regional activity center, the downtown, and in parts of the Roswell Road corridor. This means that the ratio of single-family to multi-family housing units is likely to remain majority multi-family. One of the ways Sandy Springs can still promote more diverse housing opportunities is by adopting a policy that supports mixed-income housing as a part of redevelopment proposals. The Community Agenda will consider and address what the city can do to provide diverse housing meeting the needs identified in the Consolidated Plan and housing element.

13. *“Traditional Neighborhood Objective: Traditional neighborhood development patterns should be encouraged, including use of more human scale development, mixing of uses within easy walking distance of one another, and facilitating pedestrian activity.”*

The foundation of Sandy Springs is its suburban, low-density residential neighborhoods. It is not realistic or desirable to attempt to transform suburban neighborhoods into traditional neighborhoods. Residents want to protect their neighborhoods as they are, and do not welcome the introduction of more dense, grid-oriented residential development patterns in established “protected” neighborhoods (see the visionary character area map which is a part of this Community Assessment Report). Similarly, the mixing of land uses within protected neighborhoods will not be pursued.

While recognizing the prominence of the goal of protecting its existing neighborhoods, Sandy Springs is also very open to pursuing more human-scale development, facilitating pedestrian activity, and mixing uses, but only in certain places – the Roswell Road corridor, the city’s designated downtown redevelopment area, and within the transit-oriented regional activity center (served by MARTA rail stations). Within those designated areas, traditional neighborhood development can be appropriate and will be pursued as a desirable development pattern that reduces automobility, increases pedestrian mobility, and creates a human scale. Where possible and appropriate, Sandy Springs will increase pedestrian accessibility between protected neighborhoods and commercial places, parks, and other destinations.

14. *“Infill Development Objective: Communities should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the downtown or traditional urban core of the community.”*

This quality community objective is most applicable to communities on the suburban fringe. As an older, established community approaching its “buildout,” Sandy Springs has little if any “urbanizable” land at the periphery. Infill development is acknowledged in the citywide vision statement (draft, subject to refinement), but it must take place at compatible densities as guided by a revised future land use plan (to be prepared as part of the Community Agenda). A map showing sites of potential infill development has been prepared and is a part of this Community Assessment Report.

Sandy Springs has a keen interest in encouraging redevelopment of sites in the Roswell Road corridor and within the character area designated as “downtown redevelopment” on the visionary character area map. That downtown redevelopment area is the traditional urban core of Sandy Springs.

15. *“Sense of Place Objective: Traditional downtown areas should be maintained as the focal point of the community or, for newer areas where this is not possible, the development of activity centers that serve as community focal points should be encouraged. These community focal points should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing, and entertainment.”*

Sandy Springs does not have an identifiable “town center” in the traditional sense of the term, such as Decatur. The draft citywide vision statement embraces this Quality Community Objective in the sense that the city desires to engage in place making to transform its suburban-oriented business areas into attractive, mixed-use, pedestrian-friendly places. In addition, the

regional transit-oriented activity center has a developing “sense of place” with the assistance of the Perimeter Community Improvement District (CID), which as helped promote a recognizable identity of that area through signage and public improvements. As noted above, the “king and queen” office towers at I-285 and SR 400 (see document cover) give that part of Sandy Springs some unique identity in the region.

CHARACTER AREAS

The local planning standards require that the community assessment contain a map and description of “preliminary character areas.” Based on early input from the Community Facilities and Land Use Subcommittee of the Sandy Springs Comprehensive Plan Citizen Advisory Committee, as well as information provided in the Interim Comprehensive Plan 2025 adopted by Mayor and City Council, and the consultant’s own observations, the following descriptions of character areas are provided. An initial map showing these character areas was presented to the subcommittee on September 11th. A character area map was revised and presented at the September 25th break out session of the subcommittee. The subcommittee met on October 9th, and a third set of revisions was made to the preliminary character area map. The character area descriptions and the map of preliminary character areas will be considered further during the public participation (visioning) processes.

Character-Defining Features

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

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

List of Character Areas

Conservation	Mixed Use – Neighborhood Scale
Master Planned Community	Mixed Use – Community Scale
Protected Neighborhood	Downtown Redevelopment
Urban Residential	Employment
	Regional Transit-Oriented Activity Center

Comparison of Character-Defining Features

Table 2 provides a comparison of character defining features for the proposed conservation and predominantly residential character areas. Table 3 provides similar information for nonresidential/ mixed use character areas.

Table 2
Comparison of Character Defining Features
Conservation and Predominantly Residential Character Areas

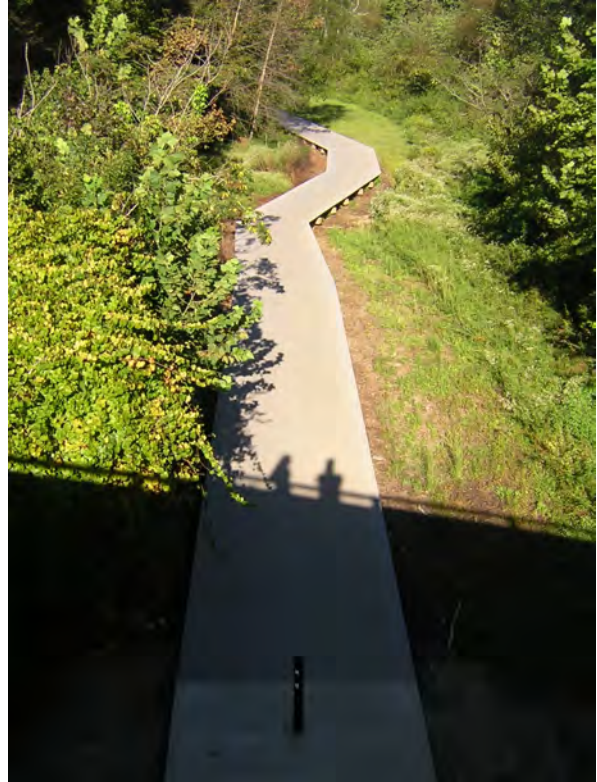
Character-Defining Feature	Conservation	Master Planned Community	Protected Neighborhood	Urban Residential
Suburban versus more urban intensities	N/A	Suburban, low density	Suburban, low density	Urban
Single-function land use versus mixed land uses	N/A	Single-function, with open space; single housing type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

**Table 3
Comparison of Character Defining Features
Predominantly Non-Residential Character Areas**

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

Conservation

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



Land Uses: Few if any land uses other than passive recreation and public and private park spaces.

Character: Natural environment with some recreational amenities

QCOs Implemented: Environmental Protection; Open Space Preservation; Regional Identity

Implementation: Floodplain management overlay; Metropolitan River Protection Act and Regional River Plan; Recreation and Park Master Plan; Tributary Buffer Ordinance; Tree Conservation Ordinance



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

Protected Neighborhood

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

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



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

Land Uses:

Character:

QCOs Implemented:

Implementation:

Exclusively detached, single-family residential

Suburban, curvilinear with cul-de-sacs

Housing Opportunities; Sense of Place

Single-family zoning districts of varying densities

Master Planned Community

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

Land Uses:

Predominantly detached, single-family residential

Character:

Suburban, master planned

QCOs Implemented:

Open Space Preservation

Housing Opportunities

Implementation:

Community Unit Plan zoning district



Urban Residential

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

Land Uses:

Predominantly multi-family housing

Character:

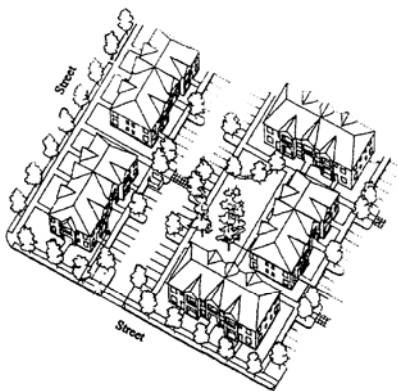
Urban

QCOs Implemented:

Housing Opportunities; Transportation Alternatives

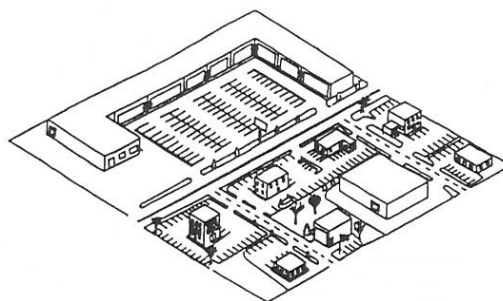
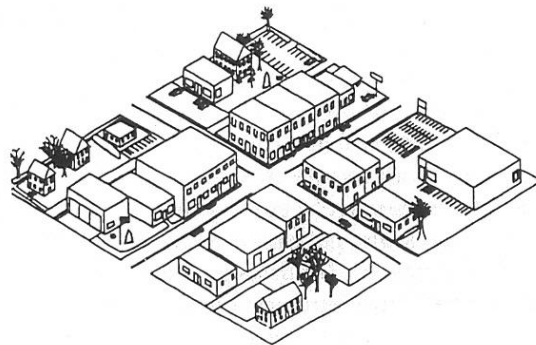
Implementation:

Multi-family zoning districts of varying densities

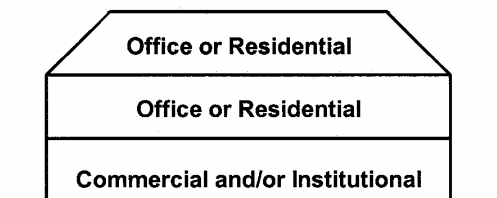


Mixed Use – Neighborhood Scale

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



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



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



Character:

Compact, pedestrian-friendly mixed use, following principles of new urbanism

QCOs Implemented:

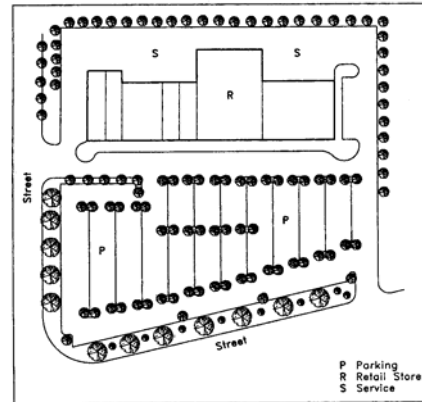
Appropriate Business; Employment Options; Sense of Place; Infill Development; Housing Options; Transportation Alternatives

Implementation:

Mixed use zoning districts or form-based codes; design review; public and private expenditures for art, signage, streetscape improvements, and other unique identifying amenities

Mixed Use – Community Scale

This character area is similar to the mixed use – neighborhood scale character area but with additional intensity. It applies to the area on the east side of Roswell Road near the Chattahoochee River in the north part of Sandy Springs. In the case of the southern part of the Roswell Road corridor, it applies to relatively compact future “nodes” at Belle Isle and Windsor Parkway. Existing development in this character area is primarily suburban shopping centers and multi-family complexes to the rear of the commercial corridor.



Conventional shopping center layouts offer opportunities for mixed-use redevelopment

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



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

Land Uses:

Suburban shopping centers redeveloped into compact, mixed-use activity centers; Multi-family complexes redeveloped for higher-end, higher density housing

Character:

Redevelopment following principles of New Urbanism

QCOs Implemented:

Regional Identity; Appropriate Business; Employment Options; Housing Opportunities; Transportation Alternatives; Sense of Place

Implementation:

Mixed-use redevelopment zoning; multi-family redevelopment zoning; form-based code

Employment

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

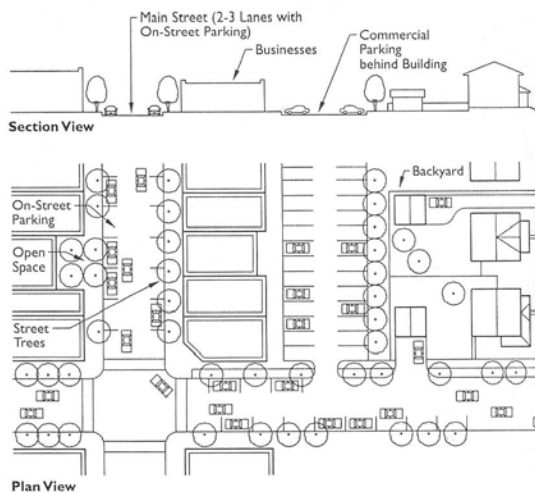
Land Uses:	Predominantly office and institutional uses, though some neighborhood commercial uses may also exist
Character:	Urban, campus style setting
QCOs Implemented:	Appropriate Business; Employment Options
Implementation:	Office and business park zoning districts



Downtown Redevelopment

This area is linear and stretches along Roswell Road from Glenridge Road at the south, across Interstate 285, to Abernathy Road. Presently, some pedestrian amenities exist and streetscape improvements have been installed or are planned. Sandy Springs' downtown will be the subject of concerted efforts to redevelop properties into compact, pedestrian-friendly mixed use developments, on a scale and intensity that is greater than neighborhood-scale and community-scale mixed use character areas. The downtown is served by bus transit. Automobile parking will be primarily structured (deck) parking with several opportunities for shared parking (common multi-user parking lots).

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



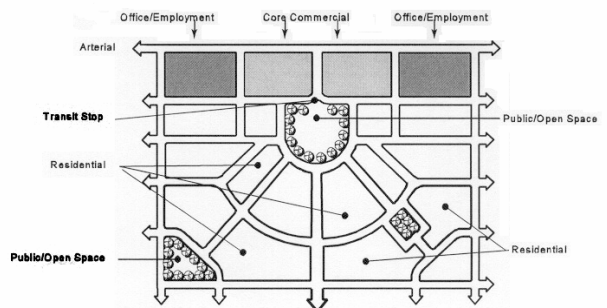
Within the downtown redevelopment character area, there is an “interchange focus area” that overlays properties surrounding the interchange of Roswell Road and Interstate 285. The purposes of designating the interchange focus area within the downtown redevelopment district are threefold. First, ongoing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

Regional Transit-Oriented Activity Center

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



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



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

Land Uses:

Predominantly mid- and high-rise office buildings with supportive retail commercial uses, along with some offices and institutions; intensities are greater than that found in neighborhood and community mixed use character areas

Character:

Compact, pedestrian-friendly mixed use, following principles of transit-oriented development

QCOs Implemented:

Appropriate Business; Employment Options; Sense of Place; Infill Development; Housing Options; Transportation Alternatives; Regional Cooperation and Regional Solutions (with DeKalb County and the CID)

Implementation:

Mixed use zoning districts; design review; public and private expenditures for art, signage, streetscape improvements, and other unique identifying amenities; Community Improvement District (CID)

SUMMARY OF TECHNICAL APPENDIX

This section of the Community Assessment Report provides a summary assessment of findings and observations articulated in the Technical Appendix (a lengthy document that accompanies this report). This section is organized according to the chapters of the Technical Appendix (i.e., population, housing, economic development, etc.).

Population

Sandy Springs had a population of 85,790 in the year 2000, and as of 2006 the estimated population is 89,311. The long-term population projection for the city (year 2025), is 95,722 persons, which is considerably lower than the year 2025 projection provided in the Interim Comprehensive Plan for Sandy Springs (105,861 persons). That projection assumes little remaining vacant residential land and most additions of housing units (and population) occurring within a redevelopment context and focused primarily in the Roswell Road corridor.

In Sandy Springs in 2000, households were split almost exactly equal between “family” and “non-family” households. The average household size in Sandy Springs in 2000 was substantially lower than that of the state as a whole. Household size is expected to remain relatively steady in future decades, as opposed to following prior trends of a steeper decline. For purposes of projecting population, a constant overall household size of 2.17 persons in Sandy Springs is assumed.

The population age 65 years and over is increasing dramatically as the “Baby Boom” begins to enter this age group. If life expectancy is increased significantly by medical breakthroughs, the senior population could increase even more (Source: Interim Comprehensive Plan, Sandy Springs, adopted June 2006).

Age characteristics of the population in Sandy Springs in the future are likely to be similar to trends in the U.S. and Georgia as a whole. With regard to race, the population in Sandy Springs in 2000 was predominantly White (77.5 percent of the total population). Blacks comprised ten percent of the population in the Sandy Springs CDP in 2000. Much of the remaining population had races as of 2000 described as “other” (5 percent) and Asian (3.3 percent).

The population in Sandy Springs in general has high educational attainment. Per capita incomes were more than double those of the state and nation as of the year 2000. Only 6.4 percent of the total population in Sandy Springs in 2000 met the threshold of poverty status; as of 2005 that figure was 7 percent according to recent Census data.

Housing

Sandy Springs had 42,794 housing units in 2000. As of 2006, the city has an estimated 44,545 housing units. Total housing units will increase in Sandy Springs from 2006 to 2030 by a net 3,200 units. The total number of housing starts during that planning horizon will be considerably higher than the “net” increase of 3,200 units, because some housing units will be demolished during redevelopment efforts and may or may not be replaced. The housing stock in Sandy Springs in 2000 was majority (59.6 percent) multi-family and occupied by renter households (54.3 percent).

Sandy Springs has only a small percentage of very old (pre-1950) homes, but the housing stock contains a more significant percentage (6.2) of homes built during the 1950s. As noted above, homes built in prior decades tend to be much smaller in size, and hence older homes can become increasingly obsolete. That obsolescence often will lead either to conversion to rental occupancy, or in other cases demolition and replacement with a larger home. For renter-occupied units crowding and severe overcrowding is considered significant. Housing units are considered to be “overcrowded” if there is more than one person per room. Severely overcrowded is considered 1.51 or more persons per room.

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

Economic Development

There was a resident labor force in Sandy Springs in 2000 of 53,524 persons, of which 54 percent were males and 46 percent were females. Males 16 years and over in Sandy Springs in 2000 had much greater participation in the labor force than their counterparts in the state and nation as a whole. Unemployment rates were low in 2000 for both males (2.7 percent) and females (3.1 percent), as was the overall unemployment rate in 2000 (2.9 percent). The majority (52.7 percent) of Sandy Springs’ resident work force in 2000 was employed in a single occupational category, managerial and professional. That figure is substantially higher than the state or nation as a whole, where managerial and professional occupations comprise approximately one-third of the total occupational mix. Professional, scientific, and management jobs (industries) are much more important industry sectors to Sandy Springs’ working residents as of 2000, employing more than twice the percentage they do in the State of Georgia or United States as a whole. Similarly, finance, insurance, and real estate as an industry sector is much more heavily represented in terms of the jobs employing Sandy Springs’ resident labor force when compared to the state and nation as of the year 2000.

There is much uncertainty when it comes to estimating current employment and projecting employment in future years, for the City of Sandy Springs. There is also significant variation among sources of data. For instance, a special spreadsheet on “daytime population,” produced by the U.S. Census Bureau and made available via the Atlanta Regional Commission, indicates the year 2000 employment (total workers working) in the Sandy Springs Census Designated Place (CDP) was 79,417. This is the most reliable estimate of employment in Sandy Springs. Of the 79,417 persons who worked in Sandy Springs in 2000, according to the U.S. Census Bureau, there were 12,370 persons who also lived in Sandy Springs. This means that, in 2000, only 15.6 percent of the resident labor force in Sandy Springs actually worked within Sandy Springs (the CDP in 2000).

Between 2006 and 2030, Sandy Springs is projected to add another 26,844 jobs. Jobs in Sandy Springs will increase from 85,981 in 2006 to 112,825 in the year 2030. Projections are based on Atlanta Regional Commission *Envision 6+* data, assuming that Sandy Springs will maintain a constant share of total county employment of 11 percent.

Natural Resources

The Chattahoochee River is the most significant natural resource in the City of Sandy Springs, and it is protected by various means, including a regional river corridor plan, Metropolitan River Protection Act reviews of development proposals, and local environmental and land use regulations. Other natural resources worthy of further consideration for protection in the planning process include steep slopes (15 percent or more), forested areas in the city, and potential scenic views and sites.

Historic Resources

There is only one property within the city listed on the National Register of Historic Places – Glenridge Hall (listed in 1982). The Heritage Sandy Springs site contains a 1859 farm house and history center which should be acknowledged, even if it is not on the National Register of Historic Places. Sandy Springs has not adopted a local historic preservation ordinance and does not have a Historic Preservation Commission. Consideration should be given to whether or not such a commission should be established. There exists a non-profit organization, Heritage Sandy Springs, which is dedicated to preserving the community history of Sandy Springs. A historic resources survey was conducted in 1996. Most of the remaining historic resources in the city are residential dwellings.

Community Facilities and Services

Sandy Springs established a police force on July 1, 2006, and its own Fire Department in December 2006. It provides a multitude of other services as well, including finance and administration, public works, and community development, among others. Fulton County Government remains an important service provider, providing such services as libraries, emergency management, water and sewer, and human/social services. All of the elementary schools in Sandy Springs operated by Fulton County are over capacity. There is also a high concentration of private schools and significant private school enrollment in Sandy Springs. A master plan is being prepared for recreation and parks facilities.

Recreation and Parks

The Technical Appendix addresses recreation and parks in the chapter on Community Facilities and Services. That chapter provides an inventory of the various types of recreation facilities and parks and identifies current conditions of facilities. A separate master plan for recreation and parks is being prepared, though major features of that plan will be integrated into the Community Agenda. The public participation process has entailed separate public meetings and focus group sessions on topics of recreation and parks. That input has been reflected in the “issues and opportunities” section of this Community Assessment Report.

Intergovernmental Coordination

A number of facilities and services are provided by Fulton County Government to the residents of Sandy Springs, making continued cooperation and coordination with the county an absolute “must.” Coordination with Cobb County and DeKalb County, via Fulton County, is needed to ensure continued treatment of wastewater from Sandy Springs. Several intergovernmental agreements exist, which are described in the technical appendix. The city will need to coordinate facilities, services, and future planning efforts with several regional, state and federal

agencies, including the Atlanta Regional Commission, Metropolitan Rapid Transit Authority, Metropolitan North Georgia Water Planning District, and various others.

Transportation

An assessment of transportation needs in Sandy Springs was performed as a part of the Comprehensive Plan Community Assessment (see Chapter 9 of the Technical Appendix). This Transportation Needs Assessment includes automobile, transit, pedestrian, and bicycle travel modes. A wide range of planning tools, techniques and methods were employed to gain a thorough understanding of Sandy Springs' transportation needs. The paragraphs below provide a summary of the transportation needs identified through both qualitative and quantitative assessments of Sandy Springs' multimodal transportation system.

Roadway Capacity and Safety

The assessment of roadway capacity and safety has examined several areas of transportation needs in categories as indicated below.

1. Examination of roadway functional classification and its relationship to service of adjacent land use and alternative travel modes.
2. Operational improvement of critical intersections along roadways identified as congested in future years.
3. Operational improvements to enhance traffic flow and pedestrian crossing capabilities along Roswell Road from I-285 through Abernathy Road, in the traditional Sandy Springs business core.
4. Capacity enhancement of roadways identified as congested in future years.
5. Management of access points along arterial corridors to ensure throughput capacity is preserved.
6. Identification of appropriate parallel routes and connections to reduce local trip loading on the arterial roadway network.
7. Improvement of freeway access through capacity and operational enhancement of congested interchanges.
8. Improvement of I-285 and SR 400 corridors so that capacity constraints on these major facilities do not shift traffic to the City roadway network.
9. Safety improvements along roads with high crash rates.
10. Focused pedestrian safety improvements along Roswell Road.
11. Regular maintenance and improvement of existing infrastructure to preserve the existing transportation network.

Transit

The assessment of transit has identified several improvement needs, as indicated below.

1. Travel time benefits for bus service along key corridors to encourage commute riders.
2. Bus frequency sufficient to encourage new ridership along routes through congested areas.
3. Effective feeder network for service to MARTA rail stations.
4. Incorporation of walkable communities and transit oriented development near MARTA rail stations.
5. Examination of local circulation routes within walkable activity centers to link MARTA Rail with walkable areas.

6. Examination of applicability of BRT or other premium transit service in Sandy Springs.

Pedestrian

The assessment of pedestrian movement and facilities has identified several needs, as indicated below.

1. Safe and efficient connection between neighborhoods and community facilities, such as schools, libraries, and parks.
2. Sidewalk present in activity centers of sufficient width and separation from traffic to encourage pedestrian movement.
3. Combine pedestrian and transit circulatory strategies to provide for local trip making within activity centers.
4. Safe and ADA-compliant pedestrian connections to transit to provide a means of access to bus and rail routes.
5. Effective pedestrian routes to enhance walk ability within transit oriented areas.

Bicycle

The assessment of potential bicycle travel and destinations has identified several needs, as indicated below.

1. Safe and efficient connection for bicycles, as well as pedestrians, between neighborhoods and community facilities, such as schools, libraries, and parks.
2. Facilities to accommodate longer distance travel and connectivity to important recreational resources along the Chattahoochee River.
3. Development of an off-road trail system to accommodate recreational use and park access for users not comfortable with travel in mixed traffic.
4. Bike access to employment centers and MARTA for commuter use.
5. Development of bike routes and facilities to make cycling a viable mode within walkable activity centers.
6. Enhancing safety of bicycle travel through development of appropriate facilities and standardized intersection and trail crossing treatments.

Railroad, Trucking, Port Facility, and Airports

The assessment of travel needs for access to railroads, port facilities, and airports, as well as to accommodate truck traffic has identified several needs, as indicated below.

1. Railroad and port facility access accommodated primarily via I-285 and SR 400 and should be coordinated with regional and statewide efforts.
2. Maintaining truck movement through Sandy Springs along I-285 and SR 400.
3. Maintaining local truck routes and prohibitions to allow service to businesses without impacting local streets.
4. Providing efficient access to MARTA rail stations for use in passenger access to Hartsfield Jackson International Airport.
5. Providing adequate long term parking to facilitate use of MARTA for passenger access to Hartsfield Jackson International Airport.
6. Recognizing transit circulation needs in Sandy Springs to facilitate use of MARTA for passenger access from Hartsfield Jackson International Airport.

CONSOLIDATED LIST OF POTENTIAL ISSUES AND OPPORTUNITIES

This section provides a consolidated list of issues and opportunities that have been identified by the City's planning staff and planning consultants, the Citizens Advisory Committee, and citizens who participated in community meetings on November 29th and 30th, 2006. This list of issues and opportunities is preliminary, and will be vetted during community visioning forums in February 2007. After those visioning forums are completed, a final set of issues and opportunities will be completed, which will form the basis for preparing the community agenda portion of the comprehensive plan.

POPULATION

1. Determining desired future population in Sandy Springs

The comprehensive plan can be used as a growth management tool, ultimately influencing (through land use policies) the timing and amount of population growth. Some citizens might prefer to limit population levels and set policies that limit growth, either directly or indirectly. Others anticipate that zoning already approved will result in higher population levels than desired. At the time of this Community Assessment,² projections of future population in Sandy Springs range from an increase of only 6,071 persons (planning consultant projection based on cursory land supply analysis), to as much as 16,212 persons (Focus Fulton 2025 plan) between 2007 and 2025. Should Sandy Springs set a "desired" or "target" future population level?

2. Accommodating additional group quarters population

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

3. Serving an increasingly diverse population

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

HOUSING

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

At issue is whether the comprehensive plan can, and should, attempt to alter the mix of housing unit types (detached, attached, Hi-rise, mid-rise, fee simple townhomes, single-family homes, apartments, etc.). For instance, some residents and leaders would like to reduce the number of apartments, while housing needs assessments may call for more affordable rental housing

² Planners cannot realistically "assess" needs without using some projection, forecast, target, or design population. There has to be some basis for assessing future needs, and that is why population projections need to be provided in the Community Assessment, even if they are only "provisional" in nature and subject to the influences of policy (for instance, adding more limits on infill development, or pursuing aggressive mixed-use redevelopment strategies). On the other hand, population projections are a function of land supply, which is dictated by the future land use plan and redevelopment opportunities, which suggests that population projections should be refined after determining the limitations placed on development by the future land use plan (including redevelopment opportunities).

opportunities. Some communities use the comprehensive planning process as an opportunity to establish targets for mixes of housing units and then design their regulations (including the zoning of land) to pursue the target mix.

5. Addressing affordable housing needs

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

6. Guiding the city's community development program

Sandy Springs is in the process of preparing a consolidated plan for community development to qualify for Community Development Block Grant (CDBG) "entitlement" funds (see glossary). At issue is the overall direction and emphasis of the city's community development program. There is much discretion on how CDBG funds can be used (within some constraints), as long as they benefit low- and moderate-income households. For instance, funds can be targeted to provide infrastructure or be directed at upgrading and expanding the affordable housing stock.

7. Providing for "starter" housing

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

8. Considering mixed-income housing

One opportunity for promoting more affordable housing in Sandy Springs is to consider a policy of providing housing for people with mixed incomes in the same development or neighborhood.

9. Exempting affordable housing from development impact fees

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

10. Responding to homelessness

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

ECONOMIC DEVELOPMENT

11. Diversifying the city's economic base

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

12. Encouraging and financing redevelopment

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

13. Incorporating “place making” principles in downtown redevelopment efforts

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

14. Reconsidering the Tax Allocation District

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

15. Emphasizing transit-oriented development

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

16. Leveraging private reinvestment with municipal capital projects

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

17. Exempting extraordinary economic development from impact fees

Georgia's development impact fee law authorizes the waiver of impact fees for extraordinary economic development, if the local government has an adopted policy to that effect in its comprehensive plan. If extraordinary economic development is exempted, the impact fee

enabling statute requires the city to pay the impact fee so waived with revenue sources other than impact fees.

18. Assessing the role of home-based businesses

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

NATURAL RESOURCES

19. Protecting waters

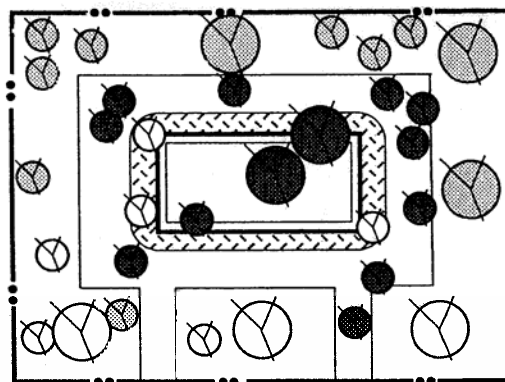
In addition to federal and state regulations, the City of Sandy Springs has a number of regulatory measures in place to protect the quality of streams, drainage ways, and the Chattahoochee River. Despite such protection measures, however, water quality does not comply with certain federal requirements.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

20. Protecting trees during development




Sandy Springs has a tree protection ordinance which is currently undergoing review by a citizens committee. At issue is whether the protection measures already in place for the protection of forests and trees are adequate, or whether the citizenry desires higher levels of protection.

21. Maintaining and enhancing tree canopy

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



LEGEND

-  Existing Tree
-  Tree to be removed
-  Tree to be replaced

Illustrative, conceptual tree protection for a given site.

22. Limiting or regulating development on steep slopes

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



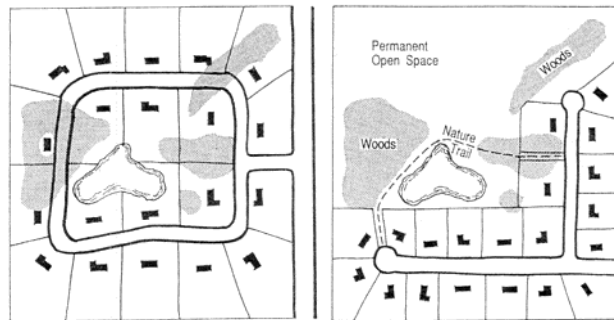
Steep slope (left) and residence constructed on rock outcropping (Old Riverside Drive).

23. Identifying and protecting scenic views and sites

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

24. Protecting resources and promoting open space through conservation subdivisions

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



Comparison of Conventional and Conservation Subdivision Designs

HISTORIC PRESERVATION

25. Updating the historic resources survey

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

26. Preserving individual landmarks or historic districts by ordinance

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

27. Staffing for historic preservation

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

28. Developing a heritage tourism program

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

COMMUNITY FACILITIES AND SERVICES

29. Ensuring adequate water and sewer capacity

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

30. Financing capital improvements with development impact fees

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

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

There may be an interest in developing level-of-service standards for various city facilities and services. For those facilities the city will collect an impact fee, level of service standards are required and will be prepared and adopted. For other facilities and services, such standards are optional. Similarly, performance standards might be used to guide future planning and provision of certain facilities and services in Sandy Springs.

32. Assuring equity in facility and service provision

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

33. Addressing social service needs and homelessness

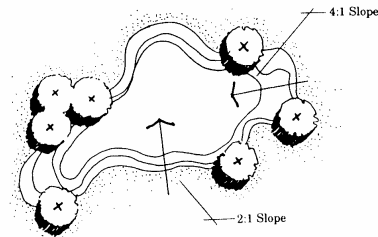
At issue is the role city government can, and should, play in terms of municipal services and facilities directed at social service needs and homelessness.

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

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

35. Developing a stormwater utility

The city has determined that a stormwater utility may be a viable approach to correcting existing storm drainage problems, maintaining stormwater detention ponds, and enhancing stormwater management (and, therefore, water quality). At issue is whether development of a stormwater utility should be included in the city's short-term work program and, if so, the particulars of such a program.



Maintenance of existing stormwater ponds requires dedicated funding sources.

36. Addressing infiltration and inflow problems in the sewer system

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

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

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

38. Designing and developing a City Hall complex

The city anticipates building its own municipal complex for administrative and public safety personnel. Major issues exist, such as when, how large, and where the city should invest in municipal capital facilities. The city recognizes the opportunity of "place making," or in other words, using its investment in civic buildings to strategically leverage and enhance private reinvestment in redevelopment areas.

39. Assuring adequate public school education

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

RECREATION AND PARKS

40. Providing additional park land in light of land scarcity

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

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

Given the lack of large parcels for new park development in Sandy Springs, the city has an opportunity to consider new, innovative ways to responding to future park needs. Such innovations might include, for instance, using power line and sewer easements for trails, designating "community greens" within developed areas, reclaiming space behind shopping centers or within shopping center parking lots, installing gardens on top of buildings, and considering "community based asset management strategies, among others.

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

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

43. Addressing geographic imbalances in the provision of parks

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

44. Improving accessibility to parks

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

45. Improving connectivity among parks and to parks

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

46. Balancing active and passive recreational opportunities

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

47. Diversifying the types of recreational facilities and opportunities

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

48. Partnering with schools and private industry

There are opportunities to provide for the use of school recreational facilities by the city. There are also opportunities to partner with businesses in the provision of recreation and parks. Those opportunities should be explored during the process of preparing the Recreation and Parks Master Plan.

49. Considering additional recreational opportunities of the Chattahoochee River

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

50. Paying for new recreation and park facilities

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

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

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

52. Continuing support for Sandy Springs Conservancy projects

There is an opportunity for the Recreation and Park Master Plan to describe how to coordinate future municipal efforts with the Sandy Springs Conservancy. The plan can also articulate how

the city will continue its support for the implementation of Sandy Springs Conservancy projects (e.g., Great Park, Abernathy Greenway and Pedestrian Bridge).

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

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

INTERGOVERNMENTAL COORDINATION

54. Participating in the Fulton County Service Delivery Strategy

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

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

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

56. Implementing best practices for intergovernmental coordination

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

57. Assessing the adequacy of existing intergovernmental agreements

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

TRANSPORTATION

58. Enhancing traffic signal operations and safety

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

59. Reducing traffic congestion at “hot spots”

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

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

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

61. Establishing a grid network to provide options for travel

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

62. Improving availability of transit service

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

63. Incorporating BRT and other premium transit in Sandy Springs

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

64. Satisfying parking needs in activity centers

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

65. Calming traffic to enhance safety while maintaining connectivity

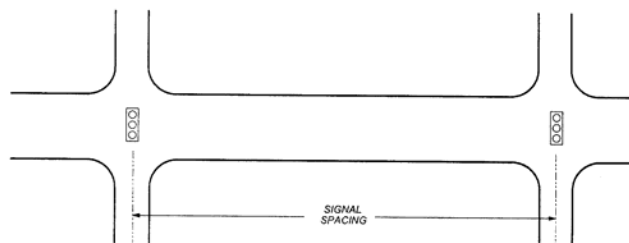
The residential neighborhoods were identified as one of the City’s primary assets in discussions with the Citizen Advisory Committee. Preserving the integrity and safety within the neighborhoods is critical to the future of Sandy Springs. Traffic calming has been used effectively in many areas of the Atlanta area to enhance safety along residential streets. Although many potential traffic calming techniques have been employed throughout the United States, speed humps are the most common element employed in the Atlanta area for residential speed control. The advantage of traffic calming is that it can provide control of speeds without reducing connectivity, as would be the case with a road closure. In addition to traffic calming measures, the designation of “no truck” routes is a useful tool to calm traffic and enhance safety in neighborhoods.

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

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

67. Managing access points along corridors

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



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

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

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

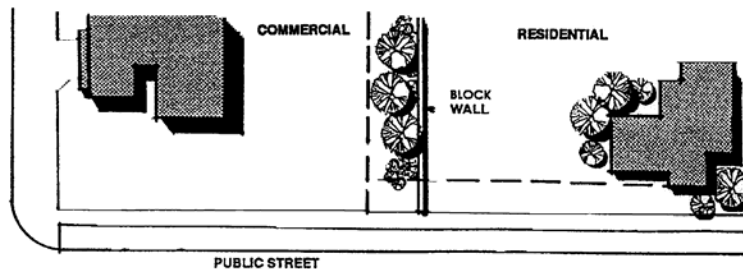
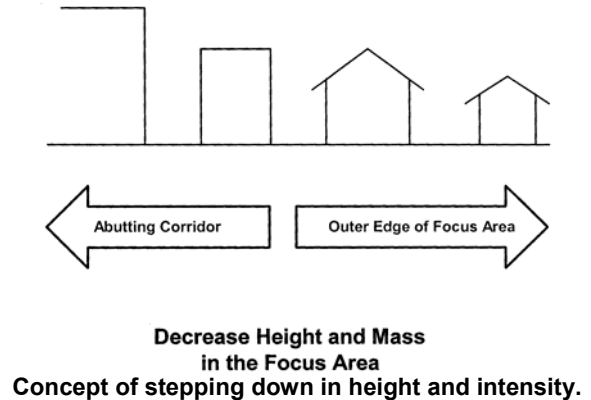
LAND USE: PROTECTION OF SINGLE-FAMILY NEIGHBORHOODS

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

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

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

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



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

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

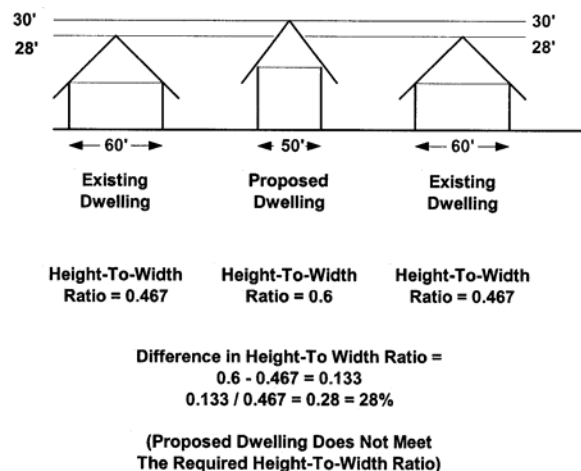
Sandy Springs has witnessed significant growth in churches and large private schools. Such institutions are often permitted outright or conditionally within single-family neighborhoods. Churches, over time, have expanded their roles to include not only religious services but also education, day care,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



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

72. Addressing infill development issues

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



Illustrative Height-To-Width Calculation

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

73. Addressing the compatibility of home-based businesses

The city's zoning ordinance allows for home occupations. Over time, with changes in the national and global economy, more and more people are able to work from home and/or

establish home-based businesses. At issue is whether the city's zoning ordinance can be made more flexible to accommodate that trend, while maintaining the residential integrity of protected neighborhoods.

LAND USE: HIGH DENSITY/MIXED USE

74. Considering form-based zoning

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

75. Reconsidering height limitations and contemplating floor-area ratios

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

76. Redeveloping or converting older apartment complexes

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

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

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

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

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

LINKING LAND USE/TRANSPORTATION

79. "Fixing" Roswell Road

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

80. Assessing the implications of major road improvements

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

GLOSSARY OF PLANNING TERMS

The following terms have been defined to increase reader understanding of this document. With regard to some terms, there is not a consensus in the planning profession on how they can be defined.

Active Recreational Facilities: Equipment and areas prepared for active use for recreational and leisure purposes, including but not limited to: playground equipment (swing sets and climbing structures); courts for basketball, volleyball, and tennis; leveled, striped fields for football, soccer, or multiple purposes; community picnic pavilions (including covered facilities with grills and/or fire rings); community buildings for recreational events, and golf courses. Trails and bikeways through open spaces are not typically considered active recreational facilities.

Affordable Housing: Housing that has a sale price or rental amount that is within the means of a household that may occupy middle-, moderate-, or low-income housing. In the case of for-sale units, housing in which mortgage, amortization, taxes, insurance and condominium or association fees, if any, constitute no more than 28 (or 30) percent of such gross annual household income for a household of the size which may occupy the unit in question. In the case of dwelling units for rent, housing for which the rent and utilities constitute no more than 30 percent of such gross annual income for a household of the size that may occupy the unit in question.

Americans with Disabilities Act of 1990: The Americans with Disabilities Act gives civil rights protections to individuals with disabilities similar to those provided to individuals on the basis of race, color, sex, national origin, age, and religion. It guarantees equal opportunity for individuals with disabilities in public accommodations, employment, transportation, State and local government services, and telecommunications.

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

Buildout: A theoretical condition or imagined future that assumes development occurs on all available vacant lands at densities and intensities according to the future land use plan map, or allowed by current zoning, or both. Buildout is typically quantified by assigning a land use to each vacant parcel to be developed and multiplying the acreage of vacant land by the units per acre (residential) or floor-area ratio to determine additional housing units and square footage of non-residential development.

Bus Rapid Transit (BRT): A flexible, rubber-tired rapid transit mode that combines stations, vehicles, service, running ways, and intelligent transportation system (ITS) elements into an integrated system with a positive identity and unique image. In many respects, BRT is “rubber-tired” light rail transit, but it has greater operating flexibility and potentially lower capital and operating costs than light rail.

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 O.C.G.A. 50-8-1 et seq. which sets out projected needs for system improvements during a planning horizon established in the comprehensive plan, a schedule of capital improvements

that will meet the anticipated need for system improvements, and a description of anticipated funding sources for each required improvement.

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.

Community Agenda: The portion of the comprehensive plan that provides guidance for future decision-making about the community, prepared with adequate input from stakeholders and the general public. It includes: (1) a community vision for the future physical development of the community, expressed in the form of a map indicating unique character areas, each with its own strategy for guiding future development patterns; (2) a list of issues and opportunities identified by the community for further action; and (3) an implementation program that will help the community realize its vision for the future and address the identified issues and opportunities.

Community Assessment: The portion of the comprehensive plan that is an objective and professional assessment of data and information about the community prepared without extensive direct public participation. It includes: (1) a list of potential issues and opportunities the community may wish to take action to address, (2) evaluation of community policies, activities, and development patterns for consistency with Quality Community Objectives; (3) analysis of existing development patterns, including a map of recommended character areas for consideration in developing an overall vision for future development of the community; and (4) data and information to substantiate these evaluations and the potential issues and opportunities. The product of the Community Assessment must be a concise and informative report (such as an executive summary), to be used to inform decision-making by stakeholders during development of the Community Agenda portion of the plan.

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.

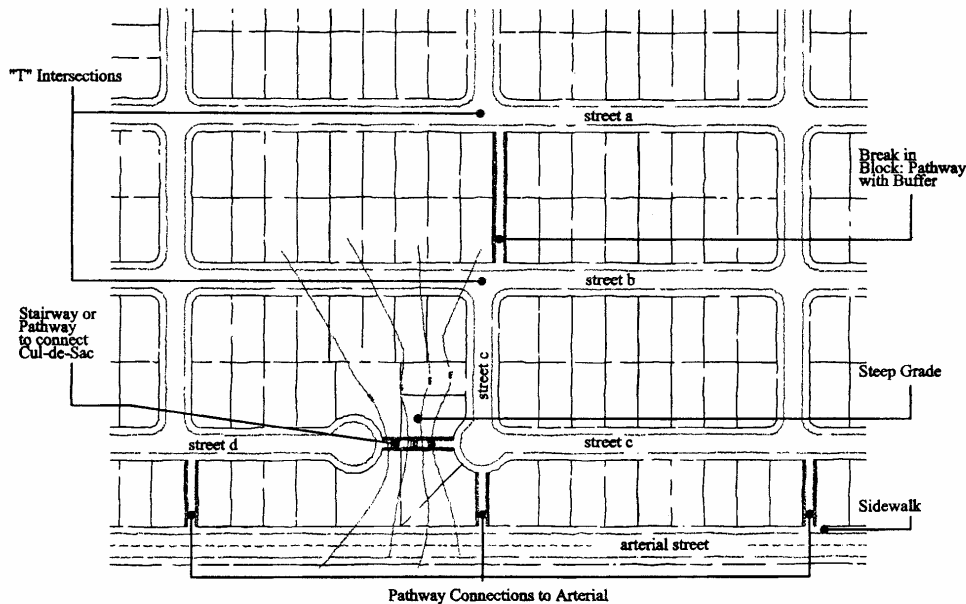
Community Participation Program: The portion of the comprehensive plan that describes the local government’s program for ensuring adequate public and stakeholder involvement in the preparation of the Community Agenda portion of the plan.

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.



Connected grid street network.



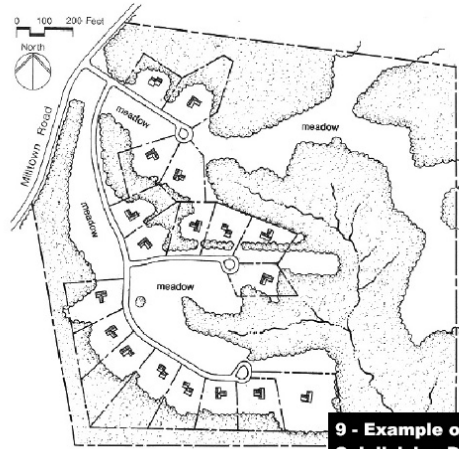
Existing neighborhoods that have cul-de-sacs and lack of sidewalks can be “retrofitted” for greater pedestrian “connectivity.”

Conservation Area: Any land set aside for conservation of the land in its natural state.

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)

Conservation Subdivision: A subdivision where open space is the central organizing element of the subdivision design and that identifies and permanently protects all primary and all or some of the secondary conservation areas within the boundaries of the subdivision.



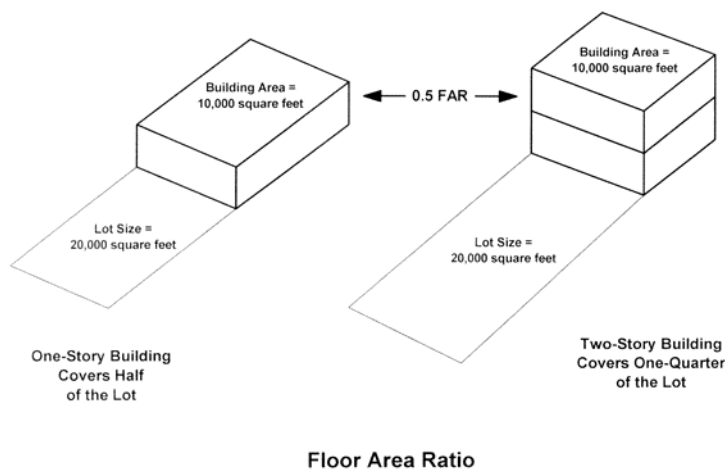
Corridor: An area of land, typically along a linear route, containing land uses and transportation systems influenced by the existence of that route.

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.

Floor-Area Ratio: The floor area of a building or buildings on a lot divided by the area of the lot.



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

Form-based Zoning: An approach to regulating that seeks to regulate building form rather than, or in addition to, land use. It often establishes regulations based on building type and scale and character of surrounding development. Form-based codes also typically contain a “regulating plan” which identifies which building standards apply to which block frontages, building standards that set basic parameters for building height, setbacks, roof design, and fenestration, and architectural and streetscape standards.

Future Land Use Plan Map: A map showing long-term future land uses desired in the community. Such a map is “optional” in the local planning requirements. A future land use plan map will be prepared and made a part of the Community Agenda. Once prepared and adopted it will replace the future land use plan map adopted in the Sandy Springs Interim Comprehensive Plan. The future land use plan map is different from the character area map, in that it provides specific recommendations for future land uses and generally provides detail at the parcel level.

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

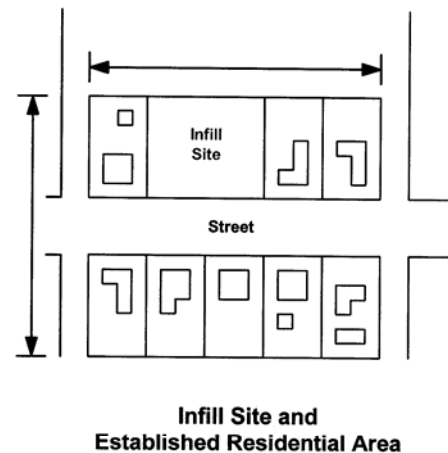
Greenspace: defined as open, undeveloped land, either in public or private ownership. Usually used in connection with property that has the potential of being developed for park or other public usage.

Greenway: defined as a linear park, usually including a trail or series of trails. It generally has relatively minor development. The Greenway is often used as an attempt to preserve green space in a very urban area, such as under a power line easement.

Indoor Facility: defined as any facility designed and utilized for indoor recreation activities. Includes community center, recreation center, aquatic facility, racquet courts, cultural arts center, performing arts center, arts and crafts center, museum, etc.

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

Interim Comprehensive Plan: The comprehensive plan adopted by the Sandy Springs Mayor and City Council on June 20, 2006, which contains a future land use plan map and which serves as a guide to policy. The adopted plan is “interim” because it was adopted in anticipation of serving an interim period, until a new comprehensive plan for the city can be prepared and adopted. See also definition of comprehensive plan.

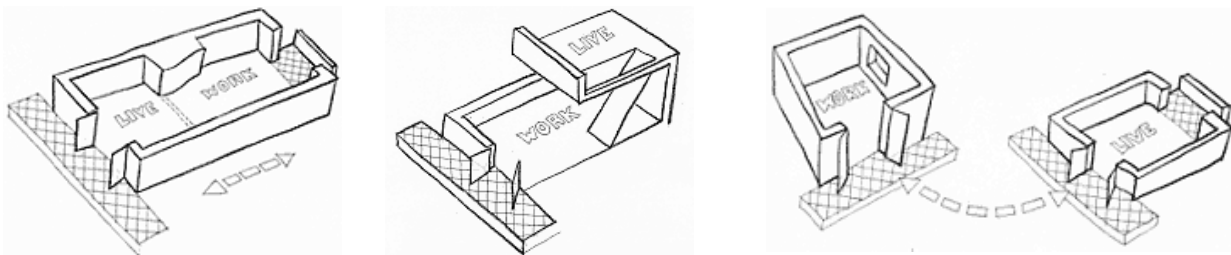


Jobs/Housing Balance: An examination of the relationship between jobs and housing, and between where jobs are or will be located and where housing is or will be available. Jobs/housing balance is often expressed in terms of a ratio between jobs and the number of housing units. The higher the jobs/housing 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.

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.

Live-Work Unit: Buildings or spaces within buildings that are used jointly for commercial and residential purposes where the two uses are physically connected in one unit and residential use of the space is accessory to the primary use as a place of work. This term is distinguished from a home occupation and from a mixed-use building. Live-work units may have larger work spaces than permitted by home occupation, and live/work units design the floor space for both living and working areas. Live-work units are distinguished from mixed-use buildings in that a mixed-use building has residential and nonresidential uses in the same building, but the residential and nonresidential spaces are not necessarily connected or used by the same person.



Source: Drawings by Noel Isherwood Associates – Architects and Urban Designers, London, England. In "Live/Work and Work/Live Spaces: Potential Economic Development Applications," By Jennie Geisner, *Practicing Planner*, Vol. 4, No. 2 (2006).

Local Historic Preservation Ordinance: An ordinance that identifies procedures for creating local historic districts and administering the review of building renovations or alterations to properties located within the district. It typically establishes a historic preservation commission that is charged with the review of development proposals within historic districts.

Local Planning Requirements: The standards and procedures for local government planning that shall be followed in preparation of local comprehensive plans, for implementation of local comprehensive plans, and for participation in the comprehensive planning process.

Lot, Flag: A tract or lot of land of uneven dimensions in which the portion fronting on a street is less than the required minimum width required for construction of a building or structure on that lot. Also called a panhandle lot.

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

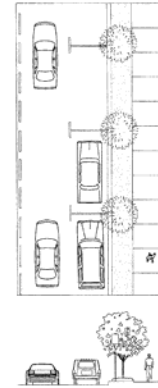
Mixed-Income Housing: Housing for people with a broad range of incomes on the same site, development, or immediate neighborhood.

National Register of Historic Places: The federal government's official list of cultural resources worthy of preservation, documented and evaluated according to uniform standards established by the National Park Service, which administers the program.

New Urbanism: A set of principles or school of thought that suggest neighborhoods should be built like those that existed before the advent of the automobile. Characteristics of new urbanism or new urban developments include a street network that forms a connected grid, houses built close to the street (i.e., little or no setback) with front porches, alleys (where appropriate) and garages located at the rear of the lot, and on-street parking, among others. For more information see the Charter for the New Urbanism.



Illustrative new urban or traditional neighborhood development.



On-street parking is one characteristic of "new urban" developments.

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.

Overlay District: A defined geographic area that encompasses one or more underlying zoning districts and that imposes additional requirements above those required by the underlying zoning district. An overlay district can be coterminous with existing zoning districts or contain only parts of one or more such districts.

Park: defined as publicly owned outdoor land set aside for the use of the public for recreation. Parks may be active, which include fields, athletic fields, golf courses and similar facilities designed for gathering or for contemplation. A park must be of size or complexity to be used or visited. Simple landscaping, or a single piece of sculpture would not be considered a park without being part of a larger coordinated landscape area, or series of sculpture. The park is the backbone of any recreation and park system.

Passive Recreation: Recreational activities and places that generally do not require a developed site. This generally includes such activities as hiking, horseback riding, and picnicking, provided that such activities occur in a manner that is consistent with existing natural conditions.

Pedestrian-Friendly: Physical attributes, characteristics, and designs that are intended to be more accommodating to pedestrian traffic than what is typically achieved by conventional designs.

Play ground: defined as an active area within a park consisting of equipment designed for children to use in an interactive plan environment.

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

Qualified Local Government: A county or municipality that: adopts and maintains a comprehensive plan in conformity with the local planning requirements; establishes regulations consistent with its comprehensive plan and with the local planning requirements; and does not fail to participate in the Georgia Department of Community Affairs' mediation or other means of resolving conflicts in a manner in which, in the judgment of the Department, reflects a good faith effort to resolve any conflict.

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.

Rules for Environmental Planning Criteria: Those standards and procedures with respect to natural resources, the environment, and vital areas of the state established and administered by the Georgia Department of Natural Resources pursuant to O.C.G.A. 12-2-8, including, but not limited to, criteria for the protection of water supply watersheds, groundwater recharge areas, wetlands, protected mountains and protected river corridors.

Service Area: A geographic area defined by a municipality, county or intergovernmental agreement in which a defined set of public facilities provides service to development within the area. Service areas shall be designated on the basis of sound planning or engineering principles, or both.

Service Delivery Strategy: The intergovernmental arrangement among city governments, the county government, and other affected entities within the same county for delivery of community services, developed in accordance with the Service Delivery Strategy Law. A local government's existing Strategy must be updated concurrent with the comprehensive plan update. To ensure consistency between the comprehensive plan and the agreed upon Strategy: (1) the services to be provided by the local government, as identified in the comprehensive plan, cannot exceed those identified in the agreed upon strategy and (2) the service areas identified for individual services that will be provided by the local government must be consistent between the plan and Strategy.

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

Starter Housing: Generally, housing that is affordable for first-time homebuyers to own. The term usually refers to detached, single-family dwellings, though it is not necessarily limited in that respect. This term may also include attached single-family and fee simple townhomes and condominiums as applicable.

State Planning Recommendations: The supplemental guidance provided by the Georgia Department of Community Affairs to assist communities in preparing plans and addressing the local planning requirements. The plan preparers and the community must review these recommendations where referenced in the planning requirements in order to determine their applicability or helpfulness to the community's plan.

Short-Term Work Program: That portion of the Implementation Program that lists the specific actions to be undertaken annually by the local government over the upcoming five years to implement the comprehensive plan.

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

Tax Allocation District: (see “Tax Increment Financing”)

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.



Textured surfaces are one type of “traffic calming”.

Trail: defined as a path or narrow transportation-oriented corridor for the primary purpose of biking, running, walking or other non-motorized use. It may be of impervious surface, such as asphalt, or may be left in its natural state, or may be composed of wood chips, cinders or other types of natural material. Trails usually have a beginning and ending point and ideally have at least on such “trailhead.”

Transit: Bus, light rail, and heavy rail facilities. See also “Bus Rail 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.

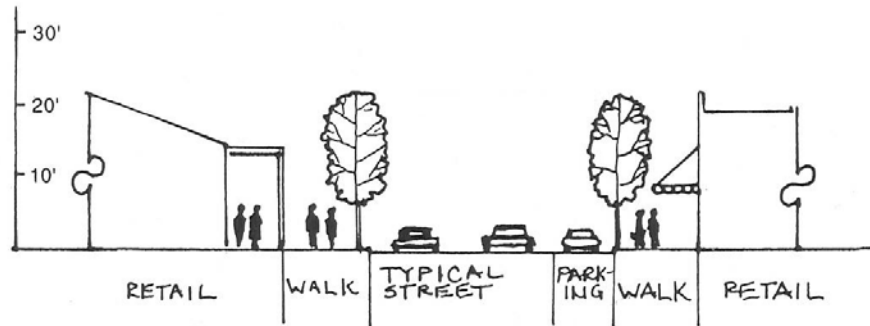
Viewshed: An area visible from a point, a line, or a specific locality. It is the visual equivalent of a watershed; the sum total of the area covered by views along a road, trail, or other point or place.

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.”

Visioning: A planning process through which a community creates a shared vision for its future.

Volume-to-capacity Ratio: A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as “v/c.” At a v/c ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity.

Walkable or Walkability: The broad range of community design features that support walking.



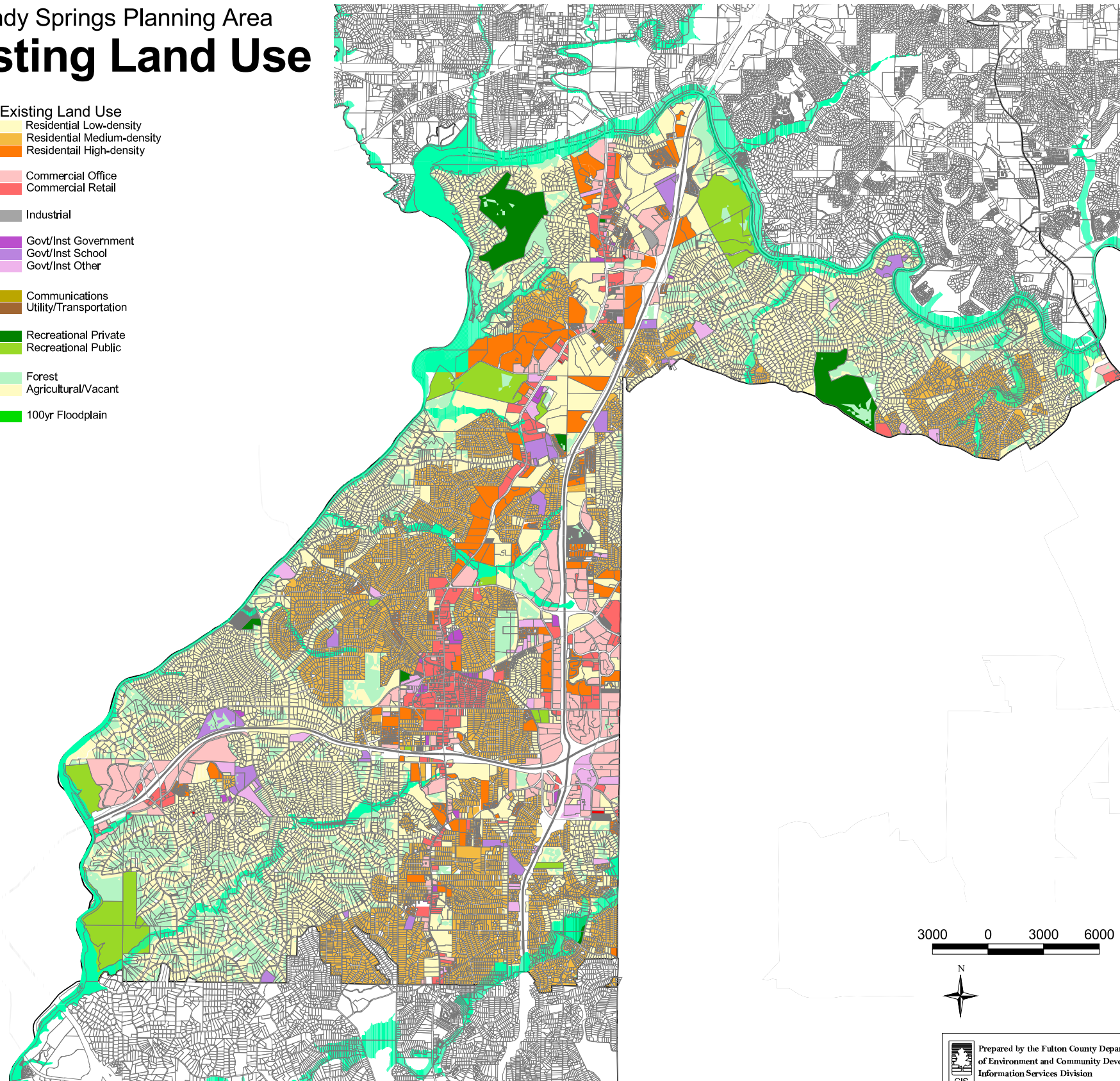
Workforce household: A family or household that earns no more than eighty percent (80%) of the area’s median household income.

Workforce housing: Housing that is affordable to workforce households.

Source: Compiled by Jerry Weitz & Associates, Inc., from various sources, including regulations prepared by the same firm, Rules of the Georgia Department of Community Affairs, *A Planners Dictionary* (Michael Davidson and Fay Dolnick, Planning Advisory Service Report No. 521/522, 2004), and *Planning and Urban Design Standards*, 2006, by American Planning Association and John Wiley & Sons, Inc.

Sandy Springs Planning Area Existing Land Use

- Existing Land Use
- Residential Low-density
 - Residential Medium-density
 - Residential High-density
 - Commercial Office
 - Commercial Retail
 - Industrial
 - Gov/Inst Government
 - Gov/Inst School
 - Gov/Inst Other
 - Communications
 - Utility/Transportation
 - Recreational Private
 - Recreational Public
 - Forest
 - Agricultural/Vacant
 - 100yr Floodplain



3000 0 3000 6000 Feet

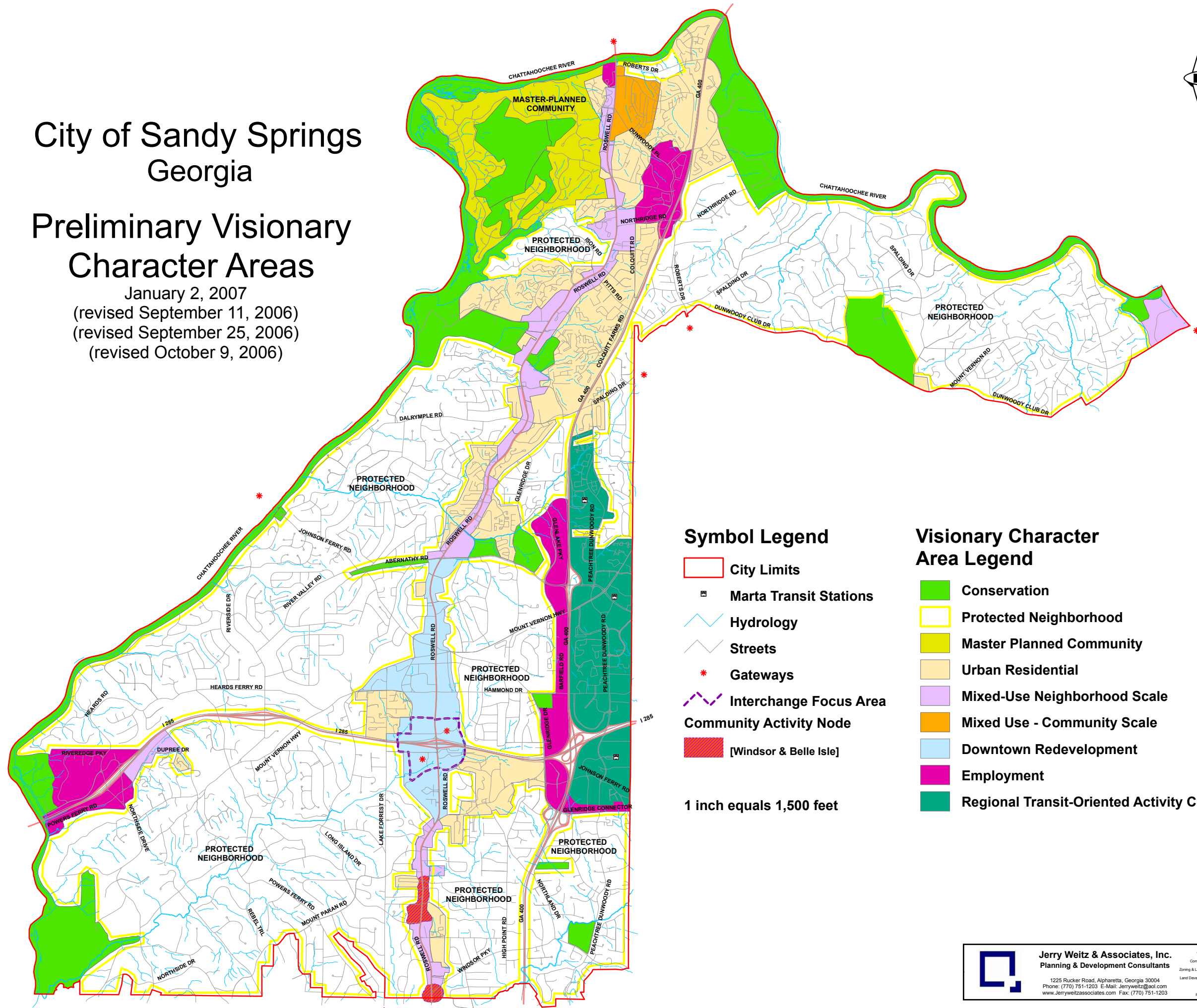


Prepared by the Fulton County Department
of Environment and Community Development
Information Services Division
Geographic Information System

City of Sandy Springs Georgia

Preliminary Visionary Character Areas

January 2, 2007
(revised September 11, 2006)
(revised September 25, 2006)
(revised October 9, 2006)



Symbol Legend

- City Limits
- Marta Transit Stations
- Hydrology
- Streets
- Gateways
- Interchange Focus Area
- Community Activity Node
[Windsor & Belle Isle]

1 inch equals 1,500 feet

Visionary Character Area Legend

- Conservation
- Protected Neighborhood
- Master Planned Community
- Urban Residential
- Mixed-Use Neighborhood Scale
- Mixed Use - Community Scale
- Downtown Redevelopment
- Employment
- Regional Transit-Oriented Activity Center



COMMUNITY PARTICIPATION PROGRAM



CITY OF SANDY SPRINGS, GEORGIA COMPREHENSIVE PLAN

Approved by the Citizen Advisory Committee

August 28, 2006

Revised October 5, 2006

**COMMUNITY PARTICIPATION PROGRAM
CITY OF SANDY SPRINGS, GEORGIA
COMPREHENSIVE PLAN**

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A. Introduction

The new city of Sandy Springs, Georgia has already demonstrated its commitment to public participation since its incorporation December 1, 2005. Public hearings have been held on new ordinances, community involvement seminars were held in January and February of 2006 on the topic of Smart Growth, enforcement workshops have been held on building codes, tree preservation, and the new sign ordinance, and community meetings have been held on the Interim Comprehensive Plan including the element of existing land use, future land use, and the remainder of the Interim Comprehensive Plan. All this was accomplished in the city's first six months of existence.

This plan for community participation builds upon that foundation. It is an important first step in obtaining citizen participation and involvement in the Comprehensive Plan. Its purpose is to ensure that citizens and other stakeholders are aware of the planning process and are provided opportunities to comment on the plan and its individual components. Citizens will have the ability to actively participate in the process of defining the community's vision, values, goals, policies, priorities and implementation strategies.

This Comprehensive Plan also will build upon the work previously done by Fulton County in its *Focus on Fulton 2025* Comprehensive Plan and the Interim Comprehensive Plan for Sandy Springs, which is an extraction of those elements which have direct application to the new city. The Interim Land Use Plan and Future Land Use Plan along with the extracted plan texts together comprise the Interim Comprehensive Plan that was adopted by the Sandy Springs City Council on June 20, 2006.

B. Citizens Advisory Committee (CAC)

The community participation tasks are derived from the essential need to educate the public and media regarding the Comprehensive Plan and to ensure a broad participatory base. A specific emphasis on the views of all segments of the community will also include representation from the low- and moderate-income and minority populations identified in the planning process. The Citizen Advisory Committee (CAC) will aid and direct the planning, assessment, evaluation and implementation of the Comprehensive Plan.

The Comprehensive Plan will be developed under the direction and active participation of informed stakeholders appointed by the Mayor and City Council. Those selected from the vast

body of interested citizens and organizations will comprise a Citizen Advisory Committee. The CAC will guide citizen participation and coordinate public contributions associated with specific plan elements. A series of meetings will be facilitated to build consensus through a collaborative planning process that serves to create an open, inclusive and interactive forum

The CAC will direct the course and outcomes of the planning process. Members of the committee will share the common traits of:

- Proven experience in planning and development issues;
- Prior experience with the Fulton County Comprehensive Plan;
- Representative of a group or body of interest concerned about the planning process; and
- Have a demonstrated ability to build consensus on public issues.

The CAC will disaggregate into working sub-committees to address key work elements, specifically:

1. Transportation
2. Recreation and Park
3. Community Facilities and Land Use

The goal is to have each sub-committee fully knowledgeable of its assigned topic, represent its recommendations to the full CAC, and become champions for its recommendations.

The CAC is also a mechanism for continuous public involvement by the citizenry. Interested individuals can attend the CAC meetings, and notice of its meetings is and will continue to be provided. Time on each agenda is provided at each meeting of the CAC and its subcommittees for public comment.

C. Citizen Participation Techniques

Kick Off Public Meeting

The Sandy Springs Mayor and City Council will host a kick-off meeting to officially announce the Citizen Advisory Committee (CAC) and the planning process to the citizens, the media and other interested parties. In addition to the Mayor and City Council, key department heads will be invited to introduce the process. The community will participate in the viewing of presentations covering the project purpose and the general approach to be taken in building the plan. Initial opinion surveys and volunteer sign up forms will be available at this meeting (this meeting was held July 24, 2006).

Community Meetings

The City will hold two community meetings following public distribution of the Community Assessment and this Community Participation Program. Advance notice of these meetings will be

provided. The city will also hold community meetings following public distribution of the Community Agenda.

Required Public Hearings

The City of Sandy Springs will legally advertise all public hearings in compliance with city policy and state law. It will also advertise public hearings in community print media and officially post the meeting notice at City Hall. Public hearings are anticipated at the initiation of the planning process and before submission of the Community Assessment and the Community Participation Program. An additional public hearing is scheduled at the completion of the Community Agenda but prior to its submission for state and regional review. Prior to the public hearings before City Council, work sessions will be scheduled for discussion of the elements of the Comprehensive Plan under review. The Sandy Springs Planning Commission will also hold public hearings on these matters.

Citizen Advisory Committee (CAC)

An appointed Citizen Advisory Committee (CAC) will meet on a monthly basis throughout the planning process. The meetings of the Citizens Advisory Committee will be publicly announced through official postings, web page announcements, and media releases. Time during these meetings will be provided for citizen comments.



Citizens Advisory Committee Meeting

The CAC sub-committees (transportation, recreation and parks, and community facilities and land use) will hold breakout sessions during the course of the general meeting and will encourage public participation during its breakout sessions.

Maintain Website Presence

The Comprehensive Plan will have a dedicated web page under the “City Government” heading on the City of Sandy Springs website. This site will allow for meeting announcements, posting of completed work, the opportunity for community input through completing questionnaires and a contact point for citizens’ inquiries with an e-mail auto response. Interested citizens may email the project manager from this dedicated web page.

Public Information Outreach

The Sandy Springs Director of Communication and Media will coordinate the development of an effective media plan to publicize information on the planning process to citizens and other

stakeholders. The following techniques will be used to inform the citizens and media about the progress in preparing the comprehensive plan.

1. Media - Media outlets will be informed about the plan using briefings, releases and media tours. Creative press releases, feature stories, photo opportunities, columns and interviews will be used to better inform the public. This department has access to business and community newsletter editors, an interactive website, e-blasts, the city quarterly newsletter, and access to over 100 home owner associations.
2. Public Information Materials - Outreach materials will be created and used to help the public understand the Comprehensive Plan. These materials will be distributed at public meetings and other geographic locations to educate and establish visible, continuous public feedback in the form of fact sheets, comment cards, questionnaires, factoids, and meeting notices.

For meeting to solicit public comments on the Comprehensive Plan or for public hearings, meeting notices may also be issued to the City's list of home owners associations, community non-profit newsletter editors, and business newsletter editors and to the City's list of over 1,000 citizens who have previously been in attendance at public hearings or public presentations of planning issues.

Plan Development Timeline

Prior to commencing plan preparation, the City of Sandy Springs will develop and publish on its website a schedule for completion of the Comprehensive Plan indicating completion dates for key elements and identifying public meetings and Public hearings. The tentative schedule is attached.

Community Participation Techniques

The following communication techniques will be used to better engage and inform the public and the interests groups that have a specific interest in planning issues.



Jim Durrett, Executive Director of the Livable Communities Coalition, addresses the Sandy Springs Comprehensive Plan Citizen Advisory Committee

Technique	Description	Application
Kiosks, Posters, Displays	Displays, posters, maps, photos.	At prominent locations, both public and private.
Public Information Meetings / Public Hearings	PowerPoint presentations, with wall displays, handouts and response cards	Key points in the plan development, i.e., Assessment, Visioning sessions, Agenda development.
Website and dedicated e-mail and response and interactive surveys	Develop a page on the City webpage for updates, questionnaires and presentation materials.	Present schedules, announcements, responses and draft documents.
Speakers Bureau	The planning team provides information	Business and community meetings.
Facilitated meetings in council districts	Vision, goals, objectives	Community and council district based and interactive processes.
Surveys	Web surveys, handout questionnaires, comment cards, dedicated e-mail	At key points in the plan's development.
Technical Advisory Committee	Key officials with implementation responsibility	Vet all documents, serve speakers bureau and coordinate with intergovernmental agencies.

Attachment

**TENTATIVE SCHEDULE
SANDY SPRINGS COMPREHENSIVE PLAN
AND DEVELOPMENT IMPACT FEE PROGRAM
Revised October 3, 2006
(Subject to Further Revision)**

October 9, 2006	Land Use Subcommittee meets at 7:00 p.m. to continue discussion of character area map and text description
October 16, 2006	Deadline for submission of transportation and recreation/park inventory and assessment parts of master plans for inclusion in Community Assessment document
October 18, 2006	Tentative date for completion of draft of Community Assessment for city staff review
OCTOBER MILESTONE:	DRAFT COMMUNITY ASSESSMENT COMPLETED
October 23, 2006	Citizen Advisory Committee Meets: Presentation by Transportation Consultant and discussion of transportation inventory and assessment (portion of Community Assessment)
October 25, 2006	City staff submits comments on Community Assessment
November 3, 2006	Submit revised Community Assessment for distribution to public and citizen advisory committee
November 27, 2006	Citizen Advisory Committee Meets: Presentation by Recreation/Parks Consultant and Comprehensive Planning Consultant and discussion of recreation/park and other components of Community Assessment
November 29, 2006	Public Forum #1: Riverwood High School Auditorium, 5900 Heards Drive, 7:00 p.m. to present and discuss draft Community Assessment and Community Participation Program
November 30, 2006	Public Forum #2: Sandy Springs City Hall, 7840 Roswell Road, City Council Chambers to present and discuss draft Community Assessment and Community Participation Program

December 21, 2006	Planning Commission holds “initial” public hearing on Capital Improvement Element for Impact Fees ¹ and public hearing to consider transmittal of Community Assessment and Community Participation Program for state and regional review
January 9, 2007	Mayor and City Council holds work session on transmittal of the Community Assessment and Community Participation Program for state and regional review
January 16, 2007	Mayor and City Council holds “initial” public hearing on Capital Improvement Element for Impact Fees and public hearing to consider transmittal of Community Assessment and Community Participation Program. Voting item: Resolution transmitting the Community Assessment and Community Participation Program to the ARC and Georgia DCA for review and comment)

JANUARY MILESTONE: COMMUNITY ASSESSMENT IN REVIEW PROCESS

Jan. 2007 – Feb. 2007	Interviews of Stakeholders by Comprehensive Planning Consultant
January 22, 2007	Citizen Advisory Committee: Meet to review and discuss citizen questionnaire and plan for conduct of visioning workshops
February 2007	Conduct Three Visioning Workshops with Citizenry. Prepare and release a survey (questionnaire) for residents to complete at visioning forums and on the city’s web page

FEB 2007 MILESTONE COMMUNITY PARTICIPATION PROGRAM IMPLEMENTATION IS UNDERWAY

February 2007 (early)	Recreation/Parks Consultant submits master plan draft to City staff for review, revises, and master plan gets distributed to Citizen Advisory Committee
February 26, 2007	Citizen Advisory Committee: Meets to discuss one or more components of the Community Agenda and Recreation/Parks Master Plan

¹ A separate set of administrative rules of the Georgia Department of Community Affairs establishes a review procedure for impact fee programs which entails an “initial” public hearing prior to initiating the process.

February 2007 (TBD)	First meeting of Development Impact Fee Advisory Committee ² to discuss public safety planning (police and fire; recreation/parks)
FEB 2007 MILESTONE	DEVELOPMENT IMPACT FEE ADVISORY COMMITTEE IS FORMED AND BEGINS ITS WORK
March 2007 (early)	Transportation Consultant submits master plan draft to City staff for review, revises, and master plan gets distributed for public review and comment including Citizen Advisory Committee
March 2007 (early)	Comprehensive Planning Consultant submits draft of complete Community Agenda for city staff review; revise as appropriate
March 2007 (mid)	Tentative deadline for public dissemination of draft Community Agenda for review
MARCH 2007 MILESTONE	DRAFT COMMUNITY AGENDA IS COMPLETE
March 2007 (mid)	Second meeting of Development Impact Fee Advisory Committee to discuss transportation master plan
March 26, 2007	Citizen Advisory Committee meets - Discussion of Community Agenda including transportation master plan
April 2007 (mid)	Third meeting of Development Impact Fee Advisory Committee to discuss impact fee study and calculations
April 23, 2007	Citizen Advisory Committee meets - Finalize comments on Community Agenda including transportation master plan
May 2007	Planning Commission holds public hearing on draft Community Agenda and Capital Improvement Element for Impact Fees
June 12, 2007	Mayor and City Council hold work session on Community Agenda and Capital Improvement Element for Impact Fees (2 nd Tues.)
June 19, 2007	Mayor and City Council hold public hearing and consider passing a resolution to transmit the Community Agenda and Capital Improvement Element for Impact Fees to Atlanta Regional Commission and Georgia Department of Community Affairs for regional and state review (3 rd Tues.)

² This is a committee separate from the Citizen Advisory Committee that must consist of 5-10 members, 40% of which have development-related interests. The Development Impact Fee Advisory Committee will, however, be drawn from the Citizen Advisory Committee.

JUNE 2007 MILESTONE COMMUNITY AGENDA IS IN THE REVIEW PROCESS

- June-September 2007 Community Agenda is in the review process; revise documents if necessary based on regional and state reviews
- June 2007 Fourth meeting of Development Impact Fee Advisory Committee to discuss draft impact fee ordinance(s)
- June 2007 Additional meeting of the Citizen Advisory Committee if needed
- July 2007 Fifth and final meeting of Development Impact Fee Advisory Committee to discuss draft impact fee ordinance(s)
- August 2007 Planning Commission holds public hearing on Community Agenda and Capital Improvement Element for impact fees
- September 2007 Mayor and City Council holds work session Community Agenda and Capital Improvement Element for impact fees³ (2nd Tues.)
- September 2007 Mayor and City Council considers adoption of the Community Agenda and Capital Improvement Element for impact fees (3rd Tues.)

SEPT 2007 MILESTONE COMMUNITY AGENDA IS ADOPTED

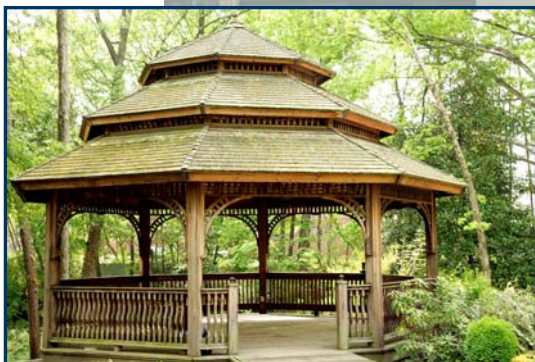
- October 31, 2007 Recertification deadline for Sandy Springs to adopt the comprehensive plan (Community Agenda)
- October 2007 Planning Commission holds public hearing and considers recommendations on impact fee ordinance(s)
- Oct. - Nov. 2007 Mayor and City Council holds two public hearings on draft impact fee ordinance(s)
- November 2007 Mayor and City Council considers adopting impact fee ordinance(s)

NOV 2007 MILESTONE IMPACT FEE ORDINANCE(S) ADOPTED AND IMPLEMENTED

³ Plan adoption is a prerequisite to adoption of the impact fee ordinance(s). However, public hearings on the ordinances can take place prior to plan adoption.



**CITY OF SANDY SPRINGS, GEORGIA
COMPREHENSIVE PLAN**



**COMMUNITY ASSESSMENT REPORT
TECHNICAL APPENDIX**

FEBRUARY 16, 2007

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	Sandy Springs CDP ⁴¹	
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CHAPTER 1 POPULATION

The Population Element provides an inventory and assessment of trends in population growth and in the demographic characteristics of the population. This information will assist the City in determining community service and infrastructure needs, employment opportunities, and housing needed to support the existing and future population. The information gathered in this inventory is assessed to identify significant trends, issues, and opportunities with regard to the local population and its characteristics.

The City can also use the information gathered in this Chapter on population to determine whether the growth trends identified are desirable for the community and whether alternatives for managing or redirecting these trends should be considered. Such an assessment can result in the development of population-specific needs and goals that specify an appropriate rate of growth, and an implementation strategy for managing the community's growth throughout the planning period.

TOTAL POPULATION

The City of Sandy Springs was incorporated December 1, 2005. Prior to that, for statistical purposes, the U.S. Census Bureau referred to Sandy Springs as a "Census Designated Place" (CDP). Table 1.1 shows historic population figures for the Sandy Springs CDP, along with percent change during the past two decades. The population of Sandy Springs increased by 21,366 persons during the 1980s and 17,547 persons during the 1990s.

**Table 1.1
Historic Population Trends and
Decennial Percent Change, 1980-2000
Sandy Springs Census Designated Place (CDP)**

Sandy Springs CDP	1980	1990	1980-1990 % Change	2000	1990-2000 % Change
Total Population	46,877	68,243	45.6%	85,790	25.7%

Source: U.S. Bureau of the Census, Census Counts for 1980 and 1990, as reported in the Interim Comprehensive Plan for Sandy Springs. The 2000 figure is a census count reported by U.S. Census Bureau to the City of Sandy Springs in July 2006.

Table 1.2 provides estimates of total population for Fulton County and cities to the north and south of Sandy Springs (Roswell and Atlanta respectively). The annual estimates program did not report population estimates for Sandy Springs, since it was not an incorporated place until December 1, 2005. However, during 2006 the U.S. Census Bureau supplied the city with a year-2000 count, which is shown in Table 1.2, along with a year-2005 estimate supplied by the city's planning consultant.

Table 1.2
July 1 Annual Estimates of Total Population, 2000-2005
Selected Jurisdictions

Jurisdiction	2000	2001	2002	2003	2004	2005	2000-2005 % Change
Fulton County	816,647	846,388	864,516	887,454	905,802	915,623	12.1%
Sandy Springs	85,790	n/a	n/a	n/a	n/a	88,693	3.4%
Roswell	80,314	81,263	83,001	83,911	85,077	85,920	7.0%
Atlanta	417,020	433,253	443,492	456,412	465,621	470,688	12.9%

Source: Population Division, U.S. Census Bureau. Table 1: Annual Estimates of the Population for Counties of Georgia: April 1, 2000 to July 1, 2005 (CO-EST2005-01-13). Release Date: March 16, 2006. Table 4: Annual Estimates of the Population for Incorporated Places in Georgia, Listed Alphabetically: April 1, 2000 to July 1, 2005 (SUB-EST2005-04-13). Release Date: June 21, 2006. City of Sandy Springs data are from Census Bureau 2000 count supplied to City of Sandy Springs in July 2006 and 2005 estimate provided by Jerry Weitz & Associates, Inc.

Note that the year-2005 estimate of population (Table 1.2) is considerably higher than that shown in the Interim Comprehensive Plan for Sandy Springs (86,698 in 2005). Between 2000 and 2005, the population in Sandy Springs increased by an estimated 2,903 residents, a five-year (2000-2005) rate of increase of 3.4 percent. That rate of growth in Sandy Springs for the five years was lower than that of the county and abutting municipalities (Roswell and Atlanta), according to figures from the U.S. Census Bureau and shown in Table 1.2.

Table 1.3 provides estimates and short-term projections of population in the City of Sandy Springs. Population increases in Sandy Springs have slowed considerably, when compared with the increases of the 1980s and 1990s.

Table 1.3
Population Estimates and Short-Term Projections, 2005-2012
City of Sandy Springs

City of Sandy Springs	2005	2006	2007	2010	2011	2012
Total Population	88,693	89,311	89,649	89,987	90,998	91,336

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

Table 1.4 provides long-term population projections of population. Due in large part to a lack of developable land for new development, the pace of population increase will continue to slow down. The long-term projections of Sandy Springs' total population, as provided in Table 1.4 below, are lower than the projections provided in the Interim Comprehensive Plan for Sandy Springs for the year 2025 (95,722 versus 105,861 in the interim plan).

The population projections in this report are lower than previous projections by approximately 8,000 persons. The projections in this report are forecasts based on the policies for land use in place at the time this report was written (i.e., the Interim Comprehensive Plan, adopted June 2006), which assume little remaining vacant residential land and most additions of housing units (and population) occurring within a redevelopment context and focused primarily in the Roswell Road corridor (see also the vision statement in the Community Assessment Report). The

projections of population assume a relatively modest increase of only 3,200 housing units during the planning horizon (to 2030).

**Table 1.4
Population Projections, 2015-2030
City of Sandy Springs**

City of Sandy Springs	2015	2020	2025	2027	2030
Total Population	92,348	94,035	95,722	96,397	97,409

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

COMPARISON OF POPULATION GROWTH RATES

Table 1.5 provides a comparison of rates of population change for the city, county, and municipalities to the north and south of Sandy Springs (i.e., Atlanta in Fulton County and Roswell). The rates of population change are based on estimates and forecasts provided in the Focus Fulton 2025 plan. Note that there are some differences between population change data as estimated by Fulton County in the Focus Fulton 2025 plan and changes reported by the U.S. Census Bureau as part of its annual estimates program. Specifically, Fulton County's population increased at a rate of 12.1 percent according to the Census Bureau between 2000 and 2005, while the county in its plan estimated a 10.9 percent increase during that five-year period. Atlanta's population between 2000 and 2005 increased by 12.9 percent according to estimates of the U.S. Census Bureau (see Table 1.2) and, according to Fulton County within the Fulton-portion of Atlanta, by 15.7 percent.

**Table 1.5
Comparison of Rates of Population Change
Selected Areas for Selected Time Periods, 1980-2025
City, County, and Abutting Municipalities**

Area	1980-1990 % Change	1990-2000 % Change	2000-2005 % Change	2005-2025 % Change
Fulton County	10.0%	25.7%	10.9%	35.0%
Sandy Springs	45.6%	25.7%	3.4%	7.9%
City of Atlanta within Fulton Co.	-7.7%	8.1%	15.7%	30.3%
City of Roswell	130.3%	47.6%	4.5%	22.1%

Source: Derived from Table 1-4 of Focus Fulton 2025 Comprehensive Plan, Population Element.

HOUSEHOLDS

Total population includes household population and group quarters population. A household includes all the persons who occupy a housing unit. The numbers and types of households are important because they reflect the needs for housing units and have implications for the appropriate types of housing to provide in the future. The household population (also called households) lives in occupied housing units.

The distribution of population into household (those living in housing units) and group quarters population (institutional settings like nursing homes, correctional institutions, and the like), as shown in Table 1.6, is important in terms of projecting future populations and also with regard

to future community facility needs. Group quarters populations can reside in nursing homes, college dormitories, military barracks, and prison, jail or detention facilities.

Table 1.6
Household and Group Quarters Populations, 2000
Sandy Springs Census Designated Place (CDP)

Type of Population	2000	%
Household Population	85,295	99.4%
Group Quarters Population	486	0.6%
Total Population	85,781	100%

Source: U.S. Census Bureau, Census of Population and Housing, 2000 (SF1, Tables P1, P26).

In Sandy Springs in 2000, the group quarters population was comprised of “noninstitutionalized population” (415 persons), nursing home residents (37), and other institutions (34 persons) and totaled only 486 persons. Between the years 2006 and 2030, it is assumed that 1,500 persons will be added to Sandy Springs’ group quarters population, and that nursing homes will comprise the vast majority, if not all, of future group quarters populations.

Households can be further classified as “family” households (i.e., related by blood or marriage) and “non-family” households (i.e., unrelated persons). The U.S. Census Bureau defines a family as “a householder and one or more other persons living in the same household who are related to the householder by birth, marriage, or adoption.”

In Sandy Springs in 2000, households were split almost exactly equal between “family” and “non-family” households, as shown in Table 1.7.

Table 1.7
Households by Type of Household, 2000
Sandy Springs Census Designated Place (CDP)

Households By Type	2000	%
Family Households	19,702	50.1%
Non-family Households	19,586	49.9%
Total Households	39,288	100%

Source: U.S. Census Bureau, Census of Population and Housing, 2000 (SF1, P26).

Table 1.8 shows the numbers of households in Sandy Springs in 2000 by the number of persons in the household. In 2000, almost three quarters (72.2 percent) of all households were comprised of only one or two persons. Households with five or more persons comprised less than six percent of the total number of households in Sandy Springs in 2000.

Table 1.8
Households by Number of Persons per Household, 2000
Sandy Springs Census Designated Place (CDP)

Household by Number of Persons	2000	%
1-person household	14,116	35.9%
2-person household	14,254	36.3%
3-person household	4,935	12.6%
4-person household	3,679	9.4%
5-person household	1,480	3.7%
6-person household	434	1.1%
7-or-more person household	390	1.0%
Total households	39,288	100%

Source: U.S. Census Bureau, Census of Population and Housing, 2000 (SF1, P26).

Short-term and long-term projections of households are provided in Tables 1.9 and 1.10, respectively.

Table 1.9
Household Estimates and Short-Term Projections, 2005-2012
City of Sandy Springs

City of Sandy Springs	2005	2006	2007	2010	2011	2012
Total Households	42,190	42,318	42,434	42,551	42,951	43,007

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

Table 1.10
Household Projections, 2015-2030
City of Sandy Springs

City of Sandy Springs	2015	2020	2025	2027	2030
Total Households	43,458	44,091	44,724	44,977	45,358

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

HOUSEHOLD SIZE

Table 1.11 shows the persons per household in 1990 and 2000 for both family households and total households in the Sandy Springs CDB with comparisons to the State of Georgia. Persons per family is the number of persons in families divided by the total number of families. Persons per household is the number of persons in households divided by the total number of households. The average household size in Sandy Springs in 2000 was substantially lower than that of the state as a whole. Similarly, the average family size in 2000 in the city was well below that of the state.

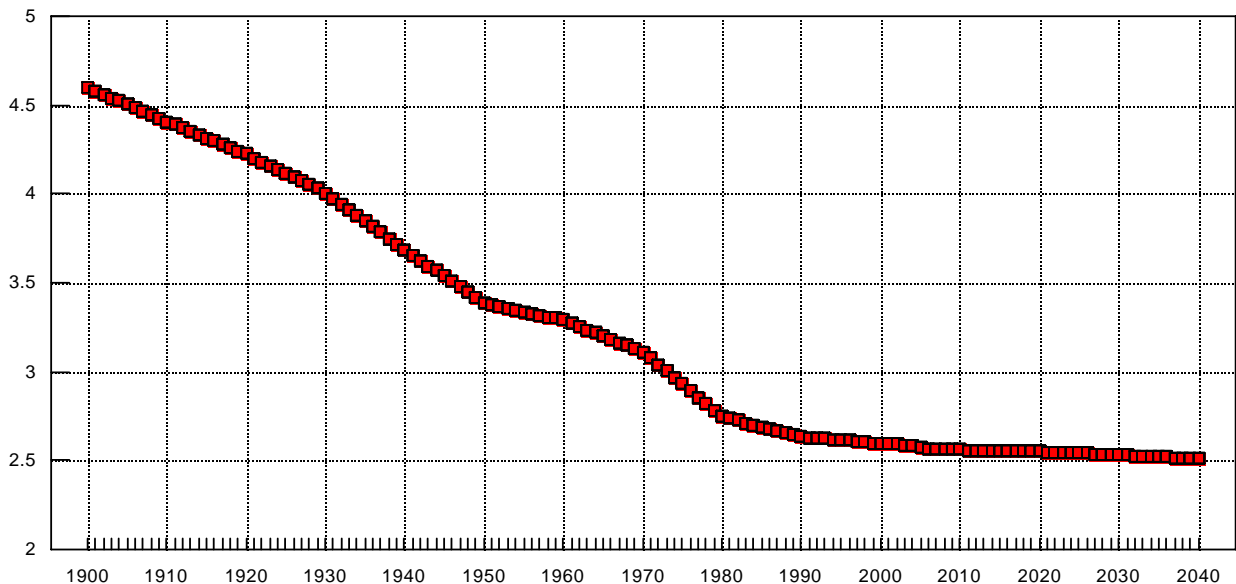
Table 1.11
Household Size by Type of Household, 2000
Sandy Springs CDP and State of Georgia
(Persons per Household)

Type of Household	Sandy Springs	State of Georgia
Average Household Size	2.17	2.65
Average Family Size	2.87	3.14

Source: U.S. Census Bureau, Census of Population and Housing, 2000 (SF1, P17, P33).

The graph below illustrates the historic, rapid decline in average household size from 1900 to 1980 in the United States, and a more gradual decrease since 1980. It also shows projections of average household size in the nation through the year 2040 (Sandy Springs Interim Comprehensive Plan, Adopted 2006, see population). Note that the household size is expected to remain relatively steady in future decades, as opposed to following prior trends of a steeper decline. For purposes of projecting population, a constant overall household size of 2.17 persons in Sandy Springs is assumed.

Average Household Size, 1900-2040
 United States



AGE

Age is the single most important dimension of the population. There can be vast differences in the needs of children versus the elderly. Age has a relationship to the labor force – workers include the population ages 16 years and over through retirement age and sometimes beyond. Age has important relationships to housing and can help predict likely first-time homebuyers, renters, owners of second homes, etc. Age can also affect the political situation: for instance, in places where there is a large percentage of seniors, they sometimes vote down bond referendums for schools.

The relationship of the age of population to the needs for community facilities and services is also very important. For instance, a high elderly population often translates into a need for health care and nursing and personal care homes. On the other hand, a city or county with many children signals a need for schools, day care centers, and playgrounds.

Persons 20 to 44 Years Old

This age group is the younger segment of the prime working-age population. This demographic group includes first time home buyers, as well as, households that are upgrading housing for the first or second time. This demographic group also provides the bulk of the labor force. By age 44, the birth rates of women are close to zero and most careers are mature and settled.

Persons 45 to 64 Years Old

This age group is the older segment of the labor force. Some persons in this category will retire early. Persons in this age category typically have the greatest amount of disposable income when compared with other age groups. They are not as likely to change residences, although the more affluent households may look for and purchase second homes. This group is probably less demanding of public facilities and services such as schools and parks.

Persons 65 Years and Over

This age group is commonly referred to as the “elderly” and the “retirement age” population. Most of the people in this age group are no longer in the work force. While some elderly households may have more disposable income than ever before in their lifetimes, many elderly households will have limited incomes because they are no longer earning wages and salaries. Persons who own residences in this age group are likely to eventually seek alternative housing, because they may own large homes that provide more living space than needed, they have little desire to upkeep residential grounds and structures, they experience a need for closer societal relationships with others as family relationships devolve, and because they are more likely than other age groups to need assisted care or medical attention. Because of differences in life expectancy between men and women, a very high proportion of older persons are (and will be) women. The differences in life expectancy also contribute to the number of elderly women living alone, many of whom are likely to have inadequate income.¹

This group can be subdivided into two groups- the age 65 through 84 year olds who are still largely active, self-sufficient and able, and the 85 and over group, who are increasingly frail, increasingly dependent on others for transportation, health care and other services and have high rates of living in assisted living facilities and nursing homes.

Table 1.12 shows the distribution of year-2000 population in Sandy Springs by five-year age cohort. Table 1.13 shows the population by another classification of age groups provided in the Interim Comprehensive Plan.

¹ Howe, Deborah A., Nancy J. Chapman, and Sharon A. Baggett. 1994. *Planning for an Aging Society*. Planning Advisory Service Report Number 451. Chicago: American Planning Association.

Table 1.12
Population by Sex by Age Cohort, 2000
Sandy Springs Census Designated Place (CDP)

Age Group	Males	Females	Total Persons	% Total
0-4	2,346	2,344	4,690	5.5%
5-9	2,091	2,004	4,095	4.8%
10-14	2,032	1,931	3,963	4.6%
15-19	2,177	1,896	4,073	4.7%
20-24	3,637	3,819	7,456	8.7%
25-29	6,345	5,949	12,294	14.3%
30-34	4,791	4,161	8,952	10.4%
35-39	3,584	3,499	7,083	8.2%
40-44	3,035	3,231	6,266	7.3%
45-49	2,701	3,025	5,726	6.7%
50-54	2,735	3,146	5,881	6.9%
55-59	2,124	2,141	4,265	5.0%
60-64	1,269	1,398	2,667	3.1%
65-69	976	1,035	2,011	2.3%
70-74	868	1,178	2,046	2.4%
75-79	717	1,146	1,863	2.2%
80-84	409	841	1,250	1.5%
85+	313	887	1,200	1.4%
TOTAL	42,150	43,631	85,781	100%

Source: U.S. Census Bureau, Census of Population and Housing, 2000 (SF1, P12).

One often-used statistic is to calculate a “dependency ratio.” A dependency ratio computes the number of dependents in relationship to non-dependents (or working age population, ages 16-65). A ratio of more than one dependent per each non-dependent person can generally be viewed as a concern, in that the community has more dependents than non-dependents, and a disproportionate burden is placed on non-dependents in the community. An approximate dependency ratio can be computed from the data in Table 1.12. In 2000 Sandy Springs had 21,118 persons who can be considered dependents (0-14 and 65+), and 64,663 persons who can be considered non-dependents. Hence, the dependency ratio is approximately 0.32. Stated differently, Sandy Springs’ population in 2000 had three non-dependent persons for every dependent person.

More information on the implications of age is provided by looking at characteristics of various age groups. Age categories can be characterized as preschool children (0 to 4 years old, school age (5 to 17 years old), those starting their own households and careers (18 through 44 years), peak earning years (45 through 64) and seniors (65 and above).

**Table 1.13
Population by Stage of Life Age Group, 2000
Sandy Springs Census Designated Place (CDP)**

Age Group	Stage of Life	Persons	Percent of Total (%)
0-4	Pre-school	4,691	5.5%
5-17	School Age	10,589	12.3%
18-44	Family Forming	43,617	50.8%
45-64	Peak Earning	18,558	21.6%
65-84	Younger Seniors	7,178	8.4%
85+	Older Senior	1,201	1.4%
Total Population		85,834	100.0%

Source: United States Bureau of the Census, Census 2000, special tabulations using GIS by Planning Area, in Interim Comprehensive Plan, City of Sandy Springs, June 2006.

With regard to future trends, the population age 65 years and over is increasing dramatically as the “Baby Boom” begins to enter this age group. If life expectancy is increased significantly by medical breakthroughs, the senior population could increase even more (Source: Interim Comprehensive Plan, Sandy Springs, adopted June 2006).

Age characteristics in Sandy Springs in the future are likely to be similar to trends in the U.S. and Georgia as a whole. Table 1.14 provides the projected median age and percent distribution by major age group in the U.S. and state for future years.

**Table 1.14
Percent Distribution by Age Group and Median Age, 2005-2025
United States and State of Georgia**

Age Group	United States 2005	Georgia 2005	United States 2025	Georgia 2025
Under 5 years	6.9%	7.7%	6.7%	7.6%
5 to 13 years	12.2%	12.7%	11.9%	12.9%
14 to 17 years	5.8%	5.9%	5.2%	5.6%
18 to 24 years	9.9%	10.2%	8.9%	10.0%
25 to 44 years	28.2%	30.4%	25.7%	25.9%
45 to 64 years	24.6%	23.4%	23.5%	23.5%
65 years and over	12.4%	9.7%	18.1%	14.5%
Median age (years)	36.2	34.1	38.5	35.5

Source: U.S. Census Bureau, Population Division, Interim State Population Projections, 2005. Internet Release Date: April 21, 2006.

Georgia’s population is comparatively younger than the nation’s as a whole. In the United States, between 2005 and 2025, the senior population will increase from 12.4 percent to 18.1 percent of the total population. In Georgia during the same time period, the senior population will also increase significantly, from 9.7 percent to 14.5 percent of the total state population. In terms of percentages, Georgia’s working age population will decrease from 2005 to 2025 (though absolute numbers will continue to increase).

HISPANIC ORIGIN AND RACIAL COMPOSITION

Hispanic origin is not a race, and thus it is noted separately in Census statistics. In 2000 in Sandy Springs, ten percent of the population was Hispanic or Latino. See Table 1.15. In 2000 Sandy Springs had the largest concentration of persons of Hispanic or Latino Origin in Fulton County, but at 10 percent, that was still much lower than the 12.55% in the U.S (Source: Interim Comprehensive Plan, Sandy Springs, adopted June 2006).

**Table 1.15
Hispanic or Latino Population, 2000
Sandy Springs Census Designated Place (CDP)**

Origin	Persons	%
Not Hispanic	77,267	90.0%
Hispanic or Latino	8,514	10.0%
Total Population	85,781	100%

Source: U.S. Census Bureau, Census of Population and Housing, 2000 (SF1, P4).

With regard to race, the population in Sandy Springs in 2000 was predominantly White (77.5% of the total population). Blacks and African Americans comprised ten percent of the population in the Sandy Springs CDP in 2000. See Table 1.16.

**Table 1.16
Racial Composition of the Population, 2000
Sandy Springs Census Designated Place (CDP)**

Race	Persons	%
White	66,522	77.5%
Black or African American	10,332	12.0%
American Indian and Alaska Native	154	0.2%
Asian	2,820	3.3%
Hawaiian or other Pacific Islander	44	0.1%
Other race	4,240	5.0%
Two or more races	1,669	1.9%
Total	85,781	100%

Source: U.S. Census Bureau, Census of Population and Housing, 2000 (SF1, P3).

Table 1.17 provides comparisons of racial composition of populations around Sandy Springs. These figures show a pronounced difference in terms of racial concentrations. To the south and east of Sandy Springs, in the City of Atlanta and DeKalb County, the populations in 2000 were majority Black or African American in 2000. To the west and north, majority White populations exist – Cobb County’s population was 72.3 percent White, Sandy Springs was 77.5 percent White, and the City of Roswell’s population was 81.9 percent White in 2000. See Table 1.17.

Table 1.17
Comparison of Racial Composition, 2000
Selected Jurisdictions

Jurisdiction	White Alone	Black or African American Alone	Other Races Or More Than One Race	Total
Georgia	65.1%	28.6%	6.3%	100%
Cobb County	72.3%	18.6%	9.1%	100%
DeKalb County	35.9%	53.7%	10.4%	100%
Fulton County	48.2%	44.1%	7.7%	100%
City of Roswell	81.9%	7.8%	10.3%	100%
City of Atlanta	33.4%	60.9%	5.7%	100%
Sandy Springs	77.5%	12.0%	10.5%	100%

Source: U.S. Census Bureau, Census of Population and Housing, 2000 (SF1, P6).

In Fulton County, the percentage of African American population peaked at 51.45 percent in 1980 and was estimated to be 43.6 percent in 2004. Fulton County's historic high shares of African Americans are anticipated to lessen very gradually over time. As noted in the Focus Fulton 2025 plan, in the very long range, it is expected that Fulton County will approach the national rate currently about 13%. For the 2025 period, a figure of about 42 percent for Fulton County is more reasonable (Source: Sandy Springs Interim Comprehensive Plan, Adopted June 2006). In future years, the racial composition in Sandy Springs is unlikely to change dramatically.

EDUCATIONAL ATTAINMENT

Knowing the educational levels of the population helps to determine the types of economic development strategies (job recruitment) needed. The Atlanta region and the City of Sandy Springs are competing in the marketplace of the world. Fulton County's high schools located in the City of Sandy Springs are tasked to reduce and hopefully eliminate dropouts, teach language skills to those with limited English language proficiency, and hold themselves accountable to meeting and exceeding reasonable thresholds on national tests.

In making location decisions, many households consider the quality of each neighborhood's schools. Prospective employers also tend to locate in areas where employees have the skills and education matching their requirements. Therefore, the best school districts tend to attract and retain new residents or employers. Table 1.18 shows percentages of persons by educational attainment category for Sandy Springs in 2000. These statistics represent very high education levels of Sandy Springs' population as of 2000. Less than one-quarter of the population in 2000 had just a high school education or less.

Table 1.18
Educational Attainment, 2000
Persons 25 Years and Over
Sandy Springs Census Designated Place (CDP)

Educational Attainment	%
Less than 9th Grade	2.58%
9th to 12th Grade (no diploma)	3.15%
High School graduate (or GED)	10.95%
Some College, no degree	16.56%
Associate Degree	5.99%
Bachelor's Degree	39.59%
Graduate or Professional Degree	21.17%
High School Graduate or higher	94.3%
Bachelor's degree or higher	60.8%

Source: U.S. Census Bureau, Census of Population and Housing, 2000 (SF3, P37). From Sandy Springs Interim Comprehensive Plan, adopted June 2006.

During the 2002-2003 school year, Fulton County Public Schools had a dropout rate of 3.8 percent compared with 5.5 percent for the state. Fulton County, the State and the City are working hard to lower the dropout rates. The rates are highest among students who indicate Native American race/ethnicity and lowest among Asians according to the 2002-2003 State of Georgia K-12 Annual Report Card on K-12 Public Schools. Hispanics have high dropout rates and the number of Hispanic students in the schools is rapidly increasing (Source: Interim Comprehensive Plan, Sandy Springs, adopted June 2006).

INCOME

Per Capita Income

Table 1.19 provides a comparison of per capita income in 1999 for the City, County, State, and Nation. Fulton County's per capita income is much higher than the state's, and Sandy Springs' per capita income is more than 50 percent higher than that of Fulton County.

Table 1.19
Comparison of Per Capita Income, 1999
City, County, State, and Nation

Jurisdiction	Per Capita Income (\$)
Sandy Springs CDP	\$45,494
Fulton County	\$30,003
State of Georgia	\$21,154
United States	\$21,587

Source: U.S. Census Bureau, Census of Population and Housing, 2000 (SF3, P82) and The 2002 Georgia County Guide (21st Ed.). University of Georgia.

Median Household Income

Household income is further classified as “family” income and “non-family” income. The median household income takes into account both family and non-family incomes. A median rather than “mean” is used as the reported average, since median numbers are not skewed by a few very large household incomes. See Table 1.20 for comparisons of the city, county and state in 1999. For all types of household income, Sandy Springs’ households had much higher incomes than households in Fulton County and the state as a whole in 1999.

Table 1.20
Comparison of Median Household Income in 1999
City, County and State

Income	City of Sandy Springs	Fulton County	State of Georgia
Median Family	\$85,146	\$58,143	\$49,280
Non-family Household	\$44,843	\$34,750	\$26,509
Median Household	\$60,428	\$47,321	\$42,433

Source: U.S. Census Bureau, Census of Population and Housing, 2000 (SF3, P53, P77, P80).

Income Distribution

For information on the distribution of income among households, see Chapter 3 of this technical appendix, which investigates various characteristics of population and housing by Area Median Income (AMI) categories.

Poverty Status by Age Group

Table 1.21 provides the age distribution of persons with income in 1999 below poverty level. Persons in the Under 5 years (infants), 6 to 11 years, and 12 to 17 years are legally too young to care for themselves. Persons over 65 (retirement age and often not working), are mostly without opportunities to earn a wage or salary. The 18-64 age group (see Table 1.21) is the working age population.

Approximately 6.4 percent of the total population in Sandy Springs in 2000 met the threshold of poverty status. More than two-thirds of them were working age population.

Table 1.21
Persons Below Poverty Level by Age Group In 1999
Sandy Springs Census Designated Place (CDP)

Age Group	Sandy Springs CDP	
	Persons	%
Under 5 years	317	5.7%
5 years	60	1.0%
6 to 11 years	308	5.6%
12 to 17 years	351	6.4%
18 to 64 years	3,915	70.9%
65 to 74 years	148	2.7%
75 years and over	426	7.7%
Total persons with income in 1999 below poverty level	5,525	100%

Source: U.S. Census Bureau, Census of Population and Housing, 2000 (SF3, Table P87).

With regard to future trends, the incomes in Sandy Springs are likely to remain considerably higher than the county or state as a whole, though the gaps between county and state levels and those of Sandy Springs may decrease over time.

ISSUES AND OPPORTUNITIES

New Group Quarters Population

Although Sandy Springs had a negligible “group quarters” population in 2000, it is likely (especially given an aging population) that nursing homes or personal care homes will be constructed in the City in the future. That possibility, and appropriate locations and policies, should be further considered in drafting the future land use plan.

Potential Diversification of Population

Many localities in metropolitan Atlanta have experienced significant increases in their Latino populations. However, Sandy Springs, according to the 2000 Census, has a predominantly White population (77.5%). Significant increases in the Hispanic/Latino population may occur, depending on housing availability, in future years, although Sandy Springs may not be as much of a center for construction laborers as some other municipalities in the area. An increase in the Hispanic population could generate the need for bi-lingual services in the police department and for city government more generally. For instance, cities with larger percentages of Hispanics may have at least one police officer that speaks Spanish, and such cities may also publish various documents (like the comprehensive plan) in Spanish.

CHAPTER 2 HOUSING

This Chapter provides data intended to help evaluate the adequacy and suitability of the City's existing housing stock to serve current and future needs. The Census Bureau for the Decennial Census reports some data for 100 percent of the housing units (SF1), while other statistics are based on sampling (SF3). Where available, this chapter reports data available for 100 percent of the housing stock in Sandy Springs in 2000.

TOTAL HOUSING UNITS

The Sandy Springs Census Designated Place (CDP) had a total of 42,794 housing units in 2000, according to the U.S. Census (SF 3, Table H3). Sample statistics show the total housing unit count in 2000 as 42,744 units (SF 3, Table H1).

Projections of housing units have been prepared for purposes of the comprehensive plan. Table 2.1 provides short-term housing unit projections, and Table 2.2 provides long-term housing unit projections.

Table 2.1
Housing Unit Estimates and Short-Term Projections, 2005-2012
City of Sandy Springs

City of Sandy Springs	2005	2006	2007	2010	2011	2012
Total Housing Units	44,411	44,545	44,679	44,813	45,212	45,346

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

Table 2.2
Housing Unit Projections, 2015-2030
City of Sandy Springs

City of Sandy Springs	2015	2020	2025	2027	2030
Total Housing Units	45,745	46,412	47,078	47,345	47,745

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

The housing unit projections also form the basis for projections of population and total households (see Chapter 1 of this Technical Appendix). As with the population, these projections are considerably lower than those projected in the Focus Fulton 2025 plan and the interim comprehensive plan for Sandy Springs, due to considerable constraints on land supply. The vast majority of new housing units in Sandy Springs are likely to be built as a result of redevelopment, rather than the development of vacant land which is increasingly scarce. Total housing units will increase in Sandy Springs from 2006 to 2030 by a net 3,200 units. Note that some housing units will be demolished (as is currently the case and planned in the future in Sandy Springs), so the total number of housing starts during that planning horizon will be considerably higher than the "net" increase.

TYPES OF HOUSING UNITS

Sandy Springs is well known for its outstanding residential neighborhoods which are dominated by detached, single-family residences. Sandy Springs' housing stock as of 2000, however, was dominated by multiple-family units, as shown in Table 2.3.

Table 2.3
Types of Housing Units, 2000
Sandy Springs Census Designated Place (CDP)

Type of Unit	Number of Units	%
One Family, Detached	14,374	33.6%
One Family, Attached	2,881	6.7%
Multiple Family	25,466	59.6%
Mobile Home	23	0.1%
Total	42,744	100%

Source: U.S. Census Bureau. Census 2000. SF3. Table H30.

The preponderance of apartment units in Sandy Springs has been an issue with the citizenry and its elected officials. Some believe that Sandy Springs has too many apartment units or an unfair share of them. Because much of the future development in Sandy Springs is likely to occur via redevelopment at higher densities than have been constructed historically, it is likely that a significant amount (if not the vast majority) of the additional housing units constructed will be multi-family types (apartments and condominiums). At issue is whether the comprehensive plan can and should attempt to alter the mix of housing unit types to reduce the number of apartments. While some citizens and elected officials may want to reduce the number of apartments, the addition of smaller, perhaps more affordable housing units within the context of redevelopment has certain advantages with respect to the supply of housing for low- and moderate-income groups and disadvantaged persons. The issue of types of housing units deserves discussion during the preparation of the Community Agenda.

OCCUPANCY AND VACANCY

Table 2.4 shows the number and percentage of occupied and vacant housing units for Sandy Springs in 2000, along with figures for the State of Georgia.

Table 2.4
Housing Occupancy and Vacancy, 2000
Sandy Springs Census Designated Place (CDP) and Georgia

Jurisdiction	Occupied Units	% of Total Units	Vacant Units	% of Total Units	Total Units
Sandy Springs CDP	39,288	91.8%	3,506	8.2%	42,794
State of Georgia	3,006,369	91.6%	275,368	8.4%	3,281,737

Source: U.S. Census Bureau, Census of Population and Housing, 2000 (SF1, Table H3).

The overall vacancy rate for the housing stock in Sandy Springs in 2000 was 8.2 percent, slightly lower than the state's housing stock.

The status of vacant housing units is shown in Table 2.5. Nearly two-thirds of the vacant housing units in Sandy Springs in 2000 were for rent. Only 376 of the vacant units in Sandy Springs in 2000 were detached, single family (10.7 percent of all vacant units). The vast majority of the vacant housing units in 2000 were in large multi-family complexes (U.S. Census Bureau, 2000 Census, SF 3, Table H31).

**Table 2.5
Vacant Housing Units by Vacancy Status, 2000
Sandy Springs Census Designated Place (CDP)**

Vacancy Status	Number of Housing Units	Percent of All Vacant Units
For rent	2,254	64.0%
For sale only	593	16.9%
Rented or sold, not occupied	248	7.0%
For seasonal, recreational, or occasional use	346	9.8%
For migrant workers	6	0.1%
Other vacant	78	2.2%
Total vacant	3,525	100%

Source: U.S. Census Bureau. Census 2000. SF3. Table H8.

TENURE

Tenure refers to owner versus renter-occupancy. Sandy Springs' occupied housing stock in 2000 was majority renter-occupied, as shown in Table 2.6. That finding contrasts sharply with the State's housing stock in 2000, which was two-thirds owner occupied.

**Table 2.6
Occupied Housing Units by Tenure, 2000
Sandy Springs Census Designated Place (CDP) and State of Georgia**

Jurisdiction	Owner-Occupied Units	% of Total Occupied Units	Renter-Occupied Units	% of Total Occupied Units	Total Occupied Units
Sandy Springs CDP	17,945	45.7%	21,343	54.3%	39,288
State of Georgia	2,029,293	67.5%	977,076	32.5%	3,006,369

Source: U.S. Census Bureau, Census of Population and Housing, 2000 (SF1, Table H4).

Table 2.7 shows the types of housing units in Sandy Springs in 2000 cross-tabulated by tenure. Three-quarters (74.6 percent) of owner-occupied housing units in Sandy Springs in 2000 were single-family detached units. Multi-family units comprised nearly all (95 percent) of the renter-occupied units in Sandy Springs in 2000; rental occupancy of detached or attached single-family housing units was not a significant trend in 2000 in the city.

Table 2.7
Types of Housing Units by Tenure, 2000
Sandy Springs Census Designated Place (CDP)

Type of Unit	Owner-Occupied		Renter-Occupied	
	Units	%	Units	%
One Family, Detached	13,346	74.6%	652	3.1%
One Family, Attached	2,355	13.2%	402	1.9%
Multiple Family	2,172	12.1%	20,269	95.0%
Mobile Home	14	0.1%	9	0.0%
Total	17,887	100%	21,332	100%

Source: U.S. Census Bureau. Census 2000. SF3. Table H32.

Table 2.8 shows average household size for owner-occupied and renter-occupied units in Sandy Springs in 2000, compared with the state. Owner-occupied housing units have larger average household sizes than renter-occupied units. In Sandy Springs in 2000, the average household size for renter-occupied housing units was less than two persons, considerably lower than renter-occupied households in the state as a whole, as of the year 2000.

Table 2.8
Average Household Size by Tenure, 2000
Sandy Springs Census Designated Place (CDP) and State of Georgia
(Persons per Unit, Occupied Housing Units)

Jurisdiction	Persons Per Unit	Persons Per Unit
	Owner-Occupied Housing Units	Renter-Occupied Housing Units
Sandy Springs CDP	2.45	1.93
State of Georgia	2.76	2.49

Source: U.S. Census Bureau, Census of Population and Housing, 2000, SF3, Table H18.

Table 2.9 cross-tabulates the number of rooms in occupied housing units by tenure, and Table 2.10 cross-tabulates the number of bedrooms in occupied housing units by tenure, for Sand Springs in 2000. As indicated in Table 2.9, the smallest homes tend to be occupied by renters, while the largest homes tend to be occupied by homeowners. The same finding holds true when one considers the number of bedrooms (see Table 2.10), rather than total number of rooms. Almost 20 percent of the homes in Sandy Springs in 2000 were very large (9 or more rooms, see Table 2.9). Approximately one-quarter of the homes in Sandy Springs in 2000 were four or more bedrooms (Table 2.10).

Table 2.9
Occupied Housing Units by Number of Rooms by Tenure, 2000
Sandy Springs Census Designated Place (CDP)

Number of Rooms in Units	Owner-Occupied Housing Units		Renter-Occupied Housing Units		Total Occupied Housing Units	
	Units	%	Units	%	Units	%
1 room	47	0.3%	857	4.0%	904	2.3%
2 rooms	147	0.8%	2,765	13.0%	2,912	7.4%
3 rooms	339	1.9%	4,950	23.2%	5,289	13.5%
4 rooms	792	4.4%	5,875	27.5%	6,667	17.0%
5 rooms	1,661	9.3%	4,564	21.4%	6,225	15.9%
6 rooms	2,121	11.9%	1,633	7.7%	3,754	9.6%
7 rooms	2,535	14.2%	421	2.0%	2,956	7.5%
8 rooms	2,745	15.3%	95	0.4%	2,840	7.2%
9 or more rooms	7,500	41.9%	172	0.8%	7,672	19.6%
Total	17,887	100%	21,332	100%	39,219	100%

Source: U.S. Census Bureau. Census 2000. SF3. Table H26.

Table 2.10
Occupied Housing Units by Bedrooms by Tenure, 2000
Sandy Springs Census Designated Place (CDP)

Number of Bedrooms in Units	Owner-Occupied Housing Units		Renter-Occupied Housing Units		Total Occupied Housing Units	
	Units	%	Units	%	Units	%
No bedroom	47	0.3%	874	4.1%	921	2.3%
1 bedroom	538	3.0%	8,330	39.0%	8,868	22.6%
2 bedrooms	2,768	15.5%	9,792	45.9%	12,560	32.0%
3 bedrooms	4,678	26.2%	2,070	9.7%	6,748	17.2%
4 bedrooms	6,214	34.7%	188	0.9%	6,402	16.3%
5 or more	3,642	20.4%	78	0.4%	3,720	9.5%
Total	17,887	100%	21,332	100%	39,219	100%

Source: U.S. Census Bureau. Census 2000. SF3. Table H42.

AGE

The age of homes is not in itself an indicator of poor condition. Older homes are sometimes better constructed than newer ones, and the overall condition of homes depends on the amount of upkeep and maintenance by the owners. As homes age, however, more upkeep is needed, and if occupancy goes to renter rather than owner-occupied status, maintenance tends to get deferred. If homes are too old, then it may not make good economic sense to upgrade them. Homes built in the 1960s and 1970s tend to be substantially smaller than those constructed in later decades.

Table 2.11 shows Sandy Springs' year-2000 housing stock according to year constructed. The median age of the housing stock in Sandy Springs as of 2000 was 1982, and almost one-third of all housing units in the city as of 2000 was constructed during the 1980s. More than one-fifth of the housing units as of 2000 were constructed in the 1970s. Sandy Springs has only a small percentage of very old (pre-1950) homes, but the housing stock contains a more significant percentage (6.2) of homes built during the 1950s. As noted above, homes built in prior decades tend to be much smaller in size, and hence older homes can become increasingly obsolete. That obsolescence often will lead either to conversion to rental occupancy, or in other cases demolition and replacement with a larger home.

**Table 2.11
Age of Housing Units and
Median Year Structure Built, 2000
Sandy Springs Census Designated Place (CDP)**

Year Structure Built	Housing Units	% of Total
Built 1999 to March 2000	984	2.3%
Built 1995 to 1998	4,504	10.5%
Built 1990 to 1994	4,707	11.0%
Built 1980 to 1989	13,502	31.6%
Built 1970 to 1979	9,127	21.4%
Built 1960 to 1969	6,593	15.4%
Built 1950 to 1959	2,633	6.2%
Built 1940 to 1949	372	0.9%
Built 1939 or earlier	322	0.8%
Total	42,74	100%
Median Year Structure Built	1982	

Source: U.S. Census Bureau. Census 2000. SF3. Table H34 and H35.

CONDITION

Two typical measures of substandard housing conditions are the number of housing units lacking complete plumbing facilities and the number of occupied housing units lacking complete kitchen facilities. In 2000 in Sandy Springs, there were 212 housing units that lacked complete plumbing facilities, representing only 0.5 percent of the total housing stock, about half that of the state's. There were only 145 occupied housing units lacking complete kitchen facilities (0.3% of occupied housing stock). Hence, condition is not considered to be a significant issue in Sandy Springs.

**Table 2.12
Structural and Plumbing Characteristics of Housing Units, 2000
Sandy Springs Census Designated Place (CDP) and State of Georgia**

Housing Unit Characteristic	Sandy Springs CDP	State of Georgia
Lacking complete plumbing facilities	0.5%	1.0%
Lacking complete kitchen facilities	0.3%	1.0%

Source: U.S. Census Bureau, 2000 Census, SF3, Tables H47 and H50).

OVERCROWDING

Housing units are considered to be “overcrowded” if there is more than one person per room. Severely overcrowded is considered 1.51 or more persons per room. Table 2.13 shows statistics for overcrowded housing units by tenure in Sandy Springs in 2000. Crowded occupancies have not been an issue for owner-occupied housing units in Sandy Springs. However, for renter-occupied units crowding and severe overcrowding is much more significant. In fact, there are more severely overcrowded renter-occupied units than overcrowded renter-occupied units.

Overcrowding can be considered largely a function of a lack of affordable housing. The supply of affordable housing units has generally diminished over time, in part because household incomes have not kept pace with the inflation of housing purchase prices and rents. For that reason, it may become more of an issue in the future in Sandy Springs.

Table 2.13
Overcrowded Housing Units by Tenure, 2000
Sandy Spring Census Designated Place (CDP)

Occupants Per Room	Owner Occupied Housing Units		Renter Occupied Housing Units	
	Units	%	Units	%
1.01 to 1.50 occupants per room (overcrowded)	22	51.2%	575	40.7%
1.51 or more occupants per room (severely overcrowded)	21	48.8%	837	59.3%
Total overcrowded or severely overcrowded housing units	43	100%	1,412	100%

Source: U.S. Census Bureau. Census 2000. SF3. Table H20.

VALUE OF OWNER-OCCUPIED UNITS

Table 2.14 shows the median value of all-owner occupied housing units in Sandy Springs in 2000, as well as the number of housing units by range of value. More than one-half (60.8 percent) of all specified owner-occupied housing units in 2000 in Sandy Springs had a value of more \$300,000 or more. More than one-fifth (21.3 percent) of the specified, owner-occupied housing units in 2000 in Sandy Springs had values in the range of \$200,000 to \$299,000. Very few housing units had a value of under \$100,000.

As a basis of comparison, the median value of all owner-occupied housing units for Georgia’s housing stock in 2000 was \$100,600, for Roswell’s, \$204,700, and for Fulton County’s, \$175,800.

Table 2.14
Value of Specified Owner-Occupied Housing Units, 2000
Sandy Springs Census Designated Place (CDP)

Range of Value (\$)	Housing Units	% of Total Units
Less than \$50,000	43	0.3%
\$50,000 to \$99,999	507	3.4%
\$100,000 to \$149,999	1,032	6.8%
\$150,000 to \$199,999	1,118	7.4%
\$200,000 to \$299,999	3,211	21.3%
\$300,00 or more	9,173	60.8%
Total Specified Units	15,084	100%
Median (all owner occupied units) (\$)	\$316,600	

Source: U.S. Census Bureau. Census 2000. SF3. Table H74 and H85.

GROSS RENT

Table 2.15 shows ranges of gross rent paid by renter-occupied households in Sandy Springs in 2000, compared with the percentage in each rent range for Georgia. The data show that renting in Sandy Springs in 2000 was much more costly than in Georgia as a whole. There is a substantial difference in the year 2000 median gross rents of the city and state. Approximately 81% of the rental housing stock in Sandy Springs in the year 2000 had gross rents of \$750 or more. These data also show a significant lack of rental units in 2000 that were below the state median gross rent.

Table 2.15
Gross Rent, Specified Renter-Occupied Housing Units, 2000
Sandy Springs Census Designated Place (CDP) and State of Georgia

Gross Rent (\$)	Sandy Springs CDP		Georgia %
	Units	%	
Less than \$250	307	1.5%	9.3%
\$250 to \$499	346	1.6%	25.5%
\$500 to \$749	3,345	15.9%	33.2%
\$750 to \$999	11,025	52.4%	22.1%
\$1000 or more	6,013	28.6%	9.9%
Total Units With Cash Rent	21,036	100%	100%
Median Gross Rent (\$)	\$892		\$613

Source: U.S. Census Bureau, Census of Population and Housing, 2000, SF3, Tables H62 and H63.

COST BURDEN

“Cost burdened” is defined as paying more than 30 percent of a household’s income for housing, and “severely cost burdened” is defined as paying more than 50 percent of a household’s income for housing.

Table 2.16 shows cost burden data for specified owner-occupied housing units in Sandy Springs in 2000. Approximately three-quarters (74.9 percent) of owner-occupied households in Sandy Springs in 2000 were not cost burdened. Approximately 14.3 percent were cost burdened and another 10.1 percent were severely cost burdened in 2000.

Table 2.16
Monthly Owner Costs as a Percentage of Household Income, 2000
Specific Owner-Occupied Housing Units
Sandy Springs Census Designated Place (CDP)

Monthly Owner Costs as a Percentage of Household Income	Specified Owner-Occupied Housing Units	% of Units Computed
Less than 30% (not cost burdened)	11,294	74.9%
30 to 49% (cost burdened)	2,159	14.3%
50% or more (severely cost burdened)	1,527	10.1%
Units not computed	104	0.7%
Total Specified Units	15,084	100%
Median Monthly Owner Cost as a Percentage of Household Income	18.1%	

Source: U.S. Census Bureau. Census 2000, SF3, Table H94 and H95.

Table 2.17 presents comparable cost burden data for specified renter-occupied units in Sandy Springs in 2000. As expected, the percentage of renter-occupied households that are cost burdened or severely cost burdened is higher than for owner-occupied households. Approximately 18.5 percent of rental households were cost burdened and another 14.3 percent were severely cost burdened in 2000. Together, approximately one out of three renter households experienced a cost burden or severe cost burden in 2000 in Sandy Springs.

Table 2.17
Gross Rent as a Percentage of Household Income, 2000
Specified Renter-Occupied Housing Units
Sandy Springs Census Designated Place (CDP)

Gross Rent as a Percentage of Household Income	Specified Renter-Occupied Housing Units	% of Units Computed
Less than 30% (not cost burdened)	13,742	64.5%
30 to 49% (cost burdened)	3,949	18.5%
50% or more (severely cost burdened)	3,054	14.3%
Units not computed	569	2.7%
Total Housing Units	21,314	100%
Median Gross Rent as a Percentage of Household Income	23.7%	

Source: U.S. Census Bureau. Census 2000. SF3. Table H69 and H70.

The relationship of housing costs to other characteristics, and special housing needs, are addressed in Chapter 3 of this technical appendix.

JOBS-HOUSING BALANCE

The desirable jobs-housing ratio of a given community is usually considered to be 1.5 jobs for each housing unit.² As of 2006, Sandy Springs had an estimated 85,981 jobs and an estimated 44,545 housing units. This computes to a current job-housing unit ratio of 1.93 : 1. That figure places Sandy Springs in the “job-rich” category. As the foregoing analysis indicates, Sandy Springs had a very high median housing value and high median gross rent in 2000. As a result, significant numbers of workers in some occupations (e.g., retail workers) probably cannot afford to live or rent in Sandy Springs. For instance, in the U.S., half of all retail sales persons made less than \$8.98 an hour in May 2004. Similarly, half of the cashiers were paid less than \$7.81 per hour nationally. Hourly wages for other heavily populated occupations ranged from \$7.40 to \$14.01.³ People with such occupations may have a difficult time finding housing in Sandy Springs.

However, all job-rich communities have some difficulty balancing the needs of the work force with housing in the city. In the case of Sandy Springs, the employment mix favors professional jobs such as those in the finance, insurance, and real estate sectors. Sandy Springs developed largely as an upper-income suburb of the Atlanta metropolitan area, and multi-family housing has been added in substantial quantities during the last two decades, although even the rental housing provided in Sandy Springs may be considered not affordable to many retail trade and service workers who live elsewhere but might otherwise desire to live in Sandy Springs. The housing affordability problem is more pervasive in Sandy Springs. In fact, it has been observed that “nowhere in the country can a family with one full-time minimum-wage worker (earning \$5.15 per hour) afford the cost of a two-bedroom apartment at the ‘fair-market’ rent (Dreier, Mollenkopf and Swanstrom 2001).⁴

For an evaluation of barriers that may prevent a significant portion of the city’s nonresident work force from residing in Sandy Springs, see Chapter 3 of this technical appendix.

² Weitz, Jerry. 2003. Jobs-Housing Balance. Planning Advisory Report No. 516. Chicago: American Planning Association.

³ *Atlanta Journal-Constitution*. June 1, 2005. “Bush still has a job ahead of him.” P. A-12 (editorial).

⁴ Dreier, Peter, John Mollenkopf, and Todd Swanstrom. 2001. *Place Matters: Metropolitcs for the Twenty-first Century*. University Press of Kansas. Cited in Weitz, Jerry. 2003. “Income Disparities, Economic Segregation, and the Role of Planners,” *Practicing Planner*, Vol. 2, No. 3.

**CHAPTER 3
CDBG PROGRAM CONSOLIDATED PLAN HOUSING DATA**

This document provides data (in addition to the data provided on Housing in Chapter 2 of this technical appendix) in support of the Consolidated Plan for the Community Development Block Grant (CDBG) Program for the City of Sandy Springs, Georgia. The City anticipates qualifying for the U.S. Department of Housing and Urban Development's (HUD) CDBG Program in January 2008. In order to assess the needs of the community, Sandy Springs' comprehensive planning consultant compiled 2000 Census data for the Sandy Springs Census Designated Place (CDP), a unit of geography substantially similar if not identical to the city limits as they were established upon its incorporation as a city on December 1, 2005. In addition, citizens, community groups, non-profit and for-profit organizations, social service agencies and housing agencies were consulted in the data collection and assessment process.

AREA MEDIAN INCOME (AMI) LEVELS

Table 3.1 provides the Area Median Income (AMI) for the year 2000 for the Atlanta Metropolitan Statistical Area (MSA). Table 1 also shows the income figures for extremely low-income (30% AMI), low-income (50% AMI), and moderate-income (80% AMI) households in the Atlanta MSA. These household incomes figures are used to group data into the three income analysis categories.

**Table 3.1
Area Median Income (AMI), 2000
Atlanta Metropolitan Statistical Area (MSA)**

Area Median Income (AMI) Category	% of AMI	Income (\$)
Area Median Income in Atlanta MSA (AMI)	100% AMI	\$51,948
Extremely low income	30% AMI	\$15,584
Low income	50% AMI	\$25,974
Moderate income	80% AMI	\$41,558

Source: U.S. Census Bureau, 2000 Census for Atlanta MSA. Note: Data are for households.

HOUSEHOLDS BY AREA MEDIAN INCOME (AMI) CATEGORY IN 2000

Table 3.2 shows the total number of households in the Sandy Springs Census Designated Place (CDP) in 2000, disaggregated by income categories which approximate the AMI categories. Comparing income figures in Table 3.1 and Table 3.2 reveals that there is not an exact match between census-reported income ranges and AMI incomes for the Atlanta MSA. However, the two are close enough to provide reliable data.

As shown in Table 3.2, 2,995 households, or 7.6% of all households in the Sandy Springs CDP in 2000, can be classified as extremely low income households. A similar number, 2,803, can be classified as low income households (7.2% of all households in the CDP/city). There were 6,091 households, or 15.5% of all households, that can be classified as moderate income in 2000 in Sandy Springs. This means there were 11,889 households in Sandy Springs in 2000 which were the "target" households in terms of Area Median Income (AMI) thresholds. In other words, that is the number of households in 2000 which met (fall within) the 30%, 50%, and 80% AMI categories in 2000. The target population of 80% AMI or lower in 2000, constituted 30.3% of all households in Sandy Springs in 2000. For purposes of this analysis, the middle and

higher income households (i.e., more than 80% of AMI) are excluded from further analysis in this report, except as may be specifically noted elsewhere in this report.

**Table 3.2
Households by Area Median Income (AMI) Category in 2000
Sandy Springs CDP**

AMI Category	Income Range Approximating AMI Category	Number of Households	Percentage of Total Households
Extremely Low Income	Less than \$14,999	2,995	7.6%
Low Income	\$15,000 to \$24,999	2,803	7.2%
Moderate Income	\$25,000 to \$39,999	6,091	15.5%
Middle to Higher Income	\$40,000 or more	27,293	69.7%
Total All Households	--	39,182	100%

Source: U.S. Census Bureau. Census 2000. SF3. Table P52.

CURRENT AND PROJECTED HOUSEHOLD ESTIMATES

As a part of the comprehensive planning process, Sandy Springs' planning consultants have estimated the current number of households and projected the future number of households in the City. Such estimates and projections are based on various sources of data, including recent estimates of housing units in Sandy Springs by the Atlanta Regional Commission (ARC). Those estimates and projections of households are provided in Table 3.3. Note that the household estimates and projections are based on housing unit estimates and projections, assuming an overall 5 percent vacancy rate.

**Table 3.3
Estimates and Projections of Total Households
City of Sandy Springs, 2005-2012**

City of Sandy Springs	2005	2006	2007	2010	2011	2012
Total Households	42,190	42,318	42,434	42,551	42,951	43,007

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

Since there are no data for current years nor projections of households by income categories, one must make assumptions. Absent other reliable data, it is reasonable to assume that the year 2000 income distribution is the same for the current year (2006) and will remain the same in the short term future planning period (year 2011).

Table 3.4 provides estimates and projections of households by Area Median Income (AMI) category, assuming the year 2000 (census) distribution remains valid. The "target" households in terms of Area Median Income (AMI) thresholds will increase from 11,889 households in Sandy Springs in 2000 to 13,027 in the year 2012, an increase of 1,138. During the next five years (2007-2012), the target households (80% or lower of AMI in 2000) will increase by 573.

Table 3.4
Estimates and Projections of Households
By Area Median Income (AMI) Category
City of Sandy Springs, 2005-2012

City of Sandy Springs	2005	2006	2007	2010	2011	2012
Extremely Low Income (30% AMI)	3,223	3,233	3,242	3,251	3,281	3,286
Low Income (50% AMI)	3,016	3,025	3,034	3,042	3,071	3,075
Moderate Income (80% AMI)	6,539	6,559	6,577	6,595	6,657	6,666
All Target Households (0-80% AMI)	12,778	12,817	12,853	12,888	13,009	13,027
Total Households in City	42,190	42,318	42,434	42,551	42,951	43,007

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

FAMILY TYPE BY AREA MEDIAN INCOME (AMI) CATEGORY IN 2000

In 2000, Sandy Springs had 19,962 “family” households and 19,220 “non-family” households (Census 2000, SF 3, Table P13). Table 3.5 provides data for family households only. Specifically, Table 5 shows families by type of family household (single mother, single father, and married couple) by AMI income category for Sandy Springs in 2000.

Table 3.5
Family Type by Area Median Income (AMI) Category, 2000
Sandy Springs CDP

AMI Category	Single Mother		Single Father		Married Couple	
	Number	%	Number	%	Number	%
Extremely Low Income (Less than \$14,999)	308	21.1%	31	9.4%	382	2.4%
Low Income (\$15,000 to \$24,999)	228	15.6%	43	13.0%	673	4.2%
Moderate Income (\$25,000 to \$39,999)	414	28.3%	90	27.3%	1,257	7.8%
All Target Families (0-80% AMI)	950	65.0%	164	49.7%	2,312	14.4%
Total Families City	1,461	100%	330	100%	16,095	100%

Source: U.S. Census Bureau. Census 2000. SF3. Table PCT38

The data in Table 3.5 help demonstrate what is already anticipated – married couple families are less represented in the AMI income categories. Only 14.4% of all married-couple families have incomes at or below 80% AMI. Female-headed households (single mother) are the most heavily represented in the AMI income categories. Approximately two-thirds of all single-mother families are target households (i.e., 80% or less AMI). Approximately one-half (49.7%) of single-father families fall within the 80% or lower AMI target household category. Married couple families, while smaller on a percentage basis than single-parent families, are significantly larger in numbers, however. That suggests that although single-mother-headed families are more susceptible to lower (qualifying) incomes, the need in terms of total numbers of affordable

housing units serving married couple families is more than twice that of the need for housing for single-parent (single mother and single father) families, as of 2000 in Sandy Springs.

There were 741 “large” (i.e., six persons or more) households in the Sandy Springs CDP in 2000, comprising 1.9% of all households in the CDP in 2000. Census data do not cross-tabulate household income data by household size.

TENURE BY AREA MEDIAN INCOME (AMI) CATEGORY IN 2000

Tenure refers to owner versus renter households. Table 3.6 cross-tabulates owner and renter households by AMI categories. Approximately one-fourth (24%) of all owner households in Sandy Springs in 2000 can be classified as having an income 80% or lower of the AMI. On the other hand, more than one-half of all renter households have incomes 80% or lower of the AMI. Renters comprised almost three-quarters (73.4%) of the households at or below 80% AMI in Sandy Springs in 2000.

**Table 3.6
Tenure by Area Median Income (AMI) Category, 2000
Sandy Springs CDP**

AMI Category	Owner Households		Renter Households		All Households	
	Number	%	Number	%	Number	%
Extremely Low Income (Less than \$14,999)	749	4.2%	2,362	11.1%	3,111	7.9%
Low Income (\$15,000 to \$24,999)	759	4.2%	2,079	9.7%	2,838	7.2%
Moderate Income (\$25,000 to \$49,999)	2,790	15.6%	7,407	34.7%	10,197	26.0%
All Target Households (0-80% AMI)	4,298	24.0%	11,848	54.2%	16,146	41.1%
Total Households	17,887	100%	21,332	100%	39,219	100%

Source: U.S. Census Bureau. Census 2000. SF3. Table HCT11

ELDERLY BY AREA MEDIAN INCOME (AMI) CATEGORY IN 2000

Elderly householders are those 65 years old or more. Table 7 cross-tabulates elderly households (householder 65 years or more) by AMI income category.

Of the total 5,511 elderly households in Sandy Springs in 2000, approximately one-half (50.3%) were at or below 80% of the Atlanta MSA AMI. The elderly households were nearly evenly distributed among extremely low, low, and moderate incomes, with 17%, 14%, and 19% respectively, as shown in Table 3.7.

Table 3.7
Elderly Households by Area Median Income (AMI) Category, 2000
Sandy Springs CDP

AMI Category	Number of Elderly Households	% of All Elderly Households
Extremely Low Income (Less than \$14,999)	961	17.4%
Low Income (\$15,000 to \$24,999)	759	13.8%
Moderate Income (\$25,000 to \$39,999)	1,052	19.1%
All Target Elderly Households (0-80% AMI)	2,772	50.3%
Total Elderly Households	5,511	100%

Source: U.S. Census Bureau. Census 2000. SF3. Table P55.

NONFAMILY HOUSEHOLDS BY AREA MEDIAN INCOME (AMI) CATEGORY IN 2000

Census data do not cross-tabulate household income data by household size. However, Table 3.8 shows non-family households by AMI in 2000 in Sandy Springs. There were 8,185 non-family households in Sandy Springs in 2000 which had incomes at or below 80% of the AMI in 1999, constituting 42.6% of all non-family households in the city (Census Designated Place) in 2000.

Table 3.8
Non-family Households by Area Median Income (AMI) Category, 2000
Sandy Springs CDP

AMI Category	Number of Non-family Households	% of All Non-family Households
Extremely Low Income (Less than \$14,999)	2,243	11.6%
Low Income (\$15,000 to \$24,999)	1,759	9.2%
Moderate Income (\$25,000 to \$39,999)	4,183	21.8%
All Target Non-family Households (0-80% AMI)	8,185	42.6%
Total Non-family Households	19,220	100%

Source: U.S. Census Bureau. Census 2000. SF3. Table P79.

RACE AND ETHNIC ORIGIN BY AREA MEDIAN INCOME (AMI) CATEGORY IN 2000

Table 3.9 provides AMI data by race/ethnic origin for households in Sandy Springs in 2000. Of the 11,730 households shown in Table 9 which had incomes at or below 80% AMI in 1999, the vast majority (75.7%) were White households. Black households comprised 16.9% of total households meeting the 80% or lower AMI threshold in 2000, while households of Hispanic or Latino ethnic origin (of any race) comprised 7.4% of total households in 2000. This means that the greatest need in terms of absolute numbers of households is that of White households.

However, as shown in Table 3.9, there are disproportionate needs in terms of Black and Hispanic/Latino households. As noted previously, 30.3% of all households in Sandy Springs in 2000 had incomes in 1999 at or below 80% AMI. Hence, that is the benchmark for purposes of determining whether there are disproportionate needs based on race or ethnic origin.

Whereas 28% of all white households had incomes in 1999 at or below the 80% AMI threshold (below the benchmark), Black and Hispanic/Latino households had significantly higher percentages (well above the benchmark), at 43.3% and 42.0%, respectively. Also, in terms of extremely low household incomes in 1999, Hispanic/Latino households were disproportionately represented as of 2000. Almost 12% of all Hispanic/Latino households in 2000 were at or below the 30% AMI threshold (i.e., extremely low income).

Table 3.9
Households by Race/Ethnicity by Area Median Income (AMI) Category, 2000
Sandy Springs CDP

AMI Category	Black		Hispanic or Latino		White	
	Number	%	Number	%	Number	%
Extremely Low Income (Less than \$14,999)	359	7.8%	244	11.8%	2,314	7.3%
Low Income (\$15,000 to \$24,999)	583	12.8%	279	13.5%	1,958	6.2%
Moderate Income (\$25,000 to \$39,999)	1,039	22.7%	345	16.7%	4,609	14.5%
All Target Households in Race/Ethnic Category	1,981	43.3%	868	42.0%	8,881	28.0%
Total All Households	4,568	100%	2,064	100%	31,799	100%

Source: U.S. Census Bureau. Census 2000. SF3. Tables P151A, P151B, and P151H.

Table 3.10
Race/Ethnicity of Elderly Households by Area Median Income (AMI) Category, 2000
Sandy Springs CDP

AMI Category	Black Elderly		Hispanic/Latino Elderly		White Elderly	
	Number	%	Number	%	Number	%
Extremely Low Income (Less than \$14,999)	18	26.5%	23	31.9%	912	17.0%
Low Income (\$15,000 to \$24,999)	22	32.4%	20	27.8%	719	13.4%
Moderate Income (\$25,000 to \$39,999)	14	20.6%	10	13.9%	1,031	19.3%
All Elderly Target Households in Race/Ethnic Category	54	79.4%	53	73.6%	2,662	49.8%
Total Elderly Households	68	100%	72	100%	5,349	100%

Source: U.S. Census Bureau. Census 2000. SF3. Table PCT72A, PCT72B, PCT72H

Table 3.10 provides income data cross-tabulated for elderly households by race and ethnic origin. The numbers of White elderly households far outweighed Black and Hispanic/Latino households in Sandy Springs in 2000. For White elderly households in Sandy Springs in 2000, approximately one-half (49.2%) had incomes in 1999 at or below the 80% AMI. Black and Hispanic/Latino elderly households were disproportionately higher, at 79.4% and 73.6% of all households in that race or ethnic origin category, respectively.

PERSONS WITH DISABILITIES

The U.S. Census Bureau compiles statistics for persons with disabilities, but cross-tabulations by income are not provided. Table 3.11 provides data on the various types of disabilities by age group. Mental disabilities are the greatest concern for persons ages 5 to 15 years in 2000, while physical disabilities are the greatest concern among elderly persons as of 2000 in Sandy Springs.

Table 3.11
Persons by Type of Disability by Age Group, 2000
Sandy Springs CDP

Type of Disability	5 to 15 years	%	15 to 64 years	%	65 years and over	%	All Age Groups	%
Sensory Disability	24	0.1%	623	6.0%	1,054	16.4%	1,701	9.8%
Physical Disability	87	18.7%	1,421	13.6%	2,107	32.8%	3,615	20.9%
Mental Disability	276	59.4%	991	9.5%	810	12.6%	2,077	12.0%
Self-Care Disability	78	16.8%	365	3.5%	845	13.2%	1,288	7.4%
Go-outside-home Disability	0	0%	1,899	18.2%	1,602	25.0%	3,501	20.2%
Employment Disability	--	--	5,145	49.3%	--	--	5,145	29.7%
Total	465	100%	10,444	100%	6,418	100%	17,327	100%

Source: U.S. Census Bureau. Census 2000. SF3. Table P41.

The Census Bureau defines “disability” as follows: “A long-lasting physical, mental, or emotional condition. This condition can make it difficult for a person to do activities such as walking, climbing stairs, dressing, bathing, learning, or remembering. This condition can also impede a person from being able to go outside the home alone or to work at a job or business.”

Table 3.12 provides data on disabilities for elderly households by race/ethnicity. There are no discernible patterns shown in the data provided in Table 3.12, except that White elderly households appeared to be more susceptible to physical disabilities when compared with Black and Hispanic/Latino elderly households in 2000. Also, although small in terms of absolute terms, Hispanic/Latino elderly households in 2000 were more likely to have mental disabilities than White or Black elderly households in 2000.

Table 3.12
Types of Disabilities of Elderly Household by Race/Ethnicity, 2000
Sandy Springs CDP

Type of Disability	Black Elderly		Hispanic or Latino Elderly		White Elderly	
	Number	%	Number	%	Number	%
Sensory Disability	19	12.7%	7	9.9%	1,024	16.7%
Physical Disability	37	24.7%	16	22.5%	2,035	33.1%
Mental Disability	24	16.0%	16	22.5%	779	12.7%
Self-Care Disability	21	14.0%	7	9.9%	798	13.0%
Go-outside-home Disability	49	32.7%	25	35.2%	1,511	24.6%
Total	150	100%	71	100%	6,147	100%

Source: U.S. Census Bureau. Census 2000. SF3. Table PCT67A.

PERSONS WITH HIV/AIDS

The U.S. Census Bureau does not report data on HIV/AIDS as a part of the decennial census. However, data are available for total reported AIDS cases in the metropolitan Atlanta area during the past decade, as shown in Table 3.13. It cannot be determined how many of these reported cases of AIDS were for persons residing in Sandy Springs.

Table 3.13
Reported AIDS cases, by Ryan White CARE Act in Atlanta Eligible Metropolitan Area,⁵
July 1995 through June 2005

Time Period	Reported Cases
7/1995 to 6/1996	1,646
7/1996 to 6/1997	1,311
7/1997 to 6/1998	875
7/1998 to 6/1999	1,009
7/1999 to 6/2000	674
7/2000 to 6/2001	841
7/2001 to 6/2002	1,178
7/2002 to 6/2003	934
7/2003 to 6/2004	1,177
7/2004 to 6/2005	1,287
Total	10,932

Source: HIV/AIDS Surveillance Supplemental Report, Centers for Disease Control and Prevention (June 2005)

⁵ The Atlanta Eligible Metropolitan Area as defined by Ryan White CARE Act, Title 1, is the equivalent of the Atlanta Metropolitan Statistical Area (MSA) which is defined by the U.S. Census Bureau. The Atlanta EMA covered a 20-county area at the time these data were reported: Barrow, Bartow, Carroll, Coweta, Forsyth, Paulding, Pickens, Spalding, and Walton, plus the ten counties in the Atlanta Regional Commission jurisdiction (Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry and Rockdale).

COST BURDEN

Basic data on cost burden is provided in Chapter 2 (see Tables 2.16 and 2.17). In addition, data on cost burden are provided in Table 3.14 for owner-occupied units and Table 3.15 for rental units, cross-tabulated by race/ethnicity.

Table 3.14
Monthly Owner Costs as a Percentage of Household Income by Race/Ethnicity, 2000
Specified Owner-Occupied Housing Units
Sandy Springs CDP

Monthly Owner Costs as a Percentage of Household Income	Black		Hispanic or Latino		White	
	Number	%	Number	%	Number	%
Less than 30% (not cost burdened)	292	78.1%	108	65.1%	10,812	75.2%
30 to 49% (cost burdened)	26	7.0%	34	20.5%	2,005	13.9%
50% or more (severely cost burdened)	50	13.4%	24	14.5%	1,480	10.3%
Not Computed	6	1.6%	0	0%	89	0.6%
Total Housing Units	374	100%	166	100%	14,386	100%

Source: U.S. Census Bureau. Census 2000. SF3. Table HCT47A, HCT47B, HCT47H.

Table 3.15
Gross Rent as a Percentage of Household Income by Race/Ethnicity, 2000
Specified Renter-Occupied Housing Units
Sandy Springs CDP

Gross Rent as a Percentage of Household Income	Black		Hispanic or Latino		White	
	Number	%	Number	%	Number	%
Less than 30% (not cost burdened)	2,103	57.7%	1,144	60.8%	8,834	65.0%
30 to 49% (cost burdened)	853	23.4%	403	21.4%	2,672	19.7%
50% or more (severely cost burdened)	691	18.9%	312	16.6%	2,084	15.3%
Not Computed	80	2.2%	24	1.3%	409	1.3%
Total Housing Units	3,647	100%	1,859	100%	13,590	100%

Source: U.S. Census Bureau. Census 2000. SF3. Table HCT39A, HCT39B, HCT39H.

Hispanic or Latino households had the highest incidence of cost burden and severe cost burden of the three types of owner-occupied households shown in Table 3.14. Black households had the highest incidence of cost burden and severe cost burden for renter-occupied households, as shown in Table 3.15.

OVERCROWDING

Statistics for overcrowding are provided in Chapter 2, Table 2.13. As noted in Chapter 2, overcrowding was not an issue for owner-occupied households in Sandy Springs in 2000.

However, there were 1,412 renter-occupied units that were overcrowded or severely overcrowded in Sandy Springs in 2000, the majority of which (59.3 percent) were severely overcrowded.

CONDITION

Housing conditions are addressed in Chapter 2, Table 2.12. In addition, Table 3.16 provides housing conditions data by race/ethnicity. Hispanic or Latino households were more likely to live in housing units lacking complete plumbing facilities in 2000 and were also more likely to be without telephone service, when compared with Black and White households. These data are not available by AMI grouping.

Table 3.16
Condition of Housing Units by Race/Ethnicity, 2000
Sandy Springs CDP

Housing Condition Indicator	Black	Hispanic or Latino	White
Percent Lacking Complete Plumbing Facilities	0.5%	1.4%	0.4%
Percent Lacking Complete Kitchen Facilities	0.4%	0.0%	0.4%
Percent Without Telephone Service	0.9%	4.0%	0.2%

Source: U.S. Census Bureau. Census 2000. SF3. Tables HCT32A, HCT32B, HCT32H, ACT34A, HCT34B, HCT34H, HCT35A, HCT35B, and HCT35H.

HOMES WITH LEAD-BASED PAINT

Table 3.17 provides the estimated number of homes with lead-based paint in Sandy Springs in 2000.

Table 3.17
Housing Units with Lead-Based Paint, 2000
Sandy Springs CDP

Year House Built	Total Units	Estimated Number of Units with Lead-Based Paint
Pre-1940	322	290
1940 – 1959	3,005	2,404
1960 – 1979	15,720	9,746
Total	19,047	12,440

Source: U.S. Census Bureau, 2000 Census, SF3, Table H34.

SUBSTANCE ABUSE

Table 3.18 provides regional estimates of substance abuse, which may inform the future consideration of housing needs for substance abusers.

Table 3.18
Estimates of 22 Substance Use Measures
in Atlanta 10 County Region (Region 3)

	% Estimate	95% Prediction Interval
Any Illicit Drug Use in Past Month	9.29	(7.59 - 11.32)
Any Illicit Drug Use Other Than Marijuana in Past Month	3.88	(3.00 - 5.01)
Marijuana Use in Past Month	6.62	(5.24 - 8.34)
Average Annual Rate of First Use of Marijuana	1.85	(1.50 - 2.29)
Perceptions of Great Risk of Smoking Marijuana Once a Month	39.46	(35.90 - 43.14)
Marijuana Use in Past Year	11.28	(9.47 - 13.40)
Cocaine Use in Past Year	2.36	(1.71 - 3.26)
Nonmedical Use of Pain Relievers in Past Year	4.61	(3.56 - 5.93)
Alcohol Use in Past Month	52.43	(48.70 - 56.13)
Binge Alcohol Use in Past Month	22.09	(19.49 - 24.93)
Perceptions of Great Risk of Having Five or More Drinks of an Alcoholic Beverage Once or Twice a Week	45.87	(42.39 - 49.40)
Alcohol Use in Past Month among Persons Aged 12 to 20	24.32	(21.02 - 27.95)
Binge Alcohol Use in Past Month among Persons Aged 12 to 20	16.27	(13.57 - 19.38)
Cigarette Use in Past Month	23.82	(21.17 - 26.70)
Any Tobacco Product Use in Past Month	28.33	(25.42 - 31.44)
Perceptions of Great Risk of Smoking One or More Packs of Cigarettes Per Day	75.92	(73.19 - 78.46)
Alcohol Dependence in Past Year	3.13	(2.34 - 4.19)
Any Illicit Drug Dependence in Past Year	1.95	(1.42 - 2.67)
Alcohol Dependence or Abuse in Past Year	7.21	(5.91 - 8.77)
Any Illicit Drug Dependence or Abuse in Past Year	2.98	(2.28 - 3.89)
Dependence on or Abuse of Any Illicit Drug or Alcohol in Past Year	9.13	(7.59 - 10.96)
Needing But Not Receiving Treatment for Alcohol Use in Past Year	6.83	(5.57 - 8.36)
Needing But Not Receiving Treatment for Illicit Drug Use in Past Year	2.62	(2.02 - 3.39)
Serious Psychological Distress in Past Year	9.92	(7.98 - 12.26)

Source: 2002, 2003, and 2004 National (HHS) Surveys on Drug Use and Health (NSDUHs)

PROJECTION OF WORKFORCE HOUSING NEEDS

The Atlanta Regional Commission Regional Development Plan Technical Report, Housing Element (2004 update) notes that regionally, 186,224 affordable housing units were needed as of March 2004 to meet the needs of households making less than \$35,000 per year. It finds further (p. 6-28) that:

“It appears that the housing needs for middle and high income families are being met in the Region versus many low and middle income families that are struggling to pay for adequate housing. The prospects for improvement of this condition in the region are minimal. With increasing populations and absent any major governmental intervention, it appears housing in the Atlanta region will become increasingly unaffordable to more working class families.”

Professor Chris Nelson, formerly with Georgia Tech’s City and Regional Planning Program, produced a report in 2004 (prepared for the Atlanta Regional Commission) that projects workforce housing needs in the metropolitan Atlanta region by county and Livable Centers Initiative (LCI) areas, including the Sandy Springs LCI. Table 3.19 provides the numbers for Fulton County as a whole, and Table 3.20 provides data for the census tract in Sandy Springs corresponding to the LCI study.

Table 3.19
Projected Workforce Housing Needs
By Range of Household Income, 2000-2030
Fulton County

Household Income Range	2000	2030	Absolute Change in Households, 2000-2030
Less than \$20,000	6,217	10,103	3,885
\$20,001 to \$34,999	137,767	203,539	65,772
\$35,000 to \$49,999	124,220	161,682	37,462
\$50,000 to \$74,999	162,984	205,042	42,059
\$75,000 to \$99,999	58,200	69,206	11,006
\$100,000 or more	48,949	55,360	6,411
Total	538,337	704,933	166,596

Source: “Workforce Housing Balance for the Atlanta Regional Commission: A Spatial Distribution Assessment.” March 25, 2004, by Arthur C. Nelson, Ph.D., FAICP.

It should be noted that the methodology for producing the figures in Tables 3.19 and 3.20 used census tract forecasts prepared by the Atlanta Regional Commission and available as of 2004. As noted elsewhere in this technical appendix, projections of households in Sandy Springs, completed as a part of this comprehensive planning effort, are significantly lower than the ARC forecasts. Therefore, it is believed that the projections of workforce housing needs presented in Table 3.20 for Sandy Springs overestimate workforce housing needs. However, it is also important to note that Nelson’s forecasts also only coincide with the census tract involved in the Livable Centers Initiative (LCI) study for Sandy Springs. Furthermore, it is noted here that the income ranges used in Nelson’s report do not correspond with AMI categories or the AMI category proxies used in this Chapter.

Table 3.20
Projected Workforce Housing Needs
By Range of Household Income, 2000-2030
Sandy Springs Livable Center Census Tract

Household Income Range	2000	2000 % of Total	2030	2030 % of Total	Change
Less than \$20,000	208	1.4%	400	1.7%	192
\$20,001 to \$34,999	4,600	31.9%	7,450	31.3%	2,850
\$35,000 to \$49,999	2,872	19.9%	5,176	21.8%	2,304

\$50,000 to \$74,999	4,221	29.2%	6,423	27.0%	2,202
\$75,000 to \$99,999	1,479	10.3%	2,455	10.3%	976
\$100,000 or more	1,061	7.3%	1,861	7.9%	800
Total	14,441	100%	23,766	100%	9,325

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

With significant adjustments, Nelson's data for the Sandy Springs LCI census tract can be converted to forecasts of housing needs citywide by AMI category for Sandy Springs. First, the percentages of total housing units/households in Nelson's data need to be adjusted to the AMI proxy categories. For instance, since Nelson's first income category includes incomes up to \$20,000, and the extremely low income category only extends to incomes up to \$14,999 (see Table 3.2), one can make a reasonable adjustment by taking 75 percent of the households in Nelson's first category to represent extremely low income. Such adjustments are then made to convert the income ranges used by Nelson to AMI categories. Second, since some of 2000 to 2030 growth of households has already taken place as of 2006, the total "change" of households/housing units shown in Table 3.20 has to be adjusted downward. Third, the total forecasts need to be adjusted downward again to account for a lower projection of households/housing units in Sandy Springs, in order to be consistent with the household and housing unit projections provided in this comprehensive planning effort. The effects of these adjustments are shown in Table 3.21.

Table 3.21
Short-term Projection of Households
By AMI Category, 2006-2012
City of Sandy Springs

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

Source: Jerry Weitz & Associates, Inc., October 2006, based on Nelson (2004).

In reviewing the short-term projections in Table 3.21, some explanation is needed. First, if one compares the year 2000 data (see Table 3.2 in this chapter), as of the year 2000 in Sandy Springs the percentage distribution among the AMI categories is quite different from that projected. For instance, whereas extremely low income households comprised 7.6 percent of all households in 2000, they are projected to be only 1.3 percent of the households added in Sandy Springs during the next five years (and to 2030 according to Nelson's data as refined). The percentage of households in the low income (AMI) category is relatively similar in 2000 (7.2 percent, see Table 3.2) and that projected in the short term (9.8 percent, see Table 3.21). Moderate income households comprise a significant higher percentage (29.2 percent) of projected households than existed in 2000 (15.5%). In light of this comparison of year 2000 to the projected income distribution of households, are the projections in Table 3.21 reasonable?

First, Nelson's data are the best available in terms of projecting households by income into the future. Second, given the practical limitations of housing supply in Sandy Springs, it appears reasonable to assume that future AMI target households will have some difficulty finding housing in Sandy Springs; stated differently, due to housing costs the household composition in Sandy Springs will not likely sustain year 2000 conditions. Third, using Nelson's forecasts means that the target households (AMI income ranges) will comprise 40.3 percent of all households in the City, as opposed to only 30.3 percent in the year 2000. Hence, the forecasts should be received as implying a greater percentage of target households than would be the case if year-2000 proportions were used. Fourth, in light of the observation that many future jobs in Sandy Springs will be in the retail trade and services sectors, which yield comparatively lower pay, for purposes of the Consolidated Plan it is reasonable to assume that a higher percentage of new households locating in Sandy Springs will have incomes within the AMI ranges.

PUBLIC AND ASSISTED HOUSING

For a list of non-governmental organizations supporting the housing needs of special populations, see the Atlanta Regional Commission's Regional Development Plan Technical Report, Housing Element, 2004 Update, p. 6-33.

There are a total of 109 public housing units and 325 assisted housing units (as of 2003) in Sandy Springs.

Allen Road Elderly Midrise (100 units)
144 Allen Rd NE, Sandy Springs, GA 30328
Owner: Fulton County Housing Authority
Public housing for elderly and disabled

Belle Isle Apartments (9 units)
151 West Belle Isle Rd NE, Sandy Springs, GA 30342
Owner: Fulton County Housing Authority
Family public housing complex

Campbell-Stone North Apartments (200 units)
350 Carpenter Dr NE, Atlanta, GA 30328
Owner: Campbell-Stone North Apartments, Inc. (nonprofit)
Project-based Section 8 assisted housing for elderly (not Housing Choice) (now Housing Choice Vouchers)

The Hellenic Tower (125 units)
8450 Roswell Rd NW, Atlanta, GA 30350
Owner: Greek Orthodox Church
Section 8 assisted housing for elderly (now Housing Choice Vouchers)

HOMELESSNESS

Fulton County has estimated that 2,100 homeless individuals are in need of specialized housing and supportive living arrangements (Atlanta Regional Commission, Regional Development Plan Technical Report, Housing Element, 2004 Update, p. 6-35.). ARC's technical report (2004) on housing, citing the Task Force for the Homeless and its report "Homelessness in Metropolitan Atlanta," finds:

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

Data specific to Sandy Springs are not currently available, though a survey of homeless in Sandy Springs is programmed to occur in collaboration with the Pathways Community Network in January 2007. In the interim, until more specific data are made available, Sandy Springs should consider itself somewhere in between the “inner core” of the region and the “outer counties” referenced in the report above. Sandy Springs may be served by some of the existing resources within Fulton County, though they probably serve primarily the City of Atlanta. The next section provides information on inventories of facilities serving the homeless.

HOMELESS AND HOUSING ASSISTANCE FACILITIES

The following facilities have been identified in the Sandy Springs area as providing some form of homeless or housing assistance. A total of 2,700 shelter beds were available in the metro Atlanta region as of 2004 (p. 6-34). For a listing of agencies and groups that serve homeless needs in the Atlanta region, see Atlanta Regional Commission, Regional Development Plan Technical Report, Housing Element (2004 Update), p. 6-35.

Community Action Center, Inc.
1130 Hightower Trail, Sandy Springs, GA 30350
CAC30328@aol.com, 770-552-4889

The Community Action Center offers emergency assistance to families in need, including financial, food, clothing and referrals. The CAC unites community efforts in responding to requests for emergency assistance. Resources are donated by 19 area churches and synagogues, individuals, organizations, schools and businesses. The CAC serves persons of all ages who have experienced a sudden change in life/economic circumstances and live within the five zip codes of Sandy Springs and Dunwoody (30327, 30328, 30338, 30342 & 30350) .

The Drake House
10500 Clara Drive, Roswell, GA 30075
<http://www.thedrakehouse.org/> 770-587-4712

The Drake House provides 15 transitional housing units for up to 90 days to homeless single mothers with one or more children. The coverage area is north Fulton County, and a single mother has to be either employed or employable. A major goal of the Drake House is to allow the service users to concentrate on savings during the stay for initial housing payments such as first month deposit and utility installation or connection charges. The Drake House also provides life skills classes such as job readiness, personal finances, parenting skills, computer skills, and health and wellness.

HomeStretch

89 Grove Way, Roswell, GA 30075
<http://www.homestretch.org/> 700-642-9185

HomeStretch provides 27 transitional housing units for nine to twelve months to a homeless family or a family immediately threatened with being homeless with children. A family does not necessarily need to be a single-mother family. The coverage area is north Fulton County, and a householder should be either employed or employable. A family pays rent based on a sliding scale based on their adjusted gross household income. HomeStretch also provides life skills classes. If a family needs additional time to regain self-sufficiency after the stay, HomeStretch may provide the family an open-ended, long-term HomeStretch affordable housing program.

Mary Hall Freedom House
200 Hannover Park Road Suite 100, GA Sandy Springs 30350
<http://www.maryhallfreedomhouse.org/> 770-642-5500

Mary Hall Freedom House provides transitional housing units along with substance abuse treatment for women and women with children. A major goal is to break the cycle of addiction and homelessness this population. Services also include treatment of alcohol, substance, physical, and mental and/or emotional abuse.

Sandy Springs Mission
4577 Roswell Rd, Sandy Springs, GA 30342
<http://sandyspringsmission.org/> 404-943-1540

Sandy Springs Mission provides after-school programs and food/clothing assistance.

Sandy Springs United Methodist Church
86 Mount Vernon Hwy, Sandy Springs, GA 30328
<http://www.ssumc.org/> 404-255-1181

This church provides clothing to persons in need and community meals bimonthly.

OTHER (SPECIAL) HOUSING NEEDS

This section describes other (special) housing needs, although data specific to the city and region are not currently available.

Housing Accessible to Persons with Disabilities

Many Americans are living in homes that are not designed for people with disabilities. The increasing numbers of people with disabilities brought on by the increase in the number of seniors will likely worsen this situation. New homes continue to be built with basic barriers to use by the disabled, and this is unfortunate given how easy it is to build basic access in the great majority of new homes. One solution to the quandaries described above is a form of accessible housing design known as “visitability.” Visitability calls for all new homes (both single-family and multi-family) to be designed and built with basic level access. As the name suggests, a primary purpose of this design is to allow people with disabilities to independently access the homes of their non-disabled peers. The design also allows the non-disabled to continue residing in their homes should they develop a disability (Casselmann 2004).⁶

⁶ Casselman, Joel. 2004. Visitability: A New Direction for Changing Demographics. *Practicing Planner*, 2, 4.

Deinstitutionalization

People with mental illnesses and other disabilities are often released from institutions with nowhere to go. Land use regulations and neighborhood resistance can pose barriers to the development of congregate living facilities and other arrangements to house such persons.

REGULATORY BARRIERS TO AFFORDABLE HOUSING

It is important to recognize that housing costs can be influenced by local land use regulations, building requirements, and other local policies. The following paragraphs describe generally how various regulatory mechanisms can affect the cost and affordability of housing. For additional information on barriers to affordable housing, see “Workforce Housing Balance for the Atlanta Regional Commission: A Spatial Distribution Assessment,” March 25, 2004, by Arthur C. Nelson, as well as p. 6-29 of the Atlanta Regional Commission, Regional Development Plan Technical Report, Housing Element.

Housing and Building Codes

One of the primary objectives of a housing code is to ensure minimum standards for habitable dwellings and to prevent the deterioration of housing quality. A housing code requires certain facilities (sanitary, water supply, heating, cooking, etc.) to be in every dwelling unit. Such codes also usually establish minimum dwelling space requirements (e.g., 150 square feet for the first occupant and 100 square feet for each additional occupant) and provisions for the upkeep of home exteriors (walls, doors, windows, etc.). Under such a code, the housing official can designate dwellings as dangerous or unfit for human occupancy, and, if necessary, condemn dangerous or unfit dwellings. Building codes specify minimum standards for construction materials and construction practices when building dwellings, which can also affect cost.

Zoning Ordinance

The location of residential development is governed by use restrictions established by zoning districts. The definition of “family” in the zoning ordinance usually addresses the maximum number of unrelated persons living together in a single-family unit. The permitted uses sections of the zoning ordinance either allow or do not allow certain types of housing units. The minimum size of individual housing units is sometimes specified by minimum floor area requirements in the zoning code. Minimum lot sizes and maximum densities establish how many housing units can be built on a given piece of property. Density restrictions influence both the supply of housing as well as the cost per unit of land (White 1992).⁷ Minimum lot widths require certain amounts of street frontage for detached dwellings on individual lots.

Subdivision Regulations

Subdivision ordinances establish standards for streets, drainage, utilities, and other improvements within subdivisions. The layout of blocks and lots is also guided by standards in the subdivision ordinance. Subdivision standards affect the cost of land for development and, therefore, indirectly affect the total costs of housing built on individual lots subject to that

⁷ White, S. Mark. 1992. *Affordable Housing: Proactive & Reactive Strategies*. Planning Advisory Service Report No. 441. Chicago: American Planning Association.

ordinance. Approximately 25 percent of housing costs are attributable to land costs in most real estate markets (White 1992).

Development Impact Fees

The City does not currently charge development impact fees for roads, recreation and parks, public safety and fire, or other eligible facilities, but as a part of this comprehensive planning process it intends to prepare and adopt development impact fees. To the extent that developers and builders can pass on to consumers the extra costs of development impact fees, impact fees increase the costs of housing. There is not a consensus, however, among economists that impact fee burdens are shifted forward to the consumer in the form of increased housing costs. Impact fees can create unintended disincentives for the production of affordable housing (White 1992). Georgia's development impact fee law allows local governments to exempt affordable housing from impact fees, provided that the money that would be collected as an impact fee be made up through some other funding source. Such exemptions must be tied to the City's goals and objectives for producing low- and moderate-income housing.

Manufactured Housing

Fulton County has had a long history of restricting the location of mobile and manufactured homes. Exclusion of manufactured homes has been questioned before in Georgia but is considered acceptable in the courts. In a case decided March 10, 2003, by the Georgia Supreme Court (*King v City of Bainbridge*), the City prevailed against a challenge that its zoning regulations were unconstitutional. The *King* decision overruled the longstanding legal precedent established in *Cannon v Coweta County* (a 1990 Georgia Supreme Court decision) that posed more restrictive legal boundaries for local zoning ordinances. Manufactured homes are often less expensive than traditional stick-built homes of comparable size, and while possible sites for their location in the City are limited, this housing is a permitted type in the City's zoning ordinance.

The Federal Manufactured Home Construction and Safety Standards went into effect June 15, 1976 (24 CFR 3280, Revised as of April 1, 2001). Manufactured homes have become safer and more durable since the enactment of the HUD Code in 1976, and their appearance has improved significantly (American Planning Association 2001). The HUD code preempts state and local building code approval by state and local governments, but it does not preempt local governments from adopting and enforcement placement and set-up restrictions (Weitz 2004).⁸

⁸ Weitz, Jerry. 2004. "Manufactured Housing: Trends and Issues in the 'Wheel Estate' Industry." *Practicing Planner*, Vol. 2, No. 4.

CHAPTER 4 ECONOMIC DEVELOPMENT

This chapter provides an assessment of general economic trends in the context of the county, region, and state, evaluates characteristics of the labor force, examines the city's economic base, and identifies the economic development resources available to the city in its pursuit of economic development and redevelopment.

ECONOMIC TRENDS

Atlanta Region

The economic base of the Atlanta region has long since transitioned from manufacturing-industrial to a service-based economy. For thirty years the Atlanta region has been one of the fastest growing metropolitan regions in the U.S. in terms of population growth. Between 1980 and 2000, jobs doubled in the Atlanta region. 1990 to 1999 was a period of unprecedented growth in metropolitan Atlanta. Regional employment increased by 40 percent between 1990 and 2000. The 1996 Olympic Games in Atlanta helped fuel regional and county growth (ARC Regional Development Plan Technical Report, Chapter 2, Economic Development).

As reported in the ARC's RDP Technical Report, Economic Development Element (2004 Update), the Atlanta region is home to 13 Fortune 500 companies, 25 Fortune 1000 companies, and more than 1000 headquarters of other major firms.⁹ These companies provide high-paying managerial jobs and produce national and international recognition and willingness to invest in the region. Wages in the State of Georgia have exceeded those at the national levels for most industries, and wages in the Atlanta region have exceeded those of the state level. Employment by occupation data show the Atlanta region's economy is more "professional" than production-oriented which is characteristic of the rest of Georgia. Atlanta also has the world's largest toll-free dialing area and the region holds a pre-eminent position in the telecommunications economy.

The Atlanta region's growth is fueled by Hartsfield-Jackson International Airport, which was the second busiest airport in the world in 2000 with 80 million passengers (ARC Regional Development Plan Technical Report, Chapter 2, Economic Development). Modernization of the international airport and extension of MARTA rail transit from the airport to North Springs (in Sandy Springs) has helped ensure the viability of employment growth corridor along Georgia 400. The Atlanta region is one of the few metropolitan regions in the U.S. where three interstate highways converge within a central city (I-20, I-75, and I-85). Sandy Springs, located between I-75 and I-85 at I-285, has remained a convenient center with respect to road transportation. And the building of GA 400 and, later, its extension to I-85 has added considerably to the accessibility advantage of Sandy Springs.

⁹ Fulton County is home to several Fortune 500 companies, according to the Focus Fulton 2025 Comprehensive Plan, Economic Development Element, including: United Parcel Service, BellSouth, Coca-Cola, Georgia-Pacific, Coca-Cola Enterprises, Delta Air Lines, Southern Company, Newell Rubbermaid, SunTrust Banks, Mirant, and Cox Communications (see Table 2-14 of Focus Fulton plan). Descriptions of these companies are also provided there.

Fulton County

In Fulton County alone between 1995 and 2000, employment increased by 114,900 jobs.¹⁰ Fulton County increased its employment at an annual average increase of 11,526 from 1980 to 1990 and 17,030 from 1990 to 2000.

Fulton County retained the largest concentration of employment in the Atlanta region in 1995 and 2000. During the 1990s, however, the rate of employment growth was faster in other parts of the region such as Gwinnett and Henry Counties (ARC Regional Development Plan Technical Report, Chapter 2, Economic Development).

Table 4.1
Total Employment, 1980-2000
Fulton County

Fulton County	1980	1990	2000
Total Employment	445,341	560,600	730,900

Source: Atlanta Regional Commission, RDP Technical Report, 2004 Update. Economic Development Element, p. 2-5, Table ED-1, Employment Trends by County.

Fulton County has historically had higher unemployment rates than the rest of the region. In the height of the 2002 recession, Fulton County's unemployment rate was 6.5 percent, while during the boom period of 2000 it was 3.6 percent (low, but the highest in the region at that time). In addition to Atlanta being the major concentration of state employment, Atlanta in Fulton County has been the largest concentration of federal employment outside Washington, DC. Fulton County led all counties in average weekly wages in 2002, at \$937 (ARC Regional Development Plan Technical Report, Chapter 2, Economic Development).

INDUSTRY OUTLOOK

Growing Industries

In Fulton County, services and retail trade are anticipated to be the top growing industries, according to the Focus Fulton 2025 Comprehensive Plan, Economic Development Element. See Table 2-6, "Growing Industries in Fulton County," of the Focus Fulton Plan, for the fastest growing industries in Fulton County between 2000 and 2010.

Declining Industries

In Fulton County, farm, mining, construction, manufacturing, wholesale trade, and federal military and civilian government are all projected to decline in both Fulton County and Georgia, according to the Focus Fulton 2025 Comprehensive Plan, Economic Development Element.

OTHER ECONOMIC TRENDS

The following are selected observations and predictions about Georgia's economic outlook in 2006 (Humphreys and Benson 2006).¹¹ Although the state's massive information industry

¹⁰ Though documentation is not shown here, consultant adds that Alpharetta (in north Fulton County) added some 55,000 jobs between 1995 and 1999.

suffered five straight years of deep job losses in Georgia, 2006 was predicted to be a turnaround year. Expansion of Georgia's economy would be higher if not for the "lingering effects of Hurricane Katrina on the economy" (Humphreys and Benson 2006). The impact of Hurricane Katrina may be complex but most would attribute higher gas prices (a negative economic influence) and boosts to Georgia's economy from relocations of businesses and immigration from hurricane-stricken areas (a positive). "Georgia's economy is more sensitive to high gasoline and fuel prices than is the overall U.S. economy." Economic analysts also observe that several of the state's largest employers "are not doing very well" (e.g., Delta's filing of bankruptcy in 2005). As a result, it will be difficult for small and medium-sized companies to grow fast enough to compensate for cutbacks in larger companies (Humphries and Benson).

Nonresidential construction is expected to escalate in 2006, while home price appreciation is predicted to slow. Georgia's economy is heavily dependent on residential construction, and homebuilding is in the process of downshifting. As a result, the metropolitan Atlanta area and State of Georgia may not be able to outperform the nation in 2006. The Atlanta region will eventually witness losses of federal military employment with the closure of Fort McPherson. Emory University and Georgia Tech are expected to help power the economic development of the region's economy in 2006 (Humphries and Benson).

In Sandy Springs, future economic development will take place predominantly in the form of redevelopment, since there is little nonresidential land that remains vacant and available for new development.

LABOR FORCE

Table 4.2 presents the labor force participation by sex in the Sandy Springs CDP in 2000. There was a resident labor force in Sandy Springs in 2000 of 53,524 persons, of which 54 percent were males and 46 percent were females. Approximately 83 percent of all males 16 years and over were in the labor force in 2000, and approximately two-thirds (65.7 percent) of females were in the labor force.

Table 4.2
Labor Force Participation by Sex, 2000
Persons 16 Years and Over
Sandy Springs CDP

Labor Force Status	Male	Percent of Males 16+ Years	Female	Percent of Females 16+ Years	Total (Male + Female)	Percent of Total Persons 16+ Years
In Labor Force	29,110	82.9%	24,414	65.7%	53,524	74.1%
Not in Labor Force	6,001	17.1%	12,731	34.3%	18,732	25.9%
Total Population (16+ Years)	35,111	100%	37,145	100%	72,256	100%

Source: U.S. Census Bureau. 2000 Census, Summary File 3, Table P43.

¹¹ Humphreys, Jeffrey M. and P. George Benson. "Georgia's Economic Outlook for 2006." *Georgia Business and Economic Conditions*, Vol. 65, No. 4. Fourth Quarter 2005. Athens, GA: Selig Center for Economic Growth, Terry College of Business, The University of Georgia.

Table 4.3 compares labor force participation rates by sex among Sandy Springs, the state, and the nation. Males 16 years and over in Sandy Springs in 2000 had much greater participation in the labor force than their counterparts in the state and nation as a whole. Females ages 16 years and over in Sandy Springs in 2000 also had significantly labor force participation rates than for the state's and nation's female labor force.

Table 4.3
Comparison of Labor Force Participation by Sex, 2000
Persons 16 Years and Over
Sandy Springs, State, and Nation

Jurisdiction and Sex	In Labor Force	Percent	Not In Labor Force	Percent
Sandy Springs CDP - Males	29,110	82.9%	6,001	17.1 %
Sandy Springs CDP - Females	24,414	65.7%	12,731	34.3%
Sandy Springs CDP - Total	72,256	74.1%	72,256	25.9%
State of Georgia - Males	2,217,015	73.1%	815,427	26.9%
State of Georgia - Females	1,912,651	59.4%	1,305,594	40.6%
State of Georgia - Total	4,129,666	66.1%	2,121,021	33.9%
United States - Males	74,273,203	70.7%	30,709,079	29.3%
United States - Females	64,547,732	57.5%	47,638,063	42.5%
United States - Total	138,820,935	63.9%	78,347,142	36.1%

Source: U.S. Census Bureau. 2000 Census; Summary File 3, Table P43.

Table 4.4 shows unemployment rates for males and females in Sandy Springs' labor force in 2000. Unemployment rates were low in 2000 for both males (2.7 percent) and females (3.1 percent), as was the overall unemployment rate in 2000 (2.9 percent).

Table 4.4
Employment Status of the Labor Force by Sex, 2000
Persons 16 Years and Over
Sandy Springs CDP

Labor Force Status	Male	Percent of Male Labor Force	Female	Percent of Female Labor Force	Total (Male + Female)	Percent of Total Labor Force
Employed	28,316	97.3%	23,661	96.9%	51,977	97.1%
Unemployed	794	2.7%	753	3.1%	1,547	2.9%
Total Labor Force	29,110	100%	24,414	100%	53,524	100%

Source: U.S. Census Bureau. 2000 Census, Summary File 3, Table P43.

The figures in Table 4.4 are shown in comparison with labor force status data for the state and nation as a whole. For males in Sandy Springs in 2000, unemployment rates were basically only half that for males in the state and nation as a whole. Similarly, the unemployment rates

for women 16 years and over living in Sandy Springs in 2000 were substantially lower than those of females in the state's and nation's labor forces in 2000. These findings are certainly encouraging and representative of the strong local economy in Sandy Springs.

Table 4.5
Comparison of Employment Status by Sex, 2000
Persons 16 Years and Over in the Civilian Labor Force
Sandy Springs, State, and Nation

Jurisdiction and Sex	In Civilian Labor Force, Employed	Percent	In Civilian Labor Force, Unemployed	Percent
Sandy Springs CDP - Males	28,316	97.3%	794	2.7%
Sandy Springs CDP - Females	23,661	96.9%	753	3.1%
Sandy Springs CDP - Total	51,977	97.1%	1,547	2.9%
State of Georgia - Males	2,051,523	95.0%	107,652	5.0%
State of Georgia - Females	1,788,233	93.9%	115,400	6.1%
State of Georgia - Total	3,839,756	94.5%	223,052	5.5%
United States - Males	69,091,443	94.3%	4,193,862	5.7%
United States - Females	60,630,069	94.2%	3,753,424	5.8%
United States - Total	129,721,512	94.2%	7,947,286	5.8%

Source: U.S. Census Bureau. 2000 Census, Summary File 3, Table P43.

Table 4.6 presents the employment by occupation of the civilian labor force ages 16 years and over in Sandy Springs in 2000. Note that these data present jobs of Sandy Springs CDP residents, *not* the jobs located within the City limits of Sandy Springs (CDP in 2000). Table 4.6 also shows comparison percentages for the state and nation, in terms of total occupational mix.

Table 4.6
Employment by Occupation by Sex
Employed Civilian Population 16 Years and Over
Sandy Springs CDP, 2000

Occupation	Sandy Springs CDP				GA	U.S.
	Male	Female	Total	%	%	%
Managerial professional, and related	15,018	12,135	27,153	52.3%	32.7%	33.6%
Service	3,112	2,675	5,787	11.1%	13.4%	14.9%
Sales and office	6,269	8,232	14,501	28.0%	26.8%	26.7%
Farming, fishing, and forestry	66	7	73	0.1%	0.6%	0.7%
Construction, extraction, and maintenance	2,321	135	2,456	4.7%	10.8%	9.5%
Production, transportation, and material moving	1,488	469	1,956	3.8%	15.7%	14.6%
Total	28,274	23,653	51,927	100%	100%	100%

Source: U.S. Census Bureau. 2000 Census, Summary File 3, Table P50.

The majority (52.7 percent) of Sandy Springs' resident work force in 2000 was employed in a single occupational category, managerial and professional. That figure is substantially higher than the state or nation as a whole, where managerial and professional occupations comprise approximately one-third of the total occupational mix. A second major occupational category for working residents of Sandy Springs in 2000 was Sales and Office, which comprised 28 percent of the total occupational employment mix; that percentage is comparable to but slightly higher than that of the state and nation. Sandy Springs' working residents in 2000 were much less

likely to be employed in “blue collar” type occupations, such as construction, production, and material moving. Those types of jobs are much less prevalent in Sandy Springs when compared with the state and nation, where they comprised much greater percentages of the total occupational employment mix.

Table 4.7 provides data regarding the industries in which Sandy Springs’ labor force was employed in 2000. Again, these numbers are for place of residence, not place of work. Percentages for the state and nation are also shown for purposes of comparison.

Professional, scientific, and management jobs (industries) are much more important industry sectors to Sandy Springs’ working residents as of 2000, employing more than twice the percentage they do in the State of Georgia or United States as a whole. Similarly, finance, insurance, and real estate as an industry sector is much more heavily represented in terms of the jobs employing Sandy Springs’ resident labor force when compared to the state and nation as of the year 2000. Arts, entertainment, recreation, accommodation and food services is a category that is also better represented in terms of employing residents of Sandy Springs in 2000 than residents of Georgia or the nation as a whole. Traditionally blue collar-type industries, such as manufacturing, construction, and transportation/warehousing and utilities employed a smaller percentage of Sandy Springs’ labor force in 2000 than they did in Georgia or the United States, as shown in Table 4.7.

Table 4.7
Employment by Industry by Sex, 2000
Employed Civilian Population 16 Years and Over
Sandy Springs CDP

Industry	Sandy Springs CDP				GA	U.S.
	Male	Female	Total	%	%	%
Agriculture, forestry, fishing and hunting, and mining	34	7	41	0.1%	1.4%	1.9%
Construction	2,053	321	2,374	4.6%	7.9%	6.8%
Manufacturing	2,146	1,131	3,277	6.3%	14.8%	14.1%
Wholesale trade	1,131	531	1,662	3.2%	3.9%	3.6%
Retail trade	3,339	2,910	6,249	12.0%	12.0%	11.7%
Transportation and warehousing and utilities	864	563	1,427	2.7%	6.0%	5.2%
Information	2,065	1,652	3,717	7.2%	3.5%	3.1%
Finance, insurance, real estate and rental and leasing	3,899	3,410	7,309	14.1%	6.5%	6.9%
Professional, scientific, management, administrative, and waste management services	6,137	4,728	10,865	20.9%	9.4%	9.3%
Educational, health and social services	1,990	4,821	6,811	13.1%	17.6%	19.9%
Arts, entertainment, recreation, accommodation and food services	3,133	2,155	5,288	10.2%	7.1%	7.9%
Other services (except public administration)	929	1,130	2,059	4.0%	4.7%	4.9%
Public administration	554	294	848	1.6%	5.0%	4.8%
Total	28,274	23,653	51,927	100%	100%	100%

Source: U.S. Census Bureau, 2000 Census. Summary File 3, Table P49.

**Table 4.8
Annual Average Labor Force and Employment Status, 2005
County, State and Nation**

Area	Labor Force	Employed	Unemployed	% Unemployed
Fulton County	426,288	399,949	26,339	6.2%
State of Georgia	4,588,023	4,346,289	241,734	5.0%
United States	149,320,000	141,730,000	7,591,000	5.1%

Source: Georgia Department of Labor, Bureau of Labor Statistics, as reported in Georgia Area Labor Profile, Fulton County.

Table 4.8 shows year 2005 annual average labor force and employment status for Fulton County, Georgia and the U.S. As noted previously, Fulton County has historically had the highest unemployment rates in the Atlanta region, and data in Table 4.6 show that Fulton County's unemployment rate was significantly higher than the state's and nation's in 2005.

As of August 2006, the unemployment rate for Georgia was 4.6 percent, for the Atlanta Metropolitan Statistical Area¹² it was 4.5 percent, and for Fulton County it was 5.4 percent (Georgia Labor Force Estimates, Place of Residence, Persons 16 Years and Older, not seasonally adjusted, available at <http://www.dol.state.ga.us/pdf/pr/laborforce.pdf>). The Georgia Department of Labor reports labor force statistics for cities of 10,000 or more; however, as a new municipality (incorporated December 1, 2005), Sandy Springs has not yet been included in such statistics.

COMMUTING PATTERNS

Of the 79,417 persons who worked in Sandy Springs in 2000, according to the U.S. Census Bureau, there were 12,370 persons who also lived in Sandy Springs.¹³ This means that in 2000 only 15.6 percent of the resident labor force in Sandy Springs actually worked within Sandy Springs (the CDP in 2000). That figure seems low, considering that Sandy Springs has a roughly equal number of jobs and population (nearly a 1 to 1 ratio). It is partially explained, however, when one considers the industry mix in Sandy Springs (see later sections of this Chapter), and the observation that the price of housing in Sandy Springs is substantially above what many working class households can afford to pay.

With regard to the commuting patterns of Fulton County's resident labor force (i.e., where they worked), more than two-thirds (69.1 percent) of employed residents of Fulton County worked within Fulton County itself in 2000. After Fulton County, DeKalb County was the most significant job location (10.7 percent) for Fulton County's resident labor force. Other counties with significant percentages of out-commuting from Fulton County for work in 2000 were Cobb County (6.5 percent) and Gwinnett County (5.5 percent).

¹² Barrow, Bartow, Butts, Carroll, Cherokee, Clayton, Cobb, Coweta, Dawson, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Haralson, Heard, Henry, Jasper, Lamar, Meriwether, Newton, Paulding, Pickens, Pike, Rockdale, Spalding, and Walton counties.

¹³ Census 2000 PHC-T-40, "Estimated Daytime Population and Employment-Residence Ratios."

With regard to the commuting patterns of people employed within Fulton County in 2000, more than one-third of the total employment (37.1 percent) in Fulton County was filled by Fulton County's own resident labor force. Other counties contributing heavily to filling jobs in Fulton County in 2000 were DeKalb County (17.0 percent), Cobb County (12.8 percent), Gwinnett County (8.0 percent), and Clayton County (5.6 percent).¹⁴

ECONOMIC BASE

Employment and Wages in Fulton County

Fulton County has remained an economic powerhouse in terms of employment during the last two decades and more (see Table 4.1 in this chapter). The five largest employers in Fulton County in 2005, according to the Georgia Department of Labor Area Profile for Fulton County, were: Cox Enterprises, Inc., Delta Air Lines, Inc., Georgia Institute of Technology, Georgia State University, and Turner Services, Inc. Other major employers in the Fulton area (multiple counties) include Wellstar Health System, Inc. and Lockheed Martin Corporation in Cobb County, and Emory University and Emory Healthcare, Inc. in DeKalb County.

The industry mix of employment in Fulton County in 2005, along with wages paid by industry, is provided in Table 4.9. Of the various industries shown in Table 4.7, Professional and Technical Services comprised the largest employment category (9.5 percent of Fulton County's total employment in 2005), followed by Accommodation and Food Services (8.9 percent), Administrative and Waste Services (8.9 percent), and Health Care and Social Assistance (7.7 percent). Finance and insurance (6.9 percent), Information (6.6 percent) and Wholesale Trade (5.7 percent) were also significant employment industries in Fulton County in 2005. Manufacturing (4.6 percent) and construction (3.1 percent) were less significant in terms of total employment mixes in Fulton County than they are in Georgia as a whole.

The Fulton County Comprehensive Plan provides a detailed comparison of employment by sector between Fulton County and Georgia. By 2025, services will reportedly account for approximately 40 percent of Fulton County's employment and 33 percent of Georgia's employment (Focus Fulton, Economic Development Element, p. 2-5). See that document for more detailed comparison data.

¹⁴ U.S. Census Bureau, 2000 County-to-County Worker Flow Files. As reported in Georgia Department of Labor, Bureau of Labor Statistics, as reported in Georgia Area Labor Profile, Fulton County.

Table 4.9
Employment and Weekly Wages by Industry, 2005
Fulton County

Industry	Employment	% of Total Employment	Weekly Wage (\$)
Construction	22,717	3.1%	\$1,022
Manufacturing	33,835	4.6%	\$1,208
Utilities	2,925	0.4%	\$1,879
Wholesale Trade	42,029	5.7%	\$1,390
Information	49,084	6.6%	\$1,556
Finance and Insurance	51,153	6.9%	\$1,712
Real Estate and Rental and Leasing	18,908	2.6%	\$1,068
Professional and Technical Services	70,474	9.5%	\$1,524
Management of Companies/Enterprises	16,077	2.2%	\$2,487
Administrative and Waste Services	66,031	8.9%	\$691
Educational Services	12,194	1.6%	\$759
Health Care and Social Assistance	57,248	7.7%	\$930
Arts, Entertainment, and Recreation	10,236	1.4%	\$842
Accommodation and Food Services	66,071	8.9%	\$401

Source: Georgia Department of Labor, Bureau of Labor Statistics, as reported in Georgia Area Labor Profile, Fulton County. Note: For definitions, see North American Industrial Classification System, available at: <http://www.census.gov/epcd/naics02/naicod02.htm>

With regard to wages, the highest paying industry in Fulton County in 2005 was Management of Companies and Enterprises, though it constituted only 2.2 percent of total county employment. Other industries with average weekly wages at the higher end of the scale are Utilities (\$1,879), Finance and Insurance (\$1,712), Information (\$1,556), and Professional and Technical Services (\$1,524). Although jobs in Accommodation and Food Services constituted 8.9 percent of total employment in Fulton County in 2005, weekly wages were lowest of all industry sectors at \$401.

For more data on personal incomes, see the Focus Fulton 2025 Comprehensive Plan, Economic Development Element, which provides estimates and projections of personal income for Fulton County.

Employment in Sandy Springs

There is much uncertainty when it comes to estimating current employment and projecting employment in future years, for the City of Sandy Springs. There is also significant variation among sources of data. For instance, a special spreadsheet on “daytime population,” produced by the U.S. Census Bureau and made available via the Atlanta Regional Commission, indicates the year 2000 employment (total workers working) in the Sandy Springs Census Designated Place (CDP) was 79,417. This is the most reliable estimate of employment in Sandy Springs.¹⁵

The U.S. Census Bureau’s Economic Censuses, which are published every five years, provide details of employment by industry for cities, but Sandy Springs was not an incorporated city in

¹⁵ In contrast, the Sandy Springs Interim Comprehensive Plan indicates that year 2000 employment in Sandy Springs was 141,282 (Source: Fulton County Environment and Community Development Department).

2002 and therefore data from that source are not available. County Business Patterns, an annual publication of the U.S. Census Bureau, provides employment data by industry for establishments with payroll for counties. It is important to note that data in County Business Patterns should be considered an underestimation of total employment, since some employment is with firms that do not have payroll. Furthermore, it does not include federal, state, and local government employment. Countywide employment data are useful in certain respects, but because Fulton County includes Atlanta and many other cities, one must be careful making assumptions based on countywide data and its applicability to the City of Sandy Springs.

County Business Patterns data are now published for zip codes. This information is very useful for this project because it provides data for a smaller level of geography than available for the county (or even the city). For instance, Sandy Springs includes four zip codes completely or mostly contained within the city limits (30327, 30328, 30342, and 30350), with small parts of other zip codes partially contained in the city (30022, 30092, 30338, 30319, and 30339). Of these latter zip codes, the most significant area with known employment concentrations is 30339 (Powers Ferry area south of I-285). Zip Code Business Patterns provide the total employment annually (2004 is the most recent year available), and the number of establishments by range of employment by industry (North American Industrial Classification System or NAICS), but it does not provide details of employment by industry. Zip Code Business Patterns, as shown in Table 4.10 below, indicate that there were approximately 110,000 employees (years 2002-2004) in just four zip codes, two of which are fully contained within Sandy Springs and two others that extend well beyond the city limits.

Table 4.10
Employment by Selected Zip Code, 2002-2004
Partially or Fully Within the City Of Sandy Springs
(Establishments With Payroll Only)

Zip Code	Area of City	2002	2003	2004
30327	SW (below I-285)	13,865	14,241	14,597
30328	Central (above I-285)	53,201	50,682	51,775
30342	SE (below I-285)	29,674	30,725	29,581
30350	North	12,317	12,606	15,024
Total Shown	(part of city; part outside city)	109,057	108,254	110,977

Source: U.S. Census Bureau, County Business Patterns, Fulton County, 2002-2004. Compiled by Jerry Weitz & Associates, Inc., September 2006. Note: This source provides the number of establishments by industry type, but not employment by industry type (just total employees).

Table 4.11 provides short-term employment projections for Fulton County and Sandy Springs, and Table 4.12 provides long-term projections. Employment in Sandy Springs is estimated to have increased annually in recent years by approximately 1,000 and is forecasted to continue that pace of job increase.

Between 2006 and 2030, Sandy Springs is projected to add another 26,844 jobs. Projections are based on Atlanta Regional Commission Envision 6+ data, assuming that Sandy Springs will maintain a constant share of total county employment of 11 percent.

Table 4.11
Short-term Employment Projections, 2006-2012
Fulton County and Sandy Springs

Jurisdiction	2006	2007	2010	2011	2012
Fulton County <i>ARC Envision6+</i>	781,651	790,109	815,485	826,894	838,303
City of Sandy Springs	85,981	86,912	89,703	90,958	92,213

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

Table 4.12
Long-term Employment Projections, 2015-2030
Fulton County and Sandy Springs

Jurisdiction	2015	2020	2025	2027	2030
Fulton County <i>ARC Envision6+</i>	872,530	929,575	977,648	996,877	1,025,721
City of Sandy Springs	95,779	102,253	107,541	108,599	112,825

Source: Fulton County projections from Atlanta Regional Commission, Envision 6+ (certain years interpolated).

ECONOMIC DEVELOPMENT RESOURCES

This section summarizes development agencies, programs, tools, education, training and other economic resources available to the community's businesses and residents. A more detailed inventory and assessment of these resources is provided in the Focus Fulton 2025 Comprehensive Plan, Economic Development Element.

The Fulton County Economic Development Department is the primary agency responsible for economic development in Fulton County (and, by extension, Sandy Springs). Activities of the Department are described in detail in the Focus Fulton 2025 Comprehensive Plan, Economic Development Element. The Greater North Fulton Chamber of Commerce serves Sandy Springs, and the Metro Atlanta Chamber of Commerce serves the entire Atlanta region including Sandy Springs. The Sandy Springs Business Association was formed to maintain and enhance the economic health of Sandy Springs.

Community Improvement Districts (CIDs) have been formed in Fulton County to assess additional property taxes on commercial properties for infrastructure. In Sandy Springs, there is the Perimeter CID. A Sandy Springs Tax Allocation District (TAD) was established along Roswell Road prior to Sandy Springs' incorporation in 2005, but that prior approval is reportedly no longer valid with the incorporation of Sandy Springs as a city.

Education and training opportunities available to Fulton County residents are described in the Focus Fulton 2025 Comprehensive Plan, Economic Development Element, including: Atlanta Regional Workforce Board, numerous vocational and technical schools, and Fulton County Human Services Department.

Generally, the current resources available to Sandy Springs via the Fulton County Economic Development Department and other providers is considered adequate, and not much if any

intervention at the level of City of Sandy Springs Government is considered necessary in the short term to sustain economic growth. More concerted efforts to stimulate redevelopment will eventually be needed, however. Sandy Springs has established a Community Development Department which will prepare a Consolidated Plan for Community Development Block Grant entitlement funds.

CHAPTER 5 NATURAL RESOURCES

This chapter draws heavily from the Interim Comprehensive Plan, adopted by the Sandy Springs Mayor and City Council in June 2006. That document was based substantially on the inventory and assessment provided in the Focus Fulton 2025 Comprehensive Plan, Natural Resources Element. The information is summarized and reformatted to match the revised Local Planning Requirements. Historic and cultural resources are described in Chapter 6 of this Technical Appendix.

ENVIRONMENTAL PLANNING CRITERIA

Environmental Planning Criteria were promulgated by the Georgia Department of Natural Resources immediately following adoption of the Georgia Planning Act of 1989. The original set of criteria included water supply watersheds, groundwater recharge areas, and wetlands. Pursuant to the Mountain and River Corridor Protection Act of 1991, protected mountains and protected river corridors were added as components to the environmental planning criteria.

Water Supply Watersheds

The Chattahoochee River (Upper Chattahoochee River Basin) is designated as a large water supply watershed, since it has public drinking water intakes and is larger than 100 square miles. Adjacent to Sandy Springs, along the Chattahoochee near its confluence with Marsh Creek, the Cobb County-Marietta Water Authority has a public drinking water intake. Public drinking water intakes also exist on the Chattahoochee River in South Fulton County, including the City of Atlanta, City of East Point and Douglas County Water and Sewer Authority.

The criteria for protection of large water supply watersheds do not specify buffers, impervious surface setbacks, or certain limitations on land uses, unless there is a water supply reservoir involved (which is not the case in Sandy Springs). Therefore, these criteria do not apply in Sandy Springs.

Protected Rivers

The Chattahoochee River meets the minimum flow requirements for designation as a “protected river,” but it is not subject to the Environmental Planning Criteria for Protected Rivers because the Metropolitan River Protection Act supersedes those provisions. The Chattahoochee Basin Watershed is also nominated as a Regionally Important Resource by the Atlanta Regional Commission in 1992 (ARC RDP Technical Report, Natural Resources).

Groundwater Recharge Areas

Although Fulton County contains seven significant groundwater recharge areas, only one is partially contained in Sandy Springs (in the northeastern section above DeKalb County).

Wetlands

Riverine wetlands are typically found along the Chattahoochee River, according to the Focus Fulton 2025 comprehensive plan. The county plan shows the Chattahoochee River corridor as possible wetlands. Environmental Planning Criteria specify that local governments should acknowledge the importance of protecting wetlands in their land use planning efforts. Due to the Metropolitan River Protection Act, various stream buffer requirements, and national regulation of jurisdictional wetlands, adequate protection exists of any wetlands in Sandy Springs.

ENVIRONMENTALLY SENSITIVE AND SIGNIFICANT NATURAL AREAS

Flood Plains

Sandy Springs has 100-year and 500-year flood plains as shown in Figure 5.1, including the Chattahoochee River, Sullivans Creek, Marsh Creek, Long Island Creek, and Nancy Creek. An ordinance regulating development within flood plains is required in order for property owners of a given local jurisdiction to participate in the National Flood Insurance Program. Only the 100-year flood plains are usually included in local flood plain management and flood damage prevention ordinances.

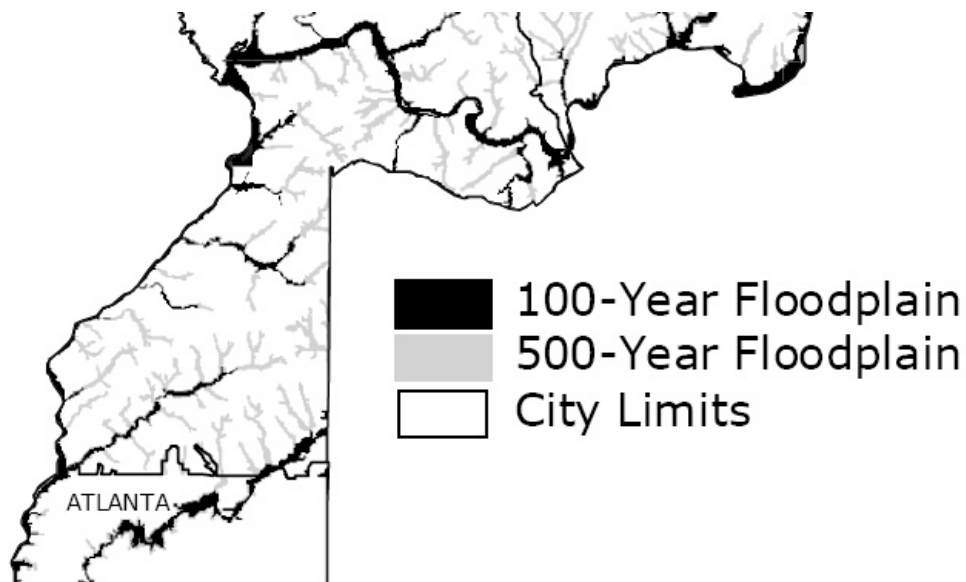


Figure 5.1 Floodplains

Source: Focus Fulton 2025 Comprehensive Plan, Natural Resources Element.

Steep Slopes

In the Focus Fulton 2025 comprehensive plan, steep slopes are defined as those areas with slopes of 25 percent or more, but the county's inventory shows slopes of 15 percent or more (see Figure 5.2 below). In Sandy Springs, grades of 15 percent or more are found primarily along the banks of the Chattahoochee River. The interim comprehensive plan adopted by Sandy Springs indicates that "the City recognizes the importance of such natural features and will work to research and address these in future drafts of the Comprehensive Plan." Hence,

the issue of whether additional regulations are needed to address steep slopes should be considered in the community participation process and addressed, as appropriate, in the Community Agenda.

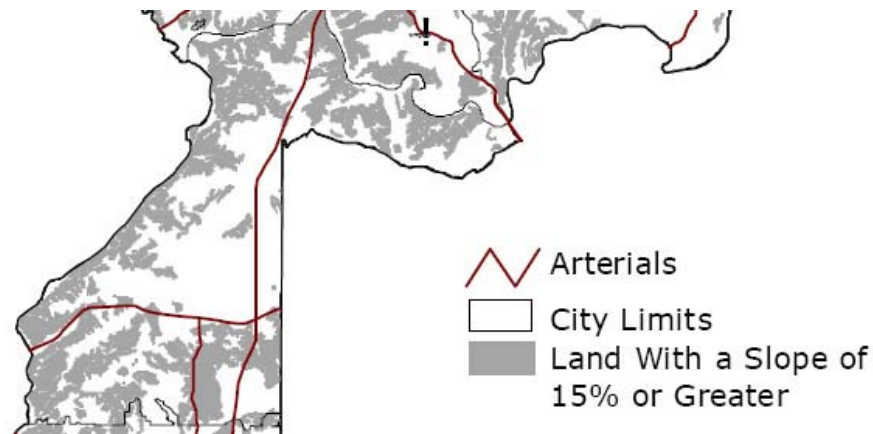


Figure 5.2 Grades of 15 Percent or More

Source: Focus Fulton 2025 Comprehensive Plan, Natural Resources Element.

Farm and Forest Lands

Due to the urban and suburban nature of development in Sandy Springs, there are no significant agricultural resources remaining in the city. The existing land use map, produced as a part of the Focus Fulton 2025 comprehensive plan, indicates there are significant forested lands remaining in the city, primarily within low-density, single-family neighborhoods. Sandy Springs includes the John Ripley Forbes Big Trees Forest Preserve, a 30-acre tract in the Morgan Falls area. Maintenance of forested character has been integrated into the citywide vision statement for Sandy Springs. Recently, the city has established a committee which is evaluating the tree protection ordinance of the city. The Community Agenda may need to reflect that committee's recommendations regarding amendments, if they are not accomplished by the time the Community Agenda is adopted.

Plant and Animal Habitats

The Interim Comprehensive Plan for Sandy Springs, adopted in June 2006, indicates that, although current City of Sandy Springs policies, ordinances, and regulations address tree protection and coverage, there may be an additional need for plant and animal habitat protection. Plant and animal habitats are vulnerable to land development and are in danger of becoming permanently altered or completely lost because of sporadic land development in and around ecologically sensitive areas.

Major Parks, Recreation and Conservation Areas

The National Park Service and the State of Georgia own approximately 705 acres of land in Sandy Springs, primarily the Chattahoochee National Recreation Area.

Scenic Views and Sites

No significant scenic views or sites have been identified in Sandy Springs, via its interim comprehensive plan or in the Focus Fulton 2025 comprehensive plan. However, the interim

plan notes that further consideration should be given to the identification of such sites. The Visionary Character Area Map, submitted as a part of the Community Assessment Report, designates “gateways,” one of which includes the crossing of the Chattahoochee River at Johnson Ferry Road. That area, and any others identified during the community participation process, should be further considered for designation and/or protection in the Community Agenda.

CHAPTER 6 HISTORIC RESOURCES

This chapter includes an assessment of Sandy Springs' existing historic resources and current preservation planning efforts. The intent of this chapter is to identify the significant historic buildings and places within the city limits of Sandy Springs with the purpose of encouraging further preservation or adaptive reuse of these resources. Recommendations for future preservation and planning activities will be a significant part of the public participation component of this plan.

The namesake of Sandy Springs is the existing natural springs located in the block bounded by Roswell Road, Hilderbrand Road, Sandy Springs Circle, and Sandy Springs Place. The center of the historical agricultural community of Sandy Springs was the area bounded generally by Roswell Road on the east, Abernathy Road on the north, and Mt. Vernon on the south. However, today no significant concentration of historic resources survives in this area. The historic development of Sandy Springs was of a naturally dispersed farming community. The historic lack of a recognizable downtown or city center makes the preservation of existing historic resources more challenging today, simply because the resources are generally isolated from one another with few exceptions. However, Sandy Springs does have significant historic resources that are worthy of recognition and preservation.

HISTORIC OVERVIEW OF SANDY SPRINGS

This overview largely follows the community history provided by *Fulton County Historic Resources Survey: North Fulton County and Sandy Springs* (Kip Wright/Historic Resources Assessments, 1996), and the information provided by Heritage Sandy Springs at <http://www.heritagesandysprings.org/history/timeline.html>.

Sandy Springs

Sandy Springs is named for natural springs located near the present-day intersection of Mount Vernon and Roswell Roads. These roads were at one time Indian trails, and their intersection is believed to have been an important crossroads. The springs served Native Americans and travelers as a site for rest and refreshment on the way to and from Atlanta and Decatur.

The first settlers moved to the area from other sections of Georgia, the Carolinas, and Virginia. Some lottery winners never settled, while others settled for awhile and then left. As a result, those who settled were able to purchase additional land. In the 1830s, a building located near the intersection of Glenridge Drive and Johnson Ferry Road served as a traveler's rest stop and circuit courthouse; the building remains today and is known as The Wagon Stop House.

In 1842, Wilson Spruill bought the land where the springs were located from another lottery winner and donated part of the land for a Methodist Church (now the Sandy Springs Methodist Church).

In the 19th and early 20th century, Sandy Springs developed as a small crossroads in the center of a sparsely settled agricultural community. Farmers grew cotton, corn and beans for the market. The founders of the community established a Methodist Church under a brush arbor near the springs in 1848. The church also operated a campground until 1960. Both the church and the campground served as an important social institution to the area. A one-room log

building was constructed in 1851 across the road from the church. It burned in 1897 and was replaced by a two-story, four-room Hammond School, which is no longer standing.

During the 1860s, James Isom operated Isom Ferry, which crossed the Chattahoochee at the mouth of Sope Creek. John Heard took over operation in 1868 and renamed the ferry "Heards Ferry" which operated until 1890.

Sandy Springs historically did not have large commercial centers or industries. Community activities were centered on churches, schools, and stores. In the 1920s, commercial development grew at the intersection of Roswell Road and Mt. Vernon. The nucleus of the commercial center was comprised of the Burdett grocery store, which operated from 1924-1974, a drug store and a ball park.

Pole Town

Pole Town was a small farming community located along Belle Isle Drive and Roswell Road in Sandy Springs. Many of the residents sold their produce at the Municipal Market in Atlanta and around the Market's vicinity. Mack Dobbins' wagon yard became a stopping place for farmers traveling to and from Atlanta. The wagon yard's corral, built out of logs, gave the area a rustic appearance and its name. Sentell Baptist Church and houses from the 1920s to the 1940s make up the community.

Dunwoody

Parts of Dunwoody are located within the city limits of Sandy Springs; Dunwoody is defined as the area bound by GA 400 to the west, I-285 to the south, the Chattahoochee River to the north, and Gwinnett County to the east.

Dunwoody settled through the land lottery after the 1820s and became a sparsely settled rural farming community. Dunwoody is named after Charles Dunwoody of Roswell. He purchased Land Lot 377 in 1862 for his farm. The churches and the crossroads at Mt. Vernon Road, Nandina Lane and Chamblee Dunwoody Road served as the focus of the community. In 1881, Dunwoody became one of the stops of the Roswell Railroad that operated between Chamblee and Roswell Station from 1881 to 1921. The railroad spurred significant commercial and industrial development at the crossroads of the three roads.

Twentieth Century Development

Beginning in the 1920s, Sandy Springs and Dunwoody became a popular area for the summer homes of vacationing Atlantans. The rolling forested hills and Chattahoochee River provided a suitable respite from the heat for city dwellers. Several prominent Atlantans built houses, ranging from log cabins to large homes, in the area. The T.K. Glen family built Glenridge Hall during this period, and Asa Candler had a log summer home, which no longer stands, near Burdett Road and Lake Forrest Road.

After World War II, the character of Sandy Springs and Dunwoody started changing. In the 1950s, the population started growing, leading to increased commercial and residential development. Mt. Vernon Woods, one of the first subdivisions, was laid out in 1953. In 1955, the first shopping center was built along Roswell Road. With the opening of Interstate 285 and GA-400 in the 1960s and 1970s, office parks, apartments and additional commercial development followed. With the new growth and development, many of the farms, farmhouses and weekend

retreats were lost. In one generation, the character of these two communities changed from rural to suburban.

Growth continued into the 1960s. In 1967, the last covered bridge in the area over Sope Creek at Paper Mill Road was destroyed by fire. In 1968 a group of local residents and county representatives formed the Community Planning Council. Comprehensive development plans for the area were drafted, but most were ineffective. The Sandy Springs Historic Community Foundation was an outgrowth of renewed efforts in the 1980s to beautify and preserve Sandy Springs' historic resources.

PROPERTIES LISTED ON THE NATIONAL REGISTER OF HISTORIC PLACES

There is only one National Register-listed property within the city limits of Sandy Springs. Glenridge Hall, located at 6615 Glenridge Drive, was listed on the National Register in 1982 and is currently a private home. The 1920s Tudor-style home is nestled in the midst of 47 acres of woods, and the site is available for rental by private parties.

The National Register of Historic Places is our nation's official list of historic places deemed worthy of preservation. The National Register of Historic Places plays the central role in recognizing buildings, sites, districts, structures and objects significant in national, state or local history, archeology, architecture, engineering or culture. Listing in the National Register does not guarantee full protection from demolition, but any development project using federal money or requiring a federal permit must undergo "Section 106" review, required by the Historic Preservation Act, to consider the impact the project might have on nearby sites that are on or eligible for the National Register. Nominations to the National Register are submitted to and approved by the Historic Preservation Division of the Georgia Department of Natural Resources. The National Register is maintained by the National Park Service, but the vast majority of the buildings on the list are privately owned.

LOCAL HISTORIC PRESERVATION ORDINANCE / LOCAL HISTORIC DISTRICT

Currently, there is no adopted local historic preservation ordinance in Sandy Springs. This type of ordinance provides some means of local protection to historic resources through the legal establishment of a Historic Preservation Commission and/or local historic district. There is also no existing local historic district currently established within the city limits of Sandy Springs.

The adoption of a historic preservation ordinance could be a significant component of a local historic preservation program in Sandy Springs. This type of local ordinance would provide the community with potential funding sources to introduce various preservation planning programs, as well as provide local options for regulating uses of historic properties.

Once a city adopts a historic preservation ordinance, the locality can designate local historic districts or individual local historic landmarks with the goal of retaining the character of the building or area. To receive local designation, a building or district must be historically, architecturally or culturally significant and retain most of its character. The goal of local designation is to preserve the unique character of a property or group of properties (district), while allowing new construction to include architectural designs that are compatible with the neighboring historic buildings and their surroundings.

A Historic Preservation Commission (HPC) can also be established once a local historic preservation ordinance is adopted. An HPC reviews and comments on potential building projects and local actions that would affect designated historic buildings. Owners of designated

properties typically cannot demolish, move or change exterior features of the structure without approval from the HPC, as provided under the local ordinance. The local preservation process in Georgia is governed by the Georgia Historic Preservation Act of 1980, which is the enabling legislation that allows local communities to adopt a historic preservation ordinance and establish a preservation commission.

LOCAL ORGANIZATIONS SUPPORTING HISTORIC PRESERVATION INITIATIVES

There are two community groups that are involved in the preservation of, or education regarding Sandy Springs' heritage and historic properties.

Heritage Sandy Springs is a non-profit organization dedicated to preserving the community history of Sandy Springs. The organization, established in 1985 and formerly known as the Sandy Springs Historic Community Foundation, offers educational programs with the purpose of promoting community identity and pride. Heritage Sandy Springs operates the Sandy Springs Historic Site, located at 6075 Sandy Springs Circle, which consists of a 4-acre park containing the community's historic "sandy springs" and the Williams-Payne House Museum and Gardens. The Williams-Payne house is a circa 1869 farmhouse moved to the site from the Williams Farm once located on Mount Vernon Road; the home provides the focal point of educational programs about daily life in Sandy Springs during the period from 1870 to 1920. Heritage Sandy Springs also sponsors community events such as lectures, concerts, festivals and other community-building activities.

The Sandy Springs Society, incorporated in 1988, is the largest single philanthropic agency in Sandy Springs. The society is a membership organization of volunteers who raise funds for organizations that support programs in certain identified areas of community need. One of the identified needs established by the society is Heritage Preservation.

SANDY SPRINGS HISTORIC RESOURCE SURVEY

A historic resource survey was conducted for North Fulton County and Sandy Springs in 1996 by Elliott Kipling Wright of Historic Resource Assessments and by the Fulton County. The purpose of the survey was to uniformly document buildings, sites, and structures of historical, architectural, and cultural significance in the City of Sandy Springs. The survey consisted of historic research, field surveys, and a survey report. The methodology developed by the Historic Preservation Division (HPD) of the Department of Natural Resources and described in the Georgia Historic Resources Survey Manual was followed in the survey to ensure consistency within the county and with surveys conducted throughout the state. The survey was funded by Fulton County and the Georgia State Historic Preservation Division (HPD) of the Department of Natural Resources.

The land area surveyed in Sandy Springs included 24,710 acres. A total of 161 sites were surveyed in the City of Sandy Springs using the Georgia Historic Resources survey forms. A survey form for each property surveyed, as well as a survey report with pertinent analysis of the survey data, is located at the Georgia State Historic Preservation Division (HPD) office in Atlanta and at the local office of Heritage Sandy Springs.

Property types surveyed included single and multiple dwellings, summer cottages/hunting lodges, transportation-related bridges and structures, churches, and a school. However, the majority (88 percent) of the historic resources identified were single-family homes. The most common type of residential property identified in Sandy Springs was the suburban home constructed between 1920 and 1949. Many of these suburban homes are good examples of the

Bungalow and Side Gabled Cottage house types. House type refers to the overall form of the house and the general layout of the interior rooms of the original part of the house.

A majority of the residential buildings surveyed feature an academic architectural style; style refers to the ornamentation and decoration of a house. The three most common architectural styles found in Sandy Springs include English Vernacular Revival, Colonial Revival, and Craftsman. However, there are many historic homes in Sandy Springs that feature no strict architectural style at all; these buildings are usually referred to as “vernacular.”

There were eighteen properties identified as second homes, summer cottages or hunting lodges. Several were located along bluffs overlooking the Chattahoochee River, which made them ideal as summer retreats for Atlantans. These homes were constructed as second homes, such as the Chastain-Bourne House (Fu-SS-34) and the Dr. Dan H. Griffin House (Fu-SS-60), Mitchell-Tiller House (Fu-SS-58), but all later became primary residences. Nine of the identified properties were log houses.

Although the dates of construction of the surveyed properties range from the early 1800s to the 1950s, the large majority of buildings in Sandy Springs were constructed between 1910 and 1949. At the time of the survey, most of the resources (82 percent) were considered to be in fair to good condition. However, it is unknown how many of the surveyed resources have been demolished since 1996 to make way for new development, redevelopment, or road projects.

Finally, approximately 30 percent of the resources surveyed were determined to be eligible or potentially eligible for the listing on the National Register of Historic Places.

Commercial, Industrial and Institutional Resources

No historic commercial or industrial resources are known to exist within the City of Sandy Springs. The only historic institutional building that has been identified is the Liberty-Guinn Consolidated School (now the Archbishop Thomas A. Donnellan School) that dates from Twentieth Century.

Rural Resources

Although Sandy Springs was once an agricultural community with abundant farmland and vernacular farmhouses, none of this rural character remains today other than through the survival of isolated homesteads or farmhouses. The rural character of the landscape has completely transformed into urban and suburban development.

Transportation Resources

The historic significance of the Chattahoochee River and early roadways in the development of Sandy Springs is worthy of note. The intersection of Mount Vernon and Roswell Roads provided two corridors for trade and transportation for the Sandy Springs community, while the river crossings (including ferries and covered bridges) provided access across the river that bounds Sandy Springs on the north and west. Unfortunately, none of the early historic ferries and covered bridges across the Chattahoochee River has survived to the present day. However, there are several intact historic bridges, and one dam, located in Sandy Springs that date from the 1920s to the mid-twentieth century.

Archeological Sites

There are areas in the city that may contain sites of archeological interest, especially within the lands adjacent to the Chattahoochee River. There may be ferry sites, remnants of bridge locations, or other archaeological sites of interest along the river. However, there is no comprehensive survey of existing confirmed or potential archaeological sites in Sandy Springs.

ISSUES AND OPPORTUNITIES

1. Consideration of a Local Historic Preservation Ordinance

Sandy Springs continues to experience tremendous growth and development pressures. If the city wishes to retain its historic resources, it is vital that the City of Sandy Springs take steps to adopt a local preservation ordinance that will provide measures to identify, preserve and protect remaining historic buildings and sites in the community. Significant actions that should be considered once a local ordinance is adopted is the establishment of a Historic Preservation Commission and the creation of a Local Historic Landmark or Local Historic District program that could provide some protection for individual and grouped historic resources in Sandy Springs. Properties that were identified in the 1996 survey as eligible or potentially eligible for the National Register should be included in designations for any local historic landmark program.

2. Update of the Historic Resource Survey

The existing historic resource survey for Sandy Springs, while an invaluable resource for beginning a local historic preservation program in the city, will need to be updated to incorporate those historic resources that have become historic within the last ten years. The rule of thumb for judging whether or not a building or site is historic is if it has reached an age of 50 years old. Using that measure, a future historic resource survey would need to consider all buildings constructed in Sandy Springs within the past 50 years. Some of the resources that will need to be assessed include the large numbers of suburban homes constructed during the 1950s and into the 1960s, such as Side-Gabled Cottages and Ranch houses. One example of an area that should be surveyed is the neighborhood of Mt. Vernon Woods, laid out in 1953.

Due to the pressures of urban development and redevelopment in Sandy Springs, it is likely that some of the identified resources in 1996 have since been demolished. Therefore, an updated survey would give a more accurate reflection of the status of historic resources in the community. There is state funding for conducting surveys that may be available through the Georgia Historic Preservation Division (HPD).

3. National Register of Historic Places

The National Register of Historic Places provides honorable recognition to historic properties that demonstrate a certain level of historic, architectural or other significance. There are many properties in Sandy Springs that are eligible for the National Register; owners should be educated about the benefits of listing their properties on the National Register. There may also potentially eligible districts within Sandy Springs, such as Poletown. Additional research will be needed to determine if a district would be likely in this area, or within other areas in Sandy Springs.

The National Register provides some protection from Federal and State undertakings, such as road projects, as well as offers some financial incentives for certain properties.

4. Vacant Historic Buildings

There are a number of vacant historic buildings and properties in Sandy Springs that are vulnerable to demolition for lack of an advocate. Historic preservation efforts should focus on the preservation and reuse of vacant properties by creating preservation plans to protect these buildings. Working with owners and determining the needs of people and their buildings, it is possible to search for a suitable renter or buyer for the property through the Georgia Trust for Historic Preservation Revolving Fund Program. Part of this planning process should be educating owners about the possible benefits of maintaining historic buildings.

5. Public Education

Ongoing public education of local citizens and developers about the history of Sandy Springs and the benefits of historic buildings is vital to continuing preservation efforts in the city. People must be taught the fundamentals of historic preservation and the benefits involved. Information regarding federal, state and local financial incentives, programs and other technical assistance need to be disseminated within the community.

6. Heritage Tourism

Tourism can be one of the most visible benefits of an effective historic preservation program. Heritage tourism provides an economic development incentive for preservation and is worthy of consideration as a major initiative in Sandy Springs. There are already programs administered by Heritage Sandy Springs that provide a model for heritage tourism, such as the Driving Tour of Sandy Springs. Such a tour should be updated on a regular basis to remove those resources that have been demolished. Perhaps a brochure of those resources that have been demolished would provide an incentive for local action toward a local historic preservation ordinance.

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CHAPTER 7 COMMUNITY FACILITIES AND SERVICES

The purpose of this chapter is to provide an inventory of a wide range of community facilities and services and assess their adequacy for serving the present and future population growth and economic needs of the City of Sandy Springs. The information contained in this chapter will assist the City in coordinating the planning of public facilities and services with new development and redevelopment projects, as well.

Community facilities can be grouped into larger areas of concern, summarized below. Though this Chapter is not organized according to these groupings, discussion follows them sequentially. Transportation is addressed in a separate chapter

- (1) **Public safety**, including crime, law enforcement (sheriff, police, courts, corrections) fire protection and rescue operations, emergency medical services, 911, emergency management and animal control.
- (2) **Health, education, and welfare**, including hospitals, nursing homes, public welfare programs, public and private school systems and institutions of higher learning, libraries, and public cemeteries.
- (3) **General administrative facilities**, such as administrative offices for city and county personnel, including management, building inspections, economic development and tourism, and business licensing among others.
- (4) **Utility-type operations**, such as solid waste collection and disposal, water systems, sewer systems, and stormwater management.
- (5) **Parks and cultural facilities**, including state and local parks, local recreation programs, and cultural and community assets.

Many of the services in this section are provided by Fulton County, including schools, libraries, water and sewer, sheriff department and justice, countywide health, and emergency management. To the extent that community facilities and services are provided directly by Fulton County, rather than the City of Sandy Springs, the description in this Chapter is brief and refers mostly to information already compiled in the Focus Fulton 2025 Comprehensive Plan, Community Facilities and Services Element.

Sandy Springs has prepared a comprehensive map of public facilities in the city, titled "Government Facilities, Parks and Recreation." That map is not reproduced in this Chapter due to the size and detail of the map, but it is referred to throughout this Chapter with regard to the location of public facilities.

SHERIFF AND COURTS

All of Fulton County is served by the elected Fulton County Sheriff, who is a constitutional officer responsible for law enforcement, court services, and the Fulton County jail. Details about the Fulton County Sheriff's Department and the various courts within the Fulton County Court System are provided in the Focus Fulton 2025 Comprehensive Plan, Community Facilities Element.

POLICE PROTECTION

The Sandy Springs Police Department began day-to-day coverage of the 37-square miles of the city at midnight on July 1, 2006. Prior to that date, Sandy Springs was served by the Fulton County Police Department out of the North Fulton Service Center. At initiation of municipal police service, the Sandy Springs Police Department had 86 sworn officers, including administration, investigative and uniformed personnel (Sandy Springs Website).

During the planning horizon (2006-2030), Sandy Springs will expand its facilities for municipal departments, including police. As it considers other facility options, the following may help in the decision-making process. Police facilities should be located as centrally as possible to the center of activities, because doing so may reduce travel time from the facility to patrol zones. There are also advantages of using major public buildings such as a police headquarters building and/or city hall as civic anchors in town planning and redevelopment or revitalization efforts.

Sometimes, police facilities are “decentralized” and are co-located with fire stations. Future facility planning might consider the prospect of using future fire stations both as fire stations and police precincts. There may be a preference, however, for one centralized location, as opposed to providing for decentralized police space to meet future demands. Communication and coordination issues are a primary reason why the city might favor one centralized location for police department administration and police operations, rather than a decentralized approach to service delivery.

MUNICIPAL COURT AND INCARCERATION

Sandy Springs provides municipal court services out of its current City Hall location on Roswell Road in the Morgan Falls area. The city has an agreement with a private vendor to help staff the municipal court. Case dockets have recently been heavy, and standing-room only conditions have been experienced recently in the city’s court room/Council chambers. As a result, more municipal court sessions are being added to address the heavy and growing caseload.



Sandy Springs City Offices

Sandy Springs does not operate a city jail. It currently has an agreement with the City of Roswell to house offenders at Roswell’s jail. Furthermore, Sandy Springs recently arranged to begin housing offenders in jails in the City of Doraville, Georgia, and Irwin County, Georgia, according to a recent newspaper account and as described under “intergovernmental agreements.”

Although municipal court is not specifically listed as an eligible facility for which development impact fees can be charged, it is reasonable to include such facilities under the general category of public safety (an impact fee-eligible activity), since a local government cannot provide the full spectrum of public safety services without considering needs for adjudication,

incarceration, and corrections. The city as a part of the comprehensive planning process is going to prepare a development impact fee program for public safety and other facilities. The future, short-term and long-term needs with regard to municipal court and jails should be considered as a part of that impact fee program.

FIRE DEPARTMENT

Fire protection is broader than many people realize at first glance—fire departments have become providers of emergency medical care, emergency management, disaster assistance, “cat in the tree” calls, rescue services, prevention programs, and many other roles. An overall objective of fire protection services is to minimize casualties and losses of property from fire by helping to prevent fires from occurring and to reduce losses and casualties from fires that do occur.¹⁶



Fire Station #2 on Johnson Ferry Road at Sandy Springs Circle.

Existing Facilities

There are three Fulton County Fire Stations located within the city limits of Sandy Springs, as shown in Table 7.1. A fire station in the city limits of Atlanta, leased by Sandy Springs, is also shown.

**Table 7.1
Fulton County Fire Stations and Capital Stock
Serving Sandy Springs**

Number and Name	Location	# Bays	# Engines	# Ladder/ Other
#2 Johnson Ferry	Johnson Ferry Rd/ Sandy Springs Circle	3	1	1/Batt Car
#6 Spalding (also is #16)	Roberts Drive, Spalding Drive, and Dunwoody Club Drive	2	1	0
#22 Heards Ferry	Heards Ferry Road near Heards Road	2	1	0
Atlanta-Sandy Springs Fire Station #4 (Atlanta Fire Station #39)	4697 Wieuca Road, NE (leased per intergovernmental agreement) (outside city limits)	n/a	n/a	n/a

Source: Focus Fulton 2025 Comprehensive Plan, Community Facilities Element, Table 5-34. Intergovernmental Agreement with City of Atlanta Re: Atlanta Fire Station 39.

¹⁶ Hatry, Harry P., et al. *How Effective Are Your Community Services? Procedures for Measuring Their Quality*. 2nd Ed. Washington, DC: Urban Institute and International City/County Management Association, 1992.

Note: n/a = not available – the original source did not include this Atlanta fire station, and data were unavailable at the time this report was written/revised.

Sandy Springs has established its own Fire Department. Service coverage with regard to fire stations, and more detailed facility planning, will take place during preparation of the Community Agenda. Specifically, the City of Sandy Springs will prepare a development impact fee program for public safety, including fire protection.

ISO Rating

Insurance Services Office, Inc. (ISO) rates communities according to the adequacy of the water and fire protection systems. The Fire Suppression Rating Schedule (FSRS) is the manual ISO uses in reviewing the fire-fighting capabilities of individual communities. The schedule measures the major elements of a community's fire-suppression system, including but not limited to the sizes and types of buildings in a community, the presence or absence of fire alarm systems, the way calls are received and handled, whether fire fighters are paid or volunteer, the size of water mains and capacity, and how long it takes to respond to a call. Fifty percent of the overall grading is based on the number of engine companies and the amount of water a community needs to fight a fire. ISO reviews the distribution of fire companies throughout the area and checks that the fire department tests its pumps regularly and inventories each engine company's nozzles, hoses, breathing apparatus, and other equipment. The rating schedule manual uses a numerical grading called a Public Protection Classification (www.iso.com). ISO ratings are based on a scale from one to ten, with a one being the best and ten being no fire protection.

Assessment Measures

Unlike many other services, there are numerous metrics on which to base a determination of adequacy for fire departments. These include the overall Insurance Services Office, Inc. (ISO) rating, amount and type of development served within radii of stations, the number of fire stations, the number of bays and square footage of individual fire stations, the staffing levels per station and piece of equipment, the rolling stock (heavy vehicles such as engines and ladder trucks assigned), the number of pieces of reserve equipment, response times, and various other metrics related to water supply including fire hydrant spacing and flow (water pressure).

Response Times

The speed of providing fire suppression services is essential. Therefore, response time is often one of the more important standards for assessing adequacy. Speed is a function of distance, and therefore, radii or travel time distances are often plotted around fire stations as a measure of time as well as distance. Response times of 3 minutes are desirable. A 5 minute standard is an absolute maximum, because research into fire indicates that temperature increases and the fire builds during the first few minutes—typically three or four. After four or five minutes, unrestrained fire growth leads to flashover or ignition of the total contents of the room (or rooms, or building). Furthermore, five minutes is not sufficient when one considers that an unconscious person with depleted oxygen will typically suffer permanent brain damage after approximately 4 minutes.¹⁷

¹⁷ Granito, John A., and John M. Dionne.. "Evaluating Community Fire Protection." In Ronny J. Coleman and John A. Granito, eds, *Managing Fire Services*, 2nd Ed. Washington, DC: International City Management Association, 1988.

The Focus Fulton 2025 Comprehensive Plan indicates that Fulton County Fire Department's level of service standard for response time is "four minutes 90 percent of the time." However, an intergovernmental agreement (see later section) specifies a six minute response time 90 percent of the time, which is considered inadequate).

911 COMMUNICATIONS

Currently, service arrangements for 911 communications for the Police and Fire Departments are handled via intergovernmental agreement (see later section of this chapter).

EMERGENCY MEDICAL SERVICES

Emergency Medical Services (EMS) is a term used to describe the practice of the evaluation and management of patients with acute traumatic and medical conditions in the out-of-hospital environment. The Fulton County Office of Emergency Medical Services regulates ambulance response to county-generated requests for emergency medical services. Contracts exist between Fulton County and EMS Ventures, Inc. (doing business as Rural/Metro) as well as Grady Health System/Grady Emergency Medical Services. These private contractors receive calls for service through the county's 911 system (Focus Fulton 2025 Comprehensive Plan, Community Facilities Element).

Emergency medical services are often provided via Fire Departments (first responders). To the extent that such facilities and services are supplied through public safety departments (e.g., fire), they are eligible for funding through development impact fees.

The Focus Fulton 2025 Comprehensive Plan indicates that Fulton County's level of service standard for response time for emergency medical services is "four minutes 90 percent of the time." However, an intergovernmental agreement (see later section) specifies a six minute response time 90 percent of the time, which is considered inadequate).

EMERGENCY MANAGEMENT

Emergency Management is a term used to describe the steps taken by governments to plan, organize, and prepare for the saving of lives, protection of property, and the recovery from the effects of an emergency, disaster or catastrophe. The Atlanta-Fulton County Emergency Management Agency is responsible for maintaining and implementing the Emergency Operations Plan. The Emergency Operations Plan is the legal and organizational basis for coordinated emergency and disaster operations in the City of Atlanta and Fulton County. The Agency also assigns broad responsibilities to local government agencies and support organizations for disaster mitigation preparedness, response and recovery functions.

As reported in the Interim Comprehensive Plan for Sandy Springs, the Atlanta-Fulton County Emergency Operations Center is currently at its operational limit, and demands on the facility are increasing. More space is needed.

HEALTH AND HUMAN SERVICES

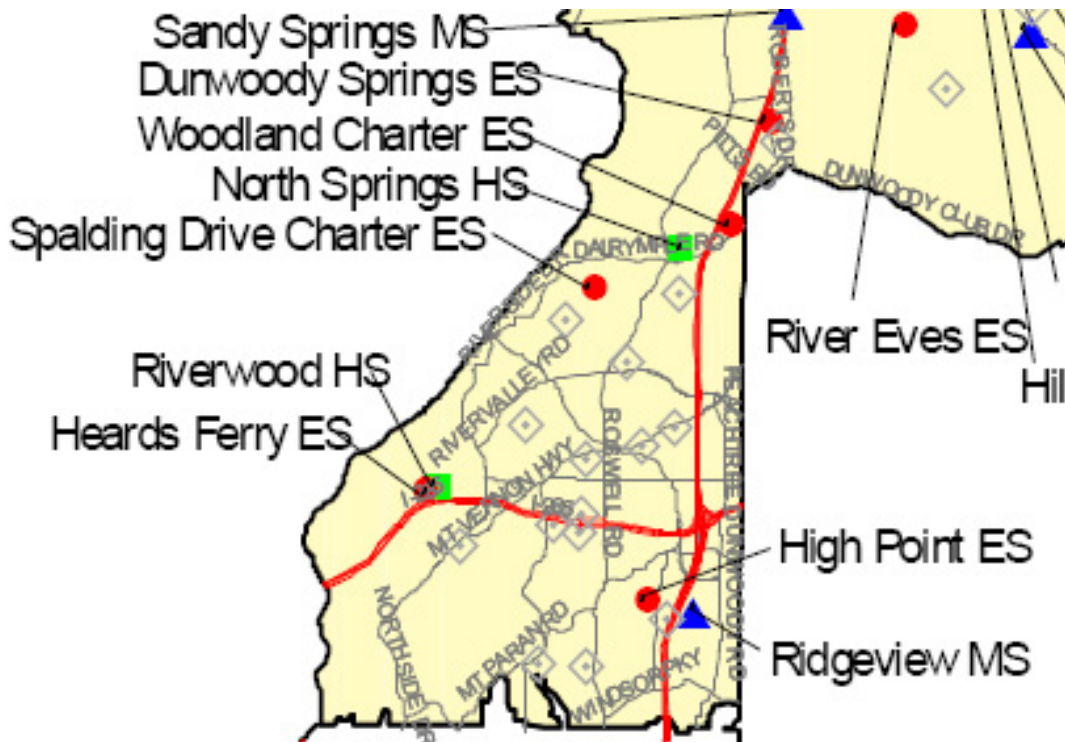
Fulton County serves the City of Sandy Springs with regard to health facilities and human services. The Department of Health and Wellness provides various facilities and services including environmental health. Most of the county's health centers were built long ago and are in need of replacement due to obsolescence, including the facility serving Sandy Springs at 330 Johnson Ferry Road. The Focus Fulton 2025 Comprehensive Plan, Community Facilities

Element, describes an evolving “regionalization” approach to recreating health service delivery in Fulton County. It also identifies a short-term capital facility project for the Sandy Springs/Buckhead Regional Health Center, with a projected cost (including land acquisition, design, and construction) of more than \$15 million. That project would replace two of the county’s oldest health centers. The Human Services Department provides services to seniors, children/youth, and disabled persons. It also provides emergency and transitional housing and workforce development programs. In Sandy Springs, the Department operates and manages the Dorothy C. Benson Senior Multipurpose Complex, which includes the Sandy Springs Neighborhood Senior Center.

SCHOOLS

Public Schools

Fulton County public schools in Sandy Springs include two high schools (North Springs and Riverwood), two middle schools (Sandy Springs and Ridgeview), three elementary schools (Dunwoody Springs, Heards Ferry and High Point), and two charter elementary schools (Woodland and Spalding Drive). These schools are shown on the following map excerpt:



Fulton County Public Schools in Sandy Springs

Source: Focus Fulton 2025 Comprehensive Plan, Community Facilities Element, Map 5-16, North Fulton School Locations

Table 7.2 provides enrollment forecasts as of 2004-2005 for each of the county public schools in Sandy Springs.

Table 7.2
Enrollment Forecasts, 2006-2010
Fulton County Public Schools in Sandy Springs
(Number of Students)

School	2006-07	2007-08	2008-09	2009-10	Capacity	# Portable Class-rooms
Dunwoody Springs ES	807	827	862	866	850	0
Heards Ferry ES	568	603	628	645	625	2
High Point ES	806	809	811	834	625	8
Spalding Drive ES	690	700	697	690	575	9
Woodland ES	903	919	918	915	775	11
Ridgeview MS	623	665	713	752	825	0
Sandy Springs MS	805	888	944	1031	875	0
North Springs HS	1704	1674	1681	1756	1850	0
Riverwood HS	1417	1431	1410	1396	1375	0

Source: Focus Fulton 2025 Comprehensive Plan, Community Facilities Element, Table 5-58.

Three of the elementary schools (High Point, Spalding Drive, and Woodland) in Sandy Springs were well over capacity as of 2004-05 and had numerous portable classrooms (8, 9, and 11, respectively). Enrollment in all five elementary schools is projected to increase in the short-term (i.e., through the 2009-10 school year). Neither middle school in Sandy Springs was at capacity as of 2006 (according to forecasts in Table 7.2), but the forecast for rapid enrollment increases at Sandy Springs Middle School to 2009 suggests that it will need to add portable classrooms within the next four years. Ridgeview Middle School and North Springs High School are forecasted to remain under capacity in the short term. Riverwood High School is forecasted to have enrollments slightly above capacity during the next four years.

Private Schools

Sandy Springs is a very affluent community with regard to household incomes. More affluent households often have the option of sending children to private rather than public schools. Table 7.3 shows public and private school enrollment of persons 3 years old and over in 2000 in Sandy Springs. These numbers show that private school enrollment was very significant in Sandy Springs in 2000. While affluence is a factor, the availability of good private schools in Sandy Springs (major ones are shown on the City of Sandy Springs Public Facilities Map) helps contribute to high private school enrollment in the city.

Table 7.3
School Enrollment by Type of School, Population 3 Years and Over, 2000
Sandy Springs CDP

School Attended	Public School			Private School		
	Male	Female	Total	Male	Female	Total
Nursing school, preschool	237	134	371	572	531	1,103
Kindergarten	192	228	420	239	194	433
Grades 1-4	917	872	1,789	603	803	1,406
Grades 5-8	982	826	1,808	789	651	1,440
Grades 9-12	1,057	1,038	2,095	693	547	1,240
College, undergraduate	1,158	1,157	2,315	590	534	1,124
Graduate/professional school	436	552	988	332	372	704

Source: U.S. Census Bureau, 2000 Census, SF 3, Table P36.

LIBRARIES

The Atlanta-Fulton Public Library System is funded by the Fulton County Board of Commissioners, along with State and federal assistance grants. By State mandate, the Library System has a governing 17-member Board of Trustees, which oversees day-to-day operations and capital improvements. The Trustees are appointed by the Atlanta City Council and the Fulton County Board of Commissioners. The Atlanta-Fulton Public Library System serves the citizens of Fulton County and the City of Atlanta (including the portion of the City in DeKalb County).

Sandy Springs is served by one library located at 395 Mt. Vernon Highway NE. It was constructed in 1989 and consists of 25,000 square feet of space. Condition of the library is considered very good, and the facility is not anticipated to require replacement until the year 2064 (Focus Fulton 2025 Comprehensive Plan, Community Facilities Element).

As of April, 2004 in the entire library system, there were 362,542 registered library cardholders. The library has a collection of more than 2,177,267 items for adults and children, including books, magazines and other periodicals, CDs, DVDs, and videocassettes. Services provided by the library include: reference services, data bases, internet access, on-line reference services, on-line periodicals, computer labs offering word processing and other learning services, on-line renewal and reservation processes for books and other materials, computerized literacy training, homework help centers, workshops, summer reading programs, story hours, art exhibits, special programs and telephone references.

Level of Service and Facility Needs

The library system is composed of the Central Library (located in downtown Atlanta), thirty-two branch libraries, and The Auburn Avenue Research Library on African-American History and Culture. It contains one of the foremost collections of African-American literature and historical documents in the nation.

The library system has various types of libraries: Main, Regional, Area, Community, and Neighborhood. The following descriptions provide information about each type of library. The library system has five regional libraries which are approximately 25,000 square feet each in size. The library in Sandy Springs is classified as a "regional" library. The Library Board has

approved a new facilities plan for approval by the BOCC, and it shows improvements to the Sandy Springs branch.

In order to assess the adequacy of facilities, information regarding the level of service is provided. The library system assesses its performance based on size of library, proximity to users, qualifications of full time employees, collection size, passport software, equipment, terminals, printers, and photocopiers. The current level of service is based on a general view of the use of the library system over a variety of indicators. Operational and capital funds are budgeted through Fulton County's General Fund and State revenues. The system also derives some revenues through fees, fines, and fundraising activities. In the past, major expansions have been funded through bond referendums. The library system provides services to all residents of Fulton County, regardless of location of residence within the County (i.e., including municipalities).

Sandy Springs has entered into contract with the City of Smyrna to provide library services (see "intergovernmental agreements" in this chapter).

GENERAL OPERATIONS AND ADMINISTRATION

Fulton County's principal government offices are located on several blocks in downtown Atlanta. In addition, residents of Sandy Springs and North Fulton are served by the North Fulton Service Center at 7741 Roswell Road in the Morgan Falls area.

The Sandy Springs Department of Operations includes Finance, Human Resources, Information Technology and Purchasing. That department handles alcohol licenses as well as business licenses and occupational tax certificates. City Hall offices are currently located at 7840 Roswell Road, Building 500, Sandy Springs, Georgia, 30350. Administrative personnel of Sandy Springs include City Manager, City Attorney, and City Clerk.

Community Development

The Community Development Department provides regulatory and administrative services, including planning, zoning, building inspections, code enforcement and the administration of the federal Community Development Block Grant (CDBG) Program.

Public Works

According to the City's website, the Public Works Department is responsible for the street transportation system which includes road and right of way maintenance, traffic engineering, transportation planning and capital improvement implementation. Public works also contributes to the Morgan Falls Recycling Center and will implement a franchise system for private waste management services in Sandy Springs.

WATER

The Atlanta Fulton County Water Resources Commission water treatment plant (AFCWRC), located on Old Alabama Road in North Fulton County, is jointly owned by the City of Atlanta and Fulton County. The plant was built in 1991 with an original capacity of 45 million gallons per day (mgd). Through the operation of this plant, Fulton County supplies water to residents in North Fulton and the majority of residents in Sandy Springs. In February of 1998, the plant was expanded to its current permitted capacity of 90 mgd. The plant's current capacity of 90 mgd is evenly distributed between Fulton County and the City of Atlanta. The Focus Fulton 2025

Comprehensive Plan, Community Facilities Element, indicates that “there appears to be” a surplus of 8 to 14 mgd of water capacity in the Sandy Springs Service Area. The plant will be expanded to 135 mgd by late 2008. Fulton County distributes water in a portion of Sandy Springs, while the City of Atlanta distributes water in another portion of Sandy Springs.

Issues with the water system serving Sandy Springs may include the following: the possible need to replace water meters, implementation of water conservation and water reuse programs, and leak detection programs, among others (Focus Fulton 2025 Comprehensive Plan, Community Facilities Element).

SANITARY SEWER AND WASTE WATER TREATMENT

Sanitary sewer systems are indispensable to maintaining community health. The sewer service provider must be able to manage water-borne waste by operating, maintaining, expanding, and replacing components of the wastewater system to ensure uninterrupted collection, transport, processing, and treatment. A key challenge for the wastewater system is to convey all sanitary wastewater flows to the treatment plant without bypassing flows into receiving waters and without causing waste backups that store sanitary sewage on private properties.

Sanitary sewerage collection and treatment is provided by Fulton County. Fulton County is the primary provider of sewerage and wastewater treatment for the County outside of the City of Atlanta. In total, Fulton County owns and operates six water pollution control plants (WPCPS). The Department of Public Works, Water Services Division, Water Protection Section, is responsible for treatment of wastewater and compliance with environmental permit levels.

Portions of Sandy Springs are served by the Johns Creek Water Pollution Control Plant, which has a design capacity of 7 mgd. However, the primary sewer service area for Sandy Springs covers approximately 31.5 square miles and consists of the area north of the City of Atlanta and south of the Big Creek and Johns Creek service areas. The City of Atlanta’s R.M. Clayton plant and Cobb County’s R.L. Sutton plant treat all wastewater flow generated in this area. In addition, a smaller portion of the Sandy Springs sanitary sewer service area flows to and is treated by DeKalb County. The Sandy Springs sanitary sewer service area includes approximately 260 miles of gravity sewer and 14 pump stations.

For the City of Sandy Springs, one issue that may deserve more attention is the fact that it has multiple local governments involved in the provision of sanitary sewer collection and treatment: Fulton County, City of Atlanta, Cobb County, and DeKalb County. With multiple providers involved in wastewater treatment, Sandy Springs the practice of maintaining intergovernmental service agreements to maintain wastewater treatment may become more complex over time. Fulton County Public Works Department will likely remain responsible for that issue, but the City of Sandy Springs should recognize the complexities of multiple providers with regard to sewage treatment. Related to this issue is the regional plan for wastewater treatment, prepared by the Metropolitan North Georgia Water Planning District. The district’s plans generally promote regional approaches, which could change the current dynamics of wastewater treatment service in Sandy Springs and the region as a whole.

STORMWATER MANAGEMENT

Storm water management is concerned with channeling runoff in a safe, controlled manner to protect land areas from erosion and flooding. Like sanitary sewer systems, stormwater drainage systems are gravity-flow, but where more outfalls are available and alternatives other than connecting to the existing network can be used. Local governments have a general

responsibility for ensuring that sufficient attention is given to storm water impacts, particularly along public roads. Storm drainage facilities must be designed to protect people and property from storm water inundation. Designing storm drainage systems requires engineering expertise and an understanding of hydrology, hydraulics, and drainage law.

Stormwater management is an important function of local government. Land development generally increases the rate and amount of stormwater runoff and potentially the amount of water pollution. Excessive runoff contributes to flooding and associated damage. Water contaminated during runoff results in water treatment challenges and threats to habitat. For these reasons, stormwater management is a necessary function of local government. Sandy Springs, with assistance of Fulton County, must address stormwater management issues in order to comply with various regional, state, and federal regulatory requirements.

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

SOLID WASTE MANAGEMENT

The Georgia Comprehensive Solid Waste Management Act of 1990 requires that local governments adopt solid waste management plans and update the short-term work program of that plan every five years. The plan is required to contain an inventory of existing solid waste management practices, identify potential alternative disposal methods, include strategies to reduce solid waste by 25 percent, and define disposal options for a ten-year planning period.

Planning Mandate

Local Governments in Georgia are required under the Comprehensive Solid Waste Management Act of 1990 to prepare and implement solid waste plans, which must also be in compliance with Rules of the Georgia Department of Community Affairs, Chapter 110-4-3, Minimum Planning Standards and Procedures for Solid Waste Management. The framework of those requirements is represented in Table 7.4.

**Table 7.4
Framework for Solid Waste Planning**

Elements of the Plan	Basic Questions for Each Element		
	Inventory and Assessment	Statement of Needs and Goals	Implementation Strategy
Amount of Waste	What do we have in our community?	What do we need to meet the required reductions and projected solid waste needs?	How are we going to get there?
Collection			
Waste Reduction			
Disposal			
Land Limitations			
Education/Public Involvement			
Finance and Implementation			

Source: Georgia Department of Community Affairs. December 1991. *Preparing a Solid Waste Management Plan*. Atlanta: Office of Coordinated Planning.

Collection and Disposal

The City of Sandy Springs does not collect standard household waste. Likewise, it does not operate any transfer or disposal facilities. Most of the services are provided by private vendors utilizing private transfer and disposal facilities both in and outside of the City of Sandy Springs. The Department of Public Works provides oversight of solid waste collection and disposal in the City of Sandy Springs.

Fulton County does not operate any solid waste disposal facilities. The Focus Fulton 2025 Comprehensive Plan, Community Facilities Element, provides an inventory of solid waste disposal sites in the area that serve Fulton County.

Recycling

The City of Sandy Springs provides limited drop-off, composting, and recycling services at the Morgan Falls “Dick Schmaltz Recycling Center” in Sandy Springs.

CULTURAL FACILITIES

Fulton County operates cultural facilities and provides cultural services through the Fulton County Arts Council and the Parks and Recreation Department. Fulton County is the home of major cultural institutions in the Atlanta region and the State of Georgia. Many of these facilities, such as museums, theatres, amphitheatres, auditoriums, civic centers and botanical gardens are operated by private non-profit institutions and/or by municipalities within Fulton County.

Through the Contracts for Services Program (CFS), the Fulton County Arts Council (FCAC) invests public funding, in the form of contracts for services, to support the programs of Fulton County nonprofit arts and cultural organizations. The goals of the program are to foster artistic development, to support arts services delivery, and to serve as seed money to leverage additional corporate and private dollars for arts programming.

In 2003, FCAC awarded over \$3 million to 110 nonprofit and community organizations that present arts and cultural programs in Fulton County. Funds are awarded in dance, literary, media, multi-discipline, museum, music, theatre, visual arts, community development, grassroots arts programs, the Woodruff Arts Center, and to cultural partnerships. The partnerships comprise: Art-at-Work, Hammonds House, Metropolitan Atlanta Arts Fund, National Black Arts Festival, and South Fulton Festival.

The Chattahoochee Nature Center, a County facility, is an educational and environmental center that serves an average of 35,000 children and 200,000 visitors annually. It contains over 100 acres of river marsh, fresh water ponds, woods, and a zoo for injured animals.

The Fulton County Arts Council (FCAC) operates five community arts centers. The Fulton County arts facilities serve North Fulton County, Sandy Springs, Atlanta, South Fulton County, and Southwest Fulton County. FCAC operates the programs in the facilities while the General Services Department of Fulton County maintains the facilities. FCAC provides a variety of classes and workshops in visual and performing arts programming. Last year, approximately 6,000 residents participated in 349 classes. Sandy Springs is served by the Abernathy Art Center, 254 Johnson Ferry Road. The center operates at capacity.

The Sandy Springs Historic Site is owned by Fulton County, under the Parks and Recreation Department. The site includes the Sandy Springs, the relocated Williams-Payne house (a house museum), outbuildings, a band shell, and greenspace. Heritage Sandy Springs, a non-profit organization, provides programming and administration of the site and museum. Some of the annual offerings include the Sandy Springs Festival, Ghostly Gathering and Celebrate Sandy Springs. The mission of Heritage Sandy Springs (HSS) is to preserve and promote the historical and cultural identity of Sandy Springs.

RECREATION AND PARKS

The information in this Section is excerpted from a draft version of the Recreation and Parks Master Plan for Sandy Springs.

Inventory

In August of 2006, a comprehensive inventory was conducted of all City of Sandy Springs recreation sites and facilities. The inventory included parks, indoor facilities and school recreation areas where a formal agreement is in place to permit programming. The inventory identified 21 recreation sites, which serve residents of the community. Of these sites, 12 are public parks, one is an undeveloped site dedicated for park use and three are indoor facilities. In addition to public parks and indoor facilities there are additional recreation sites available for use by local residents. These include three units of the Chattahoochee River National Recreation Area (CRNRA), which are administered by the National Park Service (NPS), and two recreation sites under the jurisdiction of the Sandy Springs Conservancy (SSC), a 501(c)(3) organization. Privately owned and operated recreation facilities are also available to residents of the city; however, the city cannot develop facilities, maintain or program these sites, and therefore they are mentioned in the inventory, but are not counted in the inventory.

There are no school recreation areas included in the inventory as there are no formal joint-use agreements in place that permit city residents to utilize school facilities.

The system-wide facilities inventory classifies recreation sites by type, determines their acreage, provides a general description of the site, evaluates utilization, assesses the condition of facilities and identifies any needs for maintenance to either the site or to individual facilities.

**Table 7.5
Classifications and Service Areas For
Parks and Open Space**

CLASSIFICATION	GENERAL DESCRIPTION	SERVICE AREA	SIZE CRITERIA
Small Urban Park	Addresses Limited, Isolated Or Unique Recreational Needs Or Resources.	Up To 1/4 Mile	2500Sq.Ft. to 2.5 Acres
Neighborhood Park	A Basic Unit Of The Park System, Focuses On Informal Active And Passive Recreation, Meeting Some Of The Social And Recreational Needs Of Users.	1/4 - 1/2 Miles	3.5 - 10.0 Acres
Community Park	Serves Broader Purpose Than A Neighborhood Park, Focuses On Meeting Community-Wide Needs.	1/2 - 3 Miles	30.0 - 50.0 Acres
Regional/Large Urban Park	Serves Broader Purpose Than Community Parks And Meets Wider Range Of Active And Passive Recreational Needs.	Entire Community	75.0+ Acres
Athletic Complex	Consolidates Heavily Programmed Athletic Fields And Related Facilities Into Larger Sites Strategically Located Throughout The Community.	Variable	40.0 - 80.0+ Acres
Special Use Area	Park Or Recreational Facility Oriented Towards A Specific Use.	Variable	Variable
Indoor Facility	Community Center, Cultural Center Or Recreation Center Devoted To The Provision Of Multiple Active And/Or Passive Needs Of The Community.	Variable	Typically Located Within Community Parks
School Recreation Area	Generally Provides A Venue For Indoor And/Or Outdoor Active Recreation, Complementing Other Parks.	Variable	Variable
Greenway/Linear Park	Passive Use Area Which Links Parks Or Other Recreational And Cultural Facilities Forming A Continuous Park Environment.	Determined By Resource Availability	Variable

Source: Modified Park, Recreation, Open Space and Greenway Guidelines, NRPA 1994.

Small Urban Parks

There are two small urban parks within the city, each of which is located within a residential area.

Table 7.6 summarizes the inventory of small urban parks.

**Table 7.6
Small Urban Parks**

	East Conway Drive	Ed Morey
ACREAGE	0.44	0.33
Active Acres	0.00	0.00
Passive Acres	0.44	0.33
PASSIVE FACILITIES		
Landscaping	Yes	Yes
Flower Garden	Yes	
Gazebo	1	
Walkways	Concrete	
Benches	Yes	
SITE CHARACTER		
Topography	Level	Level
Vegetation	Partial Tree Cover	Full Tree Cover
UTILIZATION	Low	Very Low
NEIGHBORHOOD COMPATIBILITY	Compatible	Compatible

East Conway Drive Park. Located in south central Sandy Springs at the intersection of East Conway Drive and Mt. Paran Road, this park is compatible with, and enhances the residential character of the neighborhood. The site is level and well maintained. All park facilities are passive in character, and although the park is very attractive it receives low utilization.

Ed Morey Park. This park is also located within a residential subdivision in north central Sandy Springs. The park consists of a traffic island at the intersection of Glenridge Drive and Spalding Drive and includes only landscaping. The park is compatible with adjacent residential areas and receives very low utilization.

Neighborhood Parks

Two neighborhood parks exist within the city, Abernathy Park located in the west central section of the community, and Allen Road Park in the south central part of the city.

A summary of neighborhood parks is presented in Table 7.7.

**Table 7.7
Neighborhood Parks**

	Abernathy	Allen Road
ACREAGE	3.7	3.2
Active Acres	1.7	1.0
Passive Acres	2.0	2.2
ACTIVE FACILITIES		
Tennis Courts	2 UL	
Basketball Courts		1 UL
Soccer Rinks		1 UL
Playgrounds	1	1
PASSIVE FACILITIES		
Pavilions		2
Picnic Tables		Yes
Walking Path		Yes
Pedestrian Bridge		1
INDOOR FACILITIES		
Arts Center	1	
SUPPORT FACILITIES		
Water Fountains	Yes	Yes
SITE CHARACTER		
Topography	Level	Rolling
Water Features		Small Stream
Vegetation	Minimal Tree Cover	Heavy Tree Cover
UTILIZATION	Moderate	Moderate
NEIGHBORHOOD COMPATIBILITY	Compatible	Compatible

Note: UL – Unlighted.

Abernathy Park. Abernathy Park is proximate to the intersection of Johnson Ferry Road and Abernathy Road, within a predominantly residential area. The park includes limited facilities for active recreation and contains the Abernathy Arts Center. The site is generally level and utilization of outdoor facilities is moderate.

Allen Road Park. Located directly adjacent to I-285 at Lake Forest Drive, Allen Road Park borders a medium to high-density residential area. The site character is rolling and ample tree cover is present. A stream traverses a portion of the site. Facilities present include courts, picnic facilities and a walking path. Maintenance needs include: stream bank cleaning, removal of a concrete restroom pad, repairs to court fencing and removal of graffiti.

Community Parks

The city has three community parks that are geographically situated in the north (Morgan Falls), central (Hammond) and southern (Ridgeview) portions of the incorporated area.

Hammond Park. Located at Hammond Drive near the Glenridge Connector, Hammond Park contains a wide range of both active and passive facilities, a recreation center and community building. Every acre of land has been utilized for recreational facilities. The site is tiered and is located within an area characterized by low and moderate density single-family residential land use and mixed residential high- rise and commercial land uses. There are minor drainage problems and leaks in the buildings.

Morgan Falls Park. Morgan Falls Park consists of athletic fields and a public 18-hole golf course (Blue Heron). It is by far the largest park within the city in terms of land acreage. The park is located in northern Sandy Springs on Morgan Falls Road, just east of the Chattahoochee River within an area of moderate density residences and mixed commercial development. Site topography is gentle to rolling, and some of the athletic fields are located on terraces.

Ridgeview Park. This park is located in the southeast corner of the city on South Trimble Road, immediately east of S.R. 400. The site is generally level and heavily wooded. Ridgeview Middle School adjoins the park site on the north. The park is quite picturesque with an abundance of open space and a large central picnic pavilion. Ridgeview Park is situated within an area of low-density residential development. There is a vacant parcel to the immediate south that could be utilized for park expansion.

Table 7.8 depicts the facilities inventory of community parks.

**Table 7.8
Community Parks**

	Hammond	Morgan Falls	Ridgeview
ACREAGE	13.3	163.86	20.2
Active Acres	13.3	163.86	3.0
Passive Acres	0.00	0.00	19.2
ACTIVE FACILITIES			
Ball Fields		6 L, 2 UL	
Batting Cages		9	
Football Fields		1 L (MP)	
Soccer Fields	1 L		
Tennis Courts	4 L		4 UL
Tennis Striking Walls	2		
Basketball Courts	2 L		
Skating Rink	1		
Golf Course		18 Holes	
Driving Range		Yes	
Pitching/Putting Greens		Yes	
Playgrounds	2	1	1
Open Grassed Playfields			Yes
PASSIVE FACILITIES			
Pavilions	2	1	
Picnic Tables	Yes	Yes	Yes
Cooking Grills	Yes	Yes	
Community Pavilion			1
Sitting Areas	Yes		Yes
Benches	Yes		Yes
Nature Trails	1		1
Walking Trails	1		
INDOOR FACILITIES			
Youth Sports Buildings		1	
Recreation Centers	1		
Community Buildings	1		
Golf Clubhouses		1	
SUPPORT FACILITIES			
Maintenance Facility		1	
Restroom Buildings	1		
RR/Concessions Buildings		1	
Storage Buildings		1	
Storage Pods		2	
Water Fountains			Yes
SITE CHARACTER			
Topography	Terraced	Rolling	Rolling
Water Features			Stream
Vegetation	Low Tree Cover	Minimal Tree Cover	Heavy Tree Cover
UTILIZATION	Heavy	Heavy	Moderate
NEIGHBORHOOD COMPATIBILITY	Compatible	Compatible	Compatible

Note: L- Lighted, UL – Unlighted, MP – Multi-Purpose.

Passive-Use Parks

There are two passive-use parks within the City of Sandy Springs – Big Trees Preserve and the Sandy Springs Historic Site. Both of these are located proximate to Roswell Road.

Table 7.9 presents a summary of the city’s passive-use parks.

**Table 7.9
Passive-Use Parks**

	Big Trees Preserve	SS Historic Site
ACREAGE	30.0	4.87
Active Acres	0.00	0.00
Passive Acres	30.0	4.87
PASSIVE FACILITIES		
Commemorative Memorials		1
Memorial Bricks		Yes
Flower Gardens		Yes
Bog Gardens		Yes
Pedestrian Bridges		2
Gazebos		1
Pavilions		1
Bird Houses		Yes
Band Shell		1
Walking Trails	3	1
Boardwalks		1
Benches		Yes
Well House		1
INDOOR FACILITIES		
Administrative Offices	Yes	
Historic Building/Museum		1
Milk House		1
SUPPORT FACILITIES		
Privy		1
Storage Shed		1
SITE CHARACTER		
Topography	Rugged	Level
Water Features	Streams, Springs	Stream, Spring
Vegetation	Heavy Tree Cover	Heavily Landscaped
UTILIZATION	Moderate	Moderate
NEIGHBORHOOD COMPATIBILITY	Compatible	Compatible

The John Ripley Forbes Big Trees Preserve. The Big Trees Preserve is an urban forest and includes trees in excess of 200 years old. The site is very hilly and is adjacent to an area of moderate and high-density residential development and mixed commercial land uses. The park contains a “Backcountry Trail System” consisting of three trails that together total about one mile in length. A portion of the trail is handicapped accessible. The trails provide views of very old

white oak trees, pass by springs, parallel streams and take full advantage of the 120-foot differential in elevation. There is a small administration building on the site.

Sandy Springs Historic Site. The Sandy Springs Historic Site is the most attractive recreation site within the city. The site is located within an area of commercial land uses. The Williams-Payne House Museum, natural springs, garden areas, trails, a 9/11 memorial and a band shell are located within the park. There is also a bog garden and wooden boardwalk. The site is impeccably maintained.

Special Use Areas

The North Fulton Tennis Center (NFTC) is the only special use area within the city. Located on Abernathy Road in central Sandy Springs this facility contains 24 courts, a walking trail, pavilions with picnic facilities and an administration building housing offices, a pro shop, locker rooms and restroom facilities. The tennis center is heavily utilized and is located proximate to an area of residential and commercial land uses.

Table 7.10 summarizes facilities contained within the tennis center.

**Table 7.10
Special Use Areas**

	North Fulton Tennis Center
ACREAGE	24.36
Active Acres	24.36
Passive Acres	0.00
ACTIVE FACILITIES	
Tennis Courts (Hard Surface)	20 L
Tennis Courts (Clay)	4 L
PASSIVE FACILITIES	
Pavilions	2
Picnic Tables	Yes
Walking Trails	Yes
INDOOR FACILITIES	
Administration Building	1
SUPPORT FACILITIES	
Water Fountains	Yes
SITE CHARACTER	
Topography	Terraced
Vegetation	Low Tree Cover
UTILIZATION	Heavy
NEIGHBORHOOD COMPATIBILITY	Compatible

Note: L – Lighted.

The facility is in need of significant physical renovation and additional maintenance. Primary repairs needed include: plumbing, electrical, HVAC, roofing and gutter repair, sprinkler systems,

lighting and retaining walls. In addition, courts nine and ten need upgrading, windscreens need to be provided, landscaping needs enhancing and directional signage is needed.

Undeveloped Recreation Sites

There exist two undeveloped recreation sites – Island Ford Road Site and Johnson Ferry River Access (Riverside Park). This site is presently undeveloped with the exception of a large gazebo at the top of the hill. The Island Ford Road Site is an 11.2-acre vacant parcel in the extreme northern reach of the city just to the east of S.R. 400. The site adjoins the Island Ford Unit of the CRNRA. The Johnson Ferry River Access is a 4.1-acre site that abuts the Chattahoochee River and is intended for use as a small parking area and boat launch facility.

Dedicated Parkland

While there are limited, large undeveloped tracts of land within the city, there is one parcel that is being held for dedication as a park site. The site occupies 27 acres and is located in west central Sandy Springs, immediately south of Dalrymple Road. There are presently no plans for developing this parcel.

Indoor Facilities

There are three primary indoor facilities providing programs that meet the recreational needs of community residents. The Arts Center at Abernathy Park, the Recreation Center at Hammond Park and the Community Building at Hammond Park all are utilized for seasonally programmed activities.

Abernathy Arts Center. Located as an adjunct to Abernathy Park, the Abernathy Arts Center occupies three buildings – the Arts Center, the Annex and a garage storage building. Year-around programs are offered by the Fulton County Arts Council. These programs include: pottery, oil painting, clay, drawing, portraiture, sculpture, among others. The programs are for all age groups.

Hammond Recreation Center. Located in Hammond Park, the recreation center includes a gymnasium, gymnastics center, a community meeting room and houses the offices of the Recreation and Parks Department. The gymnasium is set up for either full court or two half-court basketball games. The basketball court also is used for indoor volleyball. Indoor athletic programs for both youth and adults are offered on a seasonal basis.

Hammond Community Building. The community building is not as heavily utilized as the recreation center as it is configured primarily as a multi-purpose room for meetings, classes and programs.

Table 7.11 presents a summary of indoor facilities.

**Table 7.11
Indoor Facilities**

	Arts Center	Rec. Center	Comm. Bldg.
ACTIVE FACILITIES			
Full Court Basketball Courts		1	
Half Court Basketball Courts		2	
Volleyball Courts		1	
Gymnastics Rooms		1	
PASSIVE FACILITIES			
Meeting Rooms		1	1
Art Classrooms	6		
Studio Rooms	1		
Kilns	Yes		
Galleries	1		
Kitchens	1		
SUPPORT FACILITIES			
Administrative Offices	Yes	Yes	
Restrooms	2	Yes	Yes
Storage Rooms	4	Yes	

Quasi-Public Recreation Sites

The Sandy Springs Conservancy and the YMCA both oversee recreation sites within the city.

Sandy Springs Conservancy. Established in 2001, the Sandy Springs Conservancy (SSC) is an organization of concerned citizens having as its goal the preservation of recreation areas and greenspace within the city. The primary thrust of the SCC has been the Great Park at Morgan Falls. Other projects championed by this group include the Abernathy Road Greenway, the Marsh Creek Greenway and the Morgan Falls Bikeway. The Great Park at Morgan Falls and the Abernathy Road Greenway are in the planning stages and are therefore included in the facilities inventory.

The Great Park at Morgan Falls. In 2003 the SSC hired a consultant to prepare a master plan for this property located on the Chattahoochee River, immediately west of Morgan Falls Park. The master plan considered public land, quasi-public land and privately owned lands as part of the study area. Public lands included the riverside area (8.86 acres) south of the dam; the 32.0-acre Bull Sluice area, the existing Morgan Falls Park (28.4 acres), the R.V. “Dick” Schmalz Recycling Center (1.35 acres), the Big Trees Preserve and adjacent land (42.58 acres), and the land occupied by North Springs High School (26.9 acres). Also considered as part of the Great Park was 35 acres of land owned by the Georgia Power Company and several parcels of privately owned land presently developed for residential, office/retail and institutional land uses.

The master plan recommends a passive-use park containing trails, greenways and linkages that will connect with trail systems in adjacent counties, and become a part of the North Metro Greenlink system. In addition, the plan also includes a pedestrian bridge that would traverse the Chattahoochee River, connecting with Cobb County trails, a pavilion area and a dog park. Initial design began in 2004 and the SCC received a foundation grant to facilitate the implementation process.

Abernathy Road Greenway. This linear park is anticipated to be under construction in late 2006. The park will extend eastward from the intersection of Abernathy Road and Brandon Mill Road and will contain playgrounds, trails, sidewalks, a community center, a gazebo and will link to adjacent neighborhoods.

Fulton YMCA. The YMCA owns a soccer complex (approximately 25 acres) located at the intersection of Windsor Parkway and Peachtree-Dunwoody Road. The site is level and can be configured in different ways to accommodate approximately eight unlighted soccer fields. The site is also used for lacrosse. The site is within active floodplain, and additional undeveloped land is located to the west of this site.

School Recreation Areas

The City of Sandy Springs is in the process of negotiating joint-use agreements with the Fulton County School System and with private institutions. Joint-use agreements are a valuable tool in the recreational partnering process. As an example, Sandy Springs does not have nearly enough indoor facilities to meet the needs of a population that is in excess of 85,000. A typical joint-use agreement would afford the city the opportunity to access school gymnasiums and other facilities that would allow expansion of program offerings.

The City Council has given approval to entering into three agreements for the joint-use of school recreation areas. These include:

- Sandy Springs Middle School – Use of the football field, track, baseball field, tennis courts, basketball courts, the gymnasium and cafeteria.
- Ridgeview Middle School – Use of the football field, track, baseball field, tennis courts and gymnasium.
- Spalding Drive Charter Elementary School – Use of a vacant two-acre parcel adjacent to the school for outdoor educational programs. This parcel is presently known as the North Springs Forest Preserve.

In addition to the above, negotiations are underway with the Webber School for joint-use of a soccer and baseball field.

There are additional public and private schools possessing outdoor and indoor recreational facilities that could become part of joint-use agreements.

National Park Service Sites

The National Park Service (NPS) owns and operates the Chattahoochee River National Recreation Area (CRNRA), a series of passive parks located along a 48-mile stretch of the river extending from Lake Lanier south to I-75 in Atlanta. Three of these units are located within the City of Sandy Springs.

Island Ford. Located at the northeast corner of the city, Island Ford is a 273.41-acre facility accessible from Roberts Drive. The park contains an extensive trail system, a small pond, a picnic shelter, picnic areas, Hewlett Lodge, canoe access to the river, a visitor information center, a Ranger station and restrooms.

Powers Island. Powers Island is located just north of where I-285 crosses the river in the west central portion of the city. It is one of the smaller units, having a land area of 97.37 acres

including the 9.34-acre Powers Island. Entrance is from New Northside Drive and park facilities include a trailhead, hiking trails, canoe access, visitor information and restroom facilities.

East Palisades. East Palisades at 386.61 acres is the largest CRNRA unit and is located south of Powers Island in the southwest corner of the city. Access is gained from Indian Trail and Whitewater Creek Road. Facilities available to park users include an extensive trail system and picnic areas. Near the north end of the park along the river is a scenic overlook of the cliffs above the riverbank.

Private Preserves

There are three parcels of privately owned land that are considered to be open space preserves. These are the Glenn Preserve, Vernon Woods and Huntcliff Preserve. None of these parcels include recreational facilities and none are accessible by the public at this time.

Analysis of Supply

The inventory of the Sandy Springs recreation system identified 10 public parks, two undeveloped parks and one parcel dedicated to future park development. Some of these parks are under city jurisdiction while some remain under the jurisdiction of Fulton County. On August 16, the Fulton County Commission approved a Resolution resolving the issue of county parkland. Under the terms of this Resolution and purchase agreement, the City of Sandy Springs is to receive the following sites:

- Allen Road
- Big Trees Preserve
- East Conway Drive
- Hammond Park
- Island Ferry Park
- Morgan Falls Park
- North Fulton Tennis Center
- Ridgeview Park
- Sandy Springs Historic Site
- Johnson Ferry Road River Access

In addition the city will lease the park facilities adjacent to the Abernathy Arts Center and the ball fields at Morgan Falls Park for one dollar a year for 50 years.

For the purposes of developing a recreation master plan the “supply” of parkland only includes those parks and facilities that are under the jurisdiction of the city, that can be developed and programmed by the city and are maintained by the city. This would eliminate the Blue Heron Golf Club, the Abernathy Arts Center and Ed Morley Park from the “public parks” listed previously; however, these recreation sites are available for use by residents of the Sandy Springs community.

The total acreage of city public parks, including undeveloped parks and dedicated parkland is 168.77 acres.

The National Recreation and Park Association has established recommended guidelines for system-wide (local close-to-home space) recreation acreage. The guideline for local close-to-home space recommends providing between 6.25 and 10.50 acres of parkland per 1,000

persons. Applying the 168.77 acres to the City of Sandy Springs estimated present population of 87,000 equates to a supply of 1.94 acres per 1,000 persons.

CHAPTER 8 INTERGOVERNMENTAL COORDINATION

More and more, effective planning efforts for community facilities, environmental protection, transportation, and land use are increasingly beyond the abilities of single jurisdictions. This chapter identifies areas where intergovernmental coordination is ongoing, as well as, issues that may require intergovernmental cooperation in the future. The examples of possibilities for intergovernmental coordination are intended to be illustrative, not exhaustive. Sandy Springs should continue to look for ways to increase the levels of cooperation in all functional areas.

This chapter provides an inventory of existing intergovernmental coordination mechanisms and processes with other local governments and governmental entities that can have a bearing on the success of implementing the local government's comprehensive plan. This chapter also assesses the adequacy and suitability of existing coordination mechanisms.

FULTON COUNTY GOVERNMENT

Fulton County Government is a major player in terms of service delivery in Sandy Springs. As noted especially in Chapter 7 of this Technical Appendix, Fulton County Government provides many different facilities and services to the residents, businesses, and institutions of the City of Sandy Springs. Some of these are transitional in nature, such as fire protection (until the city's fire department's operations are initiated), while others are permanent and would be provided whether Sandy Springs was an incorporated municipality or not (sheriff, courts, health, social services, etc.). Some of the major ways Sandy Springs will need to coordinate with Fulton County Government are listed below:

- The provision of public water and sanitary sewer services.
- Partnering with the Fulton County Park and Recreation Department with regard to the provision of parkland and recreation facilities and services in Sandy Springs.
- Coordination with the Fulton County Department of Economic Development with regard to economic development activities.
- Fire protection service by the Fulton County Fire Department, until Sandy Springs gets its own fire department operationalized. Also, there is a need to maintain mutual aid agreements with Fulton County for the joint response to fire calls. Such agreements, after their establishment should be revisited periodically to determine whether they continue to reflect the most appropriate arrangements for intergovernmental cooperation.
- Fulton County Housing Authority in the provision of housing needs, unless Sandy Springs establishes its own housing program.
- Coordination of Community Development Block Grant (CDBG) funding and improvements in Sandy Springs, until Sandy Springs receives approval of a Consolidated Plan and begins the administration of its own CDBG entitlement funds.
- Use of the Fulton County Extension Agent as a resource, where needed.
- Participation in the Atlanta-Fulton County Emergency Management Agency in the preparation and implementation of emergency management contingency plans in response to catastrophic events such as flood, earthquake, and other natural disasters.

ALTERNATIVE FORM OF GOVERNANCE

For many years now, there has been a desire among some North Fulton County residents to recreate Old Milton County.¹⁸ In the past two years, a movement to recreate Milton County has gained momentum. At the time of this writing, formal efforts to create Milton County out of Fulton County were underway. There is probably no other issue of such significance as a change in county government, should this effort succeed. The implications for Sandy Springs are profound.

FULTON COUNTY BOARD OF EDUCATION

The City of Sandy Springs has developed a relationship with the Fulton County Board of Education, which oversees Fulton County Public Schools. Areas of cooperation include dialogue regarding development of the school system's infrastructure improvements, involvement by the Board of Education in reviewing and commenting on land use applications in the City, and intergovernmental agreements regarding the joint, co-, or shared delivery of parks and recreation facilities.

OTHER LOCAL GOVERNMENTS

As noted in Chapter 7 of this Technical Appendix, Roswell abuts the City of Atlanta, the City of Roswell, Cobb County, and DeKalb County. There are numerous ways in which Sandy Springs will need to cooperate with such other local governments. One particular issue or opportunity is the treatment of sewage in Cobb and DeKalb Counties. As noted in the inventory of intergovernmental agreements provided at the end of this chapter, cities such as Smyrna, Doraville, and Roswell have intergovernmental agreements with Sandy Springs.

PERIMETER COMMUNITY IMPROVEMENT DISTRICT (PCID)

A CID is a geographic area whose property owners establish a Board of Directors who vote to levy additional property tax dollars to accelerate transportation and infrastructure improvement projects. CIDs are comprised of private properties usually zoned for non-residential uses. A CID is a private business organization, not a government entity. A CID is created when a simple majority of the commercial property owners agree to establish the district. This simple majority must also represent at least 75 percent of the taxable value of the commercial property located within the proposed CID.



The Perimeter CID has coordinated with local government in providing transportation improvements in the area; for instance, signs in the district show the CID logo.

¹⁸ North Fulton County was once its own county, "Milton County." Historical accounts note that Milton County and Campbell County (which today is S. Fulton) merged with Fulton County during the great depression years (1930s) for financial reasons.

The Tax Commissioner must certify that these requirements are satisfied and the County must approve legislation authorizing the CID. The resolution establishing the CID includes a provision for a board of directors and the services to be provided. Specific joint planning or service agreements are entered into on a case by case basis. There is only one Community Improvement District in the City of Sandy Springs, the Perimeter CID.

Staff from the Department of Public Works, Transportation Division and the Department of Community Development, are the primary liaisons with the Perimeter CID. Staff members coordinate directly with the CID Administrator and meet quarterly to discuss planning issues that they may have.

ATLANTA REGIONAL COMMISSION

The Atlanta Regional Commission (ARC) is the regional planning and intergovernmental coordination agency for the 10-county area including Fulton County and its municipalities. Sandy Springs contributes to the ARC as a “regional development center” pursuant to mandate of the Georgia Planning Act of 1989.

The ARC Board is composed of officials of political subdivisions and private citizens representing districts of approximately the same population within the 10-county region. The ARC provides services and performs regional planning and coordination in the areas of: aging services, community services, environmental planning, government services, job training, land use and public facilities planning, transportation planning, and data gathering and analysis. ARC is designated as the Area Agency on Aging by the Georgia Department of Human Resources and administers federal funds for projects. The regional agency is also working with the Georgia Regional Advisory Council (Region 3) in various workforce development programs. Staff from several departments and divisions of the City of Sandy Springs work closely with ARC.

Coordination of the regional transportation and regional development plan is a major area of interface between Sandy Springs and ARC. ARC has provided funding to Fulton County for Sandy Springs as a part of its Livable Centers Initiative (LCI) program. Also, if a regional fair share housing policy is ever developed by ARC, Sandy Springs would need to work cooperatively with the regional agency to determine and implement its share of regional housing needs.

Development approval within the Chattahoochee River corridor requires special reviews by ARC for consistency with its Chattahoochee Corridor Plan. The Community Development Department coordinates those reviews with ARC’s participation.

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY (MARTA)

MARTA is a public authority established for the purposes of planning, constructing, financing and operating a public transportation system. MARTA is a key player in any future plans to improve heavy rail in Sandy Springs along Georgia 400; there are three MARTA rail stations and numerous MARTA bus stops in Sandy Springs. Coordinating with MARTA will help meet the transportation goals of reducing traffic congestion and promoting transportation choices to residents, visitors and the workforce.

In terms of transportation planning, MARTA and the City of Sandy Springs are formally linked by the Atlanta Regional Commission and its specific role as the “federally designated Metropolitan Planning Organization” (MPO). The MPO role is to coordinate local governments, agencies

such as MARTA and other parties in order “to plan a diverse system capable of moving people and goods efficiently and safely.”

GEORGIA REGIONAL TRANSPORTATION AUTHORITY (GRTA)

Created in 1999 by the General Assembly under Title 50, Article 32, the Georgia Regional Transportation Authority’s (GRTA) mission is to combat air pollution, traffic congestion and poorly planned development in the metropolitan Atlanta Region. Most of GRTA’s activities pertain to the Transportation, Land Use and Economic Development Elements of the plan.

GRTA’s authority includes, among other important functions, encouraging land use practices which promote efficient use of transportation investments, cooperatively developing transit plans for areas within its jurisdiction, coordinating transit services in the region, and reviewing Developments of Regional Impact (DRI). The purpose of GRTA’s review is to approve or disapprove the use of state and federal funds to create transportation services and access that may be required as a result of a DRI.

The City of Sandy Springs Department of Public Works (Transportation Planning) and Department of Community Development (Planning Division) coordinate with GRTA on many projects within the City. This includes attending meetings, providing information, and any other assistance and information requested by GRTA.

METROPOLITAN NORTH GEORGIA WATER PLANNING DISTRICT

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

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

GEORGIA DEPARTMENT OF TRANSPORTATION

The Georgia Department of Transportation (GDOT) plans, constructs, maintains and improves the State of Georgia’s highways and bridges. In addition, GDOT provides planning and financial support for other modes of transportation, including mass transit and airports. GDOT also has two agencies administratively attached to it, the State Road and Tollway Authority and the Georgia Rail Passenger Authority. City staff works closely with GDOT due to a number of roadways within the City under state jurisdiction.

GEORGIA DEPARTMENT OF NATURAL RESOURCES

The Department of Natural Resources (DNR) is Georgia’s department charged with protection of natural, historic, and cultural resources for present and future generations. DNR provides

technical assistance in the areas of water conservation, environmental protection, wildlife preservation, parks and recreation and historic preservation.

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS

The Georgia Department of Community Affairs (DCA) serves as an advocate for local governments and as the state's lead agency in housing finance and development. It also promulgates state building and other technical codes and administrative rules relative to comprehensive planning, solid waste management, and other topics. The City of Sandy Springs' departments with primary coordination with Georgia DCA are the Department of Community Development, Department of Public Works, and Administration.

FEDERAL AGENCIES

National Park Service

The existence of units of the Chattahoochee River National Recreational Area in Sandy Springs suggests that the City should coordinate with the National Park Service and ideally look for ways to co-deliver certain law enforcement activities in nationally designated areas.

Federal Emergency Management Agency

When development occurs in flood plains, flood plain maps must be updated and the Department of Community Development has to report variances to the flood plain regulations to the Federal Emergency Management Agency.

Department of Homeland Security

This agency works to protect citizens against terrorist and other security threats.

Appalachian Regional Commission

Sandy Springs, as part of Fulton County, is within the jurisdiction of the Appalachian Regional Commission. Fulton County is part of the local development district operated out of the Atlanta Regional Commission. The Appalachian Regional Commission is a multi-State federal agency that was created in 1965 for the purpose of creating opportunities for self-sustaining economic development and improving the quality of life of north Georgia residents. The commission is a potential source of State and federal resources to assist the City with various programs.

In its Strategic Plan, *Setting a Regional Agenda*, the Appalachian Regional Commission establishes a mission statement and five major goals. The mission statement is to advocate for and partner with the people of Appalachia to create opportunities for self-sustaining economic development and improved quality of life. It's goals include ensuring skills and knowledge of residents to they compete in the world economy of the 21st century, providing proper infrastructure for sustained economic development, mobilizing capacity for sustained progress, having access to financial and technical resources, and access to quality, affordable health care.

SERVICE DELIVERY STRATEGIES

In 1997, the State passed the Service Delivery Strategy Act (HB 489). This law mandates the cooperation of local governments with regard to service delivery issues. Each County was required to initiate development of a service delivery strategy between July 1, 1997, and

January 1, 1998. Service delivery strategies must include an identification of services provided by various entities, assignment of responsibility for provision of services and the location of service areas, a description of funding sources, and an identification of contracts, ordinances, and other measures necessary to implement the service delivery strategy. Sandy Springs, as a new municipality, must be included in the Fulton County Service Delivery Strategy.

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

INTERGOVERNMENTAL AGREEMENTS

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

City of Roswell – Housing of Prison Inmates

Since Sandy Springs does not have its own detention facility, it entered into an agreement with the City of Roswell to house prison inmates in Roswell's detention facility. This agreement was signed December 5, 2005, with an expiration date of June 30, 2006, or until terminated, but it can also be extended for up to 50 years. Sandy Springs pays \$65.00 per prisoner day for every Sandy Springs prisoner held in the Roswell Detention Center.

City of Doraville – Housing of Prison Inmates

On October 11, 2006, Sandy Springs signed an agreement with the City of Doraville for Doraville to provide detention services to the City of Sandy Springs. This agreement has not yet been signed by the City of Doraville.

Irwin County Sheriff – Inmate Housing Agreement

On August 24, 2006, Sandy Springs entered into an inmate housing agreement with Irwin County, Georgia's Sheriff for the provision of jail (inmate detention) services at the Irwin County Detention Center located at 132 Cotton Drive, Ocilla, Georgia 31774. The cost to Sandy Springs is \$45.00 per day per inmate. The agreement is effective for one year.

City of Atlanta – Water Service

The City of Atlanta provides water service to some residents of Sandy Springs. A memorandum of understanding (not dated) was entered into between Sandy Springs and Atlanta as an interim measure for Atlanta to continue its current water service functions until Sandy Springs could become a signatory to the Fulton County Service Delivery Strategy. The memorandum of understanding is effective until the Service Delivery Strategy is amended to account for these services.

City of Atlanta – Use of Atlanta Fire Station 39

This agreement authorizes Sandy Springs to use Atlanta's Fire Station 39, located at 4697 Wieuca Road, NE, to house fire apparatus and personnel of the Sandy Springs Fire Department.

Sandy Springs is a tenant, and Atlanta retains title to the station. The station is referred to in the agreement as "Atlanta-Sandy Springs Fire Station #4." Sandy Springs is obligated by the agreement to provide at least one approved Class A fire pumper with a pumping capacity of not less than 1,500 gallons per minute and staffed with no less than four State of Georgia Standard and Training Council certified firefighters and minimally trained to EMT-1 level to respond to an automatic response area as determined by the Atlanta Fire and Rescue Department. This agreement also references a Mutual Aid Agreement between Sandy Springs and Atlanta. As of October 23, 2006, this agreement was not signed and was awaiting signature.

City of Smyrna – Library Services

This agreement, entered into December 17, 2005, provides that the City of Smyrna will provide library services consisting of book depository collections established in up to 15 locations in Sandy Springs. The duration of the agreement is December 31, 2006. Sandy Springs agrees to pay the actual costs of such services including delivery vehicle, personnel, and cost of materials, plus \$1,000 per month.

Since Sandy Springs is part of the Atlanta-Fulton County library system, this agreement appears to provide supplemental library services in Sandy Springs, i.e., in addition to those services, rather than as a substitute for Atlanta-Fulton County library facilities. Since this agreement expires as of December 31, 2006, (with no apparent provision for renewal) it will need to be reconsidered in light of facility and service objectives established by the Sandy Springs Mayor and City Council.

Fulton County – Animal Control

Fulton County provides animal control services to Sandy Springs per intergovernmental agreement signed February 24, 2006. The period of this agreement is only through June 30, 2006. Fulton County provides animal control services via a private vendor. Annual payment is made by the city to Fulton County based on total animal control activities reported. Since this agreement appears to have expired with no automatic renewal date (unless another such agreement has been signed), it appears that this agreement needs to be renewed.

Fulton County – Fire and Emergency Medical Services (EMS)

This agreement was signed December 21, 2005, and services went into effect January 1, 2006, for a period of six months (i.e., concluding on June 30, 2006). This agreement was subsequently amended on May 17, 2006 to provide for another six months of service commencing July 1, 2006, and concluding on December 31, 2006. Following conclusion of this agreement, Sandy Springs will be solely responsible for providing all fire department and EMS services within the city limits, unless the agreement is extended (approved by both parties). The level of service standard for firefighting and EMS is a goal of six minutes or less, 90 percent of the time. Note that this level of service standard is not as satisfactory as desired, according to the Community Facilities and Services Element, which specifies a standard of four minutes or less, 90 percent of the time.

This agreement was amended (extended) again on September 20, 2006 (approved by Sandy Springs Mayor and City Council on October 17, 2006), relative to 911 Emergency Communications Services, for a period of two years, commencing January 1, 2007 and extending through December 31, 2008. At the conclusion of that agreement, Sandy Springs will be solely responsible for providing its own public safety answering point services, the agreement provides.

Fulton County – Wastewater Services

As an interim measure, until Sandy Springs can become a signatory to the Fulton County Service Delivery Strategy, the city entered into an agreement with Fulton County on December 21, 2005, to provide wastewater services to the city. Since some of the wastewater produced in Sandy Springs is reportedly treated in adjacent counties, consideration should be given as to whether future agreements should reference Fulton County's agreements with adjacent Cobb and DeKalb Counties regarding wastewater services as they relate to Sandy Springs. This agreement does not appear to have a termination clause or renewal provision, though, again, it anticipates that the Fulton County Service Delivery Strategy (upon agreement) will supersede this agreement.

Fulton County Tax Commissioner – Tax Billing and Collection

This agreement went into effect February 1, 2006, and is good for a ten-year period. It provides for the Fulton County Tax Commissioner to collect municipal ad valorem taxes levied by the City of Sandy Springs. Fulton County is compensated by payment by the city of the approximate actual costs of providing services.

Fulton County – Lease and Use of Park Properties

This agreement has an effective date of January 1, 2006 through December 31, 2006, unless terminated. It provides for the City of Sandy Springs to assume Fulton County's responsibility for maintaining and repairing various park properties (Hammond Park, North Fulton Tennis Center and park land), East Conway Pocket Park, Sandy Springs Historic Site, Allen Road Park, Morgan Falls Ball Fields, Ridgeview Park, Big Trees, Island Ferry Park, Johnson Ferry Road Greenspace, Abernathy Park and Morgan Falls (Bull Sluice). Under this agreement, ownership of these park lands remains with Fulton County, but subsequent agreement was reached to transfer ownership of park lands to the City of Sandy Springs.

Fulton County – 800 MHz Radio System Access

This agreement was entered into May 17, 2006, and provides for the city to use Fulton County's radio system. The term of agreement is ten years.

Fulton County Housing Authority

Under this agreement, authorized by Sandy Springs on August 15, 2006, the Fulton County Housing Authority is officially recognized as owner of two properties located in Sandy Springs: the Allen Road mid-rise, a 100-unit facility located at 144 Allen Road, Sandy Springs, Georgia, 30328, and the Belle Isle Apartments, a 9-unit assisted property, located at 151 W. Belle Isle Road, Sandy Springs, Georgia, 30328. Under this agreement, Sandy Springs assumes "responsible entity" status with regard to annual environmental review responsibilities of the National Environmental Policy Act of 1969, as amended.

ANALYSIS OF BEST PRACTICES FOR INTERGOVERNMENTAL COORDINATION

The *Regional Development Plan Guidebook*, published by ARC, provides suggested "best practices," some of which pertain to intergovernmental coordination. Table 8.1 identifies those intergovernmental coordination best practices that apply during local Comprehensive Planning

and shows the extent to which those best practices can be integrated into the Comprehensive Plan.

**Table 8.1
Best Intergovernmental Coordination Practices
and their Potential Application in Sandy Springs**

Tool	Best Intergovernmental Coordination Practice	Applicability in Sandy Springs
Transit Oriented Development	The Intergovernmental Coordination Element identifies opportunities for the local government and transit provider (e.g., MARTA) for transit-oriented development.	Consider in the future land use planning efforts
Mixed-Income Housing	The Intergovernmental Coordination Element identifies potential partners in mixed-income housing community building, along with their potential roles.	Mixed-income housing can be further addressed in the Housing Element. Potential partners can be identified.
Retrofitting and Redeveloping Corridors	The Intergovernmental Coordination Element identifies opportunities for the local government, developers, and other agencies to support corridor retrofitting or redevelopment.	This may be applicable in specific plans, programs and strategies for improving the Roswell Road Corridor.
Retrofitting and Redeveloping Corridors	A redevelopment agency or other entity is assigned overall coordination responsibilities for redevelopment.	This needs to be addressed in the implementation component of Sandy Springs' comprehensive plan.
Greyfield Redevelopment	The Intergovernmental Coordination Element identifies opportunities for the local government, developers, and other agencies to support greyfield redevelopment.	This needs to be addressed in the implementation component of Sandy Springs' comprehensive plan.
School Siting and Land Use	A School Board – Local Government interlocal agreement for facility planning exists.	This should be further addressed in the Community Agenda.
School Siting and Land Use	A School Board – Local Government interlocal agreement for joint facility use exists.	This issue is being addressed with respect to recreation and parks facilities in the recreation and parks master plan.
School Siting and Land Use	A School Board – Local Government cooperative agreement exists with regard to development and improvements needed to support school development, including cost sharing of road improvements, traffic signals, and sidewalks.	This should be further addressed in the Community Agenda.
School Siting and Land Use	The school board participates in the Comprehensive Planning process.	Participation by the school board's personnel should be achieved where possible.
School Siting and Land Use	The local government has an ex-officio representative on the school board's capital facilities planning committee.	The City is not represented on such a committee.
School Siting and Land Use	One or more joint work sessions between City governing body and the school board are held.	This is desirable but not implemented at this time.

CHAPTER 9 TRANSPORTATION

INTRODUCTION

The purpose of this chapter is to provide an inventory of transportation conditions and an assessment of transportation needs through year 2030 for the City of Sandy Springs. This Transportation Needs Assessment includes automobile, transit, pedestrian, and bicycle travel modes. A wide range of planning tools, techniques and methods were employed to gain a thorough understanding of Sandy Springs' transportation needs. The activities conducted to date include:

- Developing goals and performance measures
- Engaging the public through coordination with the Citizen's Advisory Committee (CAC)
- Reviewing existing planning documents
- Using spatial and statistical analysis to analyze various transportation system elements
- Examining future transportation conditions using the Atlanta Regional Commission (ARC) travel demand model for the City of Sandy Springs transportation network

This section presents the transportation needs identified through both qualitative and quantitative assessments of Sandy Spring's multimodal transportation system. Figures referenced in this chapter are provided at the end of the chapter.

Role of Transportation in the Community

Transportation serves a vital role providing internal and external connectivity and access for residents and businesses. The character of trip making in communities includes short trips usually to destinations close by, usually within the community, longer trips to destinations within and outside the community. In addition, the transportation network serves external trips passing through Sandy Springs. Typically longer distance trips use arterial roads, which are designed to facilitate traffic movement. When these routes are congested during peak hours, through traffic diverts to less desirable collector and local roads.

The presence or absence of various transportation modes within a community influences mode choice. For example, the presence of sidewalks along a congested corridor encourages pedestrian trips. A community with convenient transit access provides more choices for residents. Convenience is important to travel choice. Increased land use density with mixed used development is frequently correlated with increased use of transit and alternative modes. On the other hand, if alternative choices are lacking or not convenient, trip making typically will revert to the automobile mode.

Relation of Sandy Springs Planning to Atlanta Regional Commission

Sandy Springs is located within Fulton County. The City is part of the Atlanta Region, which encompasses 18 counties in the metropolitan Atlanta area. The Atlanta Regional Commission (ARC) serves as the Metropolitan Planning Organization (MPO) for the Atlanta Region. ARC provides demographic and transportation forecasts for the Atlanta metropolitan area extending to those areas designated as being in non-attainment for federal air quality Standards. Therefore, the ARC travel demand model includes a 20 county area. Figure 9.1 shows the City of Sandy Springs within the Atlanta Region.

Transportation and Air Quality

Federal legislation requires that the transportation planning program evaluate the impacts of transportation on air quality. The Atlanta region is in non-attainment for ozone and particulate matter. Travel and transportation factors are a key part of on-road mobile source emissions inventory development. In order to maintain eligibility for federal transportation funds, the ARC Regional Transportation Plan (RTP) must demonstrate conformity with the emission budgets established in the State Implementation Plan (SIP) for air quality attainment. This is accomplished through air quality models using the output results from the regional travel demand model. A conformity determination demonstrates that the total emissions projected for a transportation plan and program recommendations are within the emissions limits (or budgets) established by the SIP.

GOALS AND PERFORMANCE MEASURES

Sandy Springs is forecasted to grow steadily through the year 2030. Thoughtful goals and effective performance measures ensure a long range, needs-based perspective that will assist in effectively identifying and implementing transportation initiatives responding to the city's forecasted growth. The federal Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) emphasizes the importance of transportation infrastructure investment driven by the need for improvement. The transportation goals and performance measures established for Sandy Springs were designed to meet the city's transportation needs.

Transportation Goals

The eight draft transportation goals reflect comments from the City of Sandy Springs staff, the Citizen's Advisory Committee (CAC), stakeholders, and the general public. The goals address six important community themes:

THEME	GOAL
Mobility	<ul style="list-style-type: none">○ Address travel demand efficiently, minimizing congestion and improving the flow of travel○ Coordinate transportation and land use plans to better balance transportation need and improve access
System Balance	<ul style="list-style-type: none">○ Integrate alternative travel modes, including transit, pedestrian and bicycle, to provide connectivity within and between modes and optimize use of energy resources and existing infrastructure○ Utilize the functional classification of facilities to balance needs of local and pass-through travel
Safety	<ul style="list-style-type: none">○ Develop a safer travel environment for all transportation modes
Land Use	<ul style="list-style-type: none">○ Support economic development initiatives and encourage development that includes live, work, and play
Quality of Life	<ul style="list-style-type: none">○ Support transportation improvements that are functionally and aesthetically consistent with the community / neighborhood environment and quality of life
System Preservation	<ul style="list-style-type: none">○ Preserve the transportation system for the future by implementing appropriate system maintenance and refurbishment

Performance Measures

The study will use performance measures to quantify the relationship between possible improvement recommendations and the transportation goals. The measures are necessary as part of a needs-based plan development to help answer questions like:

- What is the best combination of transportation projects to improve transportation and serve people and commerce in Sandy Springs?
- What benefits are returned from our investment in transportation?
- Are the appropriate alternatives identified?
- What transportation investments provide the best utilization of resources?

Performance measures help track system performance over time. They provide accountability and link strategic planning to resource allocation. Performance measures as a package give a sense of the extent to which the current and recommended program can improve the system and accomplish the intent of the goals established by the community for transportation.

Performance measures for the Sandy Springs Multimodal Transportation Plan were selected to provide the means to evaluate the transportation system. The performance measures related to transportation goals, are quantifiable, and use readily available data. The measures are also meaningful to the public and policy-makers. Table 9.1 summarizes performance measures recommendations based on CAC input, data availability, and input from the City of Sandy Springs. The performance measures will be used to test and evaluate alternative improvements.

**Table 9.1
Transportation Performance Measures**

Category	Performance Measure
Mobility	<ul style="list-style-type: none"> - Travel time along key corridors - Delay at congestion “hot spot” intersections - Ratio of volume demand to available capacity - Travel time index (ratio of congested to non-congested travel time) - Vehicle hours traveled - Commute time along key corridors - Availability of pedestrian and transit facilities at activity centers - Vehicle miles traveled
System Balance	<ul style="list-style-type: none"> - Bicycle suitability index - Population within walkable distance of transit stop - Population within walkable distance of activity center served by sidewalk - Number/spacing of pedestrian and bicycle crosswalks across main roads - Major destinations connected via bicycle and pedestrian paths - Pedestrian and bicycle facilities within walking /biking distance of schools, libraries, and parks - Number of carpools and vanpools originating in Sandy Springs - Transit trip times - Number of trips through Sandy Springs on key corridors. - Number of local trips on key corridors. - Number of access points per mile along key corridors
Safety	<ul style="list-style-type: none"> - Number of crashes (auto, bus, pedestrian, and bike) - Potential for future crashes (number of conflict points) - Traffic volume through high crash locations

Land Use	<ul style="list-style-type: none"> - Consistent with Sandy Springs future land use plan and current development proposals - Miles of sidewalk and bike routes connecting activity centers to surrounding communities - Number of residential units within a walkable distance of commercial and office activity centers - Number of residential units within an acceptable travel time via transit to commercial and office activity centers
Quality of Life	<ul style="list-style-type: none"> - Residential areas having more than two modes of travel available for community based trips to activity centers, schools, parks, and libraries - Miles of congested travel to access activity centers, freeway, and MARTA rail
System Preservation	<ul style="list-style-type: none"> - Miles of road resurfaced versus reconstructed - Number of structures with low sufficiency ratings

TRAVEL CHARACTERISTICS

Sandy Springs residents use many different modes of transportation to commute to work both within the county and to other surrounding counties. However, traditional car, truck, or van is the choice of the large majority of workers not working at home, accounting for 91 percent of 47,300 total workers over 16 years of age, or 43,260 people. Following car, truck, or van, the next most popular choice is public transit serving six percent or 2,660 people. All other modes of transportation, including bicycles and walking, make up the remaining three percent. Table 9.2 displays the number and percentage of citizens utilizing each mode.

**Table 9.2
Manner of Commute Comparison, 2000**

Manner of Commute	Number of Citizens	Percentage
Total Workers over 16, Not Working at Home	47,300	100.0%
Car, Truck, Van	43,260	91.0%
Public Transit	2,660	6.0%
Motorcycle	25	0.1%
Bicycle	35	0.1%
Walk	860	1.8%
Other	460	1.0%

Source: US Census Transportation Planning Package 2000

When assessing existing conditions and determining future needs, it is not only important to examine commute modes but also to look at the trip termini for the city's commuters. Because of the central location of Sandy Springs, most of the City's workers are employed in the region. In 2000, 98.5 percent of the City's workers over age 16 worked within the state and of those working within the state 67.6 percent work within Fulton County. Table 9.3 contains the location of work from the year 2000.

**Table 9.3
Location of Work, 2000**

Location	Number of Citizens	Percentage
Total Workers, Over 16	49,790	--
In State	49,050	98.5%
In County	33,160	66.5%
Out of County	15,890	32.0%
Out of State	740	1.5%

Source: US Census Transportation Planning Package 2000

The distance traveled to work is also a major factor in determining commuting characteristics. The best statistic for distance traveled is average commute time to work. In 2000, over half of Sandy Springs residents had a commute that lasted less than 25 minutes, with 46.8 percent having a ten to 24-minute drive. On the other hand, 11.3 percent of residents reported having a commute lasting 45 minutes or more.

Along with average commute time, the time leaving for work is another important factor because it shows peak AM traffic times as well as overall work patterns. For the most part, Sandy Springs residents work typical business hours. 11.4 percent of workers leave within the six o'clock hour, 33.9 percent leave within the seven o'clock hour, 29.65 percent leave within the eight o'clock hour, and 10.7 percent leave within the nine o'clock hour.

ISSUES AND OPPORTUNITIES

An important part of the community assessment was the identification of issues and opportunities. Input from the Citizens Advisory Committee (CAC), transportation subcommittee was instrumental in identifying transportation issues to be addressed and opportunities for key transportation improvements within Sandy Springs.

Input from Citizens Advisory Committee

The CAC provided input regarding transportation issues and opportunities through four meetings with the transportation subcommittee. The following are the dates and topics of each meeting:

- July 24, 2006 – Topics: Study Purpose and schedule / Initial discussion of goals and objectives – issues and opportunities.
- August 28, 2006 – Topics: Comments on draft goals and performance measures / top 10 list of issues and opportunities.
- September 25, 2006 – Topics: Discussion of sidewalks, bike lanes, and trail network with both Transportation and Parks and Recreation Subcommittees.
- October 23, 2006 – Topics: Overview of transportation needs assessment preliminary findings / breakout work sessions for two groups to cover multimodal transportation needs and opportunities for separate focus areas in central Sandy Springs.

Identification of Issues and Opportunities

The top ten list of issues and opportunities below were determined based on input from the CAC transportation subcommittee and City staff. Potential improvements to address the identified issues will be considered in the community agenda portion of the comprehensive plan. In addition to these issues and opportunities related to mobility, safety, connectivity, and availability of various travel modes, preservation of the existing infrastructure is a critical challenge to be faced by the City of Sandy Springs.

1. Enhancing Traffic Signal Operations and Safety

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

2. Reducing Traffic Congestion at “Hot Spots”

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

3. Providing Mobility for Trips Through, To/From, and Within the City

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

4. Establishing a Grid Network to Provide Options for Travel

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

5. Improving Availability of Transit Service

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

6. Incorporating BRT and other Premium Transit in Sandy Springs

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

7. Satisfying Parking Needs in Activity Centers

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

8. Calming Traffic to Enhance Safety while Maintaining Connectivity

The residential neighborhoods were identified as one of the City's primary assets in discussions with the Citizen's Advisory Committee. Preserving the integrity and safety within the neighborhoods is critical to the future of Sandy Springs. Traffic calming has been used effectively in many areas of the Atlanta area to enhance safety along residential streets. Although many potential traffic calming techniques have been employed throughout the United States, speed humps are the most common element employed in the Atlanta area for residential speed control. The advantage of traffic calming is that it can provide control of speeds without reducing connectivity, as would be the case with a road closure.

9. Providing Sidewalk and Bicycle Lanes for Travel to/from Destinations and Access to Transit

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

10. Managing Access Points along Corridors

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

Previous Studies Addressing Issues

Examination of traffic congestion and transportation system needs is not new to Sandy Springs. Several previous studies have looked at these issues and recommended improvements to the roadway network. The Sandy Springs Livable Centers Initiative (LCI) and subsequent Connecting Sandy Springs (Grid Study) provided recommendations related to pedestrian needs and local roadway connections. These project recommendations are shown in Figure 9.2.

Complementary to ongoing LCI improvement efforts in Sandy Springs, the Perimeter Community Improvement District has developed a series of projects that address improvement needs within the Perimeter CID boundaries, which include the portion of Sandy Springs from Glenridge Drive / Barfield Road east to DeKalb County. Figure 9.3 shows improvement projects that are a part of the Perimeter CID plans.

Another key component to transportation planning in the Sandy Springs area is the Regional Transportation Plan (RTP) prepared by ARC. This financially constrained plan provides improvements that are part of the regional air quality conformity determination. Figure 9.4 shows the Sandy Springs improvements that are a part of the RTP. Improvements that are a part of the 2006 to 2011 Transportation Improvement Program (TIP) are included in Table 9.4. Improvements for the remainder of the RTP period are included in Table 9.5.

ROADWAY CAPACITY AND SAFETY NEEDS ASSESSMENT

Automobiles are the most frequently used mode of travel in the City of Sandy Springs, as they are in the overall Atlanta Region. In addition, other modes of travel directly or indirectly use the roadway network. For example, transit buses travel on the roads with automobiles and pedestrians and bicycles often use facilities immediately adjacent to roads. Therefore, roadway capacity and operations are critical to defining transportation needs. In addition to mobility, safety is another key factor related to the roadway network. Crashes provide a large drain on community resources and frequently result in incident related traffic congestion. The following pages describe the results of the roadway capacity and safety related needs.

Roadway Jurisdiction and Functional Classification

Sandy Springs has 394 centerline miles of existing roadway network with 19 roadway bridges. Figure 9.5 shows the jurisdiction responsible for maintaining and operating various roads within the city limits. As shown in this figure, most of the roadways in Sandy Springs are city streets. Four roadways in the City of Sandy Springs are under State of Georgia jurisdiction: I-285, SR 400, SR 9 (Roswell Road), and Abernathy Road/Johnson Ferry Road between Cobb County and SR 400. City streets comprise 71% of the roads, while State Roads comprise 29%.

Roads are classified by function for purposes of analysis and evaluation of the roadway's effectiveness within the system. Roadways classification is based on the facility's accessibility and mobility. Streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Basic to this process is the recognition that individual roads and streets do not serve travel independently in any major way, rather the network functions together to facilitate access. Functional classification defines the nature of a facility's operation in serving the flow of trips through a highway network.

On one end of the spectrum are expressways/interstates, which provide the greatest mobility with controlled access. On the other end are local roads, which provide the greatest accessibility and feed traffic into higher capacity roads. A description of the system's major functional classifications is presented below and is shown in Figure 9.6.

- **Interstate Highways and Freeways**– Interstates and freeways provide the greatest level of mobility, with access limited to interchanges. I-285 is the only interstate facility and SR 400 is the only freeway within Sandy Springs. These facilities comprise 73 miles (19 percent) of the total roadway network.

Tables 9.4 and 9.5 (due to their size these are located at the end of this chapter)

- **Principal Arterials** – A principal arterial is a street or road whose primary function is to carry through traffic over relatively long distances between major areas of the county. The arterial system in the city comprises 3 miles, or less than one percent of the total roadway network. Specific major arterial facilities are Johnson Ferry Road from Cobb County to Abernathy Road and Glenridge Drive between Abernathy Road and I-285.
- **Minor Arterials** – A minor arterial is a street or road whose primary function is to carry through traffic over moderate distances between principal arterial streets and/or activity centers. The minor arterial system in Sandy Springs comprises 41 miles (10 percent) of the total roadway network, including Northside Drive, Roswell Road, Powers Ferry Road, Glenridge Drive, Glenridge Connector, Mount Vernon Highway, and Peachtree Dunwoody Road from Atlanta City Limits to Glenridge Drive.
- **Collectors** – A collector is a street or road whose primary function is to carry through traffic over minor distances from local streets and subdivisions to an activity center or higher classification street. The minor collector system in Sandy Springs comprises 39 miles (10 percent) of the total roadway network. Long Island Drive, Mount Paran Road, Riverside Drive and Dalrymple Road are examples of such roadways.
- **Local Streets** – Local streets feed the collector system from low volume residential and commercial areas. In Sandy Springs, local streets comprise 238 miles (60 percent) of the total roadway network.

In addition to the local functional classification system, originally established by Fulton County, GDOT monitors its own functional classification system, as shown in Figure 9.7. The primary differences between the GDOT and local roadway classification systems are within the arterial and collector classifications.

Under the GDOT functional classification, Johnson Ferry Road north of Abernathy road is labeled a minor arterial instead of a principal arterial and Glenridge Drive north of Johnson Ferry Road is considered a collector as opposed to the local classification of principal arterial. The GDOT classification also changes the northern part of Northside Drive from minor arterial to collector. The opposite is true for the eastern part of Mount Vernon Highway between Johnson Ferry Road and Peachtree Dunwoody Road and Peachtree Dunwoody Road between I-285 and Mount Vernon Highway; the local classification system calls these parts of the roadway network collectors, whereas GDOT lists them as minor arterials. Another difference is that Lake Forrest Road is a collector under the GDOT system, but only a local road under the local functional classification. The City of Sandy Springs is considering modifications to the functional classification system to reflect local roadway use and community road use.

Roadway Analysis Criteria

The level of system performance varies by type of transportation facility, geographic location, time of day, and other characteristics. Each roadway in the network has a theoretical capacity based on its functional classification and characteristics. When roadways are operating in free-flow conditions, capacity constraints are not apparent. However, as traffic volumes increase, available capacity is restricted and roadway congestion results. Federal regulations define traffic congestion as the level at which transportation system performance is no longer acceptable.

Capacity needs are identified using measures such as daily volume to capacity (v/c). The v/c ratio of a specific roadway is an indicator of the level of service (LOS) that can be expected on that roadway. A v/c ratio of less than 1.0 indicates that a road can handle additional volume and remain within capacity. A v/c ratio of 1.0 indicates that a road has reached its capacity, and additional traffic volume will result in a less than acceptable LOS. A v/c ratio of more than 1.0 indicates that a road's traffic volume exceeds its capacity to handle that traffic, resulting in an unacceptable LOS. The computation and analysis of roadway v/c allows system-wide analysis of the transportation network, providing an approximation of the LOS of roadways or corridors, based on information such as lane configuration, observed roadway speed, and traffic volumes.

V/C ratios are linked to LOS to provide an easier way to communicate roadway operations. LOS is a user-based assessment of conditions. Roadways are given a letter designation, with A representing the best operating conditions and F representing the worst. The 2000 *Highway Capacity Manual* provides the following LOS guidelines:

- LOS A, B and C indicate conditions where traffic can move relatively freely.
- LOS D describes vehicle speed beginning to decline slightly due to increasing flows. Speed and freedom of movement are severely restricted.
- LOS E describes conditions where traffic volumes are at or close to capacity, resulting in serious delays.
- LOS F describes breakdown in vehicular flow. This condition exists when the flow rate exceeds roadway capacity. LOS F describes traffic downstream from the bottleneck or breakdown.

Throughout the City of Sandy Springs Multimodal Transportation Plan, the following LOS criteria are used to determine congestion levels on roadway segments.

- LOS A through C is equivalent to a v/c of 0.7 or less.
- LOS D is equivalent to a v/c of 0.701 to 0.85.
- LOS E is equivalent to a v/c of 0.851 to 1.00.
- LOS F is equivalent to a v/c greater than 1.00.

Roadway Characteristics

Available roadway network capacity is determined by functional classification, number of lanes, traffic controls, and utilization. The number of lanes and traffic signal locations within the City of Sandy Springs are shown in Figure 9.8. Most of the local residential streets have two lanes, but several large facilities also traverse the city, providing capacity for higher volumes of through traffic along collector and arterial routes. The City of Sandy Springs has over one hundred signalized intersections within its borders. Each of these signals is maintained by either the Fulton County Department of Transportation or Georgia Department of Transportation (GDOT).

Signalized intersections limit capacity along a corridor due to the sharing of green time among competing movements. In addition, capacity is reduced at unsignalized intersections where traffic on the main road slows to allow for turning traffic to accelerate or decelerate. Although the overall reduction in capacity at an individual unsignalized access point is less than at a traffic signal, the cumulative effects of multiple access points can significantly reduce traffic speeds along the main road. In addition, these access points provide locations of potential vehicle conflicts, increasing the potential for crashes. Figure 9.9 shows the number of access points per mile along key corridors in Sandy Springs. As this figure shows, the highest concentration of access points is along Roswell Road between I-285 and Abernathy Road. Along this section, the tight curb radii for many of the driveways reduces turning speed, resulting

in more significant speed reductions in this area. Abernathy Road between Johnson Ferry Road and Roswell Road has the second highest number of access points per mile. However, these are primarily residential driveways, which are used less frequently than the commercial driveways along Roswell Road and thus, have less effect on travel speed.

Access to the freeway system is an important part of regional travel for trips to, from and through Sandy Springs. This Freeway Access is provided via eight interchanges (including one for access to the Northridge MARTA station), as shown in Figure 9.10. In addition, fifteen freeway crossings are present along I-285 and SR 400 that do not have interchanges. The longest gaps in freeway access occur north of Abernathy Road, where the five mile section is served by one full access interchange and one MARTA station access interchange.

In addition to roadway capacity and access, the physical condition of the road is a key component to planning future needs. If roadway conditions require extensive repaving and maintenance, that reduces the amount of local money available for system expansion and upgrades. Figure 9.11 shows the PACES¹⁹ rating for roads within Sandy Springs. As this figure shows, few of the roads are in poor or very poor condition. However, the majority of roads are in fair condition, which indicates the need for resurfacing in the near future. This will be an important maintenance issue, as roads that deteriorate to poor or very poor conditions often need reconstruction work, which is much more costly than resurfacing. The multimodal transportation plan will address strategies for preservation of roadway infrastructure.

Roadway Operational Needs

In order to determine which facilities in Sandy Springs are congested, the Atlanta Regional Commission's (ARC's) region-wide transportation plan and travel demand model was used. Model results for the 2005 and 2030 networks were evaluated. It is important to note that the model network reflects the network of regionally significant roads. Therefore, some local roads are not included on the network. In addition to the travel demand model data, 2006 daily traffic volume data was obtained from the GDOT roadway characteristics (RC) datafiles. Figure 9.12 shows these daily traffic volumes. As this figure shows, roads such as Roswell Road, Johnson Ferry Road, Abernathy Road, and Hammond Drive experience daily traffic volumes between 20,000 and 40,000 vehicles per day, spanning the range of capacity for a four to five lane road.

Congestion Management System

As required by federal law and regulations, ARC has developed a Congestion Management System (CMS) for the Atlanta region. Within the CMS, roadways are identified for congestion monitoring, evaluation, and identification of improvements to alleviate congestion. Figure 9.13 shows the congested roads indicated in the CMS. Eleven roadways in Sandy Springs are included in the CMS (see Table 9.6).

The 2005 ARC Transportation Plan and model results support the findings in the CMS. Figure 9.14 shows 2005 levels of congestion based on daily traffic volumes derived from the travel demand model. Figure 9.15 shows 2005 levels of congestion based on the PM peak hour. These figures indicate similar congestion patterns when based on daily and PM peak hour congestion.

¹⁹ GDOT rating system for pavement condition.

**Table 9.6
ARC Congestion Management System Facilities**

Roadway	Segment
Roswell Road	Entire length of Sandy Springs
GA-400	Entire length of Sandy Springs
Peachtree Dunwoody Road	Atlanta City Limits to Spalding Drive
Glenridge Drive	Roswell Road to Johnson Ferry Road
Johnson Ferry Road	Dekalb County to Glenridge Drive and Glenridge Drive to Cobb County
Northside Drive	Atlanta City Limits to Mount Vernon Highway
Mount Vernon Highway	Northside Drive to DeKalb County and DeKalb County Line to Gwinnett County (northeast Sandy Springs)
Riverside Drive	Mount Vernon Highway to Dalrymple Road
Dalrymple Road	Riverside Drive to Roswell Road
Hammond Drive	Mount Vernon Highway to Dekalb County
Abernathy Road	Johnson Ferry Road to Mount Vernon Highway

Source: Atlanta Regional Commission, Congestion Management System, 2004

Future Congestion with Existing Network plus Committed Projects

A network of existing roadways and those projects that have funding already committed to them for right of way and/or construction was used to determine future volume to capacity ratios. This is typically termed the E+C Network. The list of projects included as committed projects is shown previously in Table 9.4. These projects are shown graphically in Figure 9.16. Traffic congestion in 2030 based on projected daily traffic volumes and the E+C network are shown in Figure 9.17. Most of the roads shown have a v/c ratio greater than one, or LOS F, including GA 400, I-285, Riverside Drive, and many segments of Roswell Road. Very few roads have a v/c ratio of less than 0.85, giving them and LOS A-D. This indicates traffic congestion is expected to be severe in year 2030 if the committed projects alone are implemented. Similar results were found for PM Peak hour conditions along most roads (refer to Figure 9.18).

Roadway Safety

In order to evaluate roadway safety, vehicle crashes, including those between vehicles and pedestrians or bicyclists, were examined for the period of 2001 through 2004 using the GDOT crash database for roadway facilities within Sandy Springs. Figure 9.19 identifies segments with crash frequencies above the 2004 statewide average crash rates:

- 190 crashes per 100 million vehicle miles traveled for urban freeways
- 490 crashes per 100 million vehicle miles traveled for urban arterials
- 460 crashes per 100 million vehicle miles traveled for collectors and local roads

As this figure shows, many of the arterial and collector roads within Sandy Springs have crash rates above the statewide average.

Figure 9.20 shows the location of bicycle and pedestrian related crashes from 2001 to 2004. As this figure shows, many of the pedestrian crashes occurred along Roswell Road. This heavily traveled automobile corridor is also served by a well used MARTA route, requiring pedestrian movement along and across Roswell Road to access bus stops.

Summary of Identified Roadway Capacity and Safety Needs

The assessment of roadway capacity and safety has examined several areas of transportation needs in categories as indicated below.

- Examination of roadway functional classification and its relationship to service of adjacent land use and alternative travel modes.
- Operational improvement of critical intersections along roadways identified as congested in future years.
- Operational improvements to enhance traffic flow and pedestrian crossing capabilities along Roswell Road from I-285 through Abernathy Road, in the traditional Sandy Springs business core.
- Capacity enhancement of roadways identified as congested in future years.
- Management of access points along arterial corridors to ensure throughput capacity is preserved.
- Identification of appropriate parallel routes and connections to reduce local trip loading on the arterial roadway network.
- Improvement of freeway access through capacity and operational enhancement of congested interchanges.
- Improvement of I-285 and SR 400 corridors so that capacity constraints on these major facilities do not shift traffic to the City roadway network.
- Safety improvements along roads with high crash rates.
- Focused pedestrian safety improvements along Roswell Road.
- Regular maintenance and improvement of existing infrastructure to preserve the existing transportation network.

TRANSIT NEEDS ASSESSMENT

Transit is an important transportation mode for travel within the City of Sandy Springs. The City is served by several MARTA bus routes and four Marta Rail Stations. This high frequency of rail station coverage through the east side of the City provides MARTA rail access within a walkable distance of ½ mile from the Glenridge connector south of I-285 to Spalding Drive, north of the Northridge station. This high degree of transit coverage provides a unique opportunity to emphasize transit travel in that area. The paragraphs below provide additional detail regarding transit routes and facilities in Sandy Springs.

Transit Routes and Facilities

During the 2005 fiscal year, MARTA had bus and paratransit ridership of 71 million and rail ridership of 71 million. The average number of users who rode MARTA each day was 460,000. MARTA data indicates that 18 percent of the people traveled on MARTA to conduct their personal business. Special events drew 18 percent of the riders. People traveling to work made up 61 percent, and other purposes consisted of 2 percent. In contrast, half-fare riders use MARTA primarily for personal business (41% of trips) and medical related trip purposes (25% of trips). Paratransit riders use the service primarily for medical related trip purposes (70% of trips).

Figure 9.21 shows the transit routes and station facilities for Sandy Springs. There are four MARTA rail stations pertinent to the Sandy Springs Multimodal Transportation Plan, including:

- Medical Center Station is located on Peachtree Dunwoody at Lake Hearn Drive. There are approximately 200 spaces available for MARTA use. Parking for less than 24 hours will be free with a validated ticket, and no long-term parking will be available for MARTA patrons. This station provides access to Northside Hospital, Scottish Rite Hospital, and St. Joseph's Hospital.
- Dunwoody Station is located adjacent to Perimeter Mall. It is located at the intersection of Hammond Drive and Perimeter Center Parkway. Free parking is available for up to 24 hours or \$4 per day for long-term parking.
- Sandy Springs MARTA station is located at the corner of Mount Vernon Highway and Abernathy Road/Perimeter Center West. It contains 1,170 parking spots; less than 24 hour parking is free and long-term parking is \$4 per day. Some of the nearby attractions include the Perimeter Pointe Shopping Center, Northpark Town Center office complex, and Saint Joseph's Specialty Center for Wellness & Rehabilitation Care.
- North Springs Marta station is the northernmost MARTA rail station, and it attracts many commuters from the area. It is accessible off GA 400 and Peachtree Dunwoody Road. There are 2,325 parking spots at this location with free parking for up to 24 hours. After 24 hours, parking is available for \$7 per day.

The Dunwoody station is in Dekalb County, while the other three stations are within the Sandy Springs city limits. Ten bus routes serve each of these four stations; these routes are listed below along with their weekday peak and off peak headways, respectively, in minutes.

- Medical Center (North Rail Station 8)
 - 41 Windsor Parkway / Lake Hearn (headway – peak 45 min., off-peak 45 min.)
- Dunwoody (North Rail Station 9)
 - 5 Sandy Springs (headway – peak 12 min., off peak 20 min.)
 - 87 Roswell Road (headway – peak 22 min., off peak 18 min to -33 min)
 - 150 Perimeter East (headway – peak 45 min., off peak 45-57 min.)
 - Cobb County Transit (CCT) Route 65 (headway – peak 60 min, off peak no service)
- Sandy Springs (North Rail Station 10)
 - 148 Powers Ferry (headway – peak 70 min., off peak no service)
- North Springs (North Rail Station 11)
 - 85 Roswell /Alpharetta (headway – peak 20 min., off peak 44 min.)
 - 87 Roswell Road (Weekdays Only) (headway – peak 22 min., off peak 35-40 min.)
 - 128 Spalding (headway – peak 30 min., off-peak no service)
 - 132 Tilly Mill (headway – peak 20 min., off peak 32 min.)
 - 140 Mansell Road Park / Ride (headway – peak 15min., off peak, 40 min.)
 - 143 Windward Park / Ride (headway – peak 25-35 min., off-peak, no service)

MARTA Expansion Plans

The MARTA Board of Directors began examining the possibility of expanding the North Line in July 2002, but determined that there were not enough riders to support the expansion. Therefore, a new study was initiated to explore the potential for establishing a Transit-Oriented

Development (TOD). A TOD would generate additional ridership for MARTA, while offering areas for economic development in north Fulton County. In determining a site for the potential TOD, the study will examine density, modal options, and diversity (income, employment, shopping, and recreation), while maintaining the involvement of all stakeholders. When it began, the study concentrated on seven separate focus areas along the GA-400 corridor. As of October 2006, the choices have been narrowed down to North Point Mall, Old Milton Parkway, Windward Parkway, and Holcomb Bridge Road. The ultimate site choice will be dependent upon the population of the area, the number of jobs, the availability of land, and the ability to develop a TOD. Eventually, each of these four focus areas will be tied together via transit (rail or bus).

Bus Stop Optimization Study with MARTA

The City of Sandy Springs is currently working with MARTA to examine bus stops along key routes in the City to determine the optimum location and configuration of bus stops. The Roswell Road corridor is served by a popular bus route (route #87). However, many of the bus stops with heavy usage do not have shelters while other sheltered stops are not well used. This joint effort will help determine the best location for bus stops along this and other important transit corridors.

Summary of Identified Transit Needs

The assessment of transit has identified several improvement needs, as indicated below.

- Travel time benefits for bus service along key corridors to encourage commute riders.
- Bus frequency sufficient to encourage new ridership along routes through congested areas.
- Effective feeder network for service to MARTA rail stations.
- Incorporation of walkable communities and transit oriented development near MARTA rail stations.
- Examination of local circulation routes within walkable activity centers to link MARTA Rail with walkable areas.
- Examination of applicability of BRT or other premium transit service in Sandy Springs.

PEDESTRIAN NEEDS ASSESSMENT

Providing for safe and convenient pedestrian travel is an essential part of creating a lively community, neighborhood, commercial area, or downtown district. Pedestrian access is also vital to a successful and accessible transit system. Federal transportation policy promotes walking as a viable transportation mode. The pedestrian facilities were examined based on their capabilities to provide the following:

- Connection to Transit
- Linkage of neighborhoods and community centers
- Connection between activity centers

The pedestrian facility needs criteria reflect a qualitative assessment of a pedestrian's expectations of where sidewalks should be available. In general, pedestrians prefer to have sidewalks along streets in more urbanized and developed areas. In less developed areas, pedestrians expect sidewalks along major roadways that connect to local activity centers. The following paragraph describes pedestrian needs for access to transit, to link neighborhoods with community facilitates, and pedestrian needs for connecting with activity centers.

Pedestrian Needs for Access to Transit

Figure 9.22 shows areas where pedestrian needs are greatest in regards to accessing transit facilities. Areas are marked one-half mile from each rail station and one-quarter mile from each bus route, reflecting the distance that a typical person is willing to walk to reach transit. As this figure shows, the majority of the city is within walking distance of transit; however, areas in the southwest, northeast, and along the border of Cobb County are not as accessible as the remainder of Sandy Springs. In addition, access to transit via a well designed and safe sidewalk system does not mean there is connectivity with the type of transit service needed. In order to be effective, the transit and pedestrian access components need to function as a cohesive multimodal system so that the user views both travel modes as part of the same overall trip.

Pedestrian Needs for Linking Neighborhoods to Community Facilities

Pedestrian movement between neighborhoods and community facilities can provide a means for accessing these facilities without the use of automobiles. Potential users of these neighborhood links are often school age children traveling to schools, libraries, or parks. Figure 9.23 shows the areas within a walkable distance of community facilities. As this figure shows, much of the City is within a walkable distance of community facilities.

Pedestrian Needs in Activity Centers

Established activity centers provide the most easily identified areas of pedestrian need. Figure 9.24 shows the Sandy Springs and Perimeter activity centers and MARTA rail stations. In the case of Sandy Springs, the pedestrian activity areas are not yet fully established. The Sandy Springs LCI study indicated the Sandy Springs District boundary where pedestrian movement should be emphasized (shown in Figure 9.24). Streets within this area were designated as village, corridor, or neighborhood streets in the LCI study. Cross-sections proposed in the LCI study for each of these street categories includes sidewalks. However, pedestrian infrastructure is not present in many of these locations and/or does not possess the design characteristics to provide an attractive pedestrian environment.

Summary of Identified Pedestrian Needs

The assessment of pedestrian movement and facilities has identified several needs, as indicated below.

- Safe and efficient connection between neighborhoods and community facilities, such as schools, libraries, and parks.
- Sidewalk present in activity centers of sufficient width and separation from traffic to encourage pedestrian movement.
- Combine pedestrian and transit circulator strategies to provide for local trip making within activity centers.
- Safe and ADA compliant pedestrian connections to transit to provide a means of access to bus and rail routes.
- Effective pedestrian routes to enhance walkability within transit oriented areas.

BICYCLE NEEDS ASSESSMENT

The City of Sandy Springs continues to urbanize, additional bicycle facilities and networks will be needed to accommodate the increased demand created by general population growth and increasingly higher density land uses. There is a need to enhance the infrastructure to include safe, enjoyable bicycle and pedestrian facilities for transportation and recreation. Bicycle networks can be built from several types of bicycle facilities both within and off existing roadway right-of-way.

AASHTO recognizes three classes of bicycle facilities that can be included in the bicycle network:

- **Bicycle Paths (Class I):** A bicycle facility separate from motorized vehicular traffic. A bicycle path may be located within a highway right-of-way or on an independent right-of-way. A bicycle path is not a sidewalk but may be designed to permit shared use with pedestrians.
- **Bicycle Lanes (Class II):** A lane designated for exclusive or preferential bicycle use through the application of pavement striping or markings and signage.
- **Bicycle Routes (Class III):** Roadways designated for bicycle use through the installation of directional and informational signage.

In addition, AASHTO recognizes three classes of cyclists based on their abilities and general acceptance for travel in mixed traffic.

- **Class A cyclists** - experienced riders who do not mind traveling with traffic. These riders can travel at the mid to top range of cycling speed and often prefer on-street travel to multi-use paths)
- **Class B cyclists** - occasional riders who are less secure about travel in mixed traffic. These riders typically travel near the middle range of cycling speed and typically prefer to travel along off-road trails or designated bike lanes.
- **Class C cyclists** - novice riders who are not likely to ride in mixed traffic. These riders operate at speeds closer to that of pedestrians and typically prefer travel along facilities that are completely separated from traffic.

Providing facilities for these three classes of cyclists that recognize their varying travel patterns is a challenge necessary to develop a viable bike network in Sandy Springs.

Bicycle Suitability and Operations

The quantitative analysis was undertaken using the ARC Bicycle suitability system. ARC's system assesses the suitability of each roadway for accommodating bicycle travel based on information contained in GDOT's Roadway Characteristics (RC) file. The suitability rating is based on three factors, traffic volume, travel speeds, and functional class. Table 9.7 shows the numeric value for each of the factors.

**Table 9.7
Numeric Values for Suitability Factors**

Traffic Volume	Less than 2,500 vehicles per day per lane	4
	Between 2,500 and 5,000 vehicles per day per lane	2
	More than 5,000 vehicles per day per lane	0
Travel Speeds	Less than or equal to 30 mph	4
	Between 30 and 40 mph	2
	Greater than 40 mph	0
Functional Class	Local Streets/Collectors	4
	Minor Arterials	2
	Other(major arterials and highways)	0

Once a determination has been made about which score to give a section of road from each factor, the sum of the three scores is divided by three. The section then receives a descriptive rating based on Table 9.8 below.

**Table 9.8
Descriptive Category Based On Numeric Value**

3-4.0	Best conditions for bicycling
2-2.9	Medium conditions for bicycling
1-1.9	Difficult conditions for bicycling
<1	Very difficult conditions for bicycling

The above procedure provides a standard, system wide review of conditions related to potential on-street bicycle use. The following sections summarize citywide results.

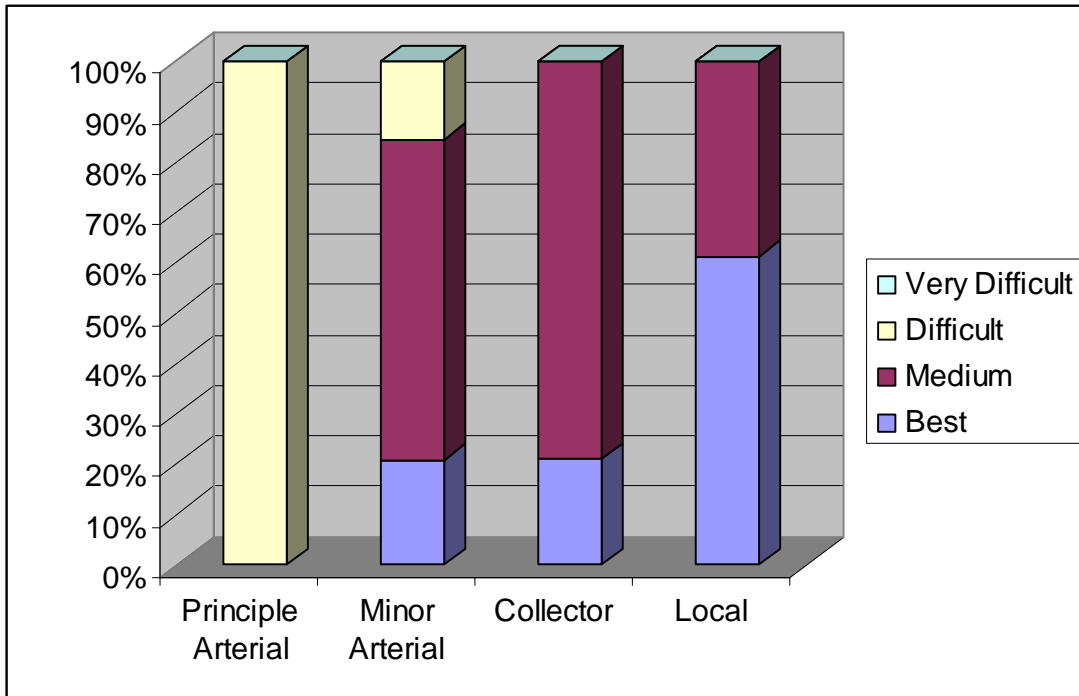
Citywide and Corridor Results

On a citywide basis, over 41.6 percent of the City's roadways have the best conditions for bicyclists, 54.4 percent have medium conditions, and four percent have difficult conditions. The functional classification makes a big difference in the probability of a road being suitable for bicyclists. Nearly all roads classified as collector or local received a best or medium rating. Most roads classified as minor arterials were rated as medium with a few rated as best, and all of the principle arterials were classified as difficult, as seen in Table 9.9. Figure 9.25 shows bicycle suitability applied to corridors within the City of Sandy Springs.

Preliminary Results of ARC Bike Plan

Another way to look at bicycle suitability is through a level of service criteria. ARC is currently applying this type of criteria to strategic bicycle corridors as a part of ARC's Atlanta Regional Pedestrian and Bicycle Plan. Figure 9.26 shows the draft results of this initial assessment. As this figure shows, designated strategic bike corridors within Sandy Springs are located along heavily traveled roads, having medium to difficult suitability index. These corridors similarly show marginal to poor bicycle LOS using the ARC Bike Plan rating.

**Table 9.9
Bicycle Suitability by Functional Classification**



Local Efforts for Determining Potential Bicycle Routes

The local cycling community in Sandy Springs has been proactive in determining bicycle routing opportunities. Their efforts have identified potential corridors for use in developing a bicycle network for longer distance travel, as well as local connectivity. Extensive efforts by active cyclists to examine local routes have yielded information on potential future on-street bike facilities. These efforts indicate the potential for defining bicycle corridor alternatives to use of the heavily traveled arterial road network. These potential routes will be further examined in development of alternatives in the community agenda portion of the Comprehensive Plan.

Connectivity to Regional Routes and Local Destinations

Connection of bicycle routes to other regional routes and key destinations is important to a well developed and useable bicycle network. Important areas to be connected in Sandy Springs are shown in Figure 9.27. Existing bicycle facilities are present along the Chattahoochee River from near Morgan Falls to just east of SR 400. This is being extended east to East Roswell Park in Roswell and north along Old Alabama Road, crossing Holcomb Bridge Road to ultimately connect to the Alpharetta Greenway.

Local efforts to plan a trail network have indicated the potential for a bicycle facility runs from the Morgan Falls area south along the river, then east along Johnson Ferry Road/Abernathy Road, and then northeast to the North Springs MARTA Station. A second potential east-west connection is along a power line easement and Pitts Road from Morgan Falls to Dunwoody Park in Dekalb County.

In addition to the existing and potential trails shown in Figure 9.27, this figure also shows Parks and Marta Station areas that are potential bicycle destinations for recreational and work trips.

The community connections to schools, parks, and libraries, shown in Figure 9.23 present another need for shorter distance local bicycle facilities.

Summary of Identified Bicycle Needs

The assessment of potential bicycle travel and destinations has identified several needs, as indicated below.

- Safe and efficient connection for bicycles, as well as pedestrians, between neighborhoods and community facilities, such as schools, libraries, and parks.
- Facilities to accommodate longer distance travel and connectivity to important recreational resources along the Chattahoochee River.
- Development of an off-road trail system to accommodate recreational use and park access for users not comfortable with travel in mixed traffic.
- Bike access to employment centers and MARTA for commuter use.
- Development of bike routes and facilities to make cycling a viable mode within walkable activity centers.
- Enhancing safety of bicycle travel through development of appropriate facilities and standardized intersection and trail crossing treatments.

RAILROADS, TRUCKING, PORT FACILITIES, AND AIRPORTS NEEDS ASSESSMENT

Freight movement within and through communities can have a large effect on travel in areas where trucking and industrial / warehouse access are key features. In the case of Sandy Springs the primary freight movements are related to movement of trucks. Railroad and Port access for freight movements do not contribute significantly to truck traffic within the City, other than their effect on overall truck traffic along major freeways.

Truck Movement through Sandy Springs

The I-285 and SR 400 corridors provide the primary means for movement of freight through Sandy Springs. Truck traffic destined for Sandy Springs uses the state and local route system for access to trucking destinations. Figure 9.28 shows truck routes and prohibitions within Sandy Springs. The roadways in Sandy Springs on which trucks are permitted include I-285, GA 400, Roswell Road, Johnson Ferry Road/Abernathy Road, and Northridge Road. Roadways that prohibit trucks from using them are Riverside Drive/Dalrymple Road, Trowbridge Road, Spalding Drive, Ball Mill Road, Glenridge Drive between Spalding Drive and Glenridge Lake Parkway, Lake Forrest Road between Long Island Drive and Mount Paran Road, and Forest Hills Drive between Roswell Road and Highpoint Road.

Access to Regional Airports

Sandy Springs does not have an airport within the City limits. However, access to regional airports provides an important connection to this travel mode. Major access routes to the following airports are shown in Figure 9.29:

- Hartsfield Jackson International Airport – Atlanta
- Peachtree Dekalb Airport – Chamblee
- Brown Field / Fulton County Airport – West of Atlanta

As this figure shows, the major freeways (I-285 and SR 400) provide primary access to regional airports. In addition, MARTA rail stations provide passenger access to the Hartsfield Jackson International Airport via a rail station located directly within the airport terminal.

Summary of Identified Railroad, Trucking, Port Facility, and Airport Needs

The assessment of travel needs for access to railroads, port facilities, and airports, as well as to accommodate truck traffic has identified several needs, as indicated below.

- Railroad and port facility access accommodated primarily via I-285 and SR 400 and should be coordinated with regional and statewide efforts.
- Maintaining truck movement through Sandy Springs along I-285 and SR 400.
- Maintaining local truck routes and prohibitions to allow service to businesses without impacting local streets.
- Providing efficient access to MARTA rail stations for use in passenger access to Hartsfield Jackson International Airport.
- Providing adequate long term parking to facilitate use of MARTA for passenger access to Hartsfield Jackson International Airport.
- Recognizing transit circulation needs in Sandy Springs to facilitate use of MARTA for passenger access from Hartsfield Jackson International Airport.

[ATTACH TABLES 9.4 AND 9.5 – 11" X 17"]

[ATTACH ALL FIGURES]

**Table 9.4
ARC 2006-2011 TIP - PROGRAMMED PROJECTS**

ARC ID	GROUP	TYPE	LOCATION	STATUS	PROJECT DESCRIPTION	FROM	TO
AR-900A	Transit	Transit Facility	Multi-Jurisdictional	Programmed	I-285 NORTH BUS RAPID TRANSIT (BRT)	CUMBERLAND/GALLERIA AREA IN COBB COUNTY	PERIMETER CENTER IN DEKALB COUNTY [FHWA AND BOND FUNDS - SEE ALSO AR-900B FOR FTA FUNDS]
AR-900B	Transit	Transit Facility	Multi-Jurisdictional	Programmed	I-285 NORTH BUS RAPID TRANSIT (BRT)	CUMBERLAND/GALLERIA AREA IN COBB COUNTY	PERIMETER CENTER IN DEKALB COUNTY [FTA FUNDS - SEE ALSO AR-900A FOR FHWA AND BOND FUNDS]
AR-241	Roadway	Roadway Operations	Multi-Jurisdictional	Programmed	I-285 NORTH - ITS AND RAMP METERS	I-75 NORTH (COBB)	I-85 NORTH (DEKALB COUNTY)
AR-440	Roadway	Roadway Operations	Fulton County (North)	Programmed	SR 400 RAMP METERS / HIGHWAY ADVISORY RADIO	I-85 NORTH IN THE CITY OF ATLANTA	OLD MILTON PARKWAY IN FULTON COUNTY
AR-H-300	Roadway	HOV Lanes	Multi-Jurisdictional	Programmed	I-285 NORTH HOV LANES	I-75 NORTH IN COBB COUNTY	I-85 NORTH IN DEKALB COUNTY
DK-334	Roadway	Roadway Operations	DeKalb County	Programmed	PERIMETER CENTER AREA (DEKALB COUNTY) FIBER OPTIC INTERCONNECTION ALONG SEVERAL CORRIDORS		
DK-AR-219A	Roadway	Interchange Capacity	DeKalb County	Programmed	I-285 NORTH	SR 400	NORTH SHALLOWFORD ROAD - INCLUDES ASHFORD-DUNWOODY ROAD INTERCHANGE
FN-023	Roadway	Roadway Operations	Fulton County (North)	Programmed	JOHNSON FERRY ROAD	CHATTAHOOCHEE RIVER	ABERNATHY ROAD
FN-034	Roadway	Roadway Capacity	Fulton County (North)	Programmed	ABERNATHY ROAD	JOHNSON FERRY ROAD	SR 9 (ROSWELL ROAD)
FN-043	Roadway	Roadway Capacity	Fulton County (North)	Programmed	ABERNATHY ROAD	SR 9 (ROSWELL ROAD)	SR 400
FN-103A	Roadway	Roadway Operations	Fulton County (North)	Programmed	GLENRIDGE DRIVE	SR 9 (ROSWELL ROAD)	GLENRIDGE CONNECTOR
FN-129A	Roadway	Roadway Operations	Fulton County (North)	Programmed	SR 9 (SOUTH ATLANTA STREET) SAFETY IMPROVEMENTS, PHASE 1	CHATTAHOOCHEE CIRCLE	ROBERTS DRIVE
FN-199	Roadway	Roadway Operations	Fulton County (North)	Programmed	SR 9 ATMS	ABERNATHY ROAD	FORSYTH COUNTY LINE
FN-200	Roadway	Roadway Operations	Fulton County (North)	Programmed	PERIMETER CENTER AREA (FULTON COUNTY) FIBER OPTIC SIGNAL INTERCONNECTION ALONG SEVERAL CORRIDORS		
FN-AR-100A	Roadway	Roadway Capacity	Fulton County (North)	Programmed	SR 400	VICINITY OF HAMMOND DRIVE AND ABERNATHY ROAD	NORTH OF SPALDING DRIVE - ADDITION OF 4-LANE COLLECTOR/DISTRIBUTOR SYSTEM
DK-317	Bicycle/Pedestrian	Pedestrian Facility	DeKalb County	Programmed	PERIMETER CENTER AREA SIDEWALKS SOUTH OF I-285 NORTH		
FN-AR-BP052	Bicycle/Pedestrian	Pedestrian Facility	Fulton County (North)	Programmed	RIVERSIDE DRIVE	HEARDS FERRY ROAD	OLD RIVERSIDE DRIVE / EDGEWATER DRIVE
FN-AR-BP067	Bicycle/Pedestrian	Multi-Use Bike/Ped Facility	Fulton County (North)	Programmed	RIVER VALLEY ROAD	RIVERSIDE DRIVE	JOHNSON FERRY ROAD
FN-AR-BP082A	Bicycle/Pedestrian	Pedestrian Facility	Fulton County (North)	Programmed	SR 9 (ROSWELL ROAD)	ATLANTA CITY LIMITS	MOUNT PARAN ROAD
FN-AR-BP082B	Bicycle/Pedestrian	Pedestrian Facility	Fulton County (North)	Programmed	SR 9 (ROSWELL ROAD)	I-285 NORTH	MOUNT PARAN ROAD
FN-AR-BP083	Bicycle/Pedestrian	Pedestrian Facility	Fulton County (North)	Programmed	HAMMOND DRIVE	GLENRIDGE DRIVE	DEKALB COUNTY LINE
FN-AR-BP091	Bicycle/Pedestrian	Pedestrian Facility	Fulton County (North)	Programmed	WINDSOR PARKWAY	SR 9 (ROSWELL ROAD)	HIGH POINT ROAD
FN-AR-BP104	Bicycle/Pedestrian	Pedestrian Facility	Fulton County (North)	Programmed	SR 9 (ROSWELL ROAD) PEDESTRIAN IMPROVEMENTS	ABERNATHY ROAD	JOHNSON FERRY ROAD
DK-323	Bicycle/Pedestrian	Pedestrian Facility	DeKalb County	Programmed	PERIMETER CENTER WEST PEDESTRIAN IMPROVEMENTS	MOUNT VERNON HIGHWAY	ASHFORD DUNWOODY ROAD
FN-AR-144	Bicycle/Pedestrian	Pedestrian Facility	Fulton County (North)	Programmed	PEACHTREE-DUNWOODY ROAD PEDESTRIAN IMPROVEMENTS (NORTH)	I-285	ABERNATHY ROAD
FN-AR-204	Bicycle/Pedestrian	Pedestrian Facility	Fulton County (North)	Programmed	HAMMOND DRIVE/SANDY SPRINGS CIRCLE PEDESTRIAN IMPROVEMENTS		
FN-AR-206	Bicycle/Pedestrian	Pedestrian Facility	Fulton County (North)	Programmed	PEACHTREE-DUNWOODY PEDESTRIAN IMPROVEMENTS (SOUTH)	I-285	GLENRIDGE CONNECTOR
FN-AR-BP016A	Bicycle/Pedestrian	Pedestrian Facility	Fulton County (North)	Programmed	MOUNT VERNON HIGHWAY	POWERS FERRY ROAD	LAKE FORREST ROAD

**Table 9.5
ARC 2030 RTP - LONG RANGE PROJECTS**

ARC ID	GROUP	TYPE	LOCATION	STATUS	PROJECT DESCRIPTION	FROM	TO
FN-011	Roadway	Roadway Capacity	Fulton County (North)	Long Range	DUNWOODY PLACE	NORTHRIDGE ROAD	HIGHTOWER TRAIL
CO-334	Roadway	Roadway Operations	Cobb County	Long Range	ADVANCED TRANSPORTATION MANAGEMENT SYSTEM PROGRAM: PHASE V		
FN-055A	Roadway	Roadway Capacity	Fulton County (North)	Long Range	PEACHTREE DUNWOODY ROAD	ABERNATHY ROAD / PERIMETER CENTER WEST	SPALDING DRIVE
FN-103B	Roadway	Roadway Capacity	Fulton County (North)	Long Range	GLENRIDGE DRIVE	SR 9 (ROSWELL ROAD)	JOHNSON FERRY ROAD
FN-227	Roadway	Roadway Operations	Fulton County (North)	Long Range	HAMMOND DRIVE ATMS	MOUNT VERNON HIGHWAY	PEACHTREE DUNWOODY ROAD
FN-228	Roadway	Roadway Operations	Fulton County (North)	Long Range	PEACHTREE DUNWOODY ROAD ATMS	WINDSOR PARKWAY	GLENRIDGE CONNECTOR
FN-229	Roadway	Roadway Operations	Fulton County (North)	Long Range	ABERNATHY ROAD ATMS	SR 9 (ROSWELL ROAD)	SR 400
FN-221	Bicycle/Pedestrian	Pedestrian Facility	Fulton County (North)	Long Range	JOHNSON FERRY ROAD / GLENRIDGE DRIVE	ABERNATHY ROAD	HAMMOND DRIVE

Location of Sandy Springs Within Atlanta Region

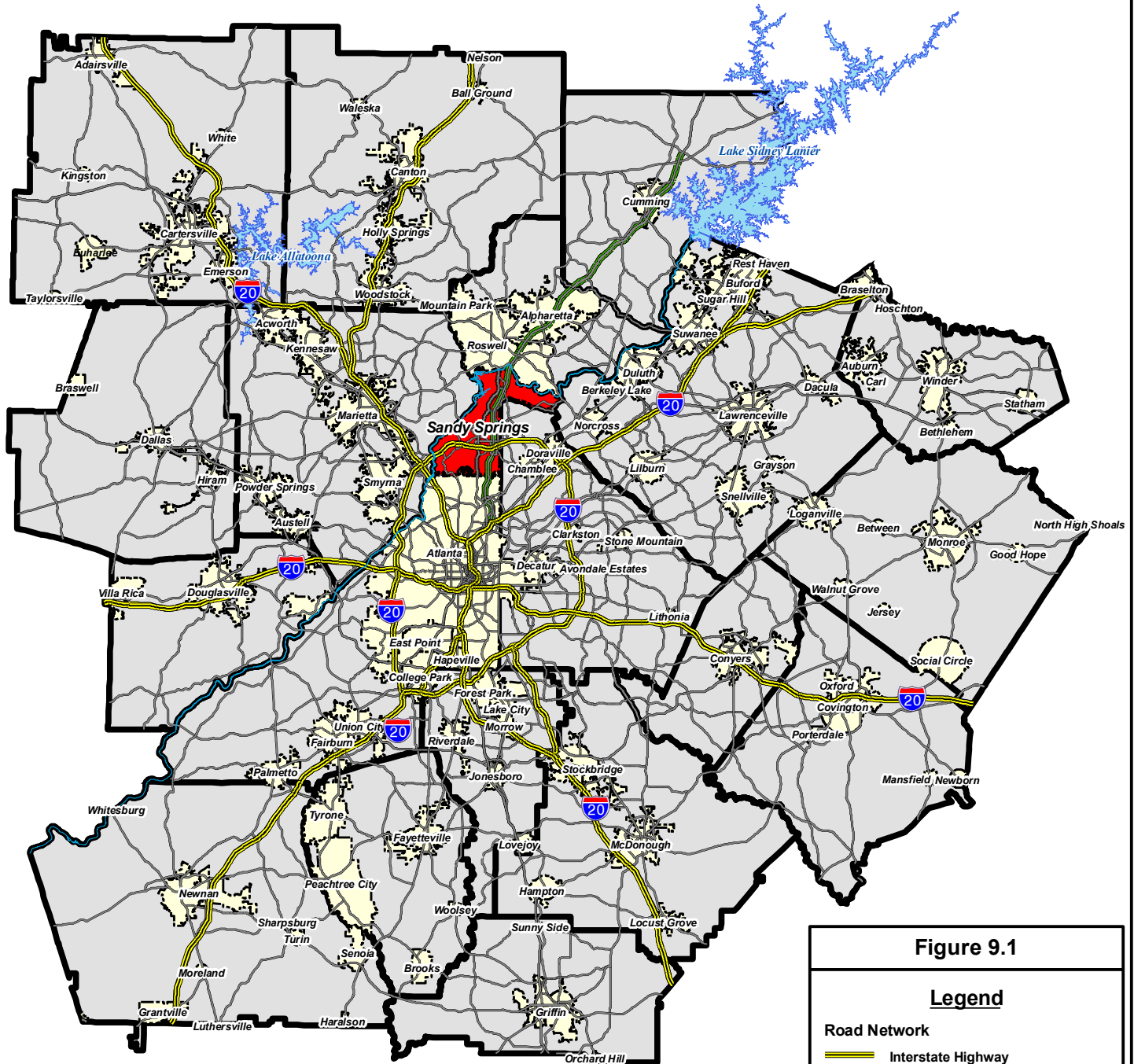


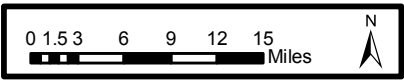
Figure 9.1

Legend

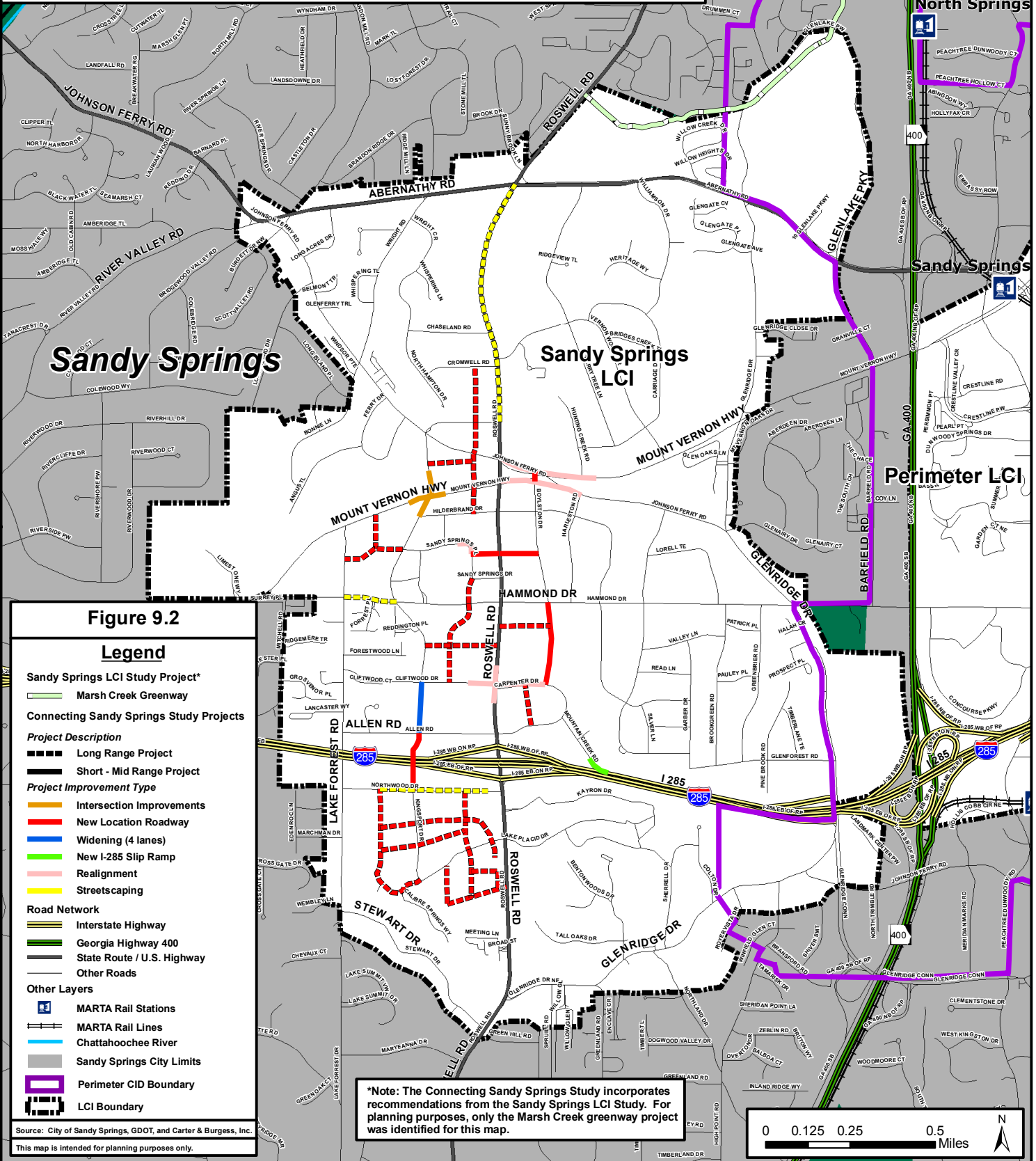
- Road Network**
 - Interstate Highway
 - State Route / U.S. Highway
- Other Layers**
 - Chattahoochee River
 - Sandy Springs City Limits
 - Other Cities
 - County Boundary

Source: GDOT, ARC, and Carter & Burgess, Inc.
This map is intended for planning purposes only.

Note:
Area Shown is Atlanta Region's 20 county air quality non-attainment area included in the regional transportation plan (RTP) and travel demand model.



LCI and Connecting Sandy Springs (Grid Study) Projects



Perimeter CID Projects

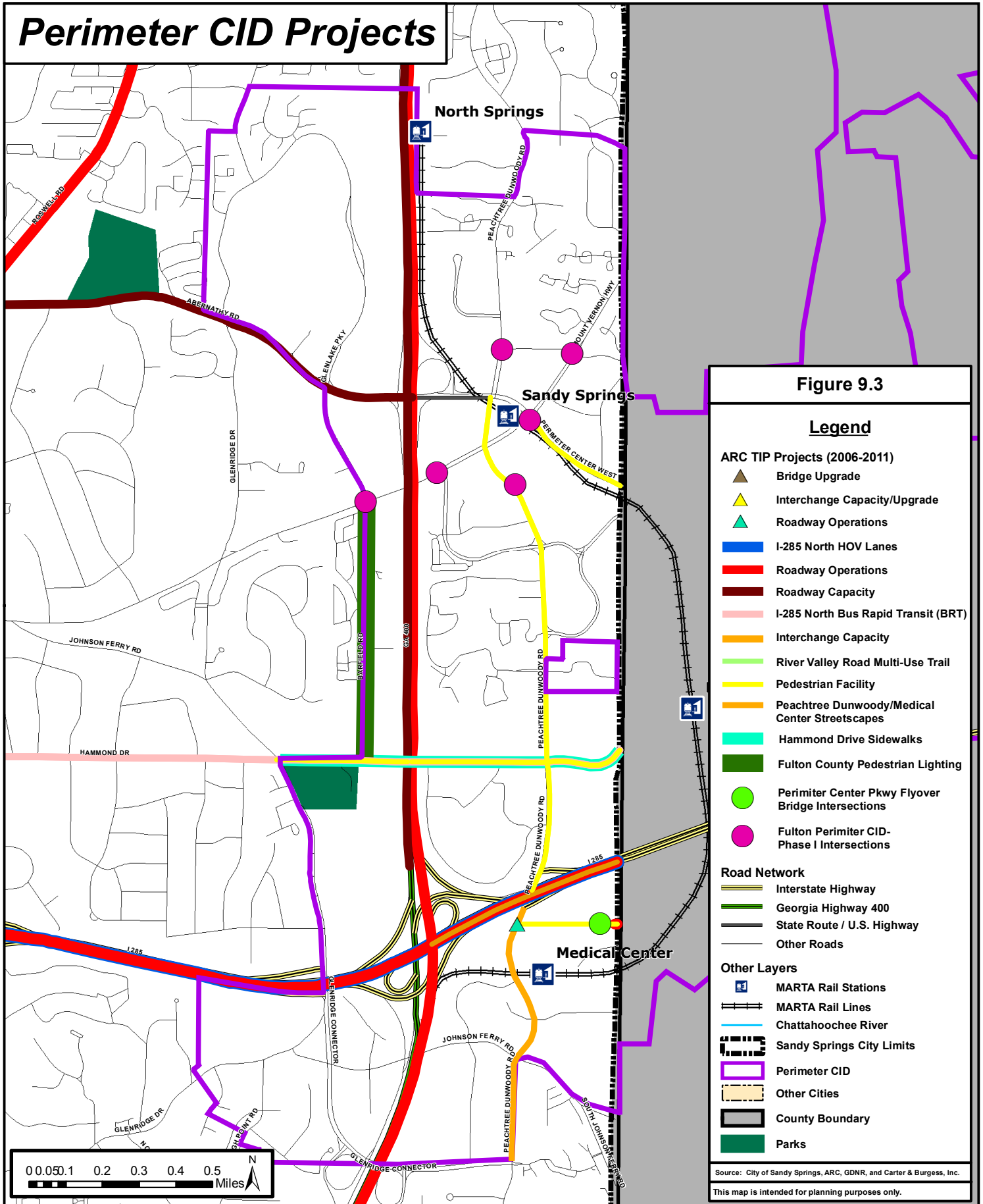


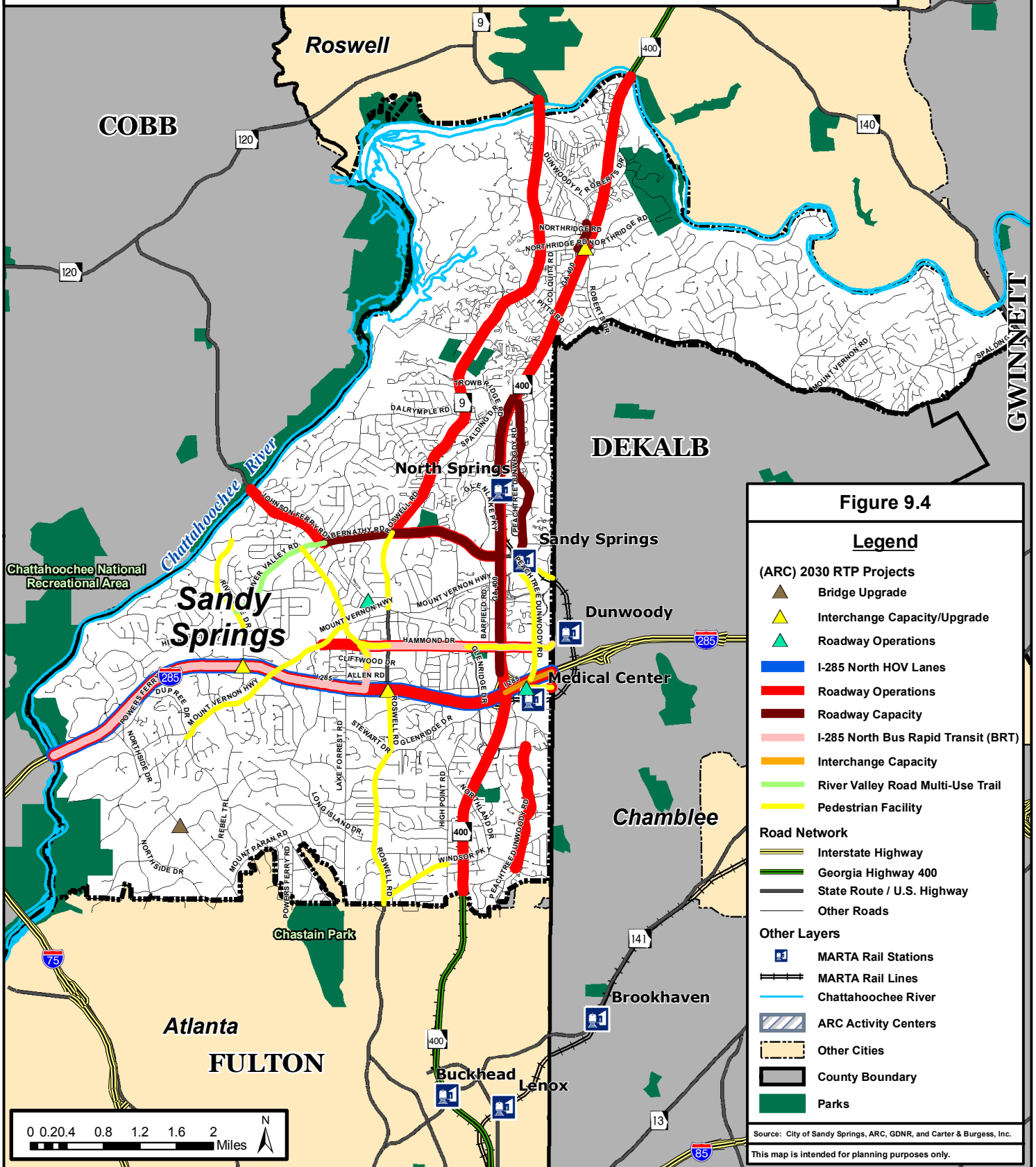
Figure 9.3

Legend

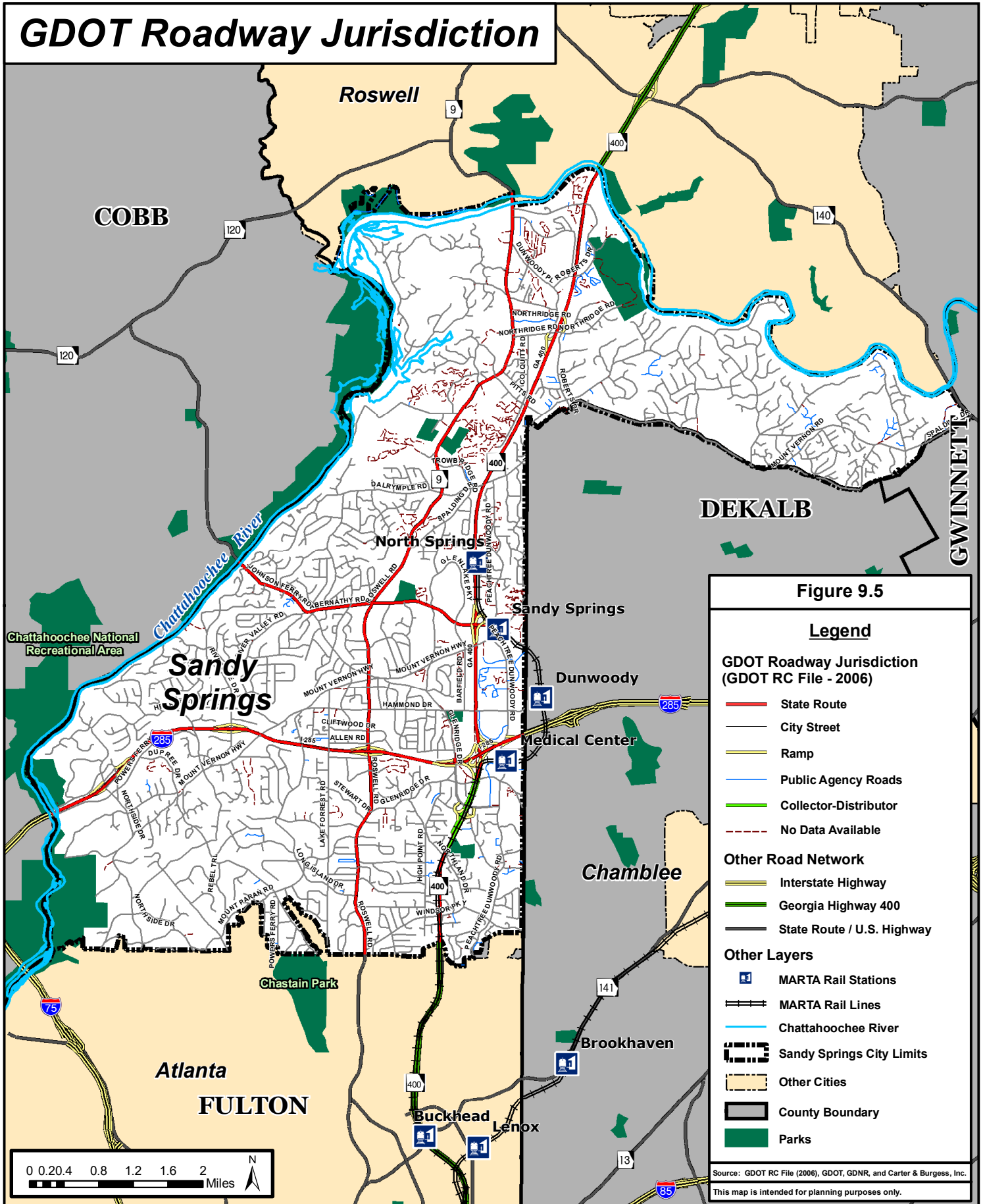
- ARC TIP Projects (2006-2011)**
 - ▲ Bridge Upgrade
 - ▲ Interchange Capacity/Upgrade
 - ▲ Roadway Operations
 - I-285 North HOV Lanes
 - Roadway Operations
 - Roadway Capacity
 - I-285 North Bus Rapid Transit (BRT)
 - Interchange Capacity
 - River Valley Road Multi-Use Trail
 - Pedestrian Facility
 - Peachtree Dunwoody/Medical Center Streetscapes
 - Hammond Drive Sidewalks
 - Fulton County Pedestrian Lighting
 - Perimeter Center Pkwy Flyover Bridge Intersections
 - Fulton Perimeter CID-Phase I Intersections
- Road Network**
 - Interstate Highway
 - Georgia Highway 400
 - State Route / U.S. Highway
 - Other Roads
- Other Layers**
 - MARTA Rail Stations
 - MARTA Rail Lines
 - Chattahoochee River
 - Sandy Springs City Limits
 - Perimeter CID
 - Other Cities
 - County Boundary
 - Parks

Source: City of Sandy Springs, ARC, GDNR, and Carter & Burgess, Inc.
This map is intended for planning purposes only.

Atlanta Regional Commission 2030 Regional Transportation Plan Projects



GDOT Roadway Jurisdiction



Local Roadway Functional Classification

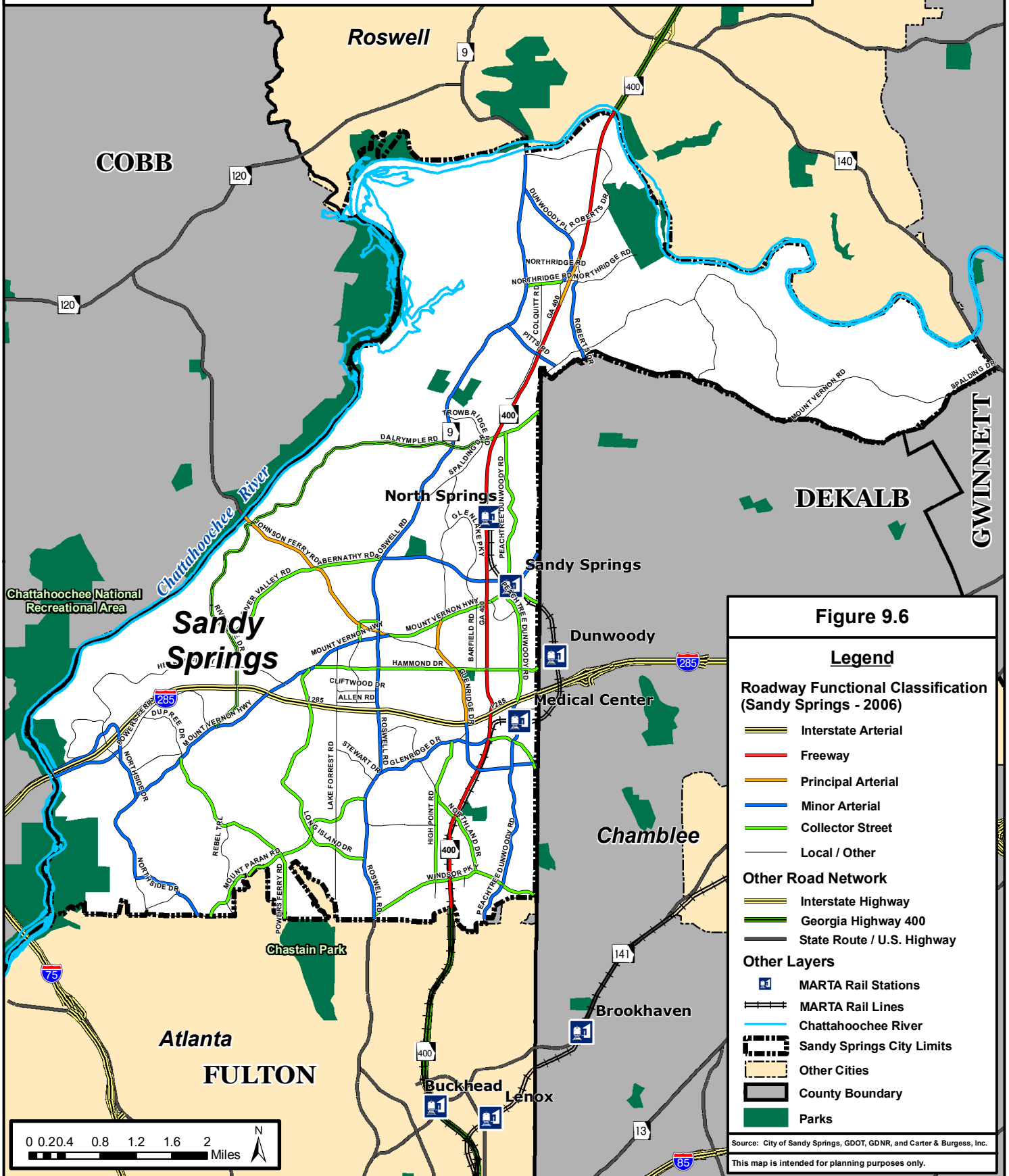


Figure 9.6

Legend

Roadway Functional Classification (Sandy Springs - 2006)

- Interstate Arterial
- Freeway
- Principal Arterial
- Minor Arterial
- Collector Street
- Local / Other

Other Road Network

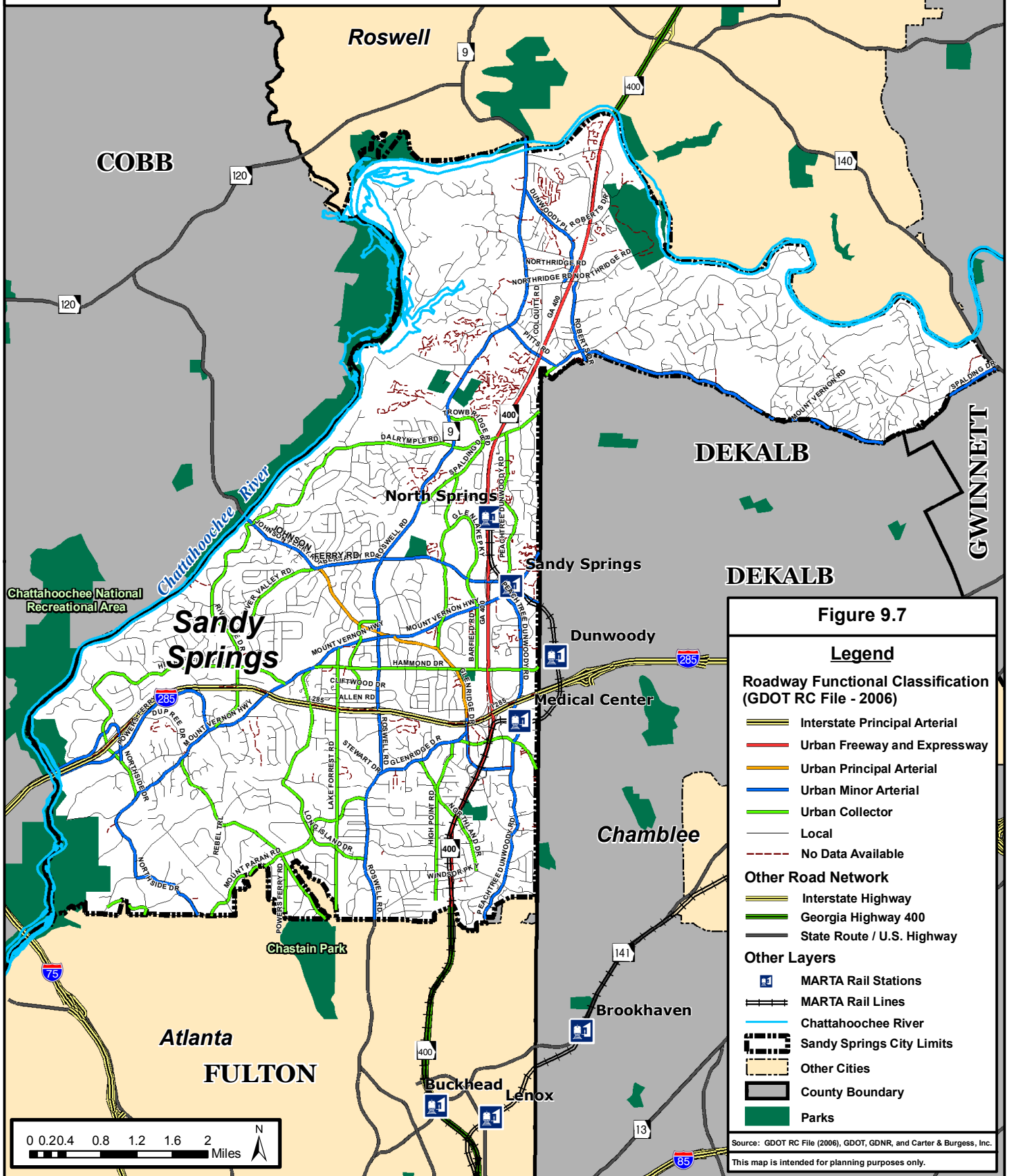
- Interstate Highway
- Georgia Highway 400
- State Route / U.S. Highway

Other Layers

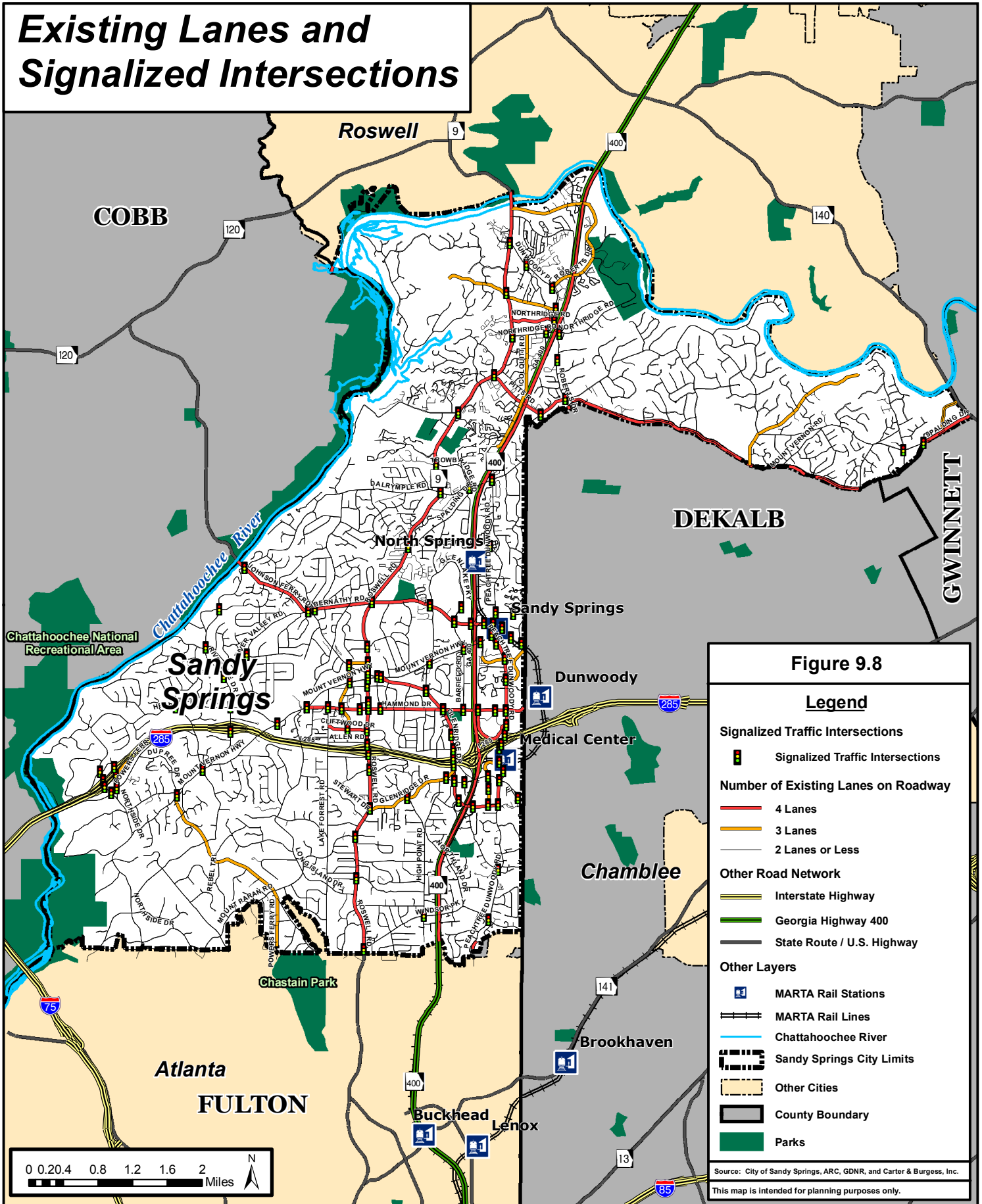
- MARTA Rail Stations
- MARTA Rail Lines
- Chattahoochee River
- Sandy Springs City Limits
- Other Cities
- County Boundary
- Parks

Source: City of Sandy Springs, GDOT, GDNR, and Carter & Burgess, Inc.
This map is intended for planning purposes only.

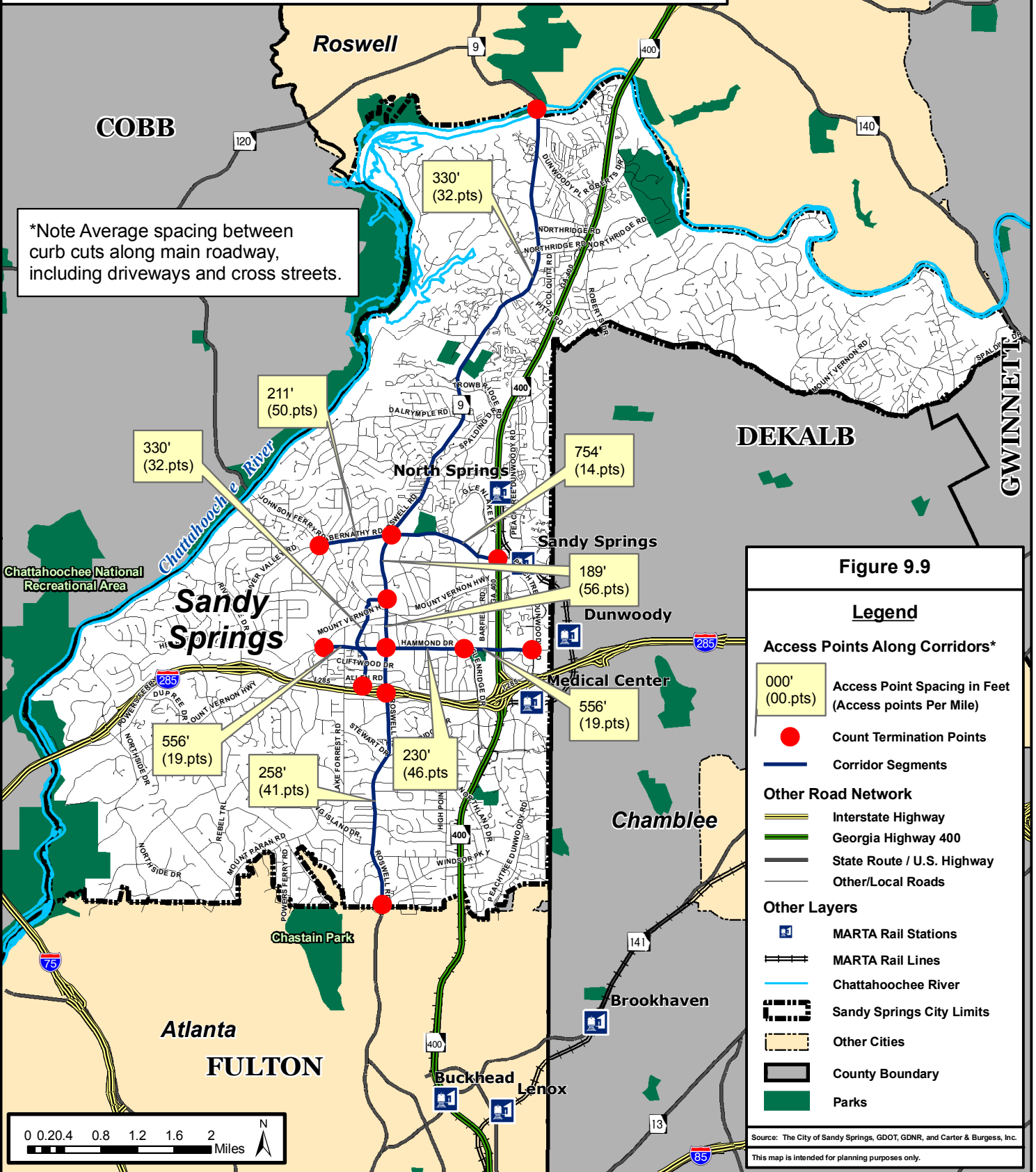
GDOT Roadway Functional Classification



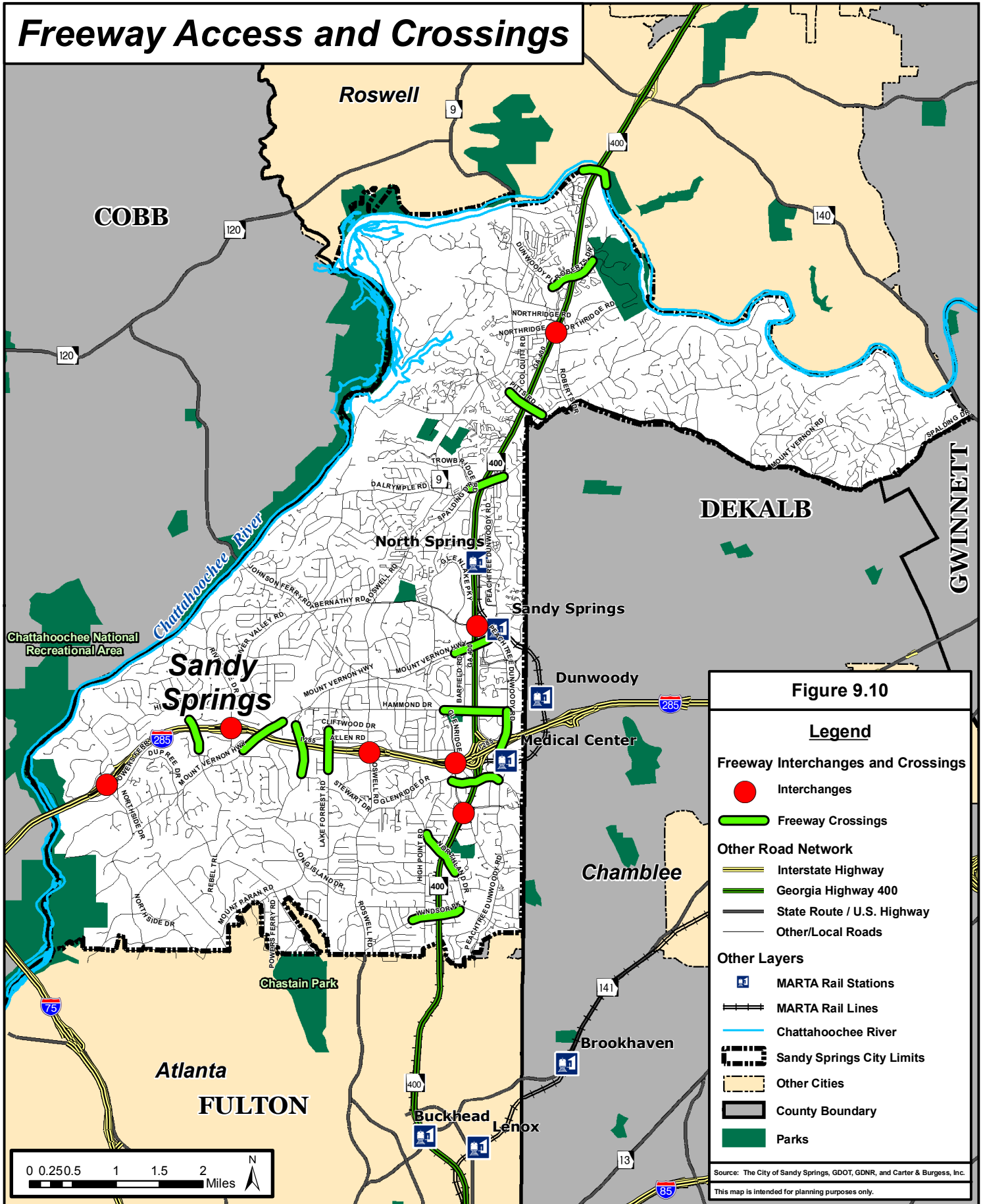
Existing Lanes and Signalized Intersections



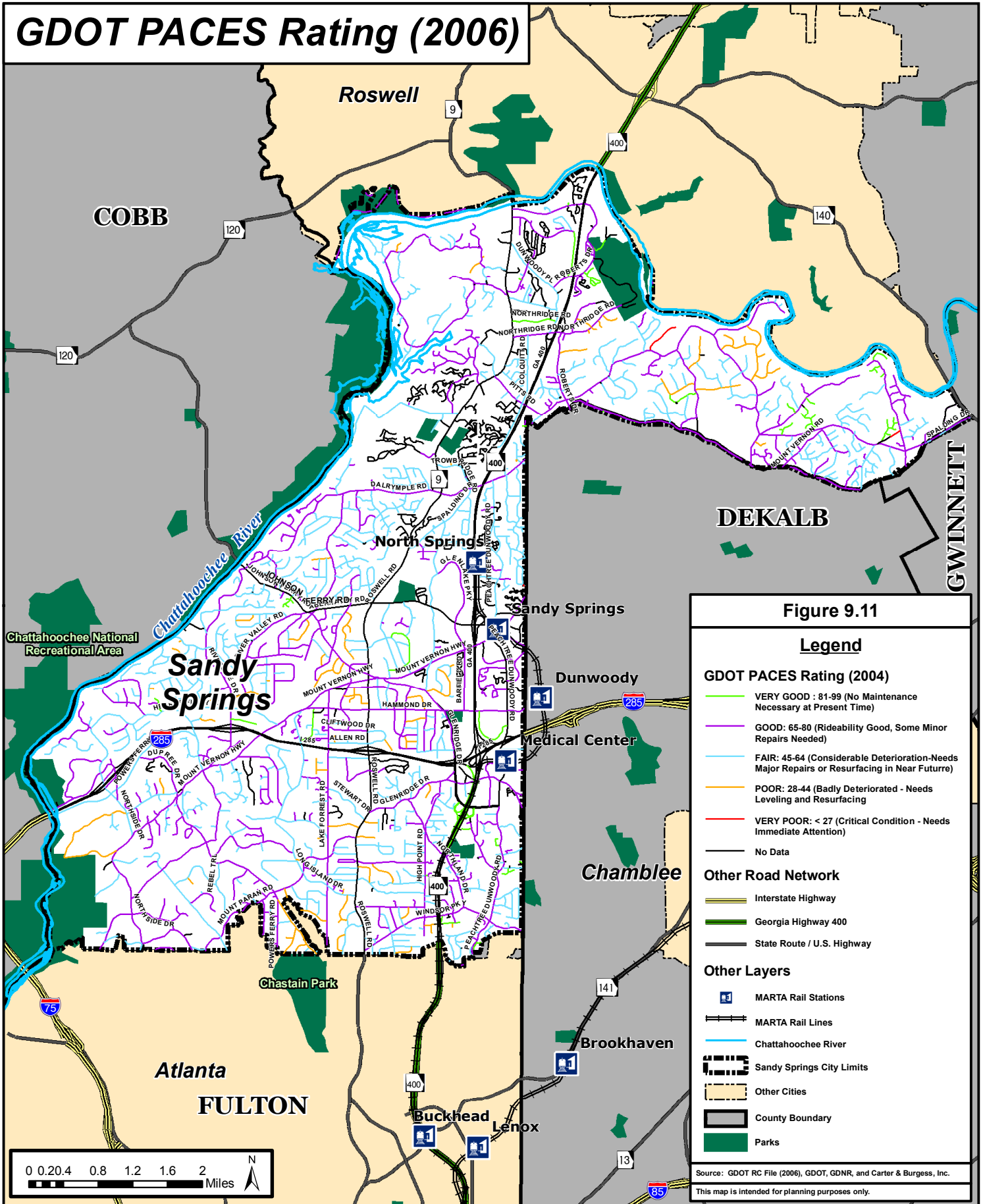
Side Road / Driveway Access Spacing Along Primary Transportation Corridors



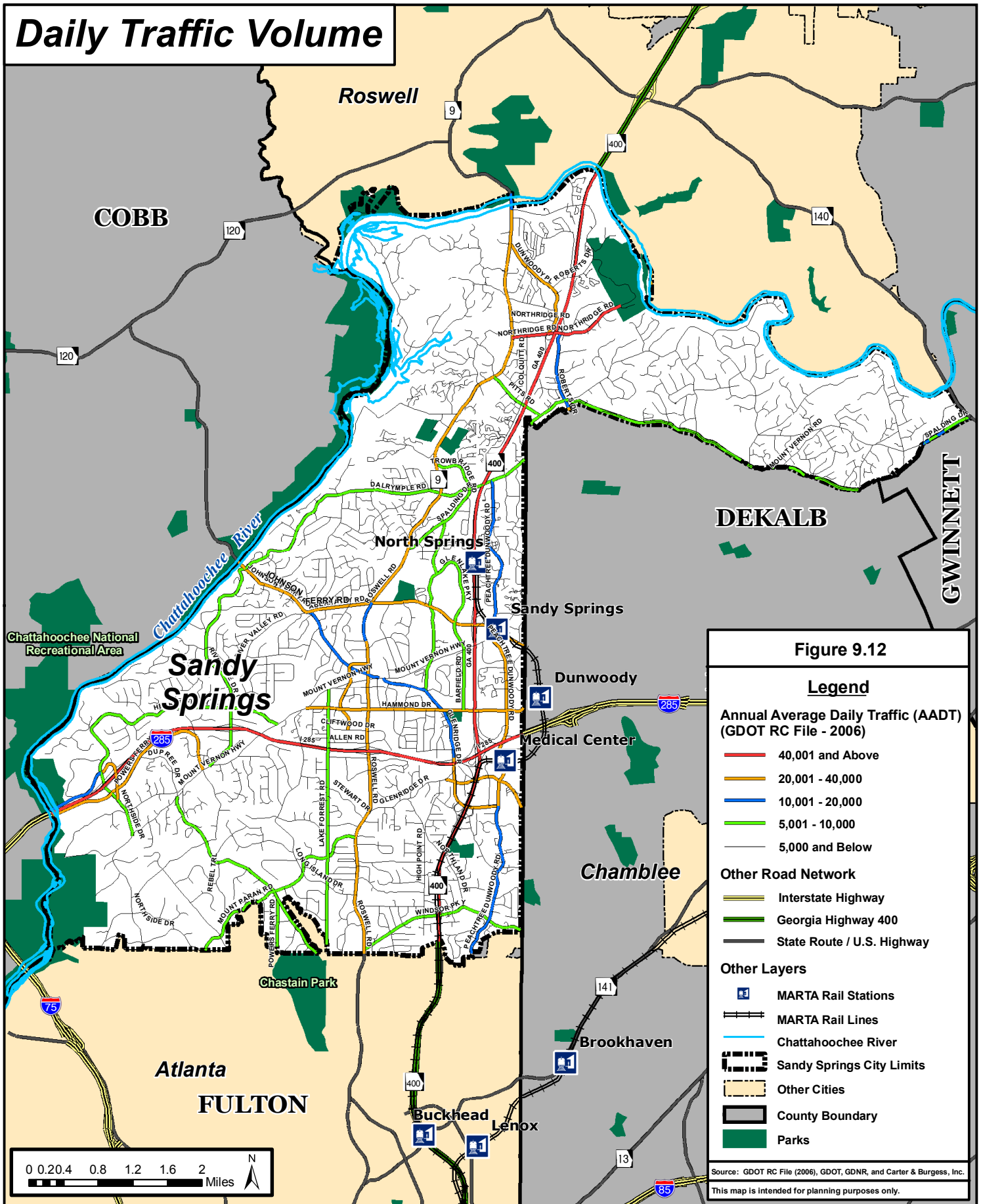
Freeway Access and Crossings



GDOT PACES Rating (2006)



Daily Traffic Volume



Congestion Management Facilities (2006)

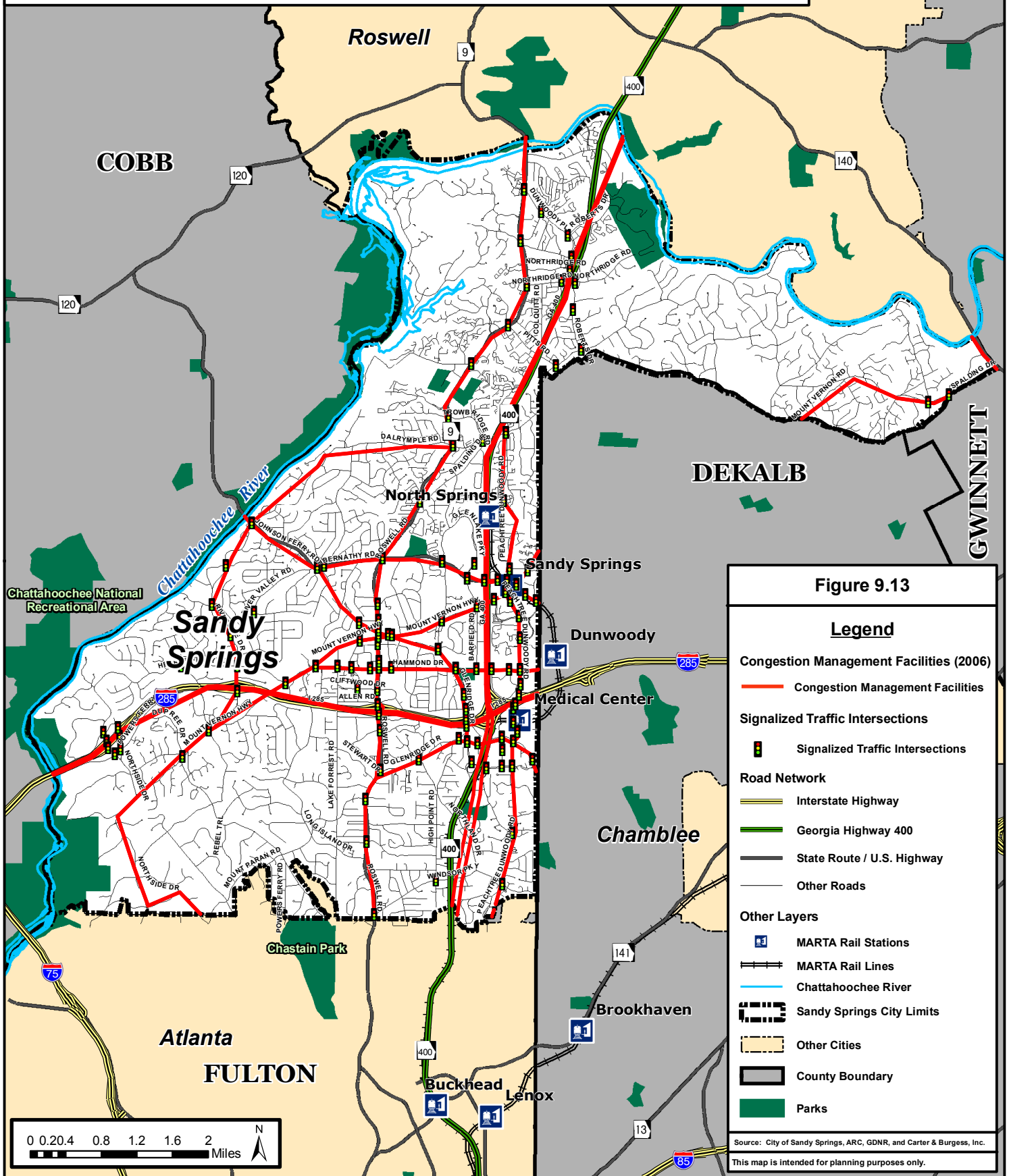


Figure 9.13

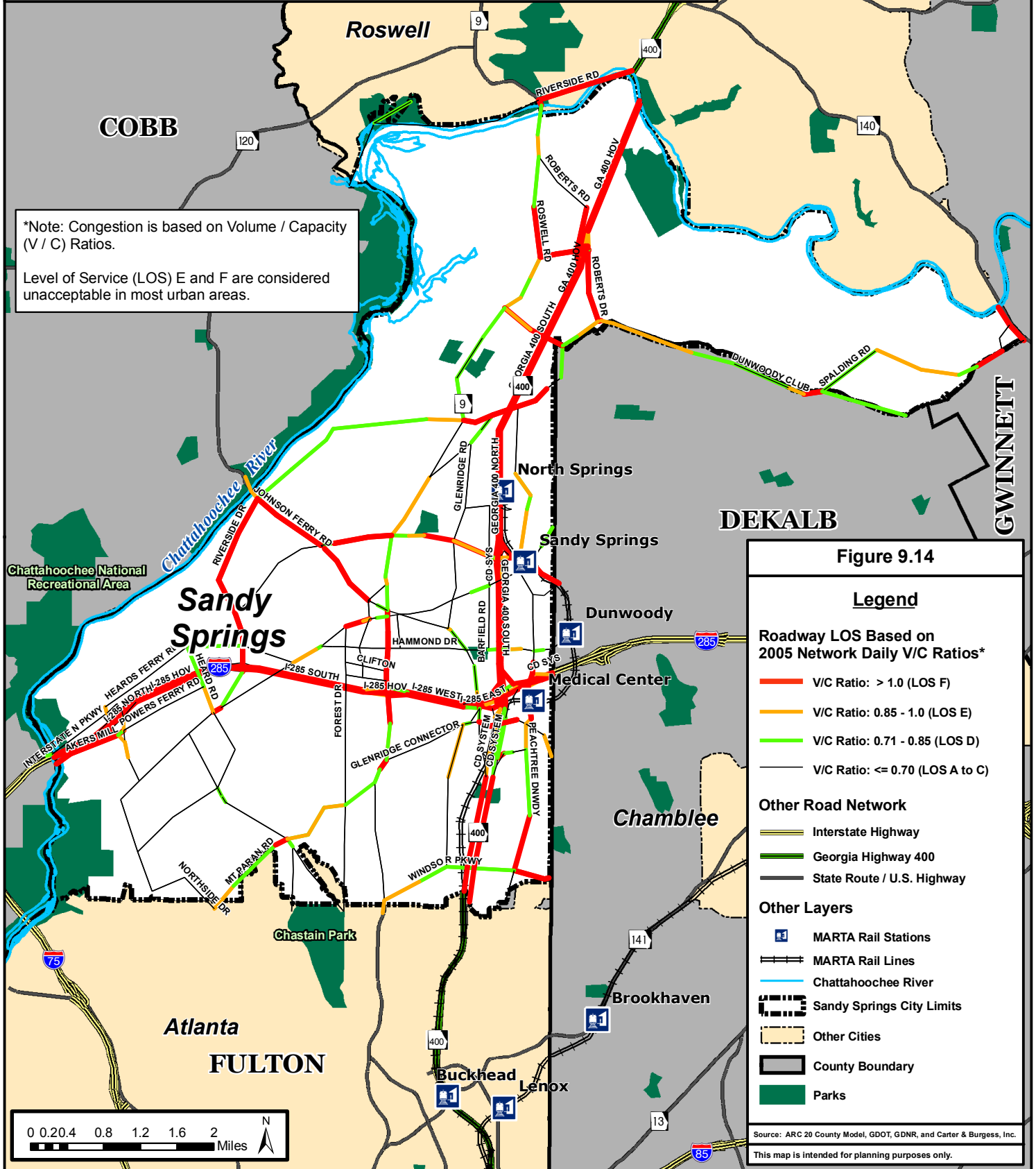
Legend

- Congestion Management Facilities (2006)**
- Congestion Management Facilities
- Signalized Traffic Intersections**
- Signalized Traffic Intersections
- Road Network**
- Interstate Highway
- Georgia Highway 400
- State Route / U.S. Highway
- Other Roads
- Other Layers**
- MARTA Rail Stations
- MARTA Rail Lines
- Chattahoochee River
- Sandy Springs City Limits
- Other Cities
- County Boundary
- Parks

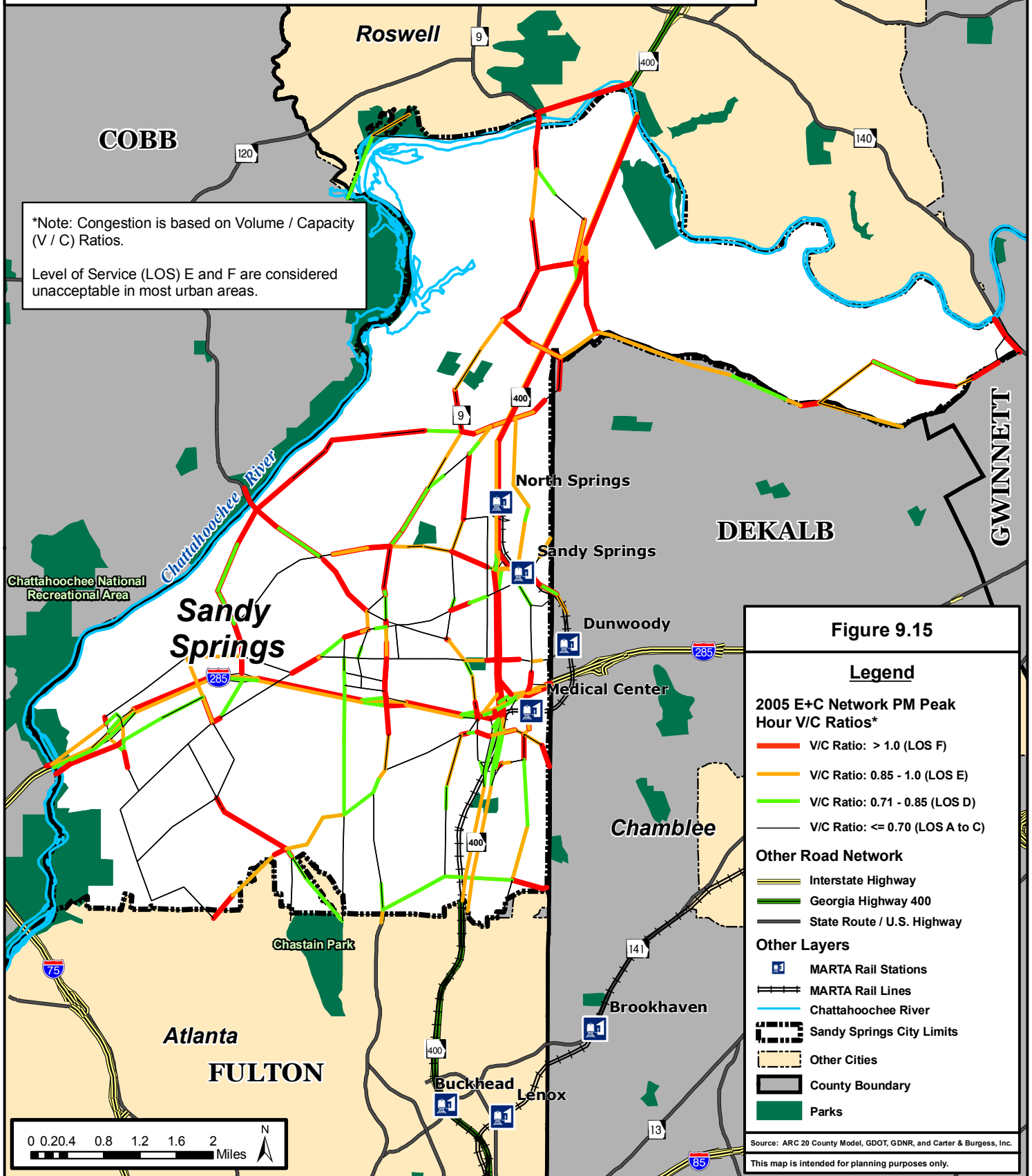
Source: City of Sandy Springs, ARC, GDNR, and Carter & Burgess, Inc.
This map is intended for planning purposes only.

2005 Daily Traffic Congestion Based on Regional Travel Demand Model

*Note: Congestion is based on Volume / Capacity (V / C) Ratios.
Level of Service (LOS) E and F are considered unacceptable in most urban areas.



2005 PM Peak Hour Traffic Congestion Based on Regional Travel Demand Model



ARC TIP Projects (2006-2011)

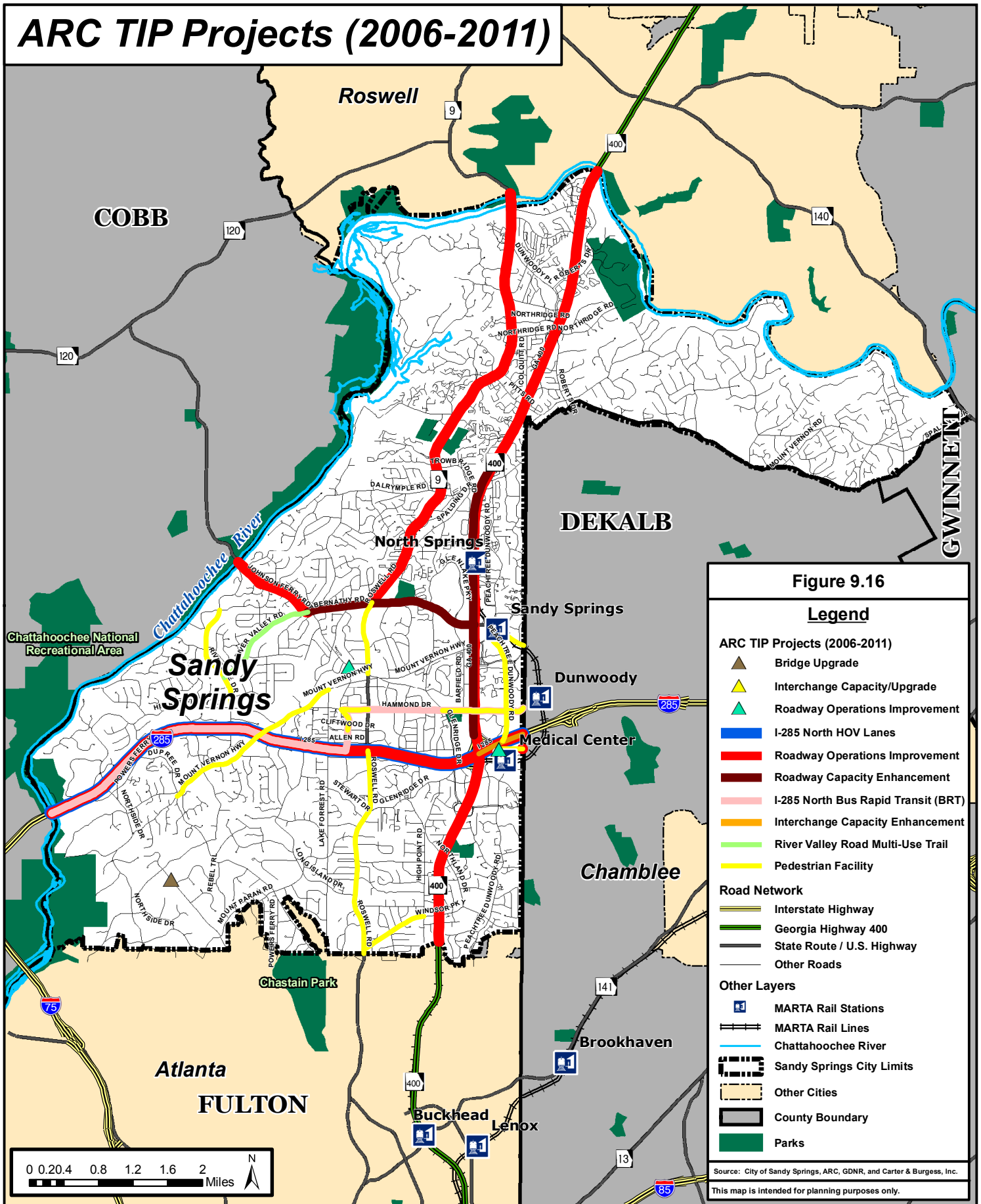


Figure 9.16

Legend

ARC TIP Projects (2006-2011)

- ▲ Bridge Upgrade
- ▲ Interchange Capacity/Upgrade
- ▲ Roadway Operations Improvement
- I-285 North HOV Lanes
- Roadway Operations Improvement
- Roadway Capacity Enhancement
- I-285 North Bus Rapid Transit (BRT)
- Interchange Capacity Enhancement
- River Valley Road Multi-Use Trail
- Pedestrian Facility

Road Network

- Interstate Highway
- Georgia Highway 400
- State Route / U.S. Highway
- Other Roads

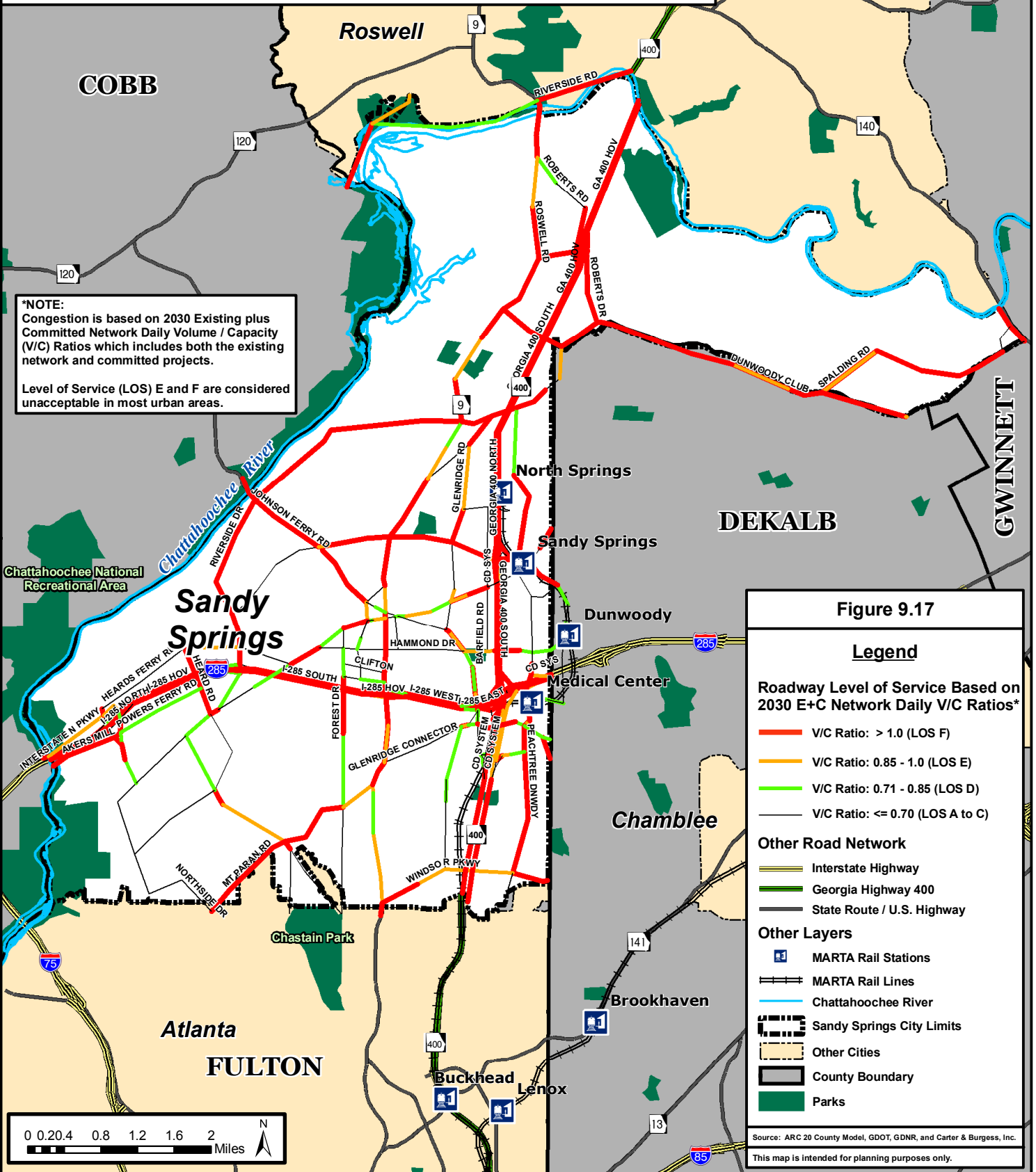
Other Layers

- MARTA Rail Stations
- MARTA Rail Lines
- Chattahoochee River
- Sandy Springs City Limits
- Other Cities
- County Boundary
- Parks

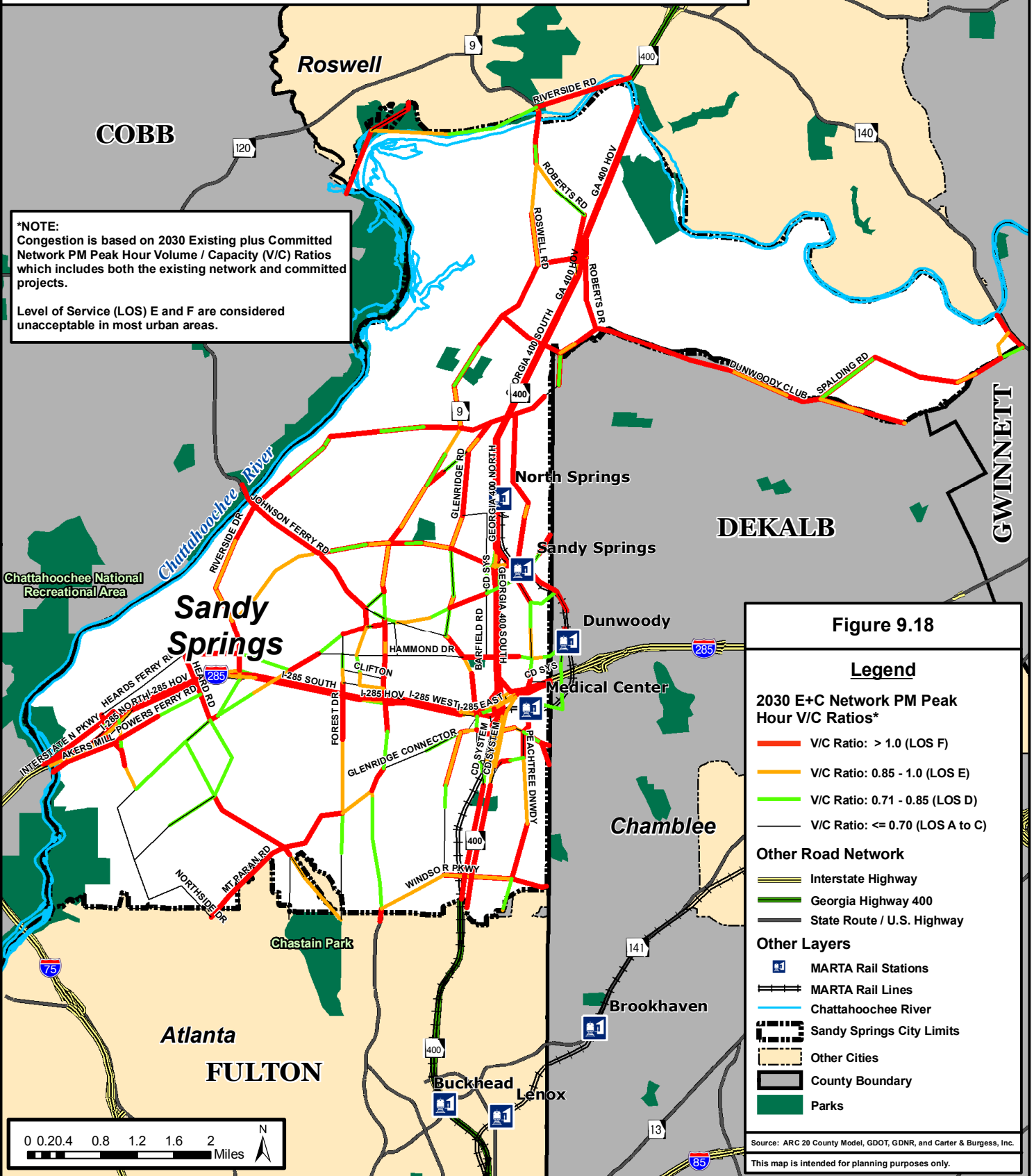
Source: City of Sandy Springs, ARC, GDNR, and Carter & Burgess, Inc.

This map is intended for planning purposes only.

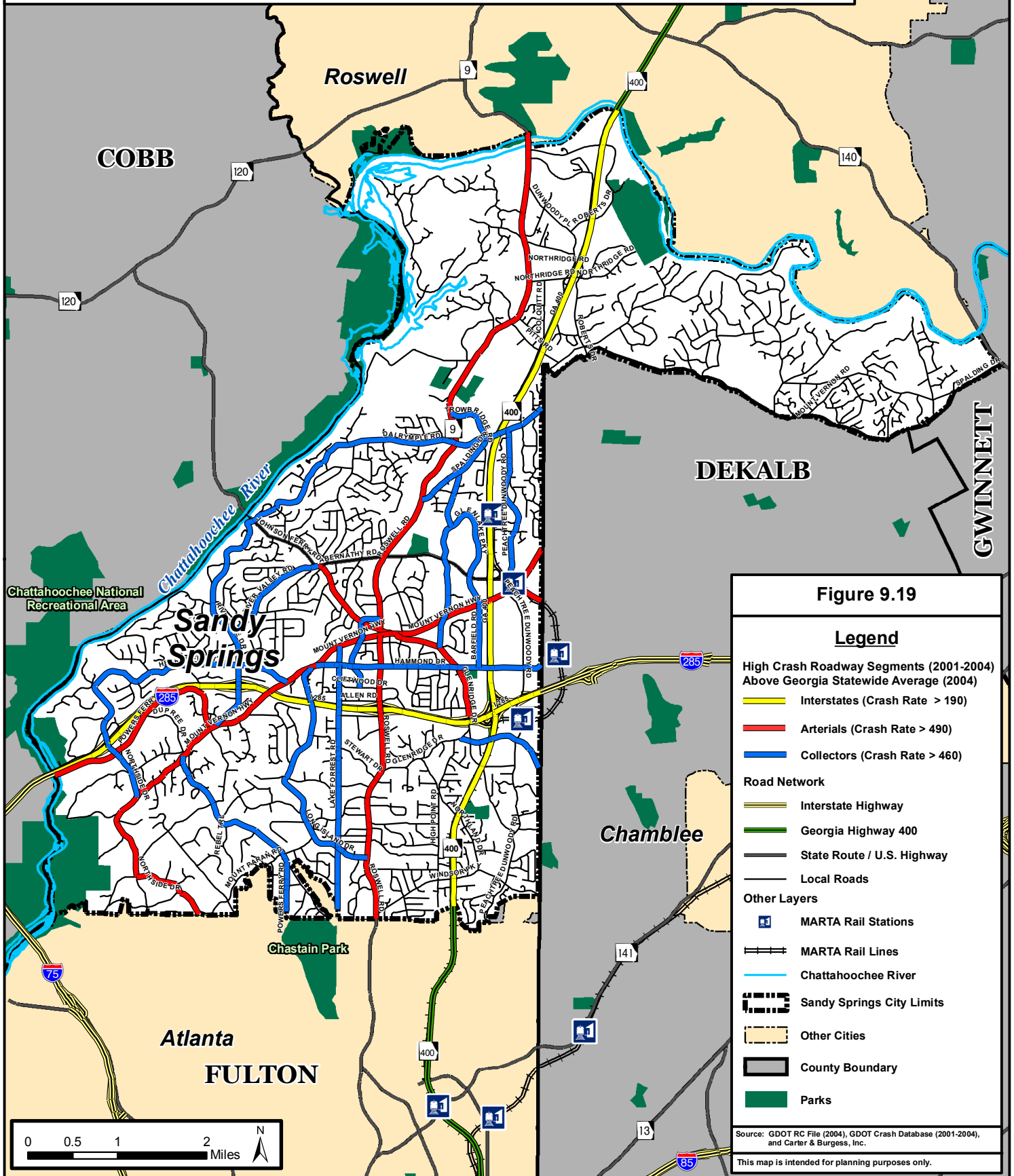
2030 Daily Traffic Congestion Based on Regional Travel Demand Model



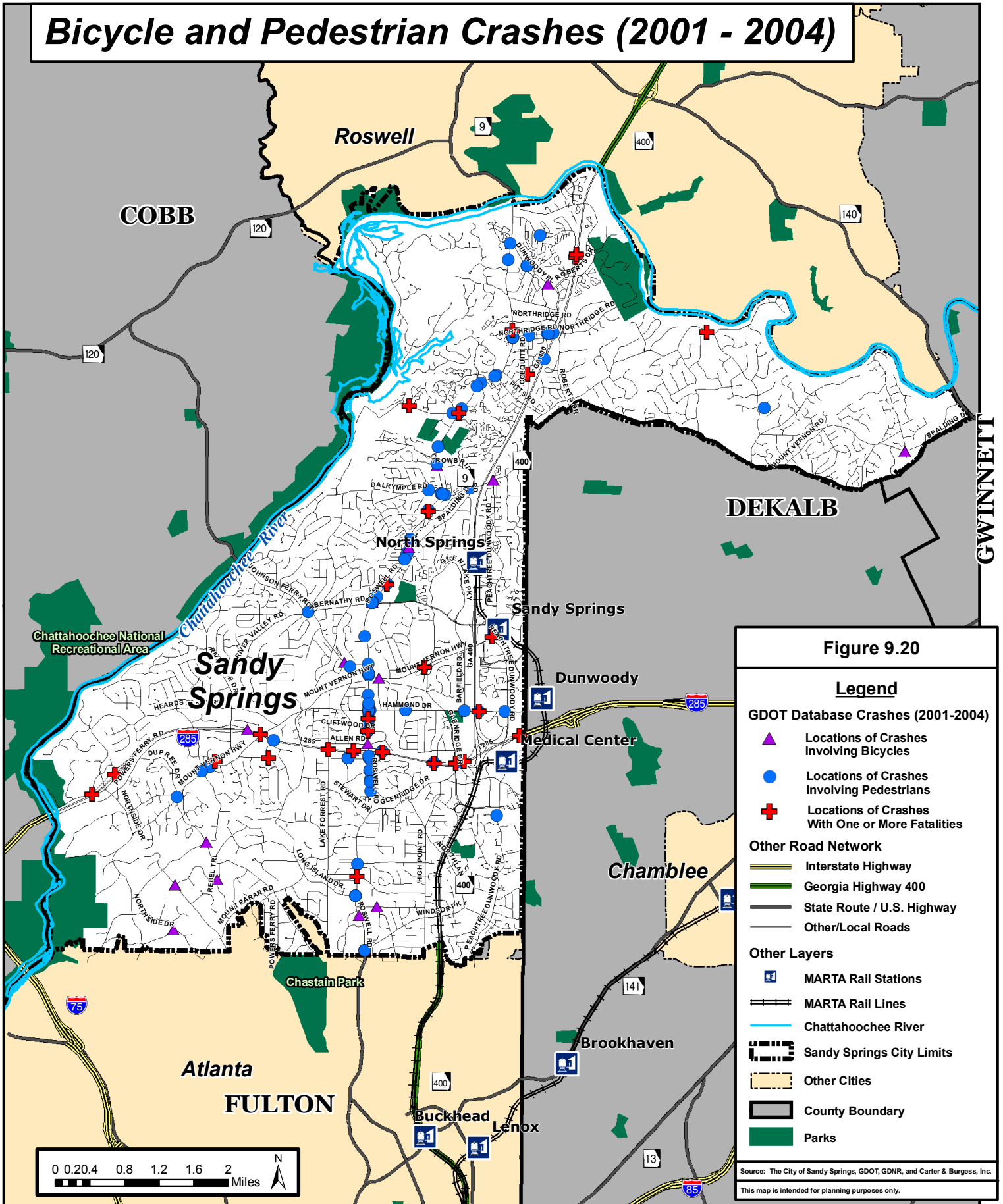
2030 PM Peak Hour Traffic Congestion Based on Regional Travel Demand Model



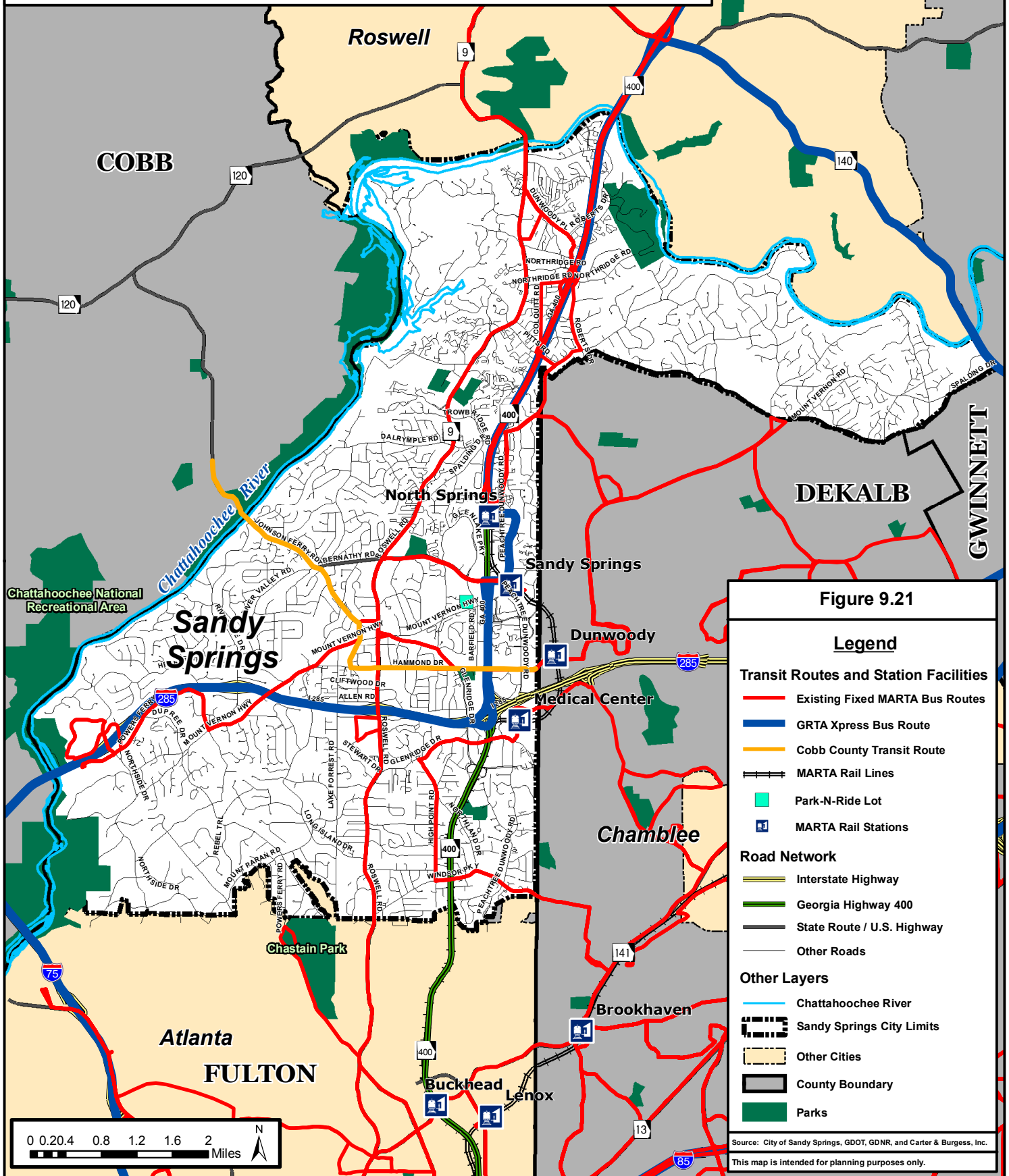
High Crash Roadway Segments (2001-2004)



Bicycle and Pedestrian Crashes (2001 - 2004)



Transit Routes and Station Facilities



Transit Pedestrian Access Needs

*Note: Distance around MARTA bus routes and rail stations represent areas in which walking distance is typically considered acceptable.

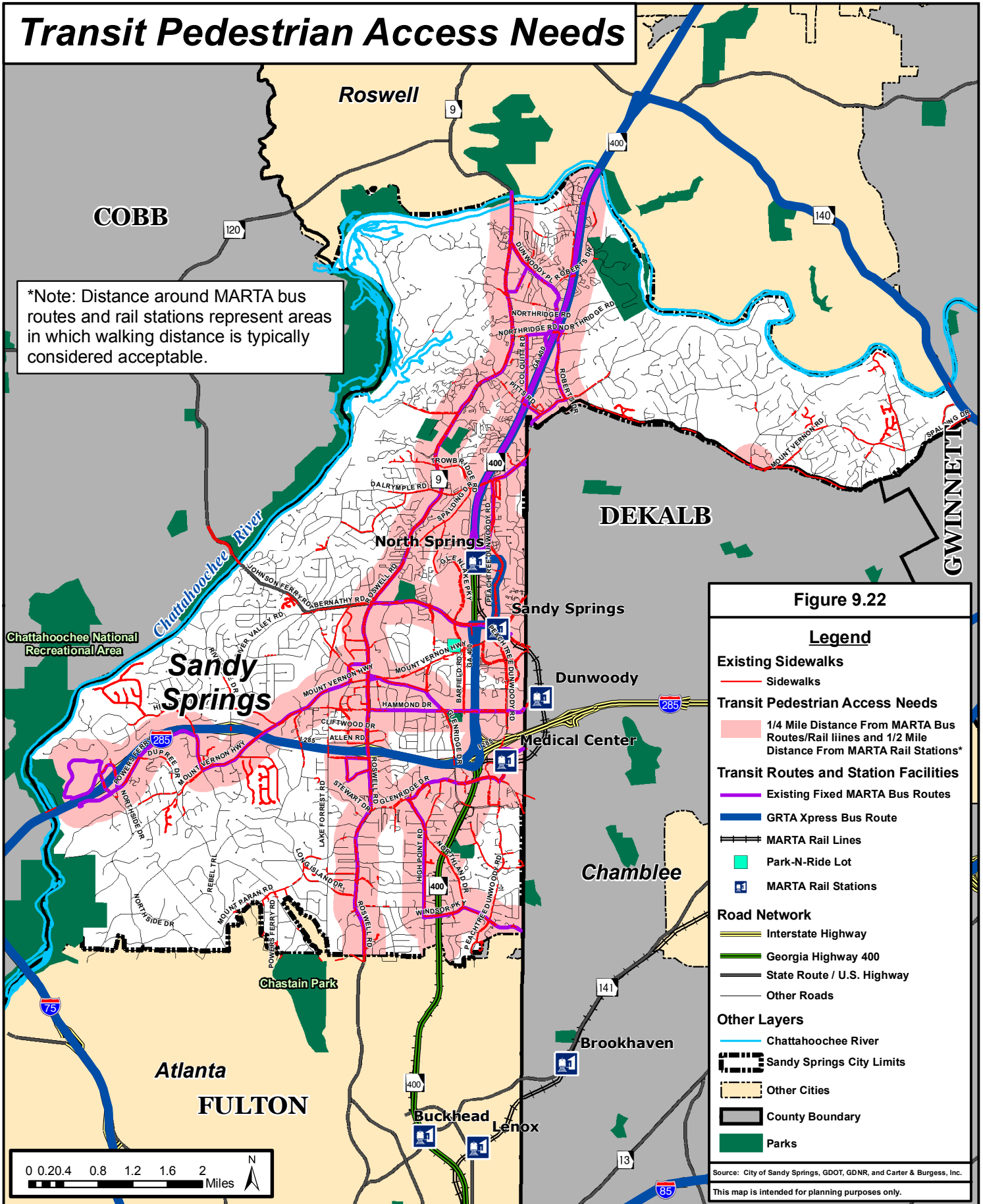


Figure 9.22

Legend

- Existing Sidewalks**
 - Sidewalks
- Transit Pedestrian Access Needs**
 - 1/4 Mile Distance From MARTA Bus Routes/Rail lines and 1/2 Mile Distance From MARTA Rail Stations*
- Transit Routes and Station Facilities**
 - Existing Fixed MARTA Bus Routes
 - GRTA Xpress Bus Route
 - MARTA Rail Lines
 - Park-N-Ride Lot
 - MARTA Rail Stations
- Road Network**
 - Interstate Highway
 - Georgia Highway 400
 - State Route / U.S. Highway
 - Other Roads
- Other Layers**
 - Chattahoochee River
 - Sandy Springs City Limits
 - Other Cities
 - County Boundary
 - Parks

Source: City of Sandy Springs, GDOT, GDNR, and Carter & Burgess, Inc.
This map is intended for planning purposes only.

Community Pedestrian Access Needs

* Note: Distances around schools, libraries and parks represent areas in which walking distance is typically considered acceptable.

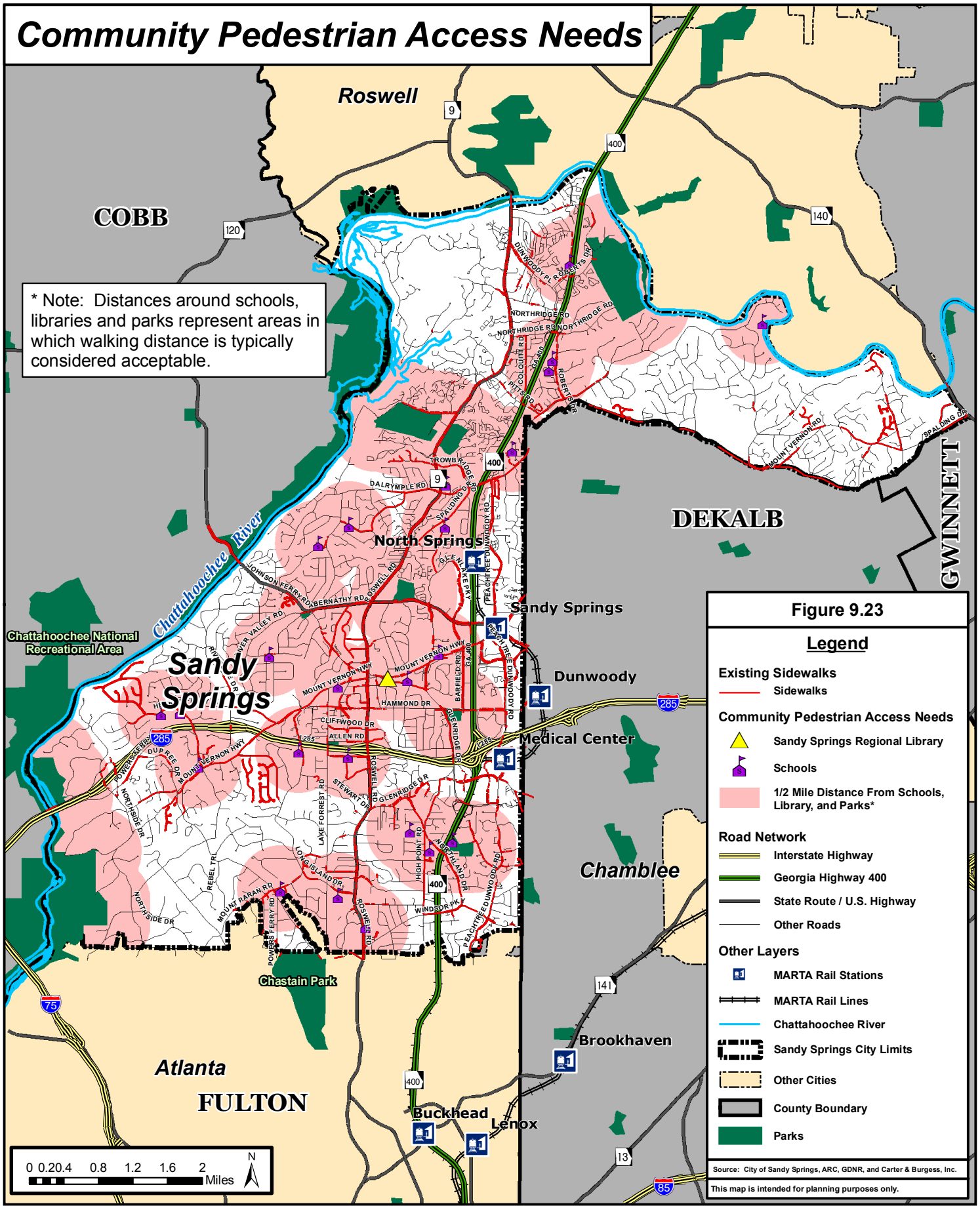


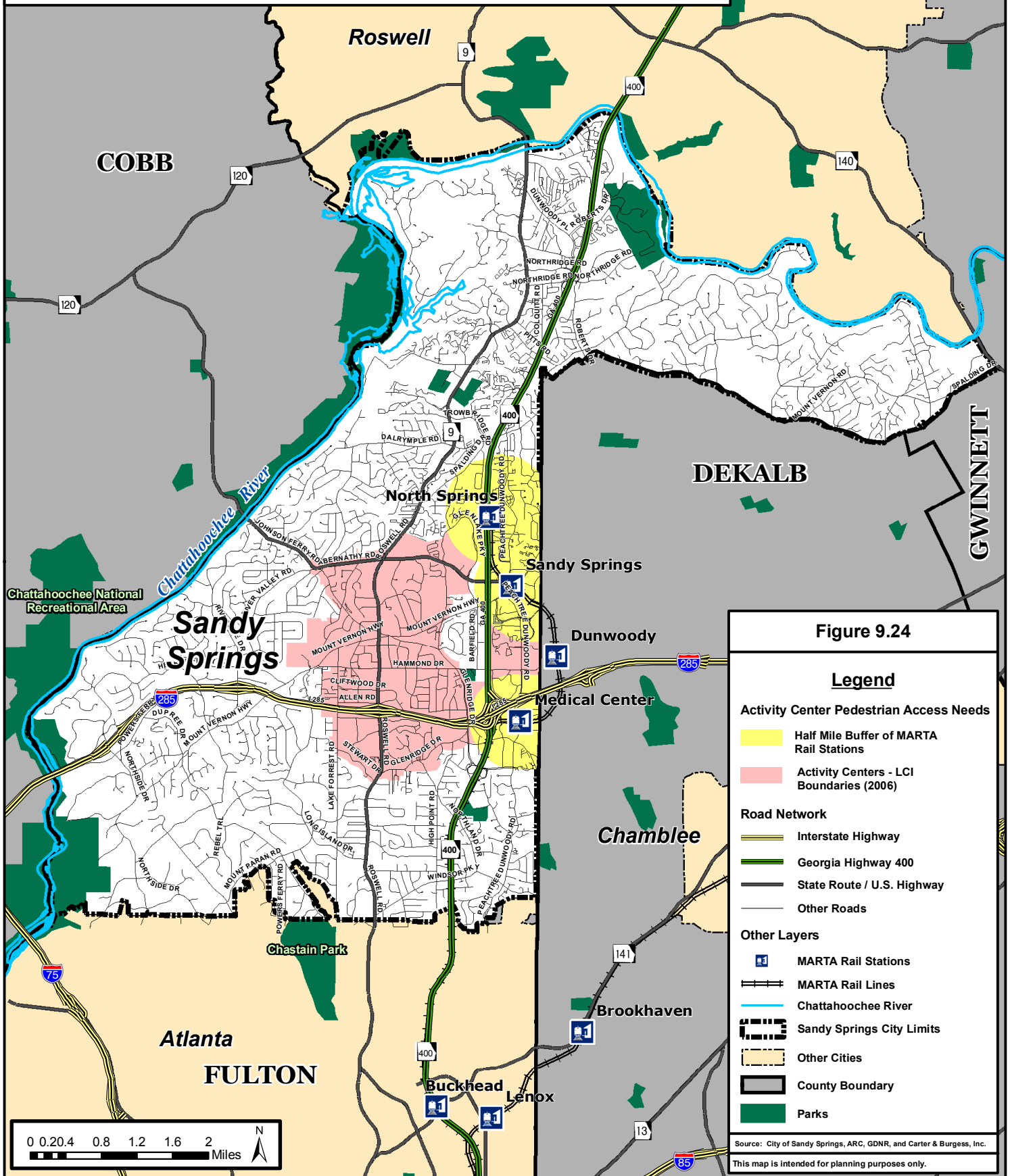
Figure 9.23

Legend

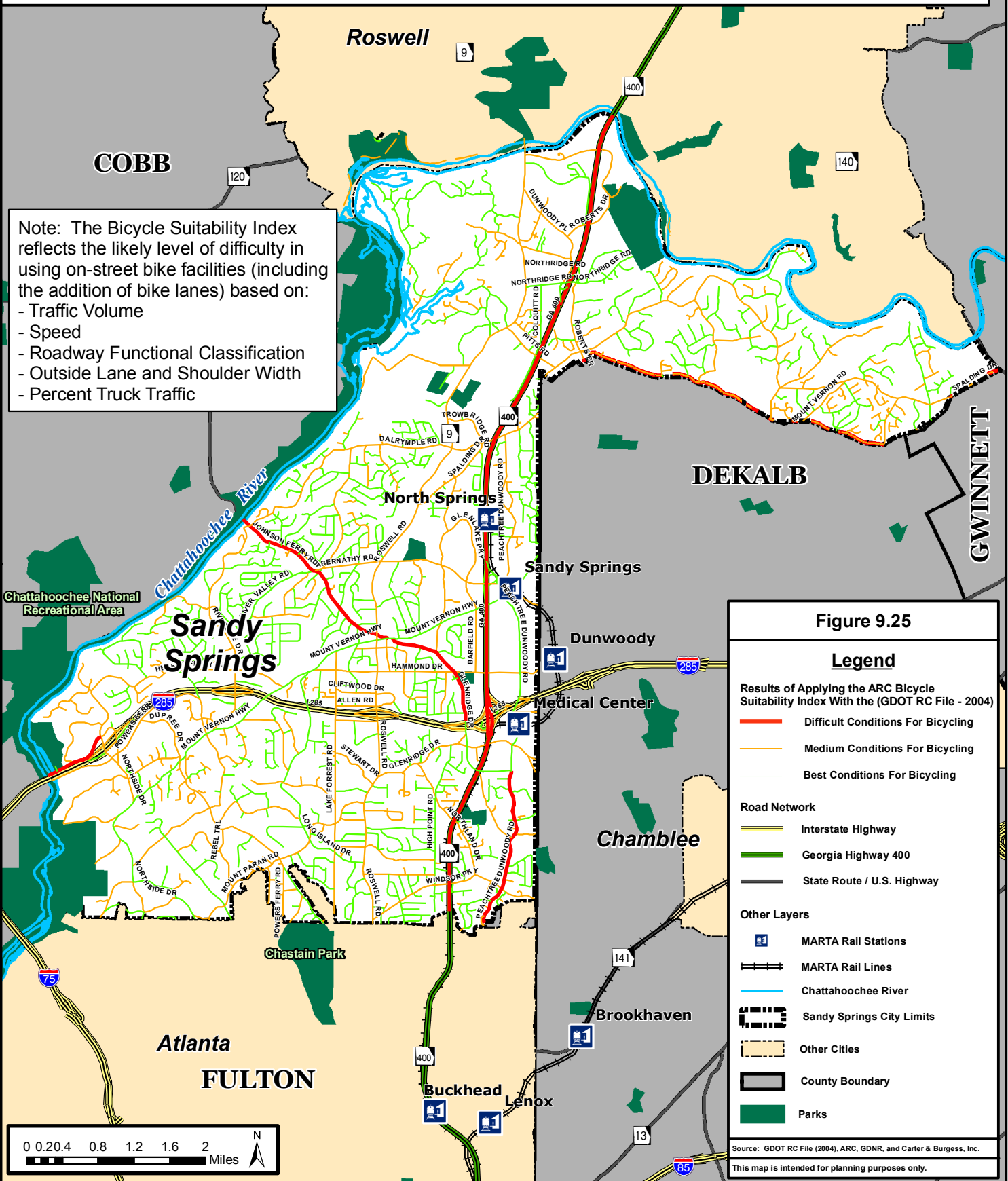
- Existing Sidewalks**
 - Sidewalks
- Community Pedestrian Access Needs**
 - Sandy Springs Regional Library
 - Schools
 - 1/2 Mile Distance From Schools, Library, and Parks*
- Road Network**
 - Interstate Highway
 - Georgia Highway 400
 - State Route / U.S. Highway
 - Other Roads
- Other Layers**
 - MARTA Rail Stations
 - MARTA Rail Lines
 - Chattahoochee River
 - Sandy Springs City Limits
 - Other Cities
 - County Boundary
 - Parks

Source: City of Sandy Springs, ARC, GDNR, and Carter & Burgess, Inc.
This map is intended for planning purposes only.

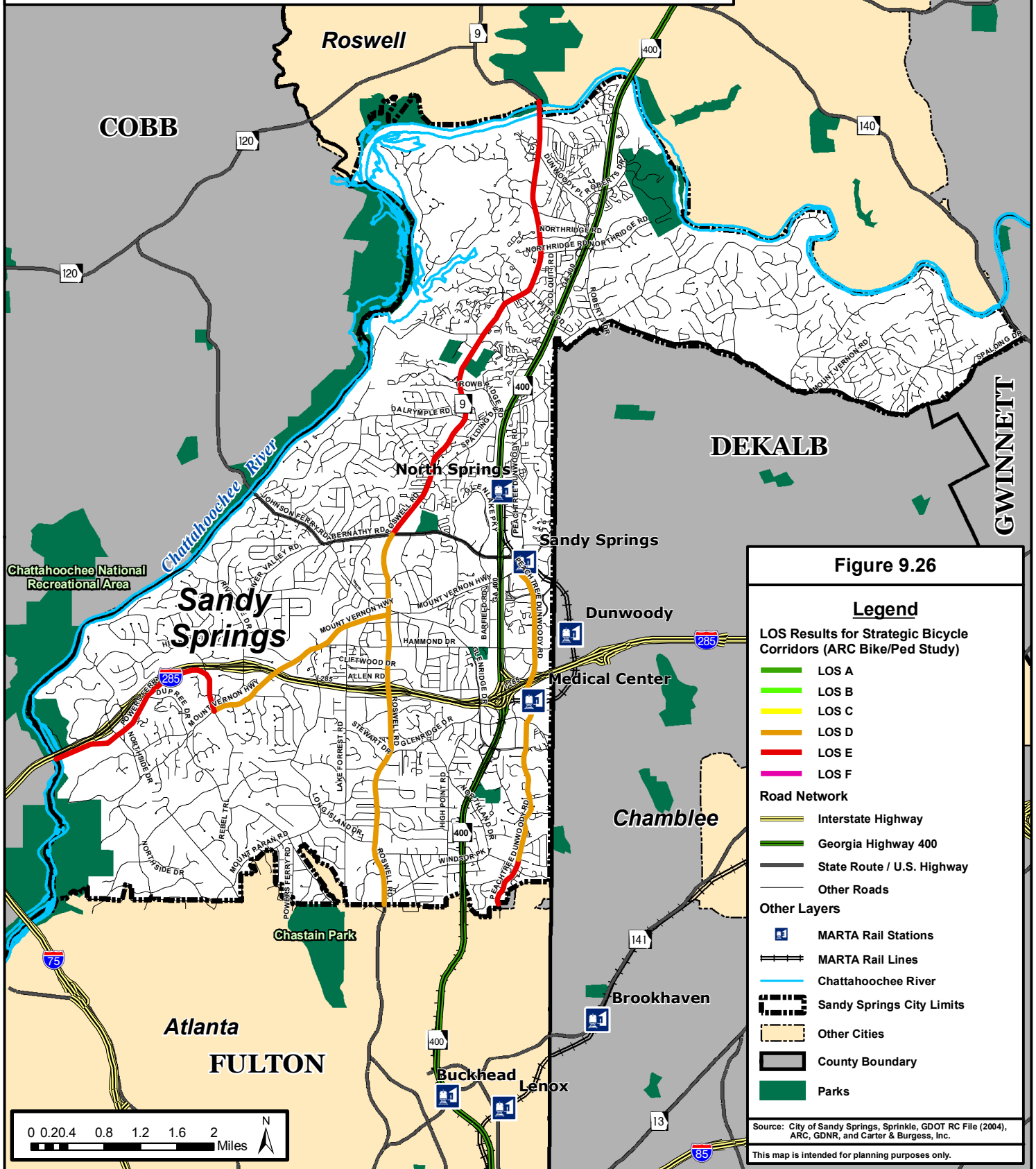
Activity Center Pedestrian Access Needs



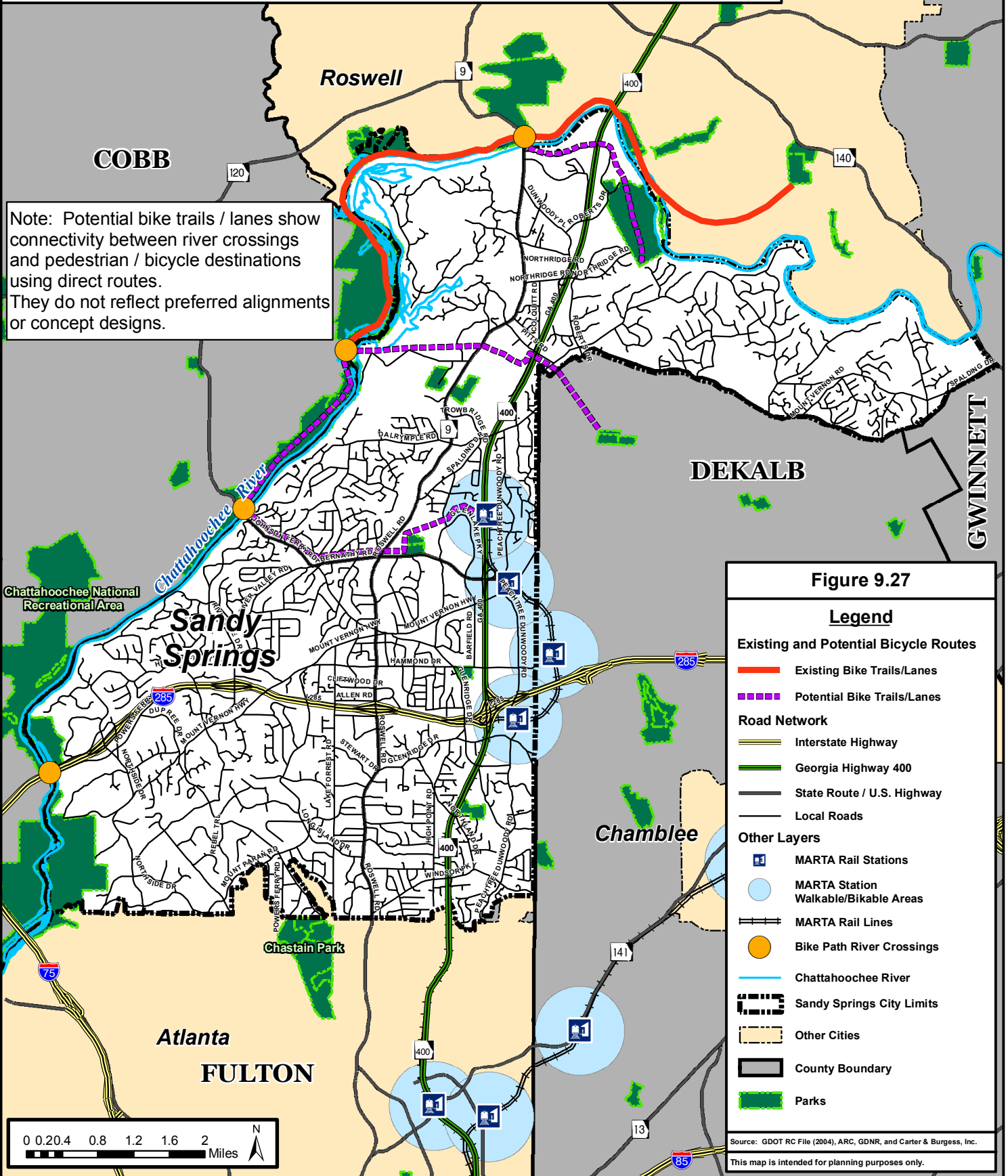
ARC Bicycle Suitability Index With 2004 Conditions



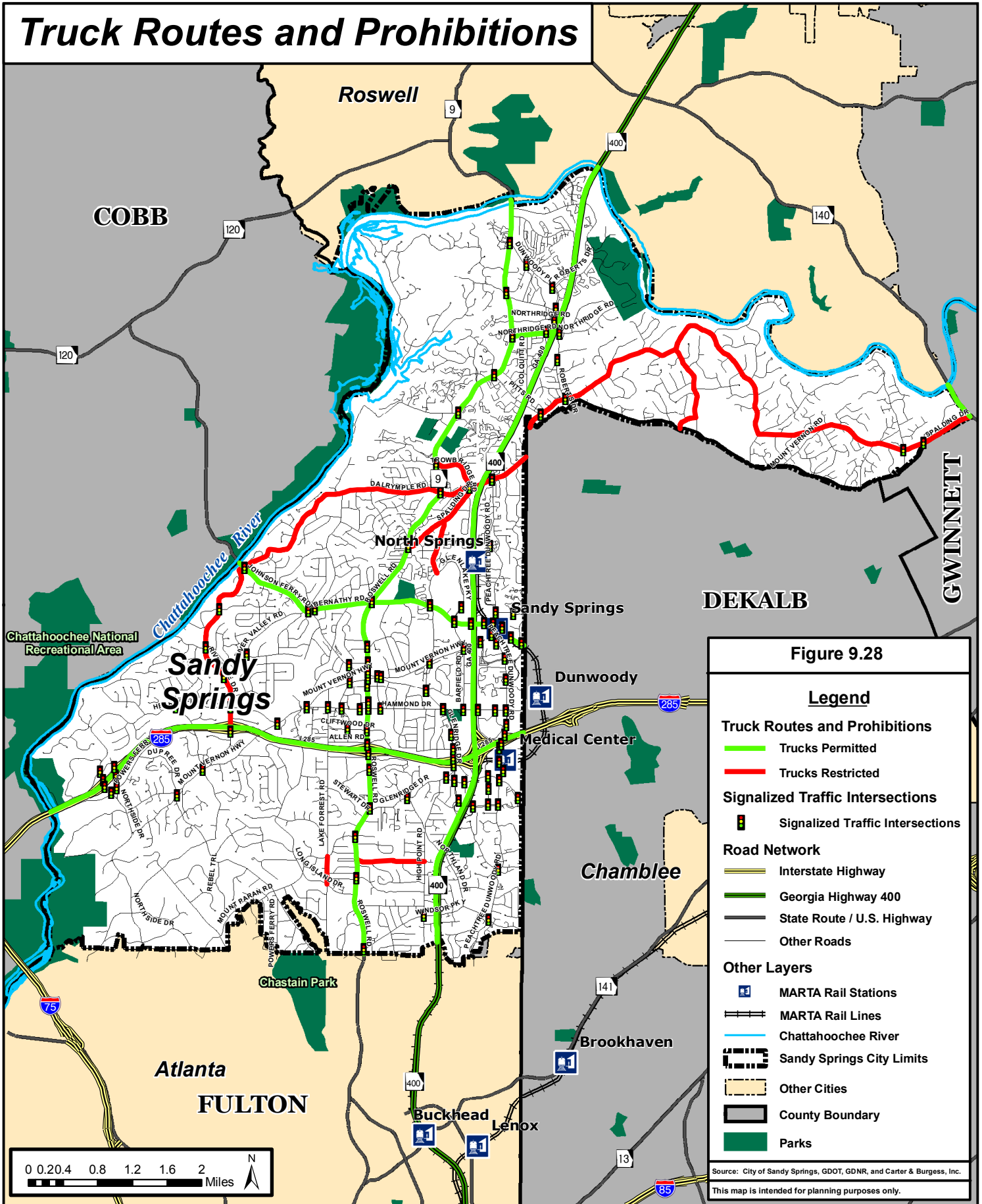
Bicycle Study Network: LOS Results for Strategic Bicycle Corridors



Bike Destinations and Connecting Routes



Truck Routes and Prohibitions



Airport Access Routes

