SANDY SPRINGS
GEORGIA

CITY COUNCIL AGENDA ITEM

TO: Mayor & City Council **DATE:** February 8, 2013

FROM: John McDonough, City Manager

AGENDA ITEM: Roswell Road Corridor Livable Centers Initiative (LCI) Five-Year Update (2013)

MEETING DATE: For Submission onto the February 19, 2013, City Council Regular Meeting Agenda

BACKGROUND INFORMATION: (Attach additional pages if necessary)

See attached:

Memorandum
Resolution
Draft LCI Update

APPROVAL BY CITY MANAGER: JM *APPROVED*

PLACED ON AGENDA FOR: 2/19/2013

CITY ATTORNEY APPROVAL REQUIRED: (✓) *YES* ( ) *NO*

CITY ATTORNEY APPROVAL:

REMARKS:

TO: John McDonough, City Manager

FROM: Garrin M. Coleman, P.E., Public Works Director

DATE: February 7, 2013 for Submission onto the Council Consent Agenda of the February 19, 2013 City Council Meeting

ITEM: Roswell Road Corridor Livable Centers Initiative (LCI) Five-Year Update (2013)

Recommendation:

Public Works staff recommends that the Mayor and City Council accept and approve the Roswell Road Corridor LCI Five-Year Update and approve a resolution committing to ongoing plan implementation.

Background/Discussion:

The City completed the Roswell Road Corridor LCI Study in 2008 and adopted the study July 8, 2008 (Resolution No. 2008-07-33). The study area encompasses the Roswell Road corridor from the southern City limits to I-285 and is bounded on west by Lake Forrest Drive and High Point Road on the east. Completion of the LCI study qualifies the City to pursue federal funding through the Atlanta Regional Commission (ARC) LCI program for project implementation. To continue eligibility for project funding, ARC requires periodic updates of the LCI studies. The Five Year Update provides a reporting on which elements of the plan have been completed, which are underway, and items that have yet to begin.

Alternatives:

The City Council can forego adopting the Roswell Road Corridor LCI Five-Year Update. The result will be that projects identified within the study will no longer be eligible for federal matching funds through the ARC LCI program, though other funds may be available.

Financial Impact:

Adoption of the Plan Update has no immediate financial impact. The City will continue to fund transportation projects through its annual budget cycle and review of the Capital Improvement Program (CIP) and seek matching funds as eligible.

Attachment:

I. Draft Roswell Road Corridor LCI Five-Year Update (2013)
II. Resolution

ROSWELL ROAD CORRIDOR
LIVABLE CENTERS INITIATIVE

2013 Update - Adopted DATE

FOUNDED 2005
SANDY SPRINGS
GEORGIA
HONEST EFFICIENT RESPONSIVE

Roswell Road Corridor Livable Centers Initiative
Five-Year Update – January 2013

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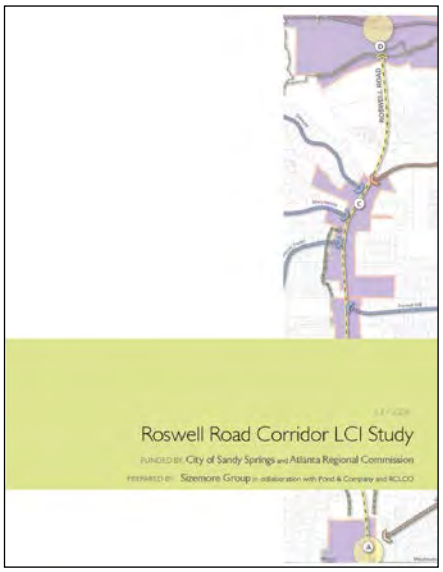
Appendix D: Sandy Springs Overlay District
Appendix E: Parking Lot Ordinance

Roswell Road Corridor Livable Centers Initiative Five-Year Update – January 2013



1) Introduction

Since 1999, the Atlanta Regional Commission (ARC) has funded Livable Centers Initiative (LCI) studies across the Atlanta Region. The LCI program was created to encourage local governments to coordinate transportation and land use planning and improvements. According to the 2011 LCI Implementation Report, the LCI program has funded studies and more importantly, infrastructure improvements, in 107 communities.

In 2008, the City of Sandy Springs completed the *Sandy Springs Roswell Road Corridor LCI Study*. The City commissioned a planning team led by The Sizemore Group to complete the study. The team was supplemented by POND and Company providing transportation analysis and RCLCO which provided the market assessment. The City Council adopted the original study in July 2008 (see Appendix A).

As part of the LCI program, ARC requires that each LCI study area complete a five-year update. The purpose of the 5-year update is to report on plan implementation as well as establish a new five-year action plan.

At this time, the opportunities, general goals and the policy recommendations included in the 2008 plan are still valid. The City of Sandy Springs is vested in the vision for the study area that the plan provides and will continue working to bring this vision to reality. As noted in the 2008 study, the following objectives were identified to guide development of the plan.

1. *Create gateways to the City of Sandy Springs.*
2. *Enhance Roswell Road functionally and aesthetically.*
3. *Create a network of bike and pedestrian pathways and trails that connect different nodes and neighborhoods that offer alternate ways to travel.*
4. *Establish interparcel connectivity at nodes so that curb cuts are minimized along Roswell Road.*
5. *Establish Live-Work nodal development along Roswell Road.*
6. *Redevelop and consolidate the Roswell Road Corridor into a walkable and pedestrian friendly environment with enhanced streetscape, supporting mixed use development.*
7. *Explore potential sites for redevelopment by identifying aged, underutilized and vacant properties.*
8. *Connect existing neighborhood and future nodes with Chastain Park.*

As noted in the 2008 study, a number of critical issues and challenges were identified for the study area through the public participation process. These issues are still relevant today and factor into plan implementation.

- *Roswell Road Corridor's functionality, vehicular and pedestrian traffic flow, connectivity, through traffic, and safety issues*
- *Roswell Road Corridor's aesthetic quality and experience, including streetscape, landscape, cohesive character, street furniture and character*
- *Uses and activities along the Corridor as envisioned by the Comprehensive Plan*
- *Size of parcels for redevelopment*
- *Depending on the amount of density and height bonuses provided in the Comprehensive Plan for assemblages of five acres or more, density levels allowed and the market and the economic feasibility of redevelopment*

As required by ARC, this five-year update provides an evaluation and appraisal of plan items completed to date and updates the five-year action plan.

2) Report on Accomplishments and Five-Year Action Plan

Incorporated in December 2005, the City of Sandy Springs was in its initial years of cityhood when the Roswell Road Corridor Study was completed. Concurrently with the Roswell Road Corridor Study, the City completed its first independent Comprehensive Plan (*2027 Comprehensive Plan* adopted November 20, 2007) and a *Transportation Master Plan* (adopted August 2008). Separately, the City undertook modification of its zoning and development ordinances.

Ribbon cutting at The Prado Development

Appendix B provides the tabular 2013 Report of Accomplishments for transportation and other local initiatives. The City of Sandy Springs has implemented a number of programs that support the goals and objectives of the LCI Program and Plan 2040 Development Guide. The following provides a summary of the key projects and accomplishments that have taken place in or around the LCI study area since 2008.

Accomplishments – Land Use and Development

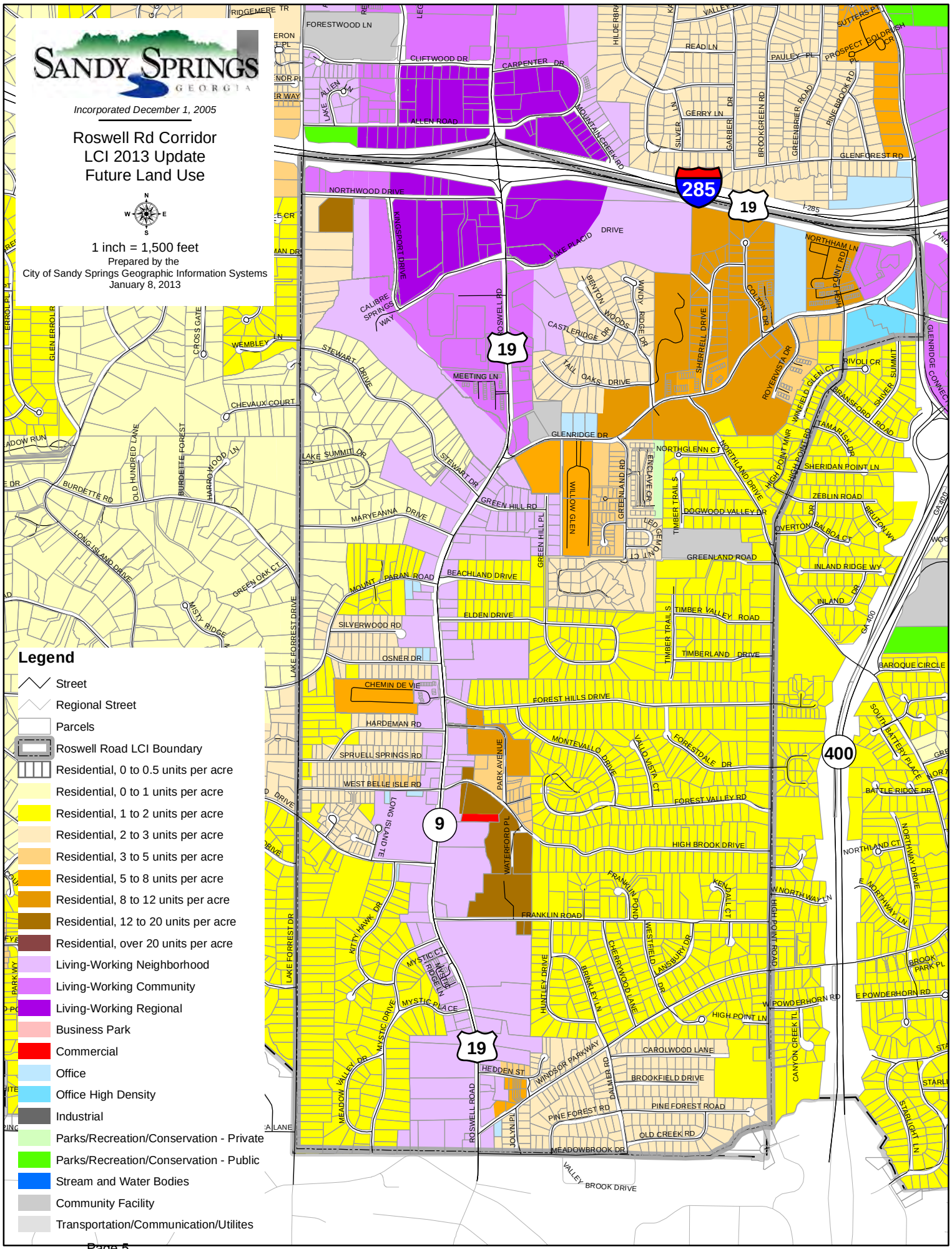
1) Comprehensive Plan – The City's Comprehensive Plan was adopted in 2007 during the original Roswell Road Corridor study development. The Future Land Use Map inset for the study area is included in Figure 1. The entire length of Roswell Road within the study area has been defined by specific Land Use Nodes, including a vision for development as well as development policies and guidelines (see Appendix C). The complete Comprehensive Plan is available on the City's website at: http://www.sandyspringsga.gov/City-Government/Comprehensive-Plan.aspx
2) Zoning Ordinance – The City undertook a major revision to the Zoning Ordinance. Zoning and design guidelines that impact the study area are:
    a. Article 12B – Sandy Springs Overlay District. Portions of the study area are included in the Sandy Springs Overlay Districts, as shown in Figure 2. The Overlay District provides for streetscape standards and site development standards for the Main Street and Suburban Districts (see Appendix D). The entire zoning ordinance is available on the City's website at: http://www.sandyspringsga.gov/ZoningOrdinances
    b. Article 18 – Parking. Relevant to the LCI program, the Parking Ordinance has provisions for shared parking and parking reduction. In 2012, the City adopted modifications to parking lot landscaping to provide flexibility for implementation (see Appendix E).

c. Article 33 – Sign Ordinance. Relevant to the LCI program, the Sign Ordinance limits the size, location, and height of signage which addresses aesthetic concerns expressed in the original study.

3) Development Regulations – The current development regulations were adopted in 2008. Article 11 (Section 103-73) of the Development Regulations includes requirements for traffic impact studies for developments exceeding certain thresholds as well as access management strategies.
4) Opportunity Zone – Created in 2010, the Opportunity Zone located at the northern end of Roswell Road Corridor LCI Study area establishes a job tax credit program. This program is intended to promote economic development by providing a financial incentive for employers to create permanent jobs within the area. See: http://www.sandyspringsga.gov/EconomicDevelopment
5) Vacant Property Enforcement Program (VPEP) – The VPEP initiative identifies vacant properties throughout the City to address compliance and enforcement. The program supports active enforcement of code provisions to enhance the safety and aesthetics of the community.
6) Apartment Inspection Ordinance – The City of Sandy Springs Apartment Inspection Ordinance requires inspection of multifamily units to certify minimum housing and fire hydrant standards. This program supports upkeep and safety of a variety of housing types within the City.

ALTA Glenridge Development

7) Apartment Sweep Program – Inspection teams (including staff from code enforcement, building, land development, and the fire department) complete inspections of the exterior of randomly chosen apartment complexes within the City observing and noting property maintenance, soil and erosion, building code and life safety violations with photographic evidence substantiating the violations. Once the violations have been identified, a formal letter or notice of violation are provided to the property manager and mailed to the owner of record via certified mail. All violations are required to be corrected within 30 days from the date of the letter. As a result of this program, the City has seen an increase in the property valuations of the apartment complexes and improved quality of life for residents.
8) Day laborer assistance center. The Catholic Archdiocese has developed a facility targeted to reach out to the Hispanic/Latino population on Northwood Drive.



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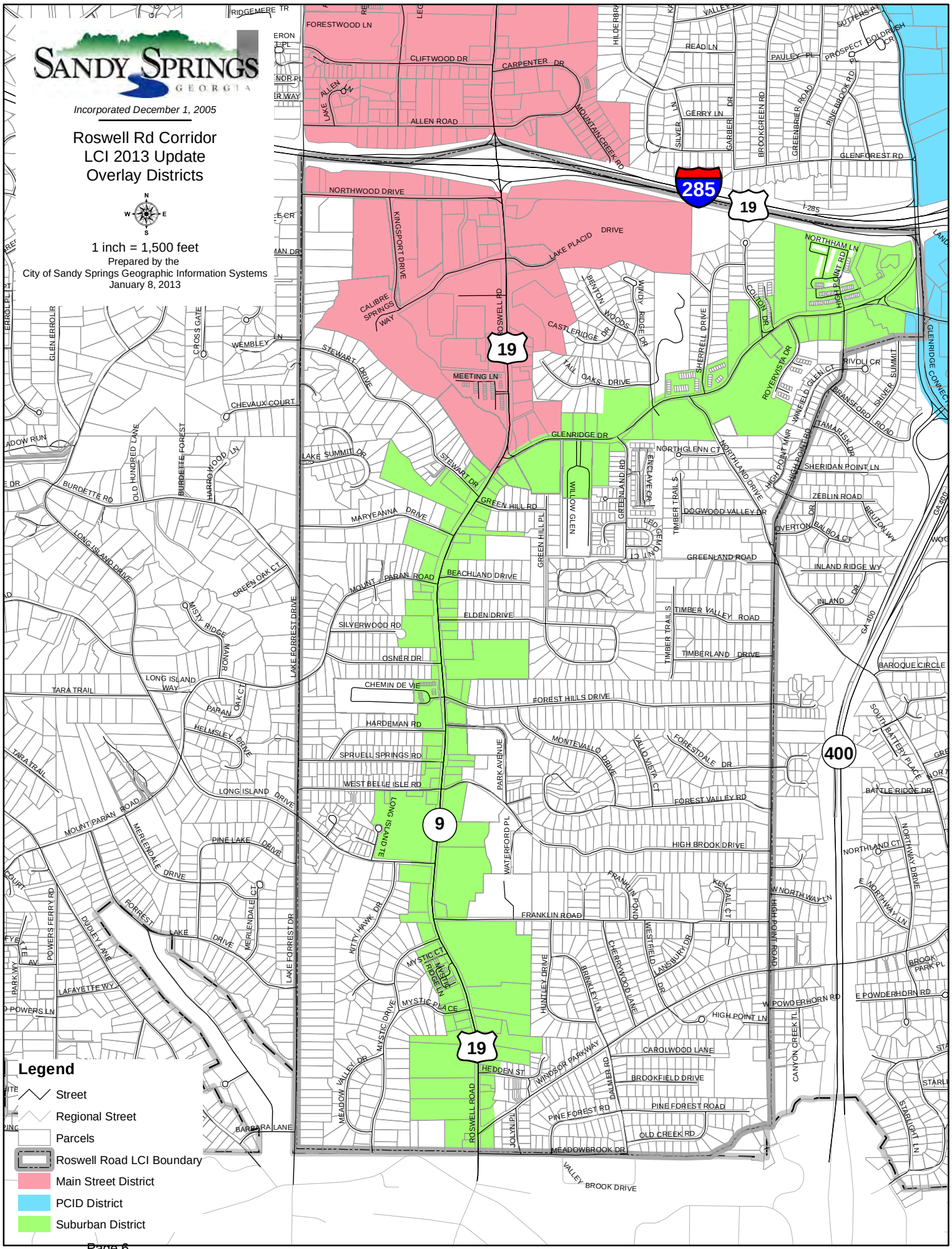

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9) City Center Master Plan – The City is updating the 2001 LCI for the Sandy Springs downtown area with a City Center Master Plan. The proximity to the Roswell Road Corridor study area will likely influence change and present a new set of guiding principles for this portion of the City and provide a refined set of guidelines to extend along the corridor. Study documentation and the adopted Master Plan may be found at: http://sandyspringscitycenter.com/.

Lifetime Fitness Development at The Prado

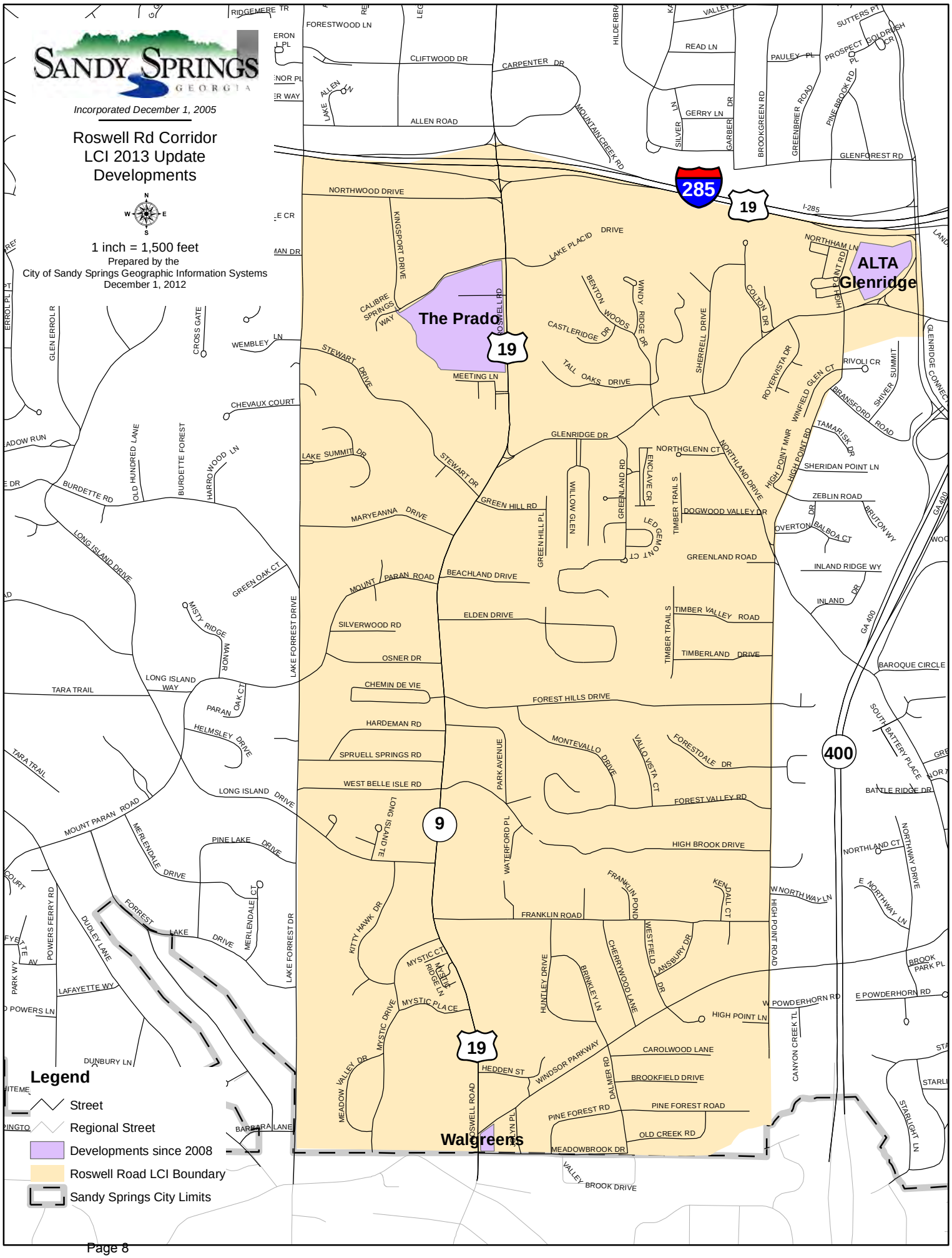
10) Economic Development – The City has taken a number of steps to provide a better business climate and promote economic development. Recent actions include a reduction of business license fees, development of an Economic Development Incentive Policy (October 2011), creation of an Economic Development Advisory Committee (January 2012), and creating the City's first Economic Development Plan, which was adopted in August 2012. In addition, the City has recently rolled-out an expedited permitting process called Permit Go!, which allows applicants to track their permit and establishes time lines for permit approval.

No housing initiatives were identified in the 2008 Roswell Road Corridor LCI Study.

Major developments that have been completed since 2008 are listed in the Table 1 and depicted in Figure 3.

Table 1: Major Developments

Project Description / Location / Completion	Residential Units	Hotel Units	Commercial Space (sq ft)	Office Space (sq ft)
Walgreens **Roswell Road @ Windsor Parkway** **Completed 2008**	0	0	Unknown	14,000
The Prado **Roswell Road @ Lake Placid** **Completed 2009**	0	0	Unknown	341,000 zoned, 221,485 constructed
ALTA Glenridge **SW corner of intersection of Glenridge Drive at I-285** **Completed 2011**	168	0	20,000	110,000


SANDY SPRINGS
GEORGIA
Incorporated December 1, 2005
Roswell Rd Corridor
LCI 2013 Update
Developments
1 inch = 1,500 feet
Prepared by the
City of Sandy Springs Geographic Information Systems
December 1, 2012
The Prado
ALTA Glenridge
Walgreens
Legend
Street
Regional Street
Developments since 2008
Roswell Road LCI Boundary
Sandy Springs City Limits
285
19
400
9
I-285
ROSWELL RD
NORTHWOOD DRIVE
LAKE PLACID DRIVE
GLENRIDGE DR
MEETING LN
STEWART DRIVE
GREEN HILL RD
MARYEANNA DRIVE
MOUNT PARAN ROAD
BEACHLAND DRIVE
ELDEN DRIVE
SILVERWOOD RD
OSNER DR
CHEMIN DE VIE
FOREST HILLS DRIVE
HARDEMAN RD
SPRUELL SPRINGS RD
WEST BELLE ISLE RD
HIGH BROOK DRIVE
FRANKLIN ROAD
MYSTIC PLACE
HEDDEN ST
WINDSOR PARKWAY
CAROLWOOD LANE
BROOKFIELD DRIVE
PINE FOREST ROAD
OLD CREEK RD
MEADOWBROOK DR
HIGH POINT LN
DOGWOOD VALLEY DR
GREENLAND ROAD
TIMBER VALLEY ROAD
TIMBERLAND DRIVE
ZEBLIN ROAD
SHERIDAN POINT LN
INLAND RIDGE WY
BAROQUE CIRCLE
BATTLE RIDGE DR
NORTHLAND CT
W NORTHWAY LN
E NORTHWAY LN
W POWDERHORN RD
E POWDERHORN RD
CANYON CREEK TL
STARLIGHT LN
BROOK PARK PL
VALLEY BROOK DRIVE
CHEVAUX COURT
WEMBLEY LN
BURDETTE RD
LONG ISLAND DRIVE
GREEN OAK CT
LAKE FORREST DRIVE
TARA TRAIL
HELMSLEY DRIVE
PINE LAKE DRIVE
MERLENDALE DRIVE
FORREST LAKE DRIVE
LAFAYETTE WY
DUNBURY LN
POWERS FERRY RD
PARK WY
MEADOW VALLEY DR
MYSTIC DRIVE
KITTY HAWK DR
LONG ISLAND TE
WATERFORD PL
PARK AVENUE
MONTEVALLO DRIVE
VALLO VISTA CT
FORESTDALE DR
FOREST VALLEY RD
FRANKLIN POND
KENDALL CT
WESTFIELD
LANSBURY DR
CHERRYWOOD LANE
BRINKLEY LN
HUNTLEY DRIVE
DALMER RD
HIGH POINT ROAD
GREENLAND RD
ENCLAVE CR
WILLOW GLEN
TIMBER TRAIL S
NORTHGLENN CT
NORTHLAND DRIVE
CASTLERIDGE DR
BENTON WOODS
WINDY RIDGE DR
TALL OAKS DRIVE
SHERRELL DRIVE
COLTON DR
ROVERVISTA DR
WINFIELD GLEN CT
HIGH POINT MNR
HIGH POINT RD
BRANSFORD ROAD
TAMARISK DR
RIVOLI CR
SHIVER SUMMIT
GLENRIDGE CONNECT
NORTHHAM LN
CALIBRE SPRINGS WAY
KINGSPORT DRIVE
LAKE SUMMIT DR
READ LN
PAULEY PL
GERRY LN
SILVER LN
GARBER DR
BROOKGREEN RD
GREENBRIER ROAD
PINE BROOK RD
GLENFOREST RD
MOUNTAINCREEK RD
CARPENTER DR
CLIFTWOOD DR
ALLEN ROAD
FORESTWOOD LN
RIDGEMERE TR
GLEN ERROL R
CROSS GATE
OLD HUNDRED LANE
BURDETTE FOREST
HARRO WOOD LN
MISTY RIDGE MANOR
PARAN OAK CT
LONG ISLAND WAY
GA 400

Roswell Road Corridor Livable Centers Initiative
Five-Year Update – January 2013

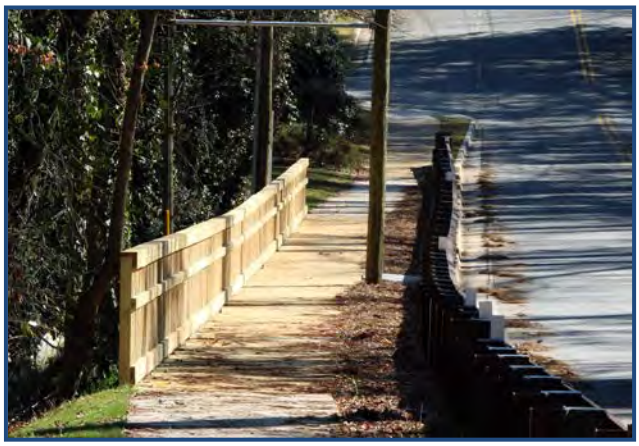
Accomplishments - Transportation

I-285 at Roswell Road/SR 9 Interchange Capacity Project
Completed 2012

The Roswell Road Corridor LCI Study identified ten local transportation projects (identified in study as T-1 through T-10) and five transportation initiatives (TI-1 through TI-5). The City has completed two transportation projects and is underway with three. Of the initiatives, three are completed and two are underway (see Appendix B: 2013 Report of Accomplishments). Table 2 provides a description of completed projects. Table 3 provides a description of projects underway and includes the updated Five-Year Implementation Report. The Implementation Report provides an updated Action Plan, which updates the original LCI plan with strategies for the next five years. Figure 4 depicts both completed project and projects underway. Table 3 also includes a list of projects that are currently on hold. No projects identified in the initial study have been identified as "not relevant" at this time. Projects that are planned but not yet funded are shown in Figure 5.

Completed projects:

1) High Point Road sidewalks and bike lanes (T-5)
2) Windsor Parkway sidewalks and bike shoulder (T-4)
3) Roswell Road Zoning Overlay (T1-1)
4) Subdivision Regulations (T1-2)
5) Traffic Impact Study Requirements (TI-3)
6) I-285 Tunnel/Overpass Study for Sandy Springs Circle at I-285 (No number)
7) Roswell Road at I-285 interchange capacity and operational improvements (FN-AR-203)
8) Northland Drive and High Point Road School Zone Beacons (Not included in prior study)
9) Mystic Drive at Mystic Place Intersection Project (Not included in prior study)



Boardwalk near Creek on Long Island Drive Sidewalk
Completed 2012

Projects underway:

1) Roswell Road node improvements (T-1, T-3)
2) Glenridge Drive Improvement (T-10)

3) Neighborhood street enhancements (T-7)
4) Traffic Gap Analysis Study (TI-4)
5) Study Area Traffic study (TI-5)

Curb Ramp and Pedestrian Signal Improvements Completed 2012

Projects pending (funded):

1) Roswell Road/SR 9 ATMS, Atlanta City limits to Vernon Woods Drive (FN-282)
2) Bicycle, Trail and Pedestrian Plan (FN-286)
3) Bus Rapid Transit (BRT) Alternatives Analysis Study

Projects not started (unfunded):

1) Lake Forrest sidewalks and bike lanes (T-6)
2) Roswell Road node improvements (T-2)
3) Mixed use paths parallel to Roswell Road (T-8)
4) Mixed use paths adjacent to Long Island Creek (T-9)
5) I-285 Access Road with bicycle and pedestrian facilities (No project number)
6) Bus Rapid Transit (BRT), Lindbergh MARTA Station to Sandy Springs (Not included in prior study)

Table 2 - Completed Projects

2008 Description and Cost Estimates		2013 Roswell Road Corridor Update and 5-Year Implementation Plan												
2008 Roswell Road Corridor LCI Project Description and Number (T-##)	**Original 2008 Cost Estimate (Total)**	**Description**	**Limits**	**Project Type**	**Engineering Costs**	**Engineering Year**	**Right of Way Costs**	**Right of Way Year**	**Utility Cost**	**Utility Year**	**Construction Cost**	**Construction Year**	**Total Cost**	**Funding Source**
		Completed Project Description (2013)												
Windsor Parkway Sidewalks and Bike Lanes from Roswell Road to High Point Road (T-4)	$1,028,000	Project was completed in 2011 as City CIP #T-0020. Constructed project added 5-foot sidewalks, curb and gutter, drainage, and ADA curb ramps on the north side of Windsor Parkway and added signal improvements at High Point Road.	Roswell Road to High Point Road	Last Mile Connectivity and Roadway Operations/Safety	$240,583	2008	$180,000	2009	$289,366	2010	$739,895	2011	$1,449,844	100% local funding
High Point Road Sidewalks and Bike Lanes from south of Windsor Parkway to Glenridge Drive (T-5)	$2,331,000	Project was completed in 2012 within the City Sidewalk Program. Constructed project included sidewalk gap fill and ADA curb ramps on the east side of High Point Road from north of Windsor Parkway to Glenridge Drive.	North of Windsor Pkwy to Glenridge Drive	Last Mile Connectivity	$30,000	2011					$100,000	2012	$130,000	100% local funding
I-285 Tunnel Sandy Springs Circle Underpass - The project includes extending Sandy Springs Circle at its current terminus at Allen Drive under I-285 to connect to Kingsport Drive.	None	A tunnel/overpass study was completed in 2010 as City CIP T-0023. Study examined feasibility of adding a tunnel or overpass to connect Sandy Springs Circle across I-285 to Northwood and Kingsport Drives. Option is still included in GDOT revive285 alternatives but is currently unfunded for design and construction.	I-285 at Sandy Springs Circle/Allen Road	Bridge/ Roadway Capacity	$384,812	2010							$384,812	Study 100% local funding, Future phases federal/ state/local
Roswell Road/I-285 Interchange - This project will improve the interchange at Roswell Road and I-285 from Lake Placid Drive to Cliftwood Drive. The project replaces the existing bridge over I-285 to accommodate 2 left turn lanes in each direction on Roswell Road at the interchange. The project proposes a raised median, bike lanes, and 8-foot sidewalks. No through lane capacity will be added to Roswell Road. (FN-AR-203)	None	Project was completed in 2013 as City CIP #T-0031 (GDOT PI #0009159/9160). Constructed project added dedicated turn lanes on bridge, medians, sidewalks, ADA curb ramps, and signal upgrades.	I-285 at Roswell Road/SR 9	Bridge Safety/ Operations					$196,468	Unknown	$3,578,727	2012	$3,775,194* *Note: Total cost shown does not reflect GDOT final cost for all phases.	Federal/ state/local funding
Northland Drive and High Point Road School Zone Beacons *(Project was not included in the 2008 LCI, but project location is within the study area.)*	None	Project was completed in 2012. Project included 3 speed detection radar signs in vicinity of High Point Elementary School and Greenfield Hebrew Academy on Northland Drive and High Point Road.	Various locations	Roadway Operations/Safety							$20,400	2012	$20,400	Federal funding

Table 2 - Completed Projects

2008 Description and Cost Estimates		2013 Roswell Road Corridor Update and 5-Year Implementation Plan												
2008 Roswell Road Corridor LCI Project Description and Number (T-##)	**Original 2008 Cost Estimate (Total)**	**Description**	**Limits**	**Project Type**	**Engineering Costs**	**Engineering Year**	**Right of Way Costs**	**Right of Way Year**	**Utility Cost**	**Utility Year**	**Construction Cost**	**Construction Year**	**Total Cost**	**Funding Source**
		Completed Project Description (2013)												
Mystic Drive at Mystic Place Intersection Project *(Project was not included in the 2008 LCI, but project location is within the study area.)*	None	Project was completed in 2010 within the City Intersection Improvement Program. Constructed project included landscape island and channelized turn lanes on Mystic Drive.	Mystic Drive at Mystic Place	Roadway Operations/ Safety								2010	Maintenance	100% local funding
Roswell Road Zoning Overlay. Write and adopt a zoning overlay corridor for Roswell Road to implement access management techniques including access and curb cut restrictions, minimum lot frontage, and interparcel connectivity. Traffic impact Studies should also be required of developments that meet a minimum size. (TI-1)	None	The City of Sandy Springs Overlay District, Zoning Ordinance, Article XII-B provides for a Suburban District overlay requirements from the City limits to Glenridge Drive and a Main Street District from Glenridge Drive to I-285. The Development Ordinance, Section 103-72(p) requires traffic impact studies for sites expected to generate over 300 trips during peak hour.												
Subdivision Regulations - Review and revise the City's Subdivision Regulations to implement access management techniques. (TI-2)	None	The Development Ordinance, Section 103-73 provides access restrictions based on spacing, minimum median openings, and maximum number of driveways per lot.												
Traffic Impact Study Requirements - Develop specific requirements that determine when a developer must conduct a traffic impact study for their project. Create specific study requirements, guidelines, and review procedures. Use the results of these studies to adjust the transportation impact fee of a development based on the amount of impact it will have. Revise the City's zoning ordinance to reflect these requirements. (TI-3)	None	The Development Ordinance, Section 103-72(p) requires traffic impact studies for sites expected to generate over 300 trips during peak hour.												

Table 3 - Five Year Implementation Plan and Action Plan - Transportation

2008 Description and Cost Estimates		2013 Roswell Road Corridor Update and 5-Year Implementation Plan												
2008 Roswell Road Corridor LCI Project Description and Number (T-##)	**Original 2008 Cost Estimate (Total)**	**Description**	**Limits**	**Project Type**	**Engineering Costs**	**Engineering Year**	**Right of Way Costs**	**Right of Way Year**	**Utility Cost**	**Utility Year**	**Construction Cost**	**Construction Year**	**Total Cost**	**Funding Source**
Projects Underway		**Current Project Description**												
Roswell Road Node Improvements; Includes sidewalk/ streetscape improvements, traffic signal upgrades, and mid-block crosswalks. Phase 1, City Limit to Mystic Place; Phase 2, Mystic Place to Long Island Drive (T-1)	$3,232,600	The current project is City CIP# T-0019, Phase 1 (ARC FN-AR-BP082A, PI# 162606). The project includes construction of sidewalks, ADA curb ramps, landscape, and lighting to meet the Sandy Springs Overlay District guidelines.	Meadowbrook Drive to Long Island Drive	Last Mile Connectivity	$248,852	2007	$2,450,250	2013	$225,000	2013	$1,556,814	2013	$4,480,916	100% local funding
Roswell Road Node Improvements; Includes sidewalk/ streetscape improvements, traffic signal upgrades, and mid-block crosswalks. Phase 5, Mount Paran Road to Glenridge Drive; Phase 6, Glenridge Drive to I-285 (T-3)	$3,199,300	Portions of sidewalk are under design under City project CIP# T-0036, including sidewalk gap fill near Glenridge Drive and sidewalks from Meeting Lane to Stewart Lane.	Various locations	Pedestrian	$45,350	2013	$27,000	2013	$4,000	2013	$175,000	2013	$251,350	MARTA funding
		An additional project is City CIP# T-0019, Phase 3 (ARC ORP-FN-262). The project includes construction of sidewalks, ADA curb ramps, landscape, and lighting to meet the Sandy Springs Overlay District guidelines. This project is currently unfunded.	Mount Paran Road to I-285	Last Mile Connectivity								2016	$2,140,000	100% local funding
Neighborhood Street Enhancement (10 Roadways), Includes sidewalks, bikeable shoulders, and staggered traffic calming measures such as speed humps, bulb outs, and landscaped medians (T-7) 10 roadways: Meadowbrook Drive, Franklin Road, Long Island Drive, W. Belle Isle Road, E. Belle Isle Road, Highbrook Drive, Forrest Hills Drive, Mount Paran Road, Maryeanna Drive, and Stewart Drive	$8,615,000	Traffic calming speed humps have been installed on Franklin Road from Roswell Road to High Point Road, Forrest Hills Drive from Roswell Road to High Point Road, and Meadowbrook Drive from Roswell Road to Dalmer Road. A traffic calming entrance device has been installed on East Belle Isle Road.	Various locations	Roadway Operations/ Safety							$56,000	Varies	$56,000	100% local funding

Table 3 - Five Year Implementation Plan and Action Plan - Transportation

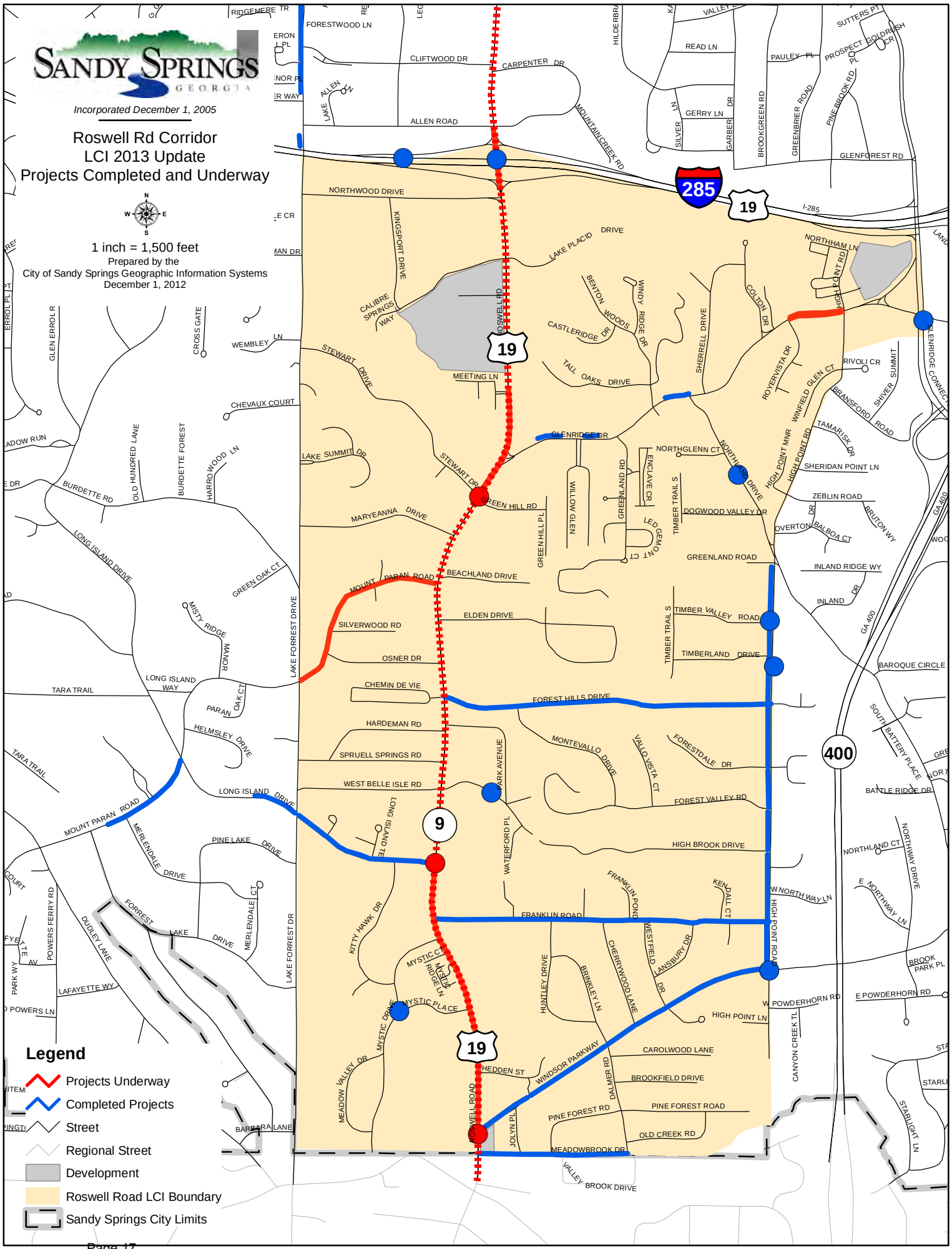
2008 Description and Cost Estimates		2013 Roswell Road Corridor Update and 5-Year Implementation Plan												
2008 Roswell Road Corridor LCI Project Description and Number (T-##)	**Original 2008 Cost Estimate (Total)**	**Description**	**Limits**	**Project Type**	**Engineering Costs**	**Engineering Year**	**Right of Way Costs**	**Right of Way Year**	**Utility Cost**	**Utility Year**	**Construction Cost**	**Construction Year**	**Total Cost**	**Funding Source**
Neighborhood Street Enhancement (10 Roadways), Includes sidewalks, bikeable shoulders, and staggered traffic calming measures such as speed humps, bulb outs, and landscaped medians (T-7) 10 roadways: Meadowbrook Drive, Franklin Road, Long Island Drive, W. Belle Isle Road, E. Belle Isle Road, Highbrook Drive, Forrest Hills Drive, Mount Paran Road, Maryeanna Drive, and Stewart Drive		Sidewalks currently exist on portions of Stewart Drive, Franklin Road, East Belle Isle Road, and West Belle Isle Road, all of which are minor streets. Classified streets Long Island Drive and Mt. Paran Road are included in the City's Sidewalk Master Plan. Sidewalks were recently completed on the north side of Long Island Drive from west of Lake Forrest Drive to Roswell Road (Sidewalk Program T-6010-11). The City is currently under design to provide sidewalks on the south side of Mt. Paran Road from west of Lake Forrest Drive to Roswell Road (Sidewalk Program T-6012-1)	Various locations	Last Mile Connectivity	$130,000	2012	Unknown	2012			$510,000	2013	$640,000	100% local funding
Glenridge Drive Improvement - Convert to a 4-lane roadway with a landscaped median, mid-block crosswalks, bicycle lanes, and wide sidewalks with streetscapes (T-10)	$7,215,000	Project is currently under ROW acquisition. The current project is City CIP# T-0040. The project includes a minor widening and sidewalks on both sides of the street from Royervista Drive to High Point Road. Glenridge Drive is included in the City's Sidewalk Master Plan.	Royervista Drive to High Point Road	Roadway Operations/ Safety, Last Mile Connectivity	$70,000	2013	$0	n/a	$75,000	2013	$750,000	2013	$895,000	100% local funding
		The City completed an intersection upgrade at Glenridge Connector at Johnson Ferry Road which included new striping, video detection, and illuminated signage in Intersection Improvement Program.	Glenridge Connector at Johnson Ferry Road	Roadway Operations/ Safety							$31,484	2009	$31,484	100% local funding
Traffic Gap Analysis Study - A traffic gap analysis study is also necessary to construct the recommended mid-block crosswalks along Roswell Road and Glenridge Drive. This study is necessary to determine where sufficient gaps in the traffic flow exist for pedestrians safely to cross. This study can be conducted independently or can be incorporated into the LCI study area traffic study. (TI-4)	None	The City has completed a study and is undertaking design of a mid-block crossing with a pedestrian signal on Roswell Road in the vicinity of Long Island Drive. The current project is included in CIP# T-0036. Other project elements include new sidewalk connections and new bus stops.	Roswell Road at Long Island Drive	Roadway Operations/ Safety, Last Mile Connectivity	$68,600	2013					$400,000	2013	$468,600	MARTA funding and local funding

Table 3 - Five Year Implementation Plan and Action Plan - Transportation

2008 Description and Cost Estimates		2013 Roswell Road Corridor Update and 5-Year Implementation Plan												
2008 Roswell Road Corridor LCI Project Description and Number (T-##)	**Original 2008 Cost Estimate (Total)**	**Description**	**Limits**	**Project Type**	**Engineering Costs**	**Engineering Year**	**Right of Way Costs**	**Right of Way Year**	**Utility Cost**	**Utility Year**	**Construction Cost**	**Construction Year**	**Total Cost**	**Funding Source**
Study Area Traffic Study - Conduct a peak hour traffic study within the LCI Study Area to determine how traffic flows, where problems exist, and where problems are likely to exist in the future. This study shall include signalized intersections along Roswell Road and possibly some unsignalized intersections as well. Glenridge Drive shall also be included. The study should include AM and PM peak hour analyses for existing conditions as well as at least one future year period (i.e., 20 years after existing conditions). (TI-5)	None	The City has completed a traffic signal warrant study for Roswell Road and Long Island Drive. In addition, the City has conducted a traffic evaluation for Roswell Road at Glenridge Drive and Roswell Road at Windsor Parkway.	Varies locations	Roadway Operations/ Safety	$24,000	2011							$24,000	100% local funding
		Intersection Improvement Roswell Road at Glenridge Drive	Roswell Road at Glenridge Drive	Roadway Operations/ Safety	$150,000	2016	$1,000,000	2017			$1,500,000	2018	$2,650,000	Proposed local/state/ federal funding
		Intersection Improvement Roswell Road at Windsor Parkway	Roswell Road at Windsor Parkway	Roadway Operations/ Safety	$150,000	2013	$3,000,000	2013	$75,000	2013	$2,000,000	2014	$5,225,000	Proposed local/state/ private funding
		A project has been added to the TIP to provide ATMS improvements on SR 9 (Roswell Road) from Atlanta City Limits to Vernon Woods Drive (FN-282). This project will install traffic adaptive signal management, enhanced vehicle counting stations and provide additional system vehicle detection as required. Intersection upgrades will be limited to components necessary to operate the traffic adaptive application.	Atlanta City Limits to Vernon Woods Drive	Roadway Operations/ Safety	$150,000	2013					$1,500,000	2015	$1,650,000	20% local/ 80% federal funding

Table 3 - Five Year Implementation Plan and Action Plan - Transportation

2008 Description and Cost Estimates		2013 Roswell Road Corridor Update and 5-Year Implementation Plan												
2008 Roswell Road Corridor LCI Project Description and Number (T-##)	**Original 2008 Cost Estimate (Total)**	**Description**	**Limits**	**Project Type**	**Engineering Costs**	**Engineering Year**	**Right of Way Costs**	**Right of Way Year**	**Utility Cost**	**Utility Year**	**Construction Cost**	**Construction Year**	**Total Cost**	**Funding Source**
Projects On Hold (Not Started)		**Current Project Status/Comments**												
Roswell Road Node Improvements; Includes sidewalk/ streetscape improvements, traffic signal upgrades, and mid-block crosswalks. Phase 3, Long Island Dr. to Forest Hills Dr.; Phase 4, Forest Hills Dr. to Mount Paran Rd.(T-2)	$3,121,700	The current project is City CIP# T-0019, Phase 2 (ARC FN-AR-BP082B). The project includes construction of sidewalks, ADA curb ramps, landscape, and lighting to meet the Sandy Springs Overlay District guidelines. This project is currently unfunded.	Long Island Drive to Mount Paran Road	Last Mile Connectivity								2015	$2,150,000	Currently unfunded
Lake Forrest Drive Sidewalks and Bicycle Lanes (T-6)	$3,109,000	Lake Forrest Drive is a classified street and is included on the Sidewalk Master Plan. No sidewalk program project is funded at this time.	Atlanta City Limits to I-285	Last Mile Connectivity										Currently unfunded
Mixed Use Paths Parallel to Roswell Road (3) (T-8)	$1,066,000	The proposed paths were recommended on private property to connect behind development paralleling Roswell Road. These projects are currently unfunded and will be reviewed for feasibility during the City's Bicycle, Pedestrian, and Trail Plan in 2014.	Various locations	Last Mile Connectivity										Currently unfunded
Mixed-Use Path adjacent to Long Island Creek in Lake Placid/I-285 node (T-9)	$2,064,480	The proposed path was recommended on private property adjacent to Long Island Creek. This project is currently unfunded and will be reviewed for feasibility during the City's Bicycle, Pedestrian, and Trail Plan in 2014.	Various locations	Last Mile Connectivity										Currently unfunded
I-285 Access Road (Note shown in study map, not table); extends along I-285 south within study area to include sidewalks and bicycle lanes	None	This project is currently unfunded and will be reviewed for feasibility during the City's Bicycle, Pedestrian, and Trail Plan in 2014.		Roadway Capacity										Currently unfunded
Bus Rapid Transit (BRT) - Lindbergh to Sandy Springs (Project was not included in the 2008 LCI, but project location is within the study area.)	None	The proposed BRT line will extend between the City of Atlanta and Sandy Springs.	Piedmont and Roswell Road Corridors	Transit	$275,000* *Note: ARC to initiate BRT Study in 2013.	2013								20% local funding from Sandy Springs, Atlanta, and Buckhead CID, 80% federal funding



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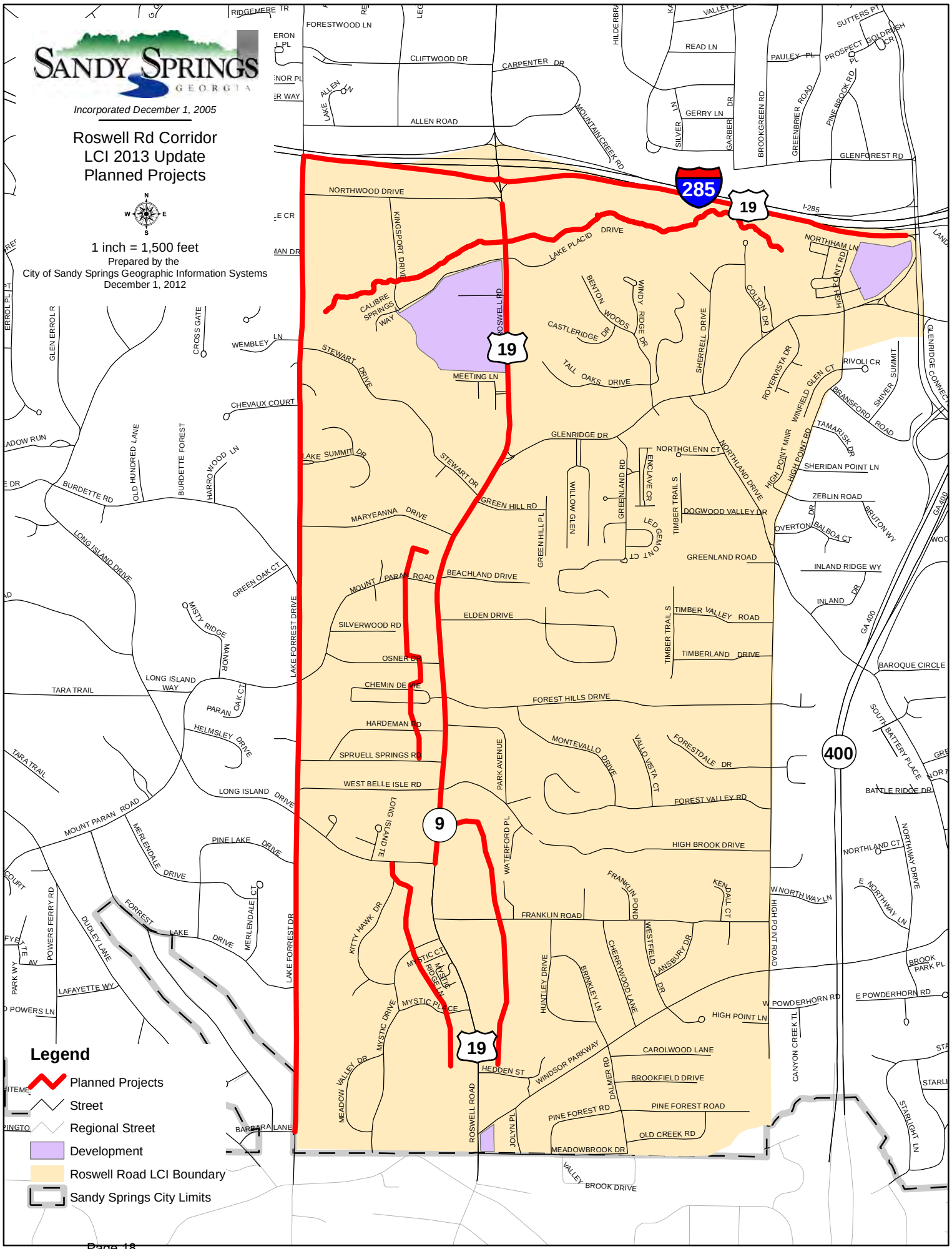

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Ongoing Action Items

Glenridge Alta Development at Glenridge Drive

The organizational structure and process that will be used to advance action plan items identified in Table 3 is the typical structure and process used by most local governments. The planning period for the revised action plan covers FY 2014 – 2018. The Public Works planning staff will annually cross-reference the Capital Improvement Program (CIP) with the Comprehensive Transportation Plan, Transportation Master Plan and other Studies (including the Roswell Road Corridor LCI Study, City Center Master Plan and LCI, and Perimeter Community Improvement District (CID) LCI) to prepare budget recommendations to the Public Works Director, City Manager as well as Mayor and City Council. The City routinely collaborates with ARC, Georgia Department of Transportation (GDOT), and North Fulton cities and set strategies to ensure continued support from local elected officials, citizens and businesses. The City regularly coordinates with the North Fulton Comprehensive Transportation Plan (NFCTP) partners through a quarterly planning meeting that was born out of the NFCTP process. The City will comply with the standard ARC process that will be used to monitor plan implementation and update the action plan as needed.

It should be noted that the City annually updates its CIP. Information on CIP projects is included on the City's website at http://www.sandyspringsga.gov/City-Departments/Public-Works/Capital-Improvement-Projects. In calendar year 2013, two major studies will be undertaken by the City in which the ongoing need and feasibility of projects "on hold" can be reevaluated. The City has been awarded a planning grant through ARC to create its first citywide Bicycle, Pedestrian, and Trail Plan. In addition, the City is partnering with the City of Atlanta and Buckhead CID to fund a BRT study for the Piedmont and Roswell Road corridors. With federal matching funds provided through ARC, this study will complete the first step in the Federal Transit Administration (FTA) process to potentially fund a high capacity transit service between the Lindbergh and Dunwoody or Sandy Springs MARTA Stations.

Appendices

Appendix A: 2008 City Council Plan Adoption

STATE OF GEORGIA
COUNTY OF FULTON

RESOLUTION NO. 2008-07-33

A RESOLUTION TO ADOPT THE ROSWELL ROAD CORRIDOR LIVABLE CENTERS INITIATIVE (LCI) STUDY FOR THE CITY OF SANDY SPRINGS, FULTON COUNTY, GEORGIA

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

WHEREAS, the Department of Public Works, in response to the guidance provided by the City Council and City Manager, received public input, conducted public meetings, and completed the preparation of the Roswell Road Corridor Livable Centers Initiative (LCI) Study,

WHEREAS the City Manager directed the Department of Public Works to develop transportation plans consistent with future land use, to provide analysis for future transportation needs, and to provide a long-term vision for capital investment the city's transportation infrastructure; and

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

That the City of Sandy Springs City Council and the Mayor receive, accept and adopt the Roswell Road Corridor Livable Centers Initiative (LCI) Study, as presented to the City Council on July 8, 2008.

IT IS FURTHER RESOLVED that the Mayor and City Council acknowledge that the City Manager, in order to assure the effectiveness of authorizing negotiations with consultants, will periodically refine policies, procedures, and guidelines and keep the Mayor and Council informed of any changes as they occur.

APPROVED AND ADOPTED on this the 15th day of July, 2008.

Approved:

Eva Galambos

Eva Galambos, Mayor

Attest:

Christina V. Rowland

Christina V. Rowland, City Clerk
(Seal)

Appendix B: 2013 Report of Accomplishments

Roswell Road Corridor Livable Centers Initiative
Five-Year Update – January 2013

Report of Accomplishments

Transportation Initiatives				STATUS				
Project	**Description**	**PE Year**	**Construction Year**	**Complete**	**Underway**	**Not Started**	**Not Relevant**	**Notes**
Roswell Road Node Improvements (T-1)	Includes sidewalk/ streetscape improvements, traffic signal upgrades, and mid-block crosswalks. Phase 1, City Limit to Mystic Place; Phase 2, Mystic Place to Long Island Drive	2010	2012		✓			City has an approved environmental document and concept report. The project is funded by local funds in the amount of $750,000 to pursue right-of-way acquisition and potentially some utility relocations. The City is in the process of permitting a mid-block raised median crossing with the MARTA fund allocation related to ARRA.
Roswell Road Node Improvements (T-2)	Includes sidewalk/ streetscape improvements, traffic signal upgrades, and mid-block crosswalks. Phase 3, Long Island Dr. to Forest Hills Dr.; Phase 4, Forest Hills Dr. to Mount Paran Rd.	2011	2013			✓		This project has not yet been funded.
Roswell Road Node Improvements (T-3)	Includes sidewalk/ streetscape improvements, traffic signal upgrades, and mid-block crosswalks. Phase 5, Mount Paran Road to Glenridge Drive; Phase 6, Glenridge Drive to I-285	2012	2014			✓		This project has not yet been funded.
Windsor Parkway Sidewalks and Bike Lanes (T-4)	Roswell Road to High Point Road	2010	2012-2013	✓				Project is complete. 100% funded with local funds.
High Point Road Sidewalks and Bike Lanes (T-5)	South of Windsor Parkway to Glenridge Drive	2011	2013-2014	✓				Project upgraded existing sidewalk ramps to comply with ADA requirements.
Lake Forest Drive Sidewalks and Bicycle Lanes (T-6)	Atlanta City Limits to I-285	2011	2013-2014			✓		This project has not yet been funded.
Neighborhood Street Enhancement (10 Roadways) (T-7)	Includes sidewalks, bikeable shoulders, and staggered traffic calming measures such as speed humps, bulb outs, and landscaped medians	2010-2011	2014-2015		✓			Sidewalks have been constructed on Long Island Drive. Sidewalks are under design for Mt. Paran Road. Various streets have traffic calming devices.
Mixed Use Paths Parallel to Roswell Road (3) (T-8)		2011	2013-2014			✓		This project has not yet been funded.
Mixed-Use Path adjacent to Long Island Creek in Lake Placid/I-285 node (T-9)		2012	2014			✓		This project has not yet been funded.
Glenridge Drive Improvement - Convert to a 4-lane roadway with a landscaped median, mid-block crosswalks, bicycle lanes, and wide sidewalks with streetscapes (T-10)		2014-2016	2018-2020		✓			Project is under right-of-way for widening and sidewalks from Royervista Road to High Point Road.

Roswell Road Corridor Livable Centers Initiative
Five-Year Update – January 2013

Transportation Initiatives				STATUS				
Project	**Description**	**PE Year**	**Construction Year**	**Complete**	**Underway**	**Not Started**	**Not Relevant**	**Notes**
Roswell Road Zoning Overlay (TI-1)	Write and adopt a zoning overlay corridor for Roswell Road to implement access management techniques including access and curb cut restrictions, minimum lot frontage, and interparcel connectivity. Traffic impact Studies should also be required of developments that meet a minimum size.		2009	✓				
Subdivision Regulations (TI-2)	Review and revise the City's Subdivision Regulations to implement access management techniques.		2009	✓				Revised the development ordinance to incorporate subdivision regulations.
Traffic Impact Study Requirements (TI-3)	Develop specific requirements that determine when a developer must conduct a traffic impact study for their project. Create specific study requirements, guidelines, and review procedures. Use the results of these studies to adjust the transportation impact fee of a development based on the amount of impact it will have. Revise the City's zoning ordinance to reflect these requirements.		2009	✓				
Traffic Gap Analysis Study (TI-4)	A traffic gap analysis study is also necessary to construct the recommended mid-block crosswalks along Roswell Road and Glenridge Drive. This study is necessary to determine where sufficient gaps in the traffic flow exist for pedestrians safely to cross. This study can be conducted independently or can be incorporated into the LCI study area traffic study.		2009		✓			A portion of this analysis is underway with the City's initiative to install a pedestrian mid-block crossing near the intersection with Long Island at Roswell Road (SR 9).
Study Area Traffic Study (TI-5)	Conduct a peak hour traffic study within the LCI Study Area to determine how traffic flows, where problems exist, and where problems are likely to exist in the future. This study shall include signalized intersections along Roswell Road and possibly some unsignalized intersections as well. Glenridge Drive shall also be included. The study should include AM and PM peak hour analyses for existing conditions as well as at least one future year period (i.e., 20 years after existing conditions).		2010		✓			The signals along SR 9/Roswell Road are connected to the City's Traffic Management Center (http://www.sandyspringsga.org/TMC). The City has invested well over $1M in connecting fiber optic cable and traffic monitoring cameras along the Corridor. The City is also actively participating in the RTOP program for Roswell Road.

Roswell Road Corridor Livable Centers Initiative
Five-Year Update – January 2013

Housing Initiatives			STATUS				
Project	**Description**	**Study / Implementation Year**	**Complete**	**Underway**	**Not Started**	**Not Relevant**	**Notes**
No housing initiatives were identified in the 2008 Roswell Road Corridor LCI Study.							

Other Local Initiatives			STATUS				
Project	**Description**	**Study / Implementation Year**	**Complete**	**Underway**	**Not Started**	**Not Relevant**	**Notes**
Land Use: Adopt the LCI. (PZ-1)		2008	✓				
Overlay Guidelines (PZ-2)	Amend overlay guidelines to be consistent with the Comprehensive Plan and the LCI.	2008-09	✓				
Zoning And Design Guidelines (UD-1)	Develop detail plans for the Windsor Parkway Node that delineate the node boundaries and the appropriate development guidelines based on market, physical, fiscal feasibility and Form Based Codes.	2008-09	✓				Included in the Suburban Zoning Overlay District.
Interstate-285 Node Plan (UD-2)	Develop detail plan for the Interstate-285 Node with community input that would address the various redevelopment issues and the regional transportation initiatives by GDOT.	2008-09	✓				Included in the Main Street Zoning Overlay District.
Gateway Design (UD-3)	Design for the three gateways (Interstate-285, Glenridge Connector and Roswell-Windsor) and comprehensive way finding and signage plan.	2010			✓		This plan has not yet been funded.

Roswell Road Corridor Livable Centers Initiative
Five-Year Update – January 2013

Other Local Initiatives			STATUS				
Project	**Description**	**Study / Implementation Year**	**Complete**	**Underway**	**Not Started**	**Not Relevant**	**Notes**
Maintenance Plan (UD-4)	Develop a streetscape/gateway maintenance program.	2008-10		✓			In keeping with The City of Sandy Springs' dedication to improving the quality of life of our residents and creating a clean and inviting place to work and visit, we have developed a maintenance program for the City's gateway areas along Roswell Road. Debris will be removed on a weekly or as needed basis throughout the year and landscaping efforts will be done weekly throughout the growing season and on a monthly or as needed basis during fall and winter months.
Zoning and Design Guidelines for Bell Isle Node (UD-5)	Develop detail plans that clearly delineate the node boundaries and the appropriate development guidelines based on market, physical, fiscal feasibility and Form Based Codes.	2008-10	✓				Included in the Suburban Zoning Overlay District.
Zoning and Design Guidelines for Glenridge Node (UD-6)	Develop detail plans that clearly delineate the node boundaries and the appropriate development guidelines based on market, physical, fiscal feasibility and Form Based Codes.	2008-10	✓				Included in the Main Street and Suburban Zoning Overlay Districts.
Bicycle and Pedestrian Facilities (UD-7)	Coordinate with City of Atlanta to establish bicycle and pedestrian facilities along Wieuca Road that connect the neighborhoods to Chastain Park.	2008-10		✓			The City has candidate sidewalk projects linking to Atlanta and to the Wieuca Road and Chastain Park areas to include Powers Ferry Road, Lake Forrest Drive, Stella Drive, and Dudley Lane. None of these projects are currently under active design or construction.
Windsor Parkway Node Coordination (UD-8)	To work with City of Atlanta and the neighboring properties south of the City of Sandy Springs boundary that is adjacent to the Windsor Parkway Node to integrate the improvements to ensure the continuity of the character of the node.	2008-10	✓				Included in the Suburban Zoning Overlay District.
Consider incentives to attract desired businesses, corporations for the specific targeted redevelopment areas. (ED-1)		2008	✓				Developed an Opportunity Zone.

Roswell Road Corridor Livable Centers Initiative
Five-Year Update – January 2013

Other Local Initiatives			STATUS				
Project	**Description**	**Study / Implementation Year**	**Complete**	**Underway**	**Not Started**	**Not Relevant**	**Notes**
Develop a Marketing and Branding campaign for the study area to extend the "Main Street" - Roswell Road - south of I-285. (ED-2)		2008-09		✓			Sandy Springs Hospitality and Tourism has undertaken an initiative to promote restaurants and shopping destinations along the Roswell Road corridor through a restaurant guide and promotional maps. In addition, wayfinding signage has been added within the I-285 and SR 400 area to direct to the Tourism office and Anne Frank exhibit.
Incentives for façade improvement programs for businesses. (ED-3)		2008-10	✓				Incentives are provided through rezoning process.
Promote small businesses in the neighborhood nodes with incentives and incubation assistance. (ED-4)		2008-12	✓				Assistances is provided through the Opportunity Zone.
Sandy Springs Development Authority to assemble small properties to facilitate the desired redevelopment. (ED-5)		2008-12			✓		The Sandy Springs Development Authority is not actively undertaking projects at this time.
Establish worker training and minute men or day labor assistance center for the Hispanic population. (ED-6)		2008-09	✓				The Catholic Archdiocese has developed facility on Northwood Drive.
Leverage public investment in the form of public facilities and infrastructure to facilitate private investment. (ED-7)		2008-12	✓				The City of Sandy Springs has leveraged private investment by capital investment in its Sidewalk Program.

Appendix C: Land Use Nodes from Comprehensive Plan

Node 1: Windsor Parkway Node

Boundaries

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

Vision

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

Guidelines and Policies

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

Node 2a: Long Island Drive/Franklin Road Node

Boundaries

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

Vision

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

Guidelines and Policies

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

Node 2b: Glenridge Drive Node

Boundaries

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

Vision

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

Guidelines and Policies

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

Node 3: Belle Isle Node

Boundaries

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

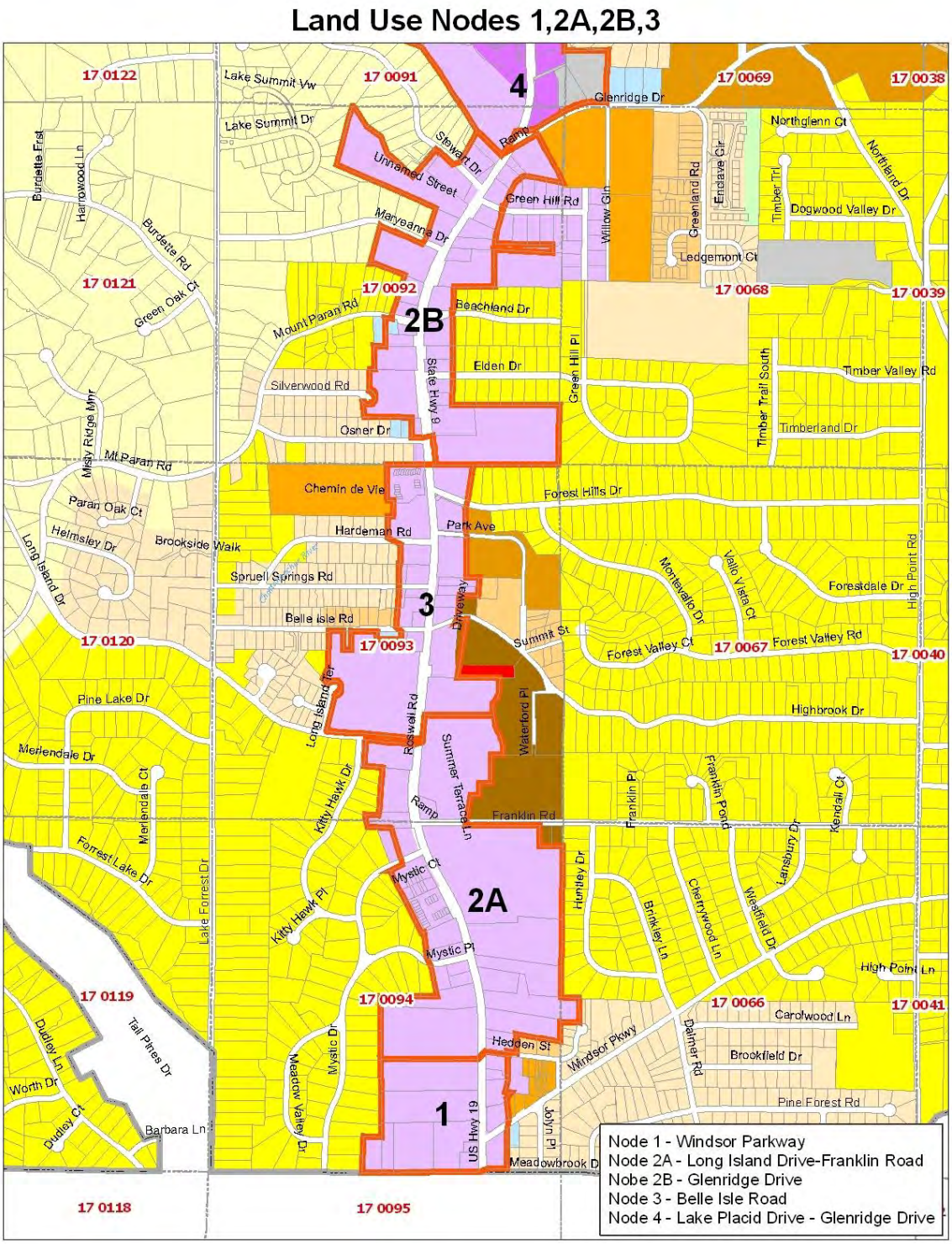
Vision

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

Guidelines and Policies

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

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



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

Boundaries:

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

Vision:

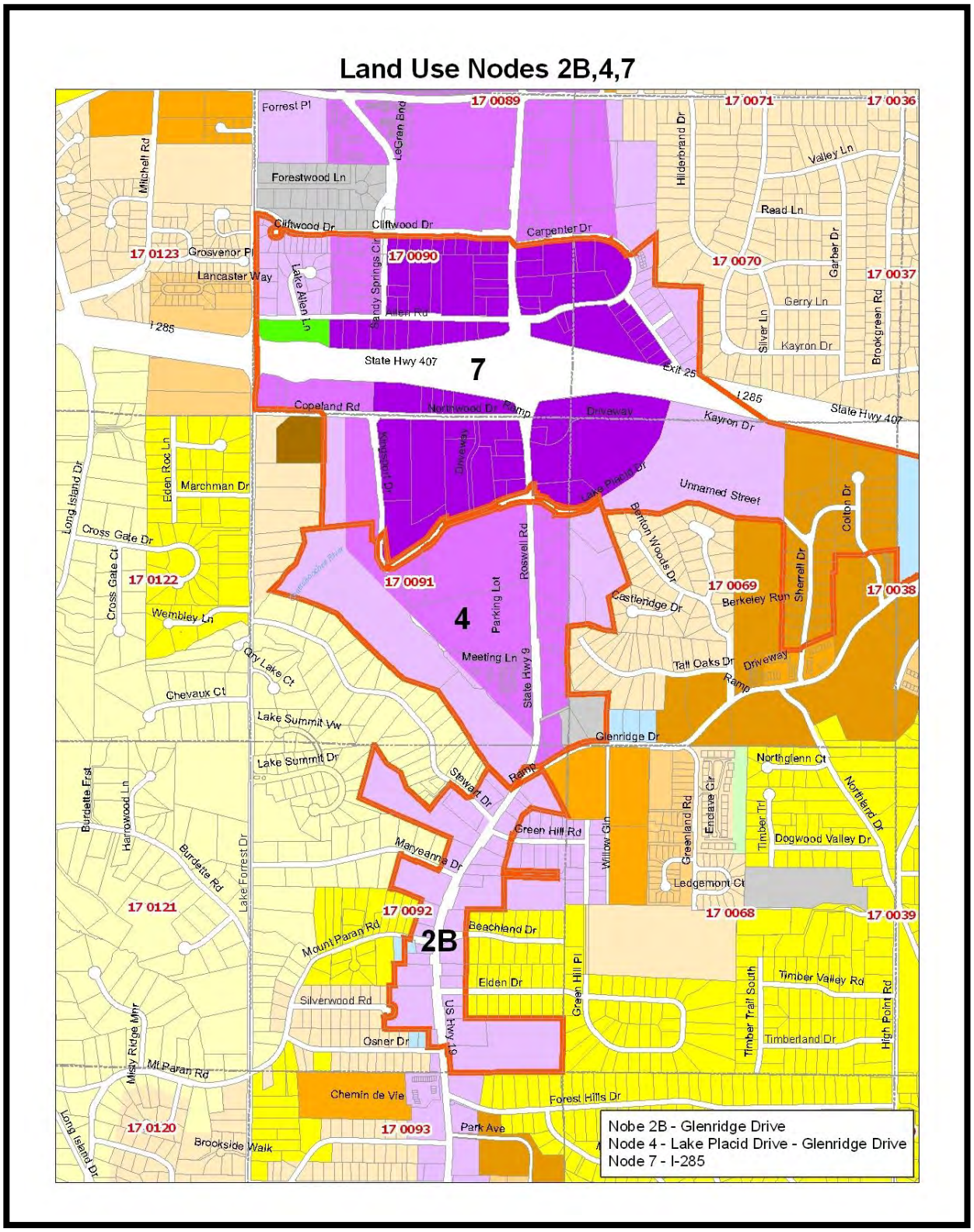
1. The area should be highlighted by larger mixed use projects, developed on assembled properties.
2. Commercial uses shall be less intense; residential uses should be of a high-end nature.
3. Development in this area should have limited access to Roswell Road, utilizing signalized connections at Lake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

Guidelines and Policies:

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

Map of Node 4 follows.

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



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

Boundaries:

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

Vision:

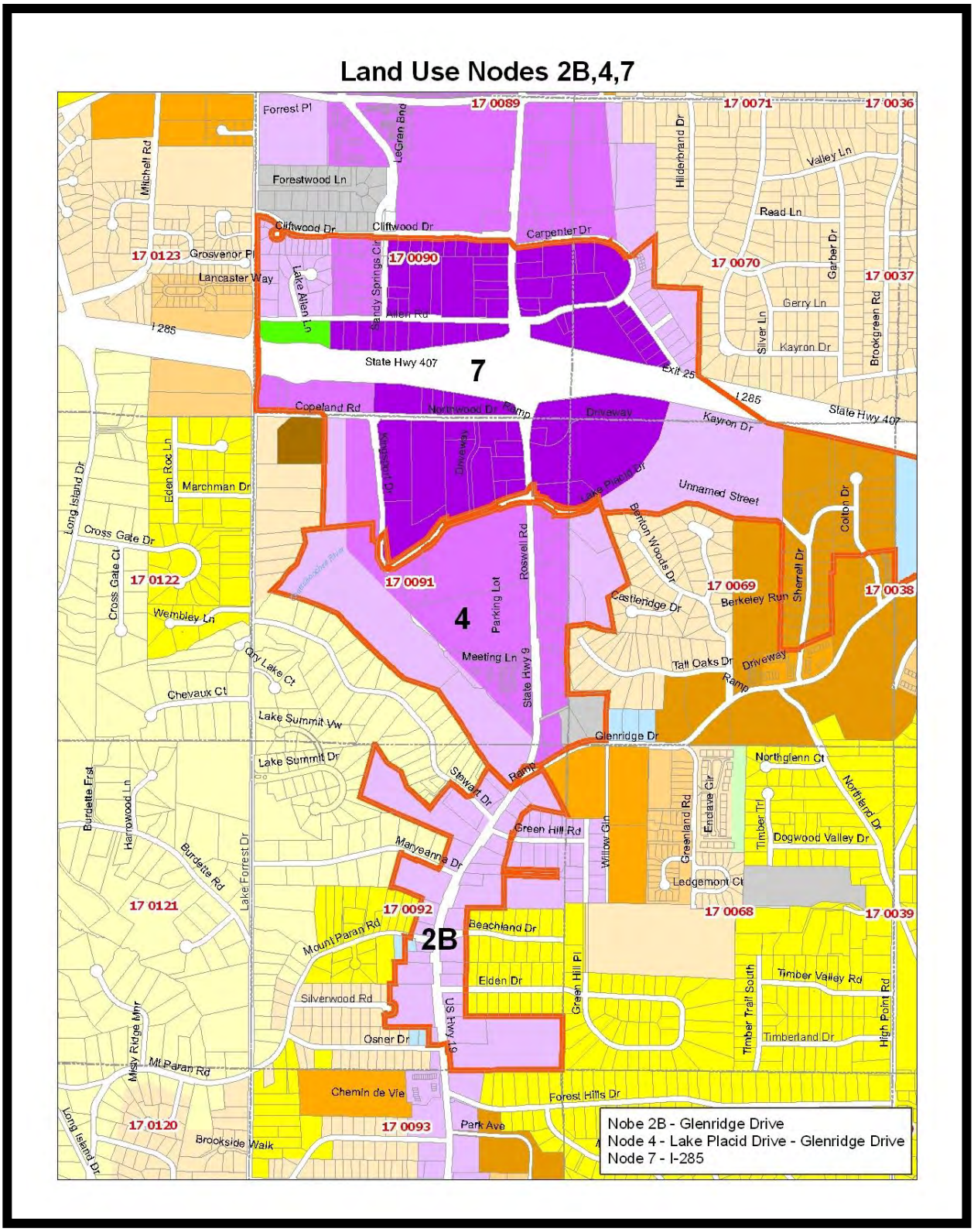
1. The area should be dedicated for high density commercial, office, and residential uses.
2. This area should be considered for some of the highest densities in the City.
3. Consolidation of properties and the collective redevelopment of multiple properties should be encouraged in the area to perpetuate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

Guidelines and Policies:

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

Map of Node 7 follows.

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



Appendix D: Sandy Springs Overlay District

ADOPTED BY MAYOR AND CITY COUNCIL, DECEMBER 27, 2005
WITH SUBSEQUENT AMENDMENTS

ARTICLE XII

SECTION 12A

OVERLAY DISTRICT AUTHORITY

12A.1.1. DECLARATION OF PURPOSE, SCOPE, INTENT AND PUBLIC POLICY. The Sandy Springs City Council finds that as a matter of public policy that the aesthetic, economic and functional qualities of the City are worthy of enhancement and preservation and are essential to the promotion of the health, prosperity, safety and general welfare of the existing and future residents of Sandy Springs. Therefore, the City Council authorizes each planning area to propose overlay districts and regulations, and, if desired, to request that the Board appoint a design review board. The purpose of said design review board and overlay district regulations shall be:

1. To foster civic pride.

2. To promote attention to accepted design principles in areas of new development and redevelopment.

3. To raise the level of community understanding and expectation for quality in the built environment.

4. To implement the Comprehensive Plan.

5. To provide for the designation, protection, rehabilitation and redevelopment of properties within overlay districts and to participate in federal and state programs designed to do the same.

6. To protect and enhance local aesthetic and functional qualities and to stimulate business.

7. To enhance the opportunities for federal, state and local tax benefits under relevant federal, state and local laws.

The City Council further finds that the timely exercise of judgment in the public interest by a public body of proposed new development or redevelopment is desirable. Accordingly, the public policy objectives of this Ordinance are to guide certain aspects of development, such as:

1. The spatial relationships of structures and open spaces to each other, and

2. The appearance of buildings and open spaces as they contribute to the attractiveness, function, economy and character of an area.

Planning area design standards are intended to be uniformly applied to evaluate the appropriateness of proposed changes to an overlay district in order to:

1. Protect and enhance the visual qualities and character of the district,

2. Provide guidance to design professionals, property and business owners undertaking construction in the district,

3. Recommend appropriate design approaches, and

4. Provide an objective basis for review, assuring consistency and fairness.

12A.2.1. DEFINITIONS.

Words not defined herein shall be construed to have the meaning given in Article III of The Zoning Ordinance of Sandy Springs, or, by Webster's Ninth New Collegiate Dictionary. The words "shall" and "must" are mandatory, and the words "may" and "should" are permissive. As used in this Ordinance, the following terms shall be defined as follows:

Appearance: The outward aspect that is visible to the public.

Appropriate: Fitting to the context of a site, neighborhood or community.

Architectural Concept: The basic aesthetic idea of a structure, or group of structures, including the site, signs, buildings and landscape development that produces the architectural character.

Architectural Feature: A significant element of a structure or site.

Attractive. Having qualities that arouse satisfaction and pleasure in numerous, but not necessarily all, observers.

Building. A building is a structure created to shelter any form of human activity, including but not limited to, a house, store, barn, church, hotel.

Certificate of Endorsement (COE). A document evidencing support of a material change in the appearance of a property located within an overlay district by the person or board designated within an overlay district. A COE is not required for

the erection, alteration, restoration, addition, removal, or relocation of a sign.

Cohesiveness. Unity of composition among elements of a structure or among structures, and their landscape development.

Compatibility. Harmony in appearance of architectural features in the same vicinity.

Design Review Board (DRB). A panel which, when appointed by the City Council, consists of seven (7) members appointed to consider applications within a specific overlay district.

Designation or Designated. A decision by the City Council wherein a property or district is declared an overlay district.

External Design Feature. The general arrangement of any portion of structures or landscaping, including the type, and texture of the materials, the type of roof, windows, doors, lights, signs, and fixtures of portions which are open to the public view.

Exterior Architectural Features. The architectural style, general design and general arrangement of the exterior of a structure and site, including but not limited to the kind or texture of the building material and the type and style of all windows, doors, signs, facade, landscaping and other architectural fixtures, features, details, or elements relative thereto.

Geographic Area. Land area subject to overlay district regulations.

Harmony. A quality that represents an attractive arrangement of parts, as in an arrangement of various architectural elements.

Landscape. Plant materials, topography and other physical elements combined in relation to one another and to structures including pavement.

Logic of Design. Widely accepted principles and criteria in the solution of design problems.

Material Change in Appearance. A change in a structure or a parking lot within an overlay district that exceeds ordinary maintenance or repair (defined below), and requires either a sign permit, building permit or land disturbance permit such as, but not limited to:

1. The erection, alteration, restoration, addition or removal of any structure (including signs) or parking lot;

2. Relocation of a sign or building;

3. Commencement of excavation; or

4. A change in the location of advertising visible from the public right-of-way.

Ordinary Maintenance or Repair. EXEMPT from inclusion in "Material Change in Appearance" defined above. Ordinary maintenance or repair of any exterior of any structure, parking lot or sign in or on an overlay district property to correct deterioration, decay or damage, or to sustain the existing form, and that does not involve a material change in outer design, material, or appearance thereof. Painting, reroofing, resurfacing, replacement of a broken sign face and other similar types of ordinary maintenance shall be deemed ordinary maintenance and repair.

Overlay District. A geographically definable area, possessing a significant concentration or linkage of sites, buildings, structures, objects or landscapes, including the adjacent area necessary for the proper treatment thereof, united by plan and/or physical development. An overlay district shall further mean an area designated by the City Council as such.

Overlay Property. An individual site, structure, object or landscape, including the adjacent area necessary for the proper continuity thereof, contained within an overlay district.

Proportion. Balanced relationship of parts of a building, signs and other structures, and landscape to each other and to the whole.

Scale. Proportional relationships of the size of parts to one another and to humans.

Street Hardware. Objects other than buildings that are part of the streetscape. Examples are: street light fixtures, utility poles, traffic lights and their fixtures, benches, litter containers, planting containers, fire hydrants, etc.

Streetscape. The appearance and organization along a street of buildings, paving, plantings, street hardware and miscellaneous structures.

12A.3. CERTIFICATES OF ENDORSEMENT.

12A.3.1. APPROVAL OF ALTERATIONS OR NEW CONSTRUCTION. Applicants for a Sandy Springs land disturbance permit or building permit shall obtain a

Certificate of Endorsement (COE) for applicable properties. However, a COE is not required for land disturbance or building permits if the subject development was previously reviewed by the DRB in conjunction with a land use petition and the permit request is consistent with the land use petition as approved by the City. Subject to the determination of the Community Development Director, a COE may be required if the plans associated with the land disturbance or building permit are found to be inconsistent with the approved land use petition. A COE is not required for the issuance of a Sandy Springs sign permit.

12A.3.2. GUIDELINES AND CRITERIA FOR CERTIFICATES OF ENDORSEMENT. Issuance of Certificates of Endorsement (COE) shall be based on the criteria of the Sandy Springs Zoning Ordinance along with other criteria adopted by the City Council.

12A.3.3. SUBMISSION OF PLANS. An application for a COE shall be accompanied by such drawings, photographs, material samples or plans as may be required pursuant to the overlay district provisions.

12A.3.4. INTERIOR ALTERATIONS. Review of applications for endorsement shall not consider interiors or exterior features which are not visible from a public street.

12A.3.5. ISSUANCE OF A CERTIFICATE OF ENDORSEMENT.

A. A COE may be issued when the proposed material change(s) in the appearance or arrangement of the elements of the project is consistent with the overlay district provisions.

B. A copy of each final COE shall be maintained in the Department of Community Development.

12A.3.6. EXCEPTIONS. When, by reason of unusual circumstances, the strict application of any provision of this Article would result in the exceptional practical difficulty or undue hardship due to the circumstances unique to the particular property in question, the Board of Appeals, in passing upon applications, shall consider and issue exceptions to said provisions so as to relieve such difficulty or hardship provided such exceptions shall remain in harmony with the general purpose and intent of said provisions, so that the integrity or character of the property, shall be conserved and substantial justice done. A hardship shall not qualify as an undue hardship if it is of a person's own making.

In granting such exceptions, the Board of Appeals may impose such reasonable and additional stipulations and conditions as will, in its judgment, best fulfill the purpose of this Article.

12A.3.7. APPEALS. Appeals are to the Board of Appeals. Any appeal of a decision of the Board of Appeals is to Fulton County Superior Court in accordance with Article

XX.

12A.3.8. DEADLINE FOR CONSIDERATION OF APPLICATION FOR COE. The DRB shall consider a completed application for a COE within 15 days after the filing thereof by the owner or occupant of an overlay district property. If the application has not been acted upon within 15 days, and the application shall be considered to be approved as submitted.

12A.3.9. RELATIONSHIP OF THIS ARTICLE TO OTHER ZONING PROVISIONS. The adoption of a resolution designating an overlay district, is an amendment to the existing Zoning Ordinance. Designation of a zoning overlay district and shall be shown as such on the Official Zoning Maps of Sandy Springs, Georgia.

12A.4. MAINTENANCE OF PROPERTIES, BUILDING CODE AND ZONING PROVISIONS

12A.4.1. ORDINARY MAINTENANCE OR REPAIR. Ordinary maintenance or repair of any exterior feature visible from a public street in or on an overlay district property to correct deterioration, decay or damage, or to sustain the existing form, and that does not involve a material change in design, material, or outer appearance thereof, does not require a building, sign, or land disturbance permit.

12A.4.2. FAILURE TO PROVIDE ORDINARY MAINTENANCE OR REPAIR. The owner or owners, or the owner's agent, of each designated overlay district property or site, shall keep in good repair all of the exterior portions of such property and site and all interior portions thereof which, if not maintained, may cause or tend to cause the exterior portion of such property or site to deteriorate, decay or become damaged or otherwise to fall into a state of disrepair. The Director of the Department of Community Development shall be responsible for the enforcement of the ordinary maintenance or repair provisions contained within this section.

12A.4.3. AFFIRMATION OF EXISTING BUILDING CODES AND ZONING. Nothing in this Ordinance shall be construed to exempt property and business owners from complying with other existing County regulations whenever this Article does not apply. This resolution is an amendment to the Zoning Ordinance and all other provisions of the Zoning Ordinance shall remain in effect unless provisions in the overlay district conflict with other provisions of the Zoning Ordinance, in which case, the stricter provisions of the overlay district shall apply.

12A.5. INTERPRETATION, VIOLATIONS, ENFORCEMENT AND PENALTY PROVISIONS

12A.5.1. VIOLATIONS. This Article shall be governed by Article XXIX, Section 29.1 of

this Ordinance.

12A.5.2. ENFORCEMENT. This Article shall be governed by Section 26.3 of this Ordinance.

12A.5.3. PENALTY. Violation of this Ordinance shall be punished as provided for by Section 21-1-8 of the Sandy Springs Code [section 1-8 of the City of Sandy Springs Code or Ordinances].

12A.5.4. SEVERABILITY. In the event that any section, subsection, sentence, clause or phrase of this Ordinance shall be declared or adjudged invalid or unconstitutional, such adjudication shall in no manner affect the other sections, subsections, sentences, clauses or phrases of this Article which shall remain in full force and effect, as if the section, subsection, sentence, clause, or phrase so declared or adjudged invalid or unconstitutional were not originally a part thereof.

12A.5.5. CONFLICTS. If the provisions of this Article conflict with this Ordinance, or other ordinances, resolutions or regulations, the provisions of this Article shall govern or prevail to the extent of the conflict.

12A.5.6. INTERPRETATION. This Article shall be governed by Section 26.1 of this Ordinance.

ADOPTED BY MAYOR AND CITY COUNCIL, DECEMBER 27, 2005
WITH SUBSEQUENT AMENDMENTS

ARTICLE XII-B

Sandy Springs Overlay District

12B.1. PURPOSE AND INTENT. The purpose and intent of this Article is to establish a uniform procedure for review and approval of projects; to protect, enhance, preserve or reuse places, sites, buildings, structures, objects, streets, signs, street furniture, sidewalks, neighborhoods, and landscape features; provide for aesthetic, economic, and functional value of properties, neighborhoods and structures; and address issues of traffic, traffic operations and congestion, transit, bicycle and pedestrian access and safety, aesthetics of the built environment, business viability, neighborhood preservation and public safety in the Sandy Springs Zoning Overlay District (herein referred to as the SS District).

The scope of this Article includes standards for sidewalks; pedestrian and site lighting; street trees; site development; design, materials, location and orientation of buildings and accessory structures; landscaping; and screening materials. These standards are necessary to implement the goals contained in the Sandy Springs Revitalization Plan, Sandy Springs Framework Plan, and Livable Community Initiative Study as conducted by Fulton County. Such goals include, but are not limited to, implementing an integrated transportation and land use plan; creating a town center; applying design guidelines; improving traffic and the pedestrian environment, aesthetics of the built environment, and business viability; preserving neighborhoods and promoting public safety. The Sandy Springs Overlay District standards apply to all properties. Land and structures shall be used in accordance with standards of the underlying zoning classification. If the provisions of this Article conflict with other articles in this Ordinance or other Sandy Springs ordinances, resolutions or regulations the provisions of this Article shall prevail. When this article is silent regarding a particular standard, the applicable Sandy Springs code shall be followed.

Nothing in this article shall be construed as requiring conformance of existing sites, structures or other improvements within the Sandy Springs Overlay District to this Article upon adoption hereof. See 12.B.2, below, for criteria.

12B.2. REVIEW PROCESS (amended 01/20/09, RZ08-033, Ord. 2009-01-03).

12B.2. A. Applications for improvements to developed sites and/or existing structures shall meet the standards contained in this Article for installation of sidewalks, pedestrian lighting, and street trees, when the proposed interior and/or

exterior renovation of a building and/or site re-development improvements have a declared value equal to or greater than 40% of the property's most recent tax appraisal[1].

1. Estimated costs of, including but not limited to, demolition, construction, installation, and fabrication, including labor and materials, for both interior and exterior improvements, shall be submitted at the time a building and/or land disturbance permit application is filed.

2. The declared value of improvements under multiple permits shall be cumulative and shall include the value of improvements under permits issued for the previous seven (7) years, from the date the most recent application is filed.

12B.2. B. All land disturbance permit applications for new construction shall meet the standards contained in Article 12B.

12B.2. C. All building permit applications for new buildings shall meet the standards contained in Article 12B.

12B.2. D. Applications for sign permits shall conform to Articles 33.

12B.2. E. Where two or more properties, lots or parcels are located within the same block or have frontage on the same side of the street between two intersecting streets, and are under common zoning or ownership and are being developed or re-developed as a single development operation or a series of coordinated development operations, these properties shall be considered as a single property for purposes of this article.

12B.2. F. When a portion of any parcel, lot, property, or development falls within the boundary of the overlay district, the entire development shall meet these standards.

12B.2. G. All new single family subdivisions shall meet the standards of their respective Overlay District along their exterior public street frontage(s) for pedestrian lighting, sidewalks, and landscaping (including street trees) pursuant to Article 34.5.3.

12B.3. SANDY SPRINGS DESIGN REVIEW BOARD. There is hereby created an Advisory Board whose title shall be "Sandy Springs Design Review Board" (hereinafter DRB).

[1] Property appraisal, including both land and improvements, is the amount upon which taxes are determined, and the source will be the Fulton County Tax Commissioner's Office.

12B.3. A. DRB Members, number, appointment and composition

1. The Sandy Springs DRB shall be comprised of seven (7) members.

2. Members of the Sandy Springs DRB shall be appointed by the City Council and shall serve at the pleasure of the City Council. Members shall serve four-year terms.

3. In order to achieve staggered terms, initial appointments shall be: two (2) members for one (1) year; two (2) members for two (2) years; two (2) members for three (3) years; and one (1) member for four (4) years. Members shall not receive a salary for participation, although they may be eligible for reimbursement for expenses as approved by the City Council.

4. The DRB shall be composed as follows: At least four members of the DRB must own or manage real property zoned for commercial, office, institutional or multifamily use within the SS District or own a business within the SS District.

a. The remaining three members must be residents of the Sandy Springs Planning Area[2].

b. Three of the business or real property owners or managers must also be residents of the Sandy Springs Planning Area.

c. At least one member of the seven must be an architect or landscape architect licensed in the State of Georgia or a member of the American Institute of Certified Planners.

12B.3. B. Power to adopt rules, standards and by-laws

1. The DRB may adopt rules, procedures and guidelines for the transaction of its business.

2. The DRB shall provide for the time and place of regular meetings and a method for calling special meetings.

[2] The Sandy Springs Planning Area is defined as the region located within the area bounded by the Chattahoochee River to the north and west, the City of Atlanta to the south and Fulton-DeKalb and Gwinnett County to the east.

3. The DRB shall select such officers from among its members as it deems appropriate. A quorum for purposes of making official recommendations shall consist of a majority of its total membership.

12B.3. C. DRB Review for compliance with adopted development standards

1. The DRB shall review applications for sign permits, land disturbance permits, building permits, fence permits, re-zoning and use permits and concurrent variances and modifications which propose changes to standards contained in this Article. These applications shall be evaluated on the applicable standards contained in this Article.

2. The DRB may recommend that an applicant apply for variances regarding standards contained in this Article to be considered under the procedures set forth in Article 22 of this Zoning Ordinance.

3. DRB recommendations shall be forwarded to the staff of the Department of Community Development.

4. Staff of the Department of Community Development shall forward the DRB's recommendations to the Board of Appeals (for variance applications) and to the City Council (for applications for re-zoning, concurrent variances, and/or modifications to conditions).

5. The Department of Community Development shall issue, issue with modifications, or withhold a permit based on a projects conformance with the standards set out in this article, as represented by the Certificate of Endorsement (Section 12A.3.5, Sandy Springs Zoning Ordinance).

6. The DRB may review applications for sign permits to make advisory comments to the Director of the Department of Community Development regarding whether the proposed signs comport with the standards set forth in Article XXXIII of the City of Sandy Springs Zoning Ordinance. Such review shall not be binding on the Director of the Department of Community Development. Such review shall not delay or otherwise affect the time requirements set forth in Article XXXIII of the City of Sandy Springs Zoning Ordinance.

12B.3. D. Conflict of interest

The DRB shall be governed by all conflict of interest laws and provisions of the Sandy Springs Code of Ethics.

12B.3. E. DRB Meetings

1. DRB Meetings shall comply with the public notification requirements of the Georgia Open Meetings Act.

2. A public record shall be kept by the staff of the Department of Community Development of the DRB's resolutions, proceedings, findings and recommendations, and such record shall be maintained in such a place and manner as to allow public access.

12B.4. STREETSCAPE STANDARDS.

12B.4. A. Street Trees shall be (amended 10/21/08, RZ08-028, Ord. 2008-10-55):

1. Placed adjacent to the sidewalk away from the street.

2. A minimum three inch (3") caliper.

3. Planted at approximately forty feet (40') on center.

4. Selected from the species listed in Attachment.

5. Of a single species on any single property, although other required trees on property need not be of a single species.

6. Shall contribute towards the requirements of the Tree Preservation Ordinance.

12B.4. B. Sidewalks

1. Sidewalk widths may be tapered between streetscape types.

2. Sidewalk paths shall be continued across the entire length of all concrete aprons and shall be textured to match the appearance of sidewalk materials, in color, texture and design.

3. Where rights-of-way are insufficient to accommodate the required sidewalk and planted strip, the streetscape may be located outside the right-of-way, if appropriate easements are granted to Sandy Springs.

12B.4. C. Pedestrian Lighting (amended 10/21/08, RZ08-028, Ord. 2008-10-55):

1. Pedestrian lighting shall be installed when new or upgraded sidewalks are constructed.

2. Pedestrian lighting shall be spaced 90 to 100 feet apart and shall be equal distance from required street trees, in accordance with the Georgia Power Area-wide Pedestrian Lighting Plan.

3. If designed with the fixture extending at an angle from the pole, the light fixture shall overhang the sidewalk.

4. Pole shall be a maximum height of fifteen (15) feet.

5. On intra-parcel sidewalks, fixtures shall be installed to maintain a minimum lighting level on the pathway of six foot-candles and may be of any style appropriate to the architecture of the project.

6. Pedestrian lighting shall be located behind the required sidewalk.

Streetscape Standards for Each District		
Elements	Main Street District	Suburban District[3]
Strip between street and sidewalk - Material and Width	Two-foot wide Brick paver	2 Foot wide Planted Strip (groundcovers, grass)
Sidewalks	Required in all districts	
Width of Sidewalk	Nine feet	Six Feet
Pedestrian Lights - Distance Apart	90 – 100	
Pedestrian Lights –Pole Height	15 feet maximum	

[3] The Fulton County Impact Fee Ordinance permits a 10.5 foot right-of-way dedication. However, Sandy Springs is interested in pursuing a six foot planting strip and a six foot sidewalk in the Suburban District. This standard is 1.5 feet greater than the law currently permits. The County cannot require the 12 foot right-of-way but developers can donate easements for the additional 1.5 feet. Sandy Springs will investigate changing the law along the fast paced Roswell Road north of Abernathy Road to the Chattahoochee River.

Streetscape Standards for Each District		
Elements	Main Street District	Suburban District[3]
Street Trees - Distance Apart	40 feet on center	
Street Trees – caliper	3 inch minimum	
Landscape Strip	Ten Feet Wide	

12B.5. SITE DEVELOPMENT STANDARDS.

12B.5. A. Intra-parcel Walkways

1. A continuous, on-site intra-parcel walkway of at least five feet (5'-0") in width is required to connect the public sidewalk to the main entrance(s) of that property's building(s), and shall comply with the Americans with Disabilities Act (ADA), in all respects.

2. Intra-parcel walkways crossing parking lots shall be distinguished from parking lots by the use of colors, texture (use of different materials), difference in rise above the parking lot or a combination of these means, to minimize auto-pedestrian conflict.

12B.5. B. Landscape Strips and Planting Materials

1. There shall be a ten foot wide landscape strip adjacent to the edge of sidewalk.

2. Ground covers and mulch or similar materials, shall be utilized in parking lot landscape islands. Turf grass is not permitted.

12B.5. C. Accessory Structures and Screening

1. Accessory structures shall not be located in any yard adjacent to a public street.

2. Loading docks, refuse and waste removal areas, service yards, exterior work areas, mechanical equipment or other utilities if visible from a public street shall be screened from public view by one or a combination of the following elements: continuous evergreen plantings, opaque fences or other material related to the primary landscape or architectural elements on the site.

3. When plantings are used as screens, such plantings shall be evergreen. Such plantings shall count toward required minimum landscape areas rather than being in addition thereto.

4. Where walls or fences are used in lieu of planted screens, landscape materials shall be incorporated into the screening scheme whenever feasible.

5. Where a parking lot, parking structure or gas fueling bays front directly on a public street, a continuous screen of evergreen (to be equally effective all year) planting shall be provided. Said screen shall be a minimum height of two feet (2'- 0"), a maximum height of three feet (3'-0"), and minimum width of five (5) feet. Such planting shall contribute to the minimum landscape areas.

12B.5. D. Fences and Walls

The following standards apply to common fences and walls around businesses, multi-family developments, and detached and attached residential subdivisions along public street frontages. The following standards are in addition to the standards set forth in Article 4.11, of these Regulations, Fences and Walls.

1. Allowable materials include: natural and man-made stone, brick, ornamental-decorative or wrought iron or aluminum, architectural concrete, or wood.

2. Fencing made of barbed wire, razor wire, plastic, cloth or chain-link is prohibited, unless otherwise stated in Article 12B.5.E.2.

3. When the building fronts and sides are visible to a public street, any wall or fence over two feet in height from finished grade shall not be opaque and shall have a minimum opening ratio of 50% (fifty percent).

4. When the back of the building is visible to a public street, fences or walls shall be opaque.

5. Applications for fence and wall permits shall be reviewed by the DRB.

12B.5. E. Screening of Cell Towers and Associated Equipment

Cell towers shall be in accordance with Article 19, except cell towers and

associated equipment shall be screened in accordance with the following standards:

1. Cell towers and associated equipment shall not be located in a yard adjacent to a public street.

2. Chain Link Fencing shall be a dark, non-reflective material, such as black clad vinyl and shall be screened by a ten (10) foot wide landscape strip planted to buffer standards.

12B.5. F. Parking

Article 18 shall prevail, except herein as stated:

1. Electrical vehicle charging stations: A building, commercial establishment or other property which provides automobile parking facilities shall provide one (1) electrical vehicle charging station for every one hundred (100) parking spaces. If less than 100 parking spaces, one (1) electrical vehicle charging station shall be provided.

2. Bicycle Parking: A minimum of one bicycle parking space shall be provided for every 20 auto spaces.

12B.5. G. Parking Lot and Site Lighting

Site and parking lot lights shall not be sodium vapor lights (high pressure sodium). All lighting shall be the same type.

12B.5. H. Windows (added 09/18/07, RZ07-028, Ord. 2007-08-56)

Reflective and/or opaque glass is prohibited on ground floors of all buildings.

12B.6. OPEN.

12B.7. PROHIBITED USES (added 09/18/07, RZ07-028, Ord. 2007-08-56)

A. All Districts
The following uses shall be prohibited from all districts, including the Main Street District, of the Sandy Springs Overlay District:

a. All uses permitted under the M-1A, M-1, and M-2 districts.
b. Pawn Shops

c. Check Cashing Establishments
d. Self Storage/Mini
e. Self Storage/Multi

B. Main Street District

The following uses shall be prohibited from the Main Street District of the Sandy Springs Overlay District:

a. Automotive Garage
b. Automotive Repair Garage
c. Automobile & Light Truck Sales/Leasing
d. Automotive Specialty Shops
e. Batting Cage, Outdoor
f. Car Washes, Detail Shops and/or Service Stations, unless located inside a parking garage and not visible from the exterior of the parking garage.
g. Drive-in Theater
h. Funeral Homes
i. Garage, Automobile Repair
j. Landscaping Business, Garden Center
k. Lawn Service Business
l. Laundry and/or Dry Cleaning Plant Distribution Center
m. Plant Nurseries
n. Plumbing Shop
o. Repair Shops
p. Research Laboratories
q. Tinsmithing Shop

12B.8. MAIN STREET DISTRICT STANDARDS.

12B.8. A. Parking

12B.8.A. Parking Spaces			
	Land Uses	Minimum Number	Maximum Number
A.1.	Retail commercial	1.5 spaces/1,000 gsf	5 spaces/1,000 gsf
A.2.	Office	1.0 space/1,000 gsf	4 spaces/1,000 gsf
A.3.	Restaurant	1.5 spaces/1,000 square feet.	10 spaces/1,000 square feet.

12B.8.A. Parking Spaces			
	Land Uses	Minimum Number	Maximum Number
A.4.	Multi-Family Residential	One (1) space per dwelling unit	2.25 spaces per dwelling unit
The minimum standards are available to properties which comply with the streetscape standards and have pedestrian access to the street.			

5. All parking, except residential, shall be shared.

6. Parking spaces are permitted off-site per Article 18.

7. Parking areas are not permitted between the sidewalk and the front of the building.

12B.8. B. Sight Distance

No building, sign, structure or object, tree or other landscape feature shall be installed, built, or allowed to grow which will impede visibility at street corners, driveways and/or intersections, pursuant to AASHTO standards for sight triangles.

12B.8. C. Yards Adjacent to a Public Street (as measured from the back of curb)

1. Buildings up to four floors:

   a. Minimum Yard: 12 feet;

   b. Maximum Yard: twenty-one feet (21’-0)

2. Buildings with five (5) or more floors:

   a. Minimum yard: Twenty (20'-0”) feet.

   b. Maximum yard: Forty (40) foot setback above the fourth floor.

3. The required sidewalk area, including the sidewalk width located in the public right-of-way, may be calculated as part of the required landscape strip.

4. Minimum side yards:

Five feet or zero (if there are no windows along the side wall).

12B.8. D. Street Furniture and Amenity Zone

1. Clear Zone: Outside the two foot paver band, there shall be a clear zone of six feet where there shall be no permanent structures, including but not limited to, utility poles, mail boxes, newspaper vending boxes, sign structures, and benches.

2. Furniture Zone: The remaining portion of the sidewalk, outside the clear zone, may be used for the following purposes, including, but not limited to street trees, waste receptacles, bicycle racks, benches and other seating elements which do not obstruct pedestrian access or motorist visibility.

3. Building setbacks in yards adjacent to public streets may be increased to a maximum of thirty-five feet (35 feet) to accommodate outdoor space needed for plazas, dining, art, fountains, bicycle parking, gathering and seating places, gazebos or similar uses. Such improvements shall be documented on the final site plan and a certificate of endorsement issued by the Sandy Springs Design Review Board.

4. Orientation to Street:

   a. Newly constructed buildings: At least one public (e.g. open to the public during normal business hours) pedestrian oriented entrance shall be located on the street side of the building. There shall be pedestrian access directly from the sidewalk to the principal building entrance.

5. Drive through windows shall be located in the rear yard.

6. Gasoline fuel dispenser structures shall be located along a side yard and shall not be located between the building and the street.

12B.8. E. Building Heights

1. Buildings may have a maximum height consistent with the height recommendation for the applicable Node that a parcel is located in as referenced in the Comprehensive Plan and as shown on the Future Land Use Map, except that for buildings proposed to exceed a height of six (6) floors or 90 feet a Use Permit shall be required consistent with Article 19, Administrative Permits and Use Permits, of this Zoning Ordinance.

2. The minimum height of buildings with less than 5,000 square feet is two floors or 25 feet, whichever is less.

12B.8. F. Building Design Guidelines

1. Parcels identified on the Comprehensive Plan Future Land Use Map within the area designated as Node 8, Town Center (being bounded by Cromwell Road to the north, Cliftwood Drive and Carpenter Drive to the south, Boylston Drive to the east, and Sandy Springs Circle to the west) shall have a maximum gross floor area of 30,000 square feet per retail tenant. Variances to this section shall be prohibited, except that renovation of existing tenant spaces shall be permitted through administrative approval by the Director of Community Development so long as the renovation does not increase the gross square footage of the tenant space.

2. New, remodeled and rehabilitated buildings, parking decks, and other structures shall employ street level design elements that relate to a pedestrian scale through the following means:

   a. Building floors shall be delineated from the sidewalk level to the third floor through windows, belt courses, cornice lines or similar architectural details.

   b. Building entrances shall be articulated and create additional visual interest and/or opportunities for human activity and interaction by using one or more of the following methods:

      i. Building materials, architectural details and patterns shall be varied per tenant or every 75 feet, whichever is greater.

      ii. Roof line and building offsets shall be varied by a minimum of two feet for every three tenant spaces or 75 feet of building face, whichever is greater.

      iii. Awnings, canopies, or other type of covered-projected entry4, or

      iv. Places for human activity, including, but not limited to plazas, courtyards, porches, decks, outdoor seating, landscaping, gazebos, pavilions or fountains.

[4] If used, such treatment shall extend a minimum of five feet from the face of the building. Colonnades shall have a minimum width of six feet between the inside of the columns to the building.

v. The maximum length of a building parallel to a public street shall not exceed 200 feet.

c. Windows

i. A minimum of 60% of ground level facades shall be transparent glazing

ii. Reflective and/or opaque glass is not permitted on ground level floors.

iii. For building faces oriented toward a street, windows shall be placed at distances no greater than ten (10) feet apart.

12B.8. G. Color

Primary or fluorescent colors shall not be employed except on sign faces, awnings, canopies or as accent colors (not to exceed 10% of building faces exclusive of window areas).

12B.8. H. Parking Structures and Decks

When adjacent to a public street, above street level parking structures and decks shall create visual interest through the articulation of openings, cornice lines, and belt courses or similar architectural details.

12B.8. I. Building Materials

Architectural Treatment Prohibited

1. Prohibited exterior building materials include exterior building materials which are not textured; non-architectural metal panel systems, as-cast smooth concrete masonry or plain reinforced concrete slabs, aluminum, plywood, press-wood or corrugated steel (exceptions: mechanical penthouses & roof screens).

2. Prohibited exterior building components, if visible from any public street, include: steel gates, burglar bars, chain link fence, steel roll down curtains. If not visible from any public street, such treatments are allowed. Interior security measures shall not be regulated.

Allowed Architectural Material

3. Exterior walls for all new buildings shall consist of a minimum of seventy percent (70%) of one or a combination of the following durable materials: brick; tile; stone with weathered, polished or fluted face; textured traditional cement stucco (real stucco); architectural concrete masonry with fluted, split-face, or broken-face finish; portland cement plaster and lath systems; architectural (either pre-cast or tilt-up) concrete either fluted or with exposed aggregate finish; or fiber cement-board.

   a. No other building material is allowed within the first seven vertical feet from grade level on any building.

   b. Sloped roofs shall be standing seam metal, slate, concrete roof tiles, or composition shingles.

   c. A decorative parapet or cornice shall be constructed along all flat roof lines.

   d. Roof-mounted equipment shall be screened from view by a decorative parapet or cornice (point of view shall be across any public street, from the edge of right-of-way furthest from the building).

   e. Exterior building walls, decorative elements, and parapet or cornice, are exempt from the building material requirements if they meet the following conditions:

      1. If the exterior wall is not visible from any public right-of-way; and

      2. If the exterior wall does not include a public entrance.

12B.8. J. Architectural Features Required

The principal entry area of a building shall be articulated and express greater architectural detail than other portions of the building. Individual tenant space entries shall also be articulated and express greater architectural detail than the building wall.

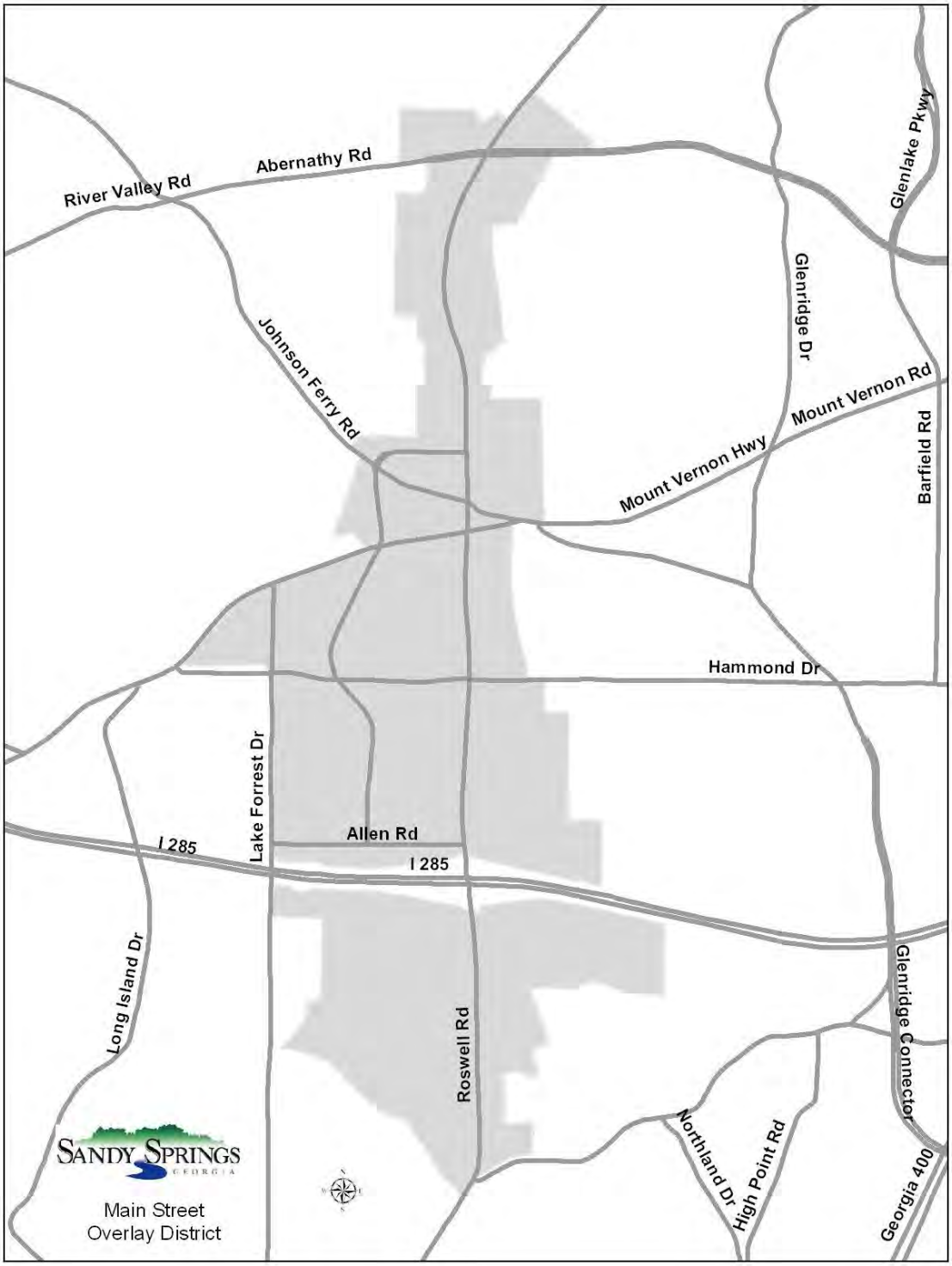
12B.8. K. Encouraged architectural elements

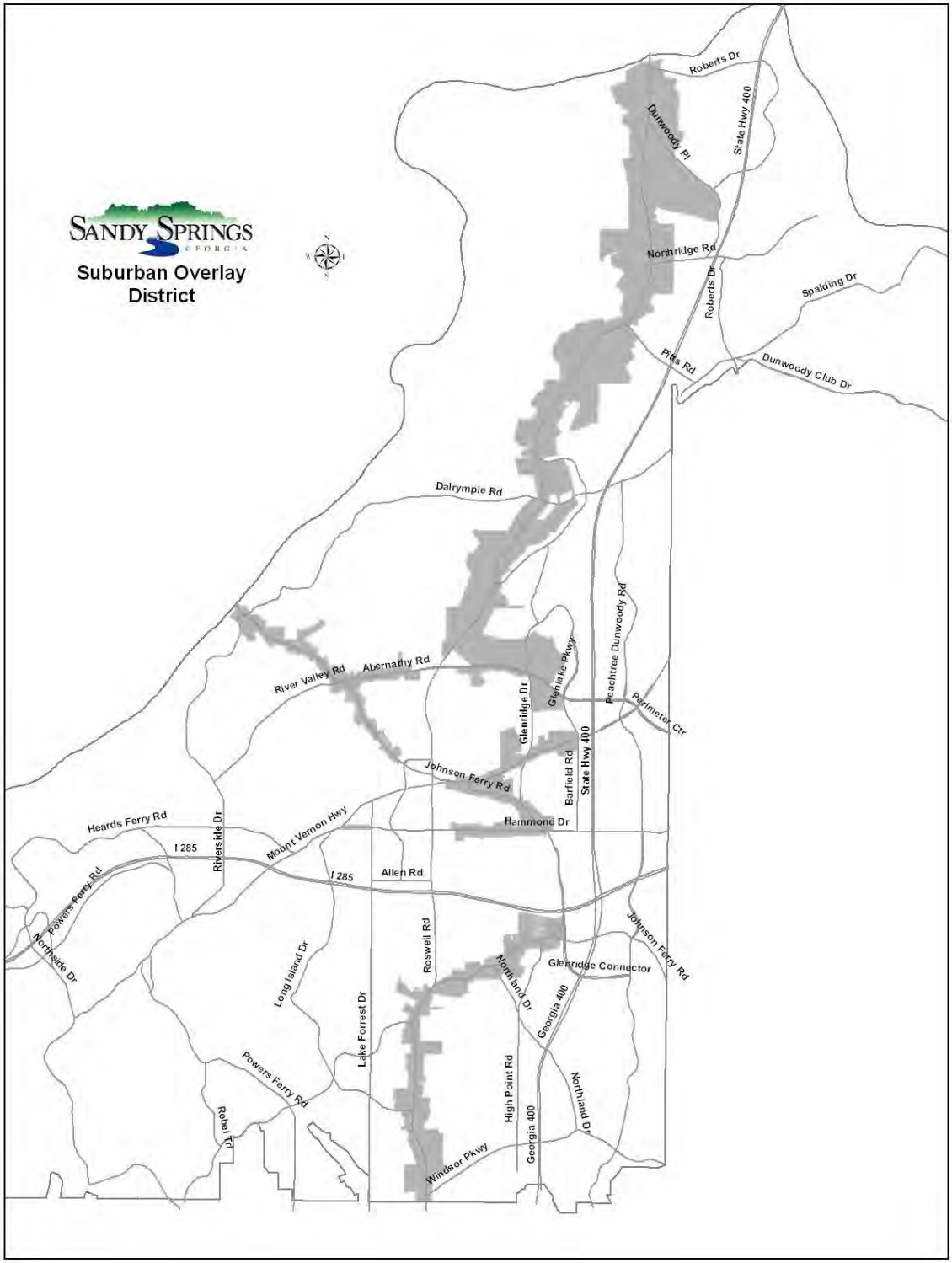
Encouraged architectural elements include: columns, arcades and covered entry-walkway, arches, facade offsets, windows, balconies, undulating walls, clock

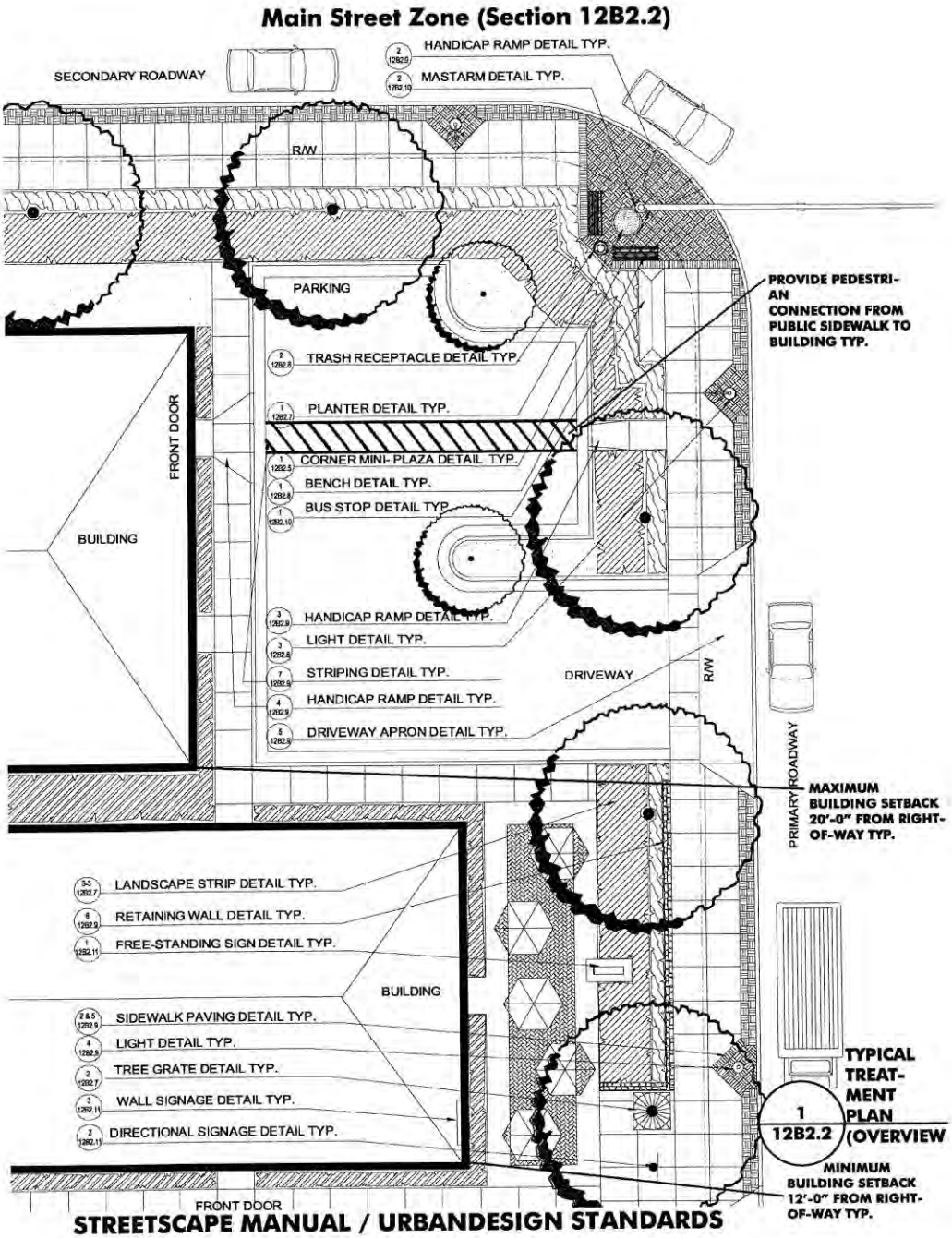
towers, cupolas and courtyards.

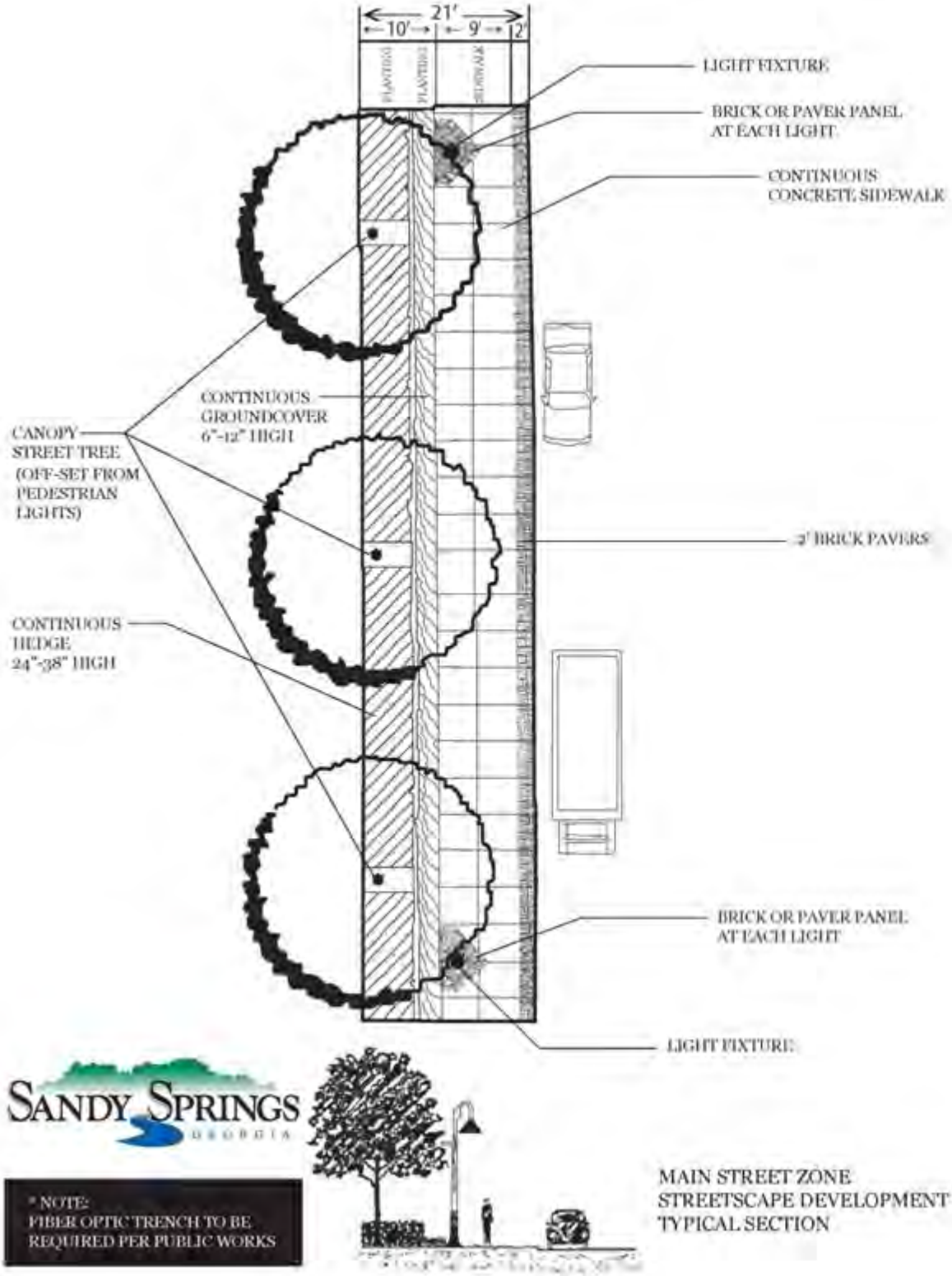
12B.8. L. Building Harmony

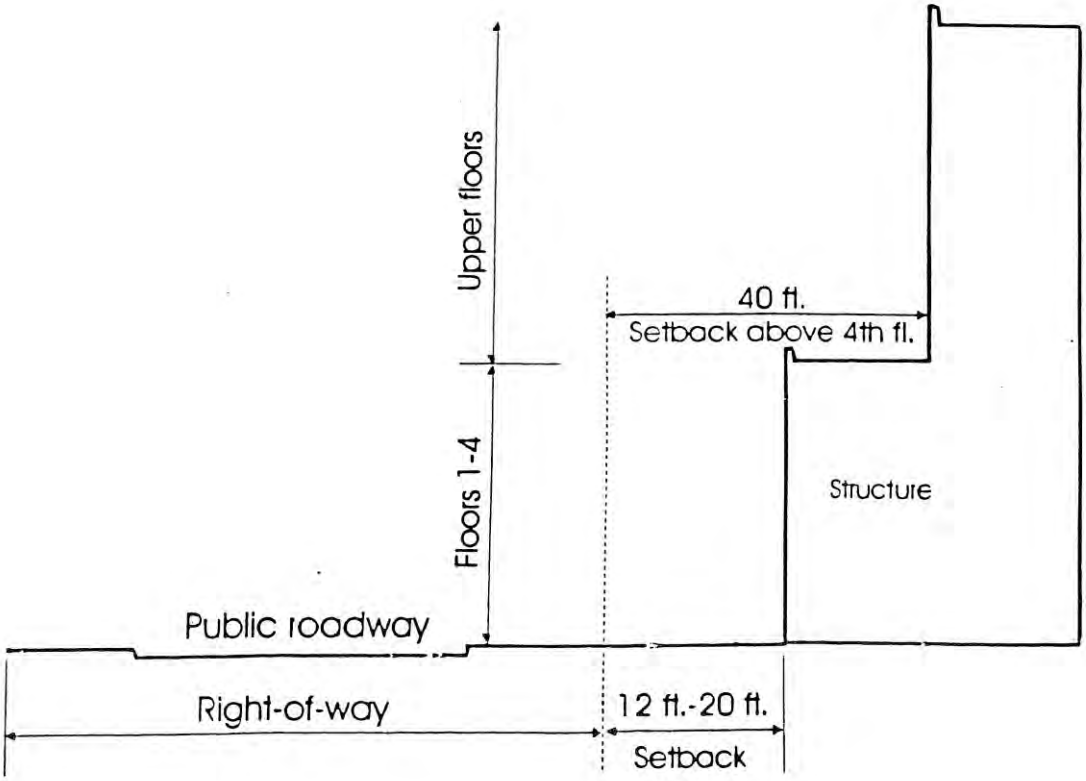
Out-parcel buildings or spin sites, which are identified on a site plan approved pursuant to a single zoning case, shall have architectural features consistent with the principal buildings.

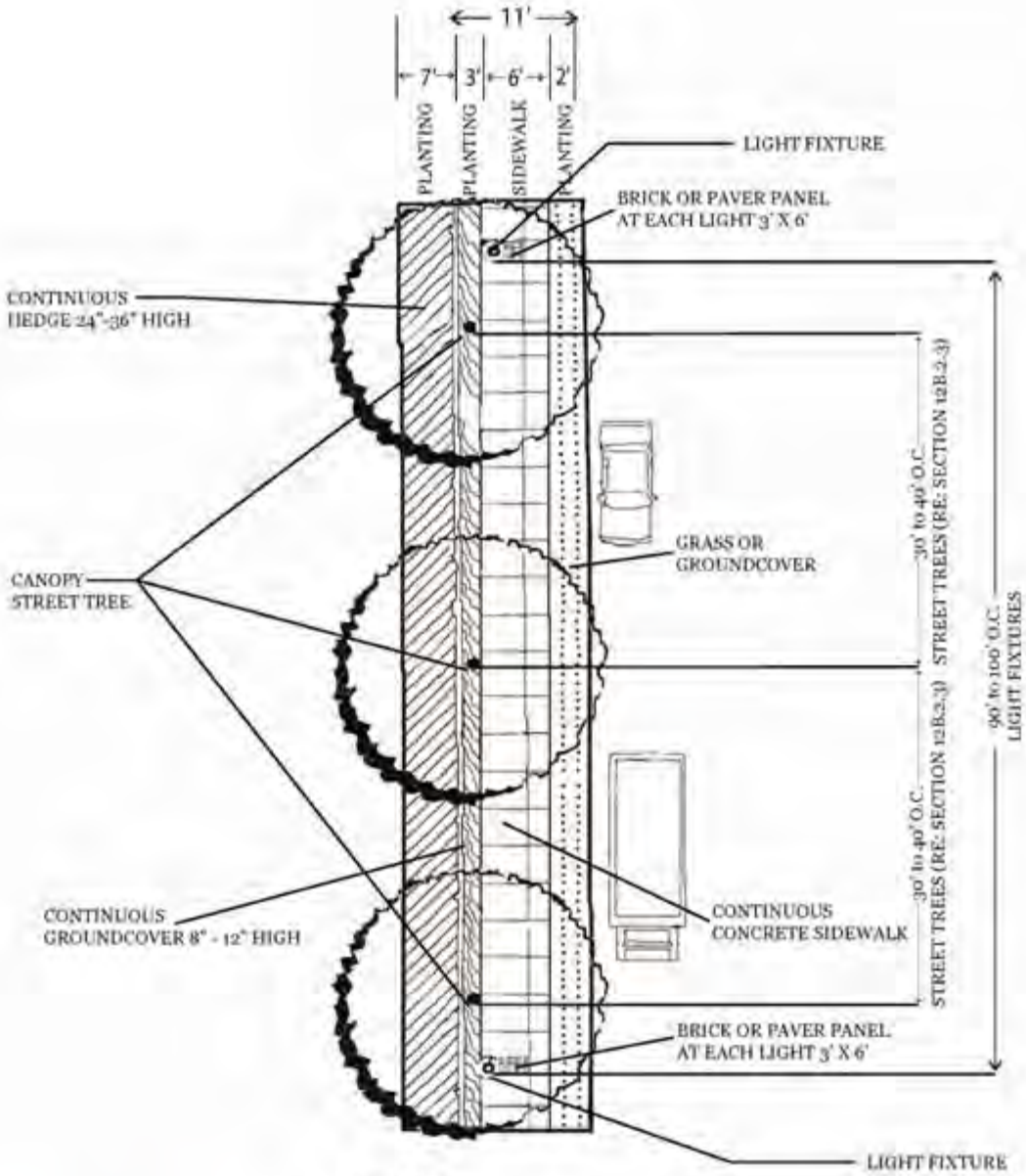

River Valley Rd
Abernathy Rd
Glenlake Pkwy
Glenridge Dr
Johnson Ferry Rd
Mount Vernon Rd
Mount Vernon Hwy
Barfield Rd
Hammond Dr
Lake Forrest Dr
Allen Rd
I 285
I 285
Long Island Dr
Roswell Rd
Glenridge Connector
Northland Dr
High Point Rd
Georgia 400
SANDY SPRINGS
GEORGIA
Main Street
Overlay District


SANDY SPRINGS
GEORGIA
Suburban Overlay
District
Roberts Dr
Dunwoody Pl
State Hwy 400
Northridge Rd
Roberts Dr
Spalding Dr
Pitts Rd
Dunwoody Club Dr
Dalrymple Rd
Peachtree Dunwoody Rd
Glenridge Pkwy
Perimeter Ctr
River Valley Rd
Abernathy Rd
Glenridge Dr
Barfield Rd
State Hwy 400
Johnson Ferry Rd
Hammond Dr
Heards Ferry Rd
Riverside Dr
Mount Vernon Hwy
I 285
I 285
Allen Rd
Powers Ferry Rd
Northside Dr
Long Island Dr
Roswell Rd
Lake Forrest Dr
Northland Dr
Glenridge Connector
Johnson Ferry Rd
Georgia 400
Powers Ferry Rd
High Point Rd
Northland Dr
Rebel Rd
Windsor Pkwy
Georgia 400


Main Street Zone (Section 12B2.2)
HANDICAP RAMP DETAIL TYP.
MASTARM DETAIL TYP.
SECONDARY ROADWAY
R/W
PARKING
PROVIDE PEDESTRI-AN CONNECTION FROM PUBLIC SIDEWALK TO BUILDING TYP.
TRASH RECEPTACLE DETAIL TYP.
PLANTER DETAIL TYP.
CORNER MINI- PLAZA DETAIL TYP.
BENCH DETAIL TYP.
BUS STOP DETAIL TYP.
FRONT DOOR
BUILDING
HANDICAP RAMP DETAIL TYP.
LIGHT DETAIL TYP.
STRIPING DETAIL TYP.
HANDICAP RAMP DETAIL TYP.
DRIVEWAY APRON DETAIL TYP.
DRIVEWAY
R/W
PRIMARY ROADWAY
MAXIMUM BUILDING SETBACK 20'-0" FROM RIGHT-OF-WAY TYP.
LANDSCAPE STRIP DETAIL TYP.
RETAINING WALL DETAIL TYP.
FREE-STANDING SIGN DETAIL TYP.
BUILDING
SIDEWALK PAVING DETAIL TYP.
LIGHT DETAIL TYP.
TREE GRATE DETAIL TYP.
WALL SIGNAGE DETAIL TYP.
DIRECTIONAL SIGNAGE DETAIL TYP.
TYPICAL TREAT-MENT PLAN (OVERVIEW
1
12B2.2
MINIMUM BUILDING SETBACK 12'-0" FROM RIGHT-OF-WAY TYP.
FRONT DOOR
STREETSCAPE MANUAL / URBANDESIGN STANDARDS

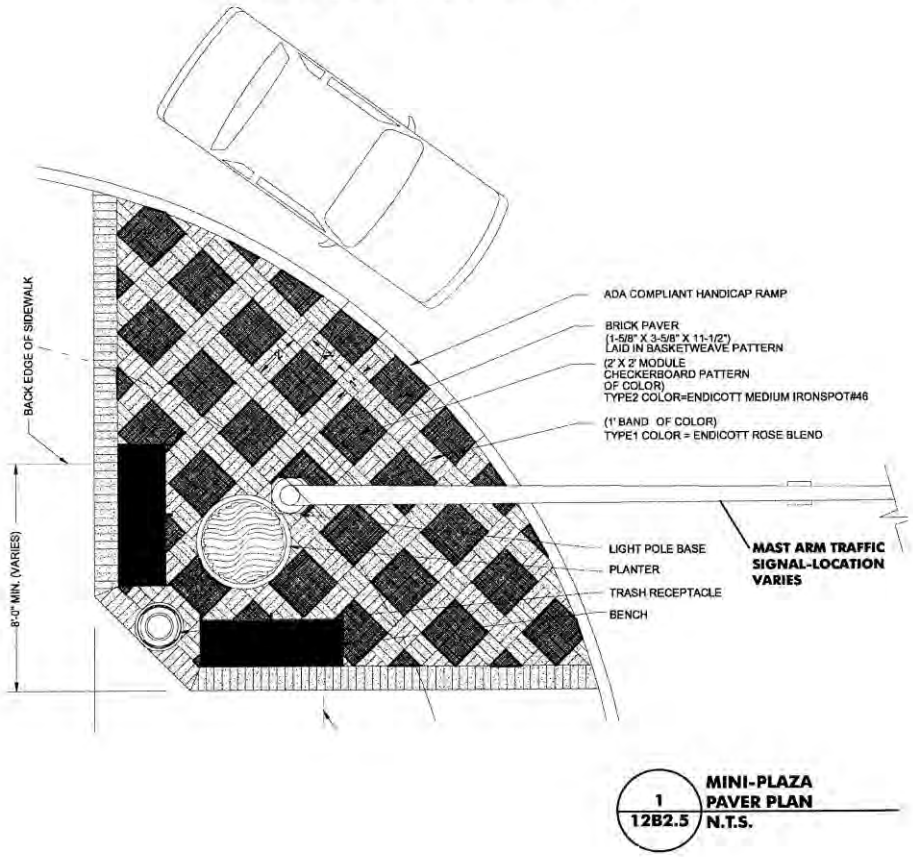

21'
10'
9'
2'
PLANTING
PLANTING
SIDEWALK
LIGHT FIXTURE
BRICK OR PAVER PANEL AT EACH LIGHT
CONTINUOUS CONCRETE SIDEWALK
CONTINUOUS GROUNDCOVER 6"-12" HIGH
CANOPY STREET TREE (OFF-SET FROM PEDESTRIAN LIGHTS)
2' BRICK PAVERS
CONTINUOUS HEDGE 24"-38" HIGH
BRICK OR PAVER PANEL AT EACH LIGHT
LIGHT FIXTURE
SANDY SPRINGS
GEORGIA
* NOTE:
FIBER OPTIC TRENCH TO BE REQUIRED PER PUBLIC WORKS
MAIN STREET ZONE
STREETSCAPE DEVELOPMENT
TYPICAL SECTION


Upper floors
40 ft.
Setback above 4th fl.
Floors 1-4
Structure
Public roadway
Right-of-way
12 ft.-20 ft.
Setback



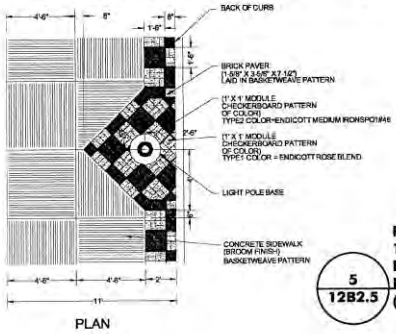
SUBURBAN CORRIDOR ZONE
STREETSCAPE DEVELOPMENT
TYPICAL TREATMENT
N.T.S

Paving Details (Section 12B2.5)



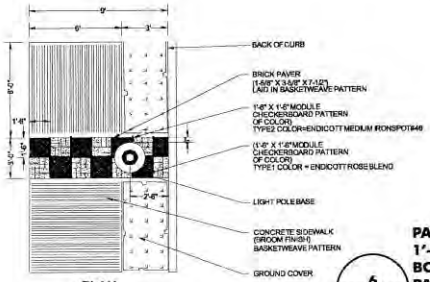
STREETSCAPE MANUAL / URBAN DESIGN STANDARDS

Paving Details (Section 12B2.5)



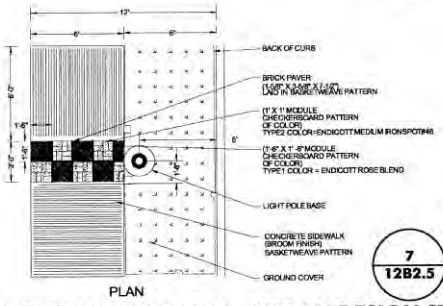
PLAN

5 / 12B2.5 — **PAVER BAND 1'-6" MODULE CHECKER-BOARD PATTERN (MAIN STREET ZONE)**



PLAN

6 / 12B2.5 — **PAVER BAND 1'-6" MODULE CHECKER-BOARD PATTERN (COMMERCIAL STRIP ZONE)**



PLAN

7 / 12B2.5 — **PAVER BAND 1'-6" MODULE CHECKER-BOARD PATTERN (SUBURBAN CORRIDOR**

STREETSCAPE MANUAL / URBAN DESIGN STANDARDS

Paving Details (Section 12B2.5)

UNIT PAVERS

A. BRICK PAVERS: PEDESTRIAN / VEHICULAR PAVING BRICK CONSISTING OF SOLID UNCORED, UNFROGGED BRICK OF THE FOLLOWING DIMENSIONS: 1-5/8" x 3-5/8" x 11-5/8", COMPLYING WITH THE REQUIREMENTS OF ASTM C 902 FOR THE FOLLOWING END-USE ENVIRONMENT WEATHER AND TRAFFIC, AND APPLICATION METHOD:

1. WEATHER CLASS SX.
2. TRAFFIC TYPE I
3. APPLICATION PS.

B. COLOR: TYPE 1- ENDICOTT ROSE BLEND MODULAR VELOUR TK PAVER
TYPE 2- ENDICOTT MEDIUM IRONSPOT #46 MODULAR VELOUR TK PAVER

PORTLAND CEMENT MORTAR SETTING AND BED MATERIALS:
A. PORTLAND CEMENT: ASTM C 150, TYPE I OR II
B. HYDRATED LIME: ASTM C 207, TYPE S
C. AGGREGATE: MINUS 0.10

GROUT MATERIALS:

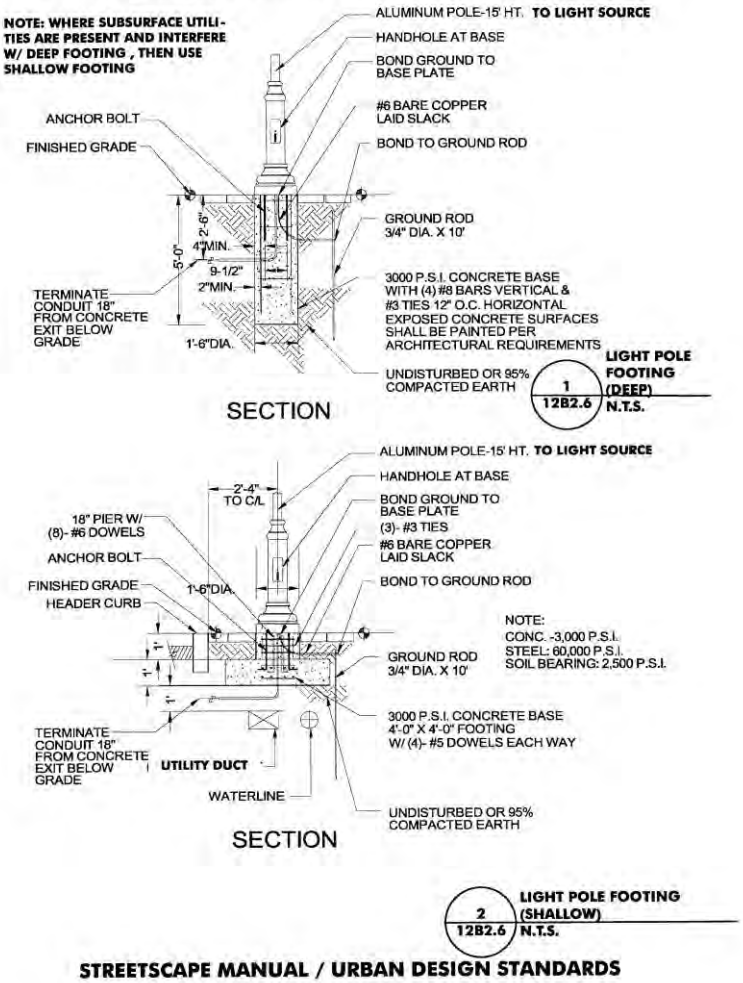
LATEX PORTLAND CEMENT GROUT: ANSI A118.6, COMPOSITION AS FOLLOWS:
1. PREPACKAGED DRY MORTAR MIX COMPOSED OF PORTLAND CEMENT, GRADED AGGREGATE, COLORED PIGMENT SAND ETHYLENE VINYL ACETATE IN THE FORM OF A RE-EMULSIFIABLE POWDER TO WHICH ONLY WATER IS ADDED AT THE JOB SITE.

2. WATER: CLEAN, FREE OF MATERIALS DETRIMENTAL TO STRENGTH OF OR BOND OF GROUT.
3. COLOR: BLUE CIRCLE CRIMSON RED #48B.

8 / 12B2.5 — **GENERAL PAVING SPECIFICATIONS** — **N.T.S.**

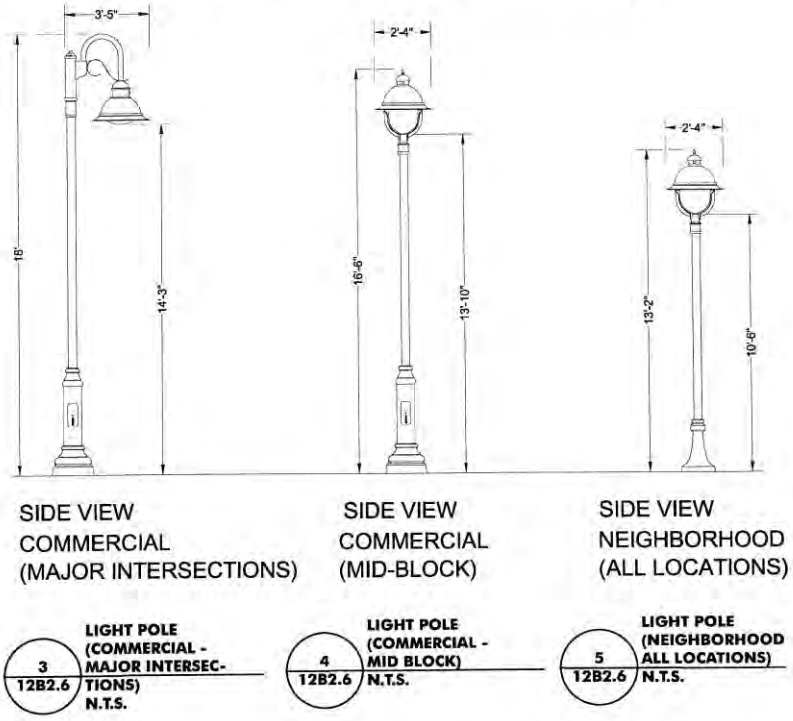
STREETSCAPE MANUAL / URBAN DESIGN STANDARDS

Lighting and Electrical Details (Section 12B2.6)



STREETSCAPE MANUAL / URBAN DESIGN STANDARDS

Lighting and Electrical Details (Section 12B2.6)



LIGHT STANDARDS:	LUMEC INC. (770)368-9930
MID-BLOCK AND MINOR INTERSECTIONS	175 MH-DMS60-SHA-APR4W-14-LBC1
INTERSECTIONS ON ARTERIAL ROADS	175 MH-DMS50-SG1-120-LM 1A-R61A-SC-15
NEIGHBORHOOD / RESIDENTIAL STREETS	175 MH-DMS60-SHA-APR4W-12-LBC1 (LUMEC GN8-TX)

NOTE: THESE FIXTURES ARE PROVIDED AND INSTALLED THROUGH SANDY SPRINGS REVITALIZATION, INC. UNDER A BLANKET AGREEMENT WITH THE GEORGIA POWER CO. OUTDOOR LIGHTING PROGRAM.

PROVIDE (ONE)1-WEATHERPROOF DUPLEX OUTLET W/ DEDICATED 20 AMP CIRCUIT AT THE BASE OF EACH STREET TREE FOR HOLIDAY TREE LIGHTING AND OTHER PUBLIC USES. PROVIDE SEPERATE DISCONNECT ACCESSIBLE ONLY TO THE ELECTRICAL UTILITY FOR ACTIVATION OF TREE LIGHTING CIRCUITS.

STREETSCAPE MANUAL / URBAN DESIGN STANDARDS

Lighting and Electrical Details (Section 12B2.6)

LIGHT STANDARDS:	LUMEC INC. (770)368-9930
MID-BLOCK AND MINOR INTERSECTIONS	175 MH-DMS60-SHA-APR4W-14-LBC1
INTERSECTIONS ON ARTERIAL ROADS	175 MH-DMS50-SG1-120-LM 1A-R61A-SC-15
NEIGHBORHOOD / RESIDENTIAL STREETS	175 MH-DMS60-SHA-APR4W-12-LBC1 (LUMEC GN8-TX)

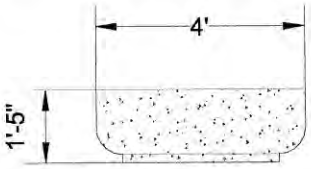
NOTE: THESE FIXTURES ARE PROVIDED AND INSTALLED THROUGH SANDY SPRINGS REVITALIZATION, INC. UNDER A BLANKET AGREEMENT WITH THE GEORGIA POWER CO. OUTDOOR LIGHTING PROGRAM.

PROVIDE (ONE)1-WEATHERPROOF DUPLEX OUTLET W/ DEDICATED 20 AMP CIRCUIT AT THE BASE OF EACH STREET TREE FOR HOLIDAY TREE LIGHTING AND OTHER PUBLIC USES. PROVIDE SEPERATE DISCONNECT ACCESSIBLE ONLY TO THE ELECTRICAL UTILITY FOR ACTIVATION OF TREE LIGHTING CIRCUITS.

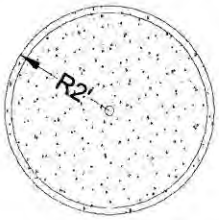
6 / 12B2.6 — **GENERAL LIGHTING AND ELECTRICAL SPECIFICATIONS** — **N.T.S.**

STREETSCAPE MANUAL / URBAN DESIGN STANDARDS

Landscape Details (Section 12B2.7)



SIDE VIEW



PLAN VIEW

1 / 12B2.7 PLANTER N.T.S.

PLANTER DURA ART STONE INC. (800)821-1120
S-4-D-17-S18-LSB-(3)@1" CENTERED-SAUCERS
ROUND, REINFORCED CAST STONE PLANTERS WITH MATCHING SAUCERS AND INTEGRAL NON-FADING COLOR

STREETSCAPE MANUAL / URBAN DESIGN STANDARDS

Landscape Details (Section 12B2.7) (amended 04/21/09, TA09-008, Ord. 2009-04-21)

Acceptable Street Trees

Botanical Name	Common Name	Specifications
Betula nigra 'BMNTF'	Dura-Heat® River Birch	Very good heat tolerance.
Pistache chinensis	Chinese Pistache	Versatile tree for tough urban conditions.
Quercus lyrata 'QLFTB'	Highbeam® Overcup Oak	Upswept branches.
Quercus nuttallii 'QNFTA'	Highpoint® Nuttall Oak	Proclivity for harsh environments.
Quercus shumardii 'QSFTC'	Panache® Shumard Oak	
Quercus phellos 'QPSTA'	Hightower® Willow Oak	
Taxodium distichum 'Sofine'	Autumn Gold Baldcypress	Good urban tolerance.
Ulmus americana 'Varieties'	Princeton', 'Jefferson', Valley Forge' American Elm	Disease resistant varieties of American Elm
Ulmus parvifolia 'UPMTF'	Bosque® Lacebark Elm	Very good urban tolerance.
Zelkova serrata 'ZSFKF'	Myrimar® Zelkova	Heat tolerant selection of Zelkova.
Ginko biloba	Ginko (Male)	Urban Tolerant
Platanus × acerifolia	London Planetree	Urban Tolerant

Trees for Under Power Lines

Botanical Name	Common Name	Specifications
Acer buergerianum 'ABMTF'	Aeryn® Trident Maple	Good urban tolerance.
Acer ginnnala	Amur Maple	
Carpinus betulus 'Cornerstone'	Cornerstone European Hornbeam	
Cercis chinensis 'Avondale'	Avondale Chinese Redbud	
Chionanthus virginicus 'CVSTF' P.P.A.F.	Prodigy ® Fringe Tree	Upright form.
Ilex opaca 'East Palatka'	East Palatka Holly	
Lagerstromeia indica	Crape Myrtle	
Ilex cornuta 'Burfordii'	Tree Form Burford Holly	
Ilex vomitoria	Tree Form Yaupon Holly	

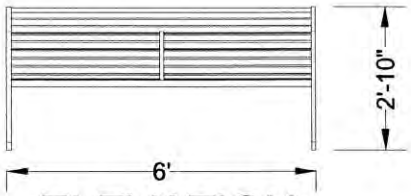
Notes:

1. Other varieties may be approved by the DRB with advice of the City Arborist
2. Trees listed in Table are not disallowed in all landscape applications, only as Street Trees
3. List not applicable for trees under powerlines which have a height greater than 30'

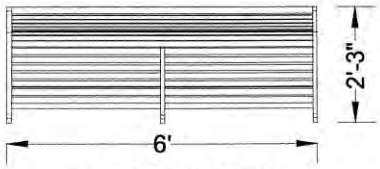
Acceptable Hedge Screen Shrubs

Botanical Name	Common Name	Specifications
Ilex cornuta 'Bufordi Nana'	Dwarf Buford Holly	
Ilex crenata 'Compacta'	Dwarf Japanese Holly	
Ilex crenata 'Helleri'	Heller Japanese Holly	
Nandina domestica 'Compacta'	Dwarf Nandina	
Abelia Hybrida 'Edward Goucher'	Edward Goucher Abelia	
Buxus microphylla	Korean Boxwood	
Juniperus chinensis 'Pfitzeriana Compacta'	Dwarf Pfitzer Juniper	
Prunus laurocerasus 'Schipkaensis'	Schip Laurel	
Rapheolepsis indica	Indian Hawthorn	
Platycladus orientalis 'Aurea Nana'	Breckman's Golden Arbor Vitae	

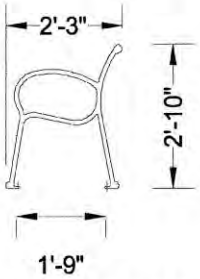
Street Furniture Details - Bench Elevation (Section 12B2.8)



ELEVATION



PLAN VIEW



SIDE VIEW

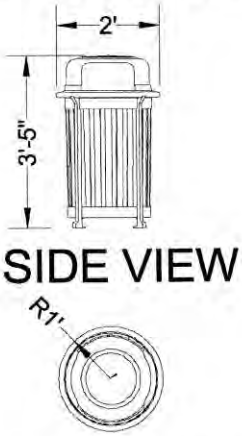
BENCH:

LANDSCAPE FORMS INC. (404)231-0185
SC3005-BS-96 W/ CENTER ARM
HORIZONTAL INSERT, SURFACE MOUNT, RAL 6012 CUSTOM COLOR

1 / 12B2.8 BENCH N.T.S.

STREETSCAPE MANUAL / URBAN DESIGN STANDARDS

Street Furniture Details (Section 12B2.8)

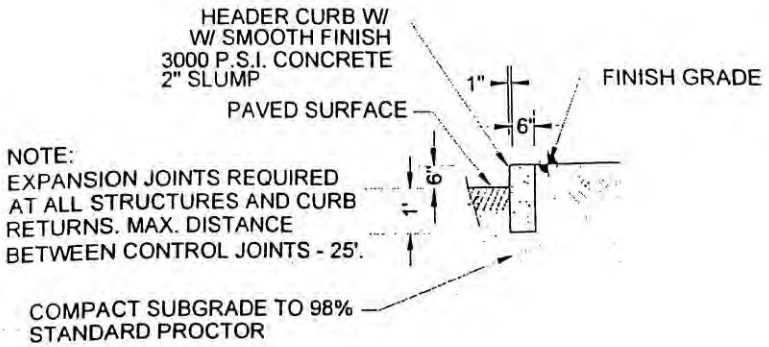


2 / 12B2.8 **TRASH RECEPTACLE**
N.T.S.

	HORIZONTAL INSERT, SURFACE MOUNT, RAL 6012 CUSTOM COLOR
TRASH RECEPTACLE:	LANDSCAPE FORMS INC. (404)231-0185 SC3005-BS-96 W/ CENTER ARM STRAP DETAIL, SURFACE MOUNT, RAL 6012 CUSTOM COLOR

STREETSCAPE MANUAL / URBAN DESIGN STANDARDS

Hardscape Details (Section 12B2.9)



1 / 12B2.9 HEADER CURB N.T.S.

STREETSCAPE MANUAL / URBAN DESIGN STANDARDS

Appendix E: Parking Lot Ordinance

ORDINANCE NO. 2012-05-13
TA12-006

STATE OF GEORGIA
COUNTY OF FULTON

AN ORDINANCE TO AMEND SECTION 8.2, MIXED USE DISTRICT, SECTION 4.23.2, PARKING LOT LANDSCAPING, AND SECTION 12B.8, MAIN STREET DISTRICT STANDARDS, OF THE SANDY SPRINGS ZONING ORDINANCE

WHEREAS, On April 19, 2011, the Main Street Alliance Report was presented to the Mayor and City Council; and

WHEREAS, the report detailed existing conditions influencing redevelopment in the Main Street Overlay District including aesthetics and sense of place, economics, infrastructure and traffic, and regulatory changes; and

WHEREAS, the report also detailed general recommendations to the Mayor and City Council regarding changes to the Zoning Ordinance; and

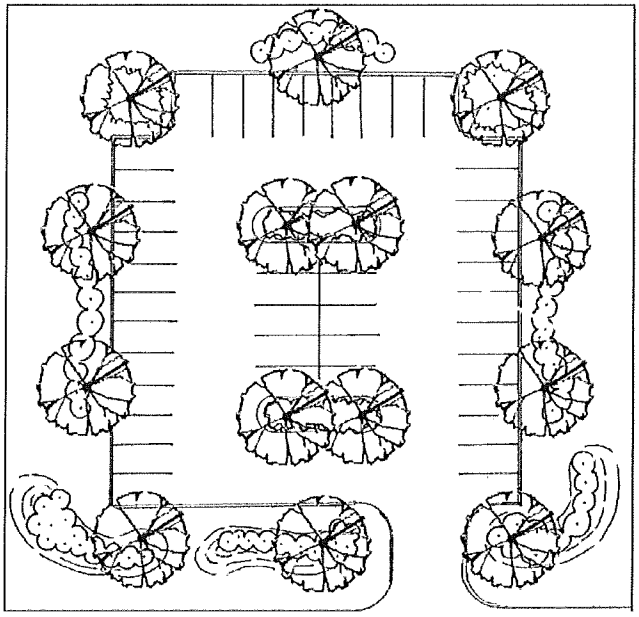
WHEREAS, the Mayor and City Council directed staff to prepare amendments to address a portion of the recommendations presented by the Main Street Alliance.

NOW, THEREFORE, to accomplish the foregoing, the Mayor and City Council of the City of Sandy Springs, Georgia, pursuant to their authority, do hereby adopt the following Ordinance:

1.

Section 4.23.2, *Parking Lot Landscaping*, of the Sandy Springs Zoning Ordinance is hereby amended to read as follows:

4.23.2 . PARKING LOT LANDSCAPING. At-grade, non-single family parking lots shall have a landscaped area equal to or greater than 10% of the total paved area. The 10% or greater area to be landscaped shall be located in islands within the paved area and within ten (10) feet of the perimeter of the paved area. Such landscape areas shall include minimum three (3) inch caliper shade trees as approved by the City Arborist and minimum soil volume as stated in Section A.12, *Landscape Strips, Buffers, and Parking*, of the Administrative Standards. Landscaping in landscape areas shall preserve and maintain adequate sight lines from the minor lane to the major lane. Alternate methods of landscaping parking lots (i.e. vegetative systems that can be used to quantify a reduction in parking lot runoff and improvement of water quality, and/or an overall reduction in the heat island effect of parking lots) may be approved whenever the Director determines that the alternate method equals or exceeds this standard.



2.

Section 8.2, *Mixed Use District*, of the Sandy Springs Zoning Ordinance is hereby amended to read as follows:

SECTION 8.2

MIX MIXED USE DISTRICT

8.2.1. MIX DISTRICT SCOPE AND INTENT. Regulations in this section are the MIX district regulations. Article XIX should be consulted to determine uses and minimum standards for uses allowed by administrative permit or use permit. The MIX district is intended to encourage flexible, innovative and creative concepts in site planning and efficient use of land and to provide a stable multiple use environment that is compatible with surrounding uses. The MIX district is particularly encouraged in areas designated by the Comprehensive Plan Land Use Map as suitable for commercial (including retail, service commercial and office) uses and in living-working corridors.

8.2.2. USE REGULATIONS. The MIX district mandates:

1. A residential component of single family dwellings, duplexes, townhouses, multifamily dwellings or any combination thereof along with at least two (2) of the following for a multi-structure development: retail, service commercial, office or institutional uses; or

2. For a single-structure development, retail, service commercial, office, and/or institutional uses on the ground-level of the building and any other use permitted in subsection A below on the upper levels of the building.

Within the MIX district, land and structures shall be used in accordance with standards herein. Any use not specifically designated as a permitted use in this section or as a use allowed by administrative permit or use permit shall be prohibited.

A. Permitted Uses. Structures and land may be used for the following purposes:

1. Single family dwelling unit
2. Two (2) family dwelling units
3. Townhouse dwelling units
4. Multifamily dwelling units
5. Rooming house and boarding house
6. Art gallery
7. Assembly hall
8. Car wash, detail shop and/or service stations located inside a parking garage as long as such uses are not visible from the exterior of the parking garage
9. Church, temple or other place of worship
10. Clinics
11. Community center building
12. Nursing home/hospice
13. Dancing school
14. Day care facility
15. Financial establishment/institution
16. Funeral home
17. Group residence/shelter
18. Gymnasium
19. Health club/spa
20. Hospital
21. Hotel/motel
22. Institution of higher learning, business college, music conservatory, and similar institutions
23. Library
24. Museum
25. Office
26. Parking garage/deck
27. Parking lot
28. Personal care home/assisted living
29. Recording studio
30. Research laboratory
31. Retail and/or commercial service establishment
32. Restaurant and/or fast food restaurant
33. Stadium
28. Theater

B. Accessory Uses. Structures and land may be used for uses customarily incidental to any permitted use and the principal dwelling unit may be used for a home occupation. No more than twenty-five percent (25%) of the total floor area of a building may be devoted to storage.

C. Additional Uses. Additional uses may be allowed by administrative or use permit, pursuant to Article XIX of this Ordinance.

8.2.3. DEVELOPMENT STANDARDS.

A. Height Regulations:

A building shall be no higher than sixty (60) feet except when a use permit to exceed the maximum height is approved.

B. Minimum Front Yard:

As specified in zoning conditions

C. Minimum Side Yard:

As specified in zoning conditions

D. Minimum Rear Yard:

As specified in zoning conditions

E. Minimum Development Frontage:

Thirty-five (35) feet

F. Minimum Internal Setbacks, Separations, Landscaping and Buffering Between Uses:

As specified in zoning conditions

G. Minimum Lot Area:

1. Single family or duplex dwelling unit - As specified in zoning conditions
2. All other uses – Parcels in living-working corridors shall have a minimum parcel size of ten (10) acres.

H. Minimum Lot Frontage for Single Family or Duplex Dwelling Units:

Twenty (20) feet adjoining a street

I. Minimum Lot Width for Single Family or Duplex Dwelling Units:

None, unless specified in zoning conditions

J. Minimum Interior Setbacks for Single Family or Duplex Dwelling Units:

1. Minimum front yard – As specified in zoning conditions
2. Minimum side yard – As specified in zoning conditions
3. Minimum rear yard – As specified in zoning conditions

K. Minimum Building Separations:

All building separations shall be as specified by the International Building Code.

L. Minimum Heated Floor Area Per Dwelling Unit:

As specified in zoning conditions.

M. Minimum Accessory Structure Requirements:

Single family, duplex and townhouse uses – Accessory structures may be located in the rear or side yards only but shall not be located within a minimum yard.

Multifamily use – Accessory structures shall not be located in the minimum front yard.

N. Minimum Common Outdoor Area:

Twenty percent (20%) of the total site area shall be common outdoor area and shall be maintained by the property owner(s).

O. Pedestrian Connectivity:

All components are required to be interconnected with pedestrian paths constructed of either colored/textured materials or conventional sidewalk materials and clearly identified.

P. Parking:

Subject to the approval of the Director, off-street parking, as required by Article XVIII of this Ordinance, may be reduced and shared parking among uses may be permitted.

8.2.4. OTHER REGULATIONS. The headings below contain some additional, but not necessarily all, provisions applicable to the MIX district:

A. Development Regulations, Chapter 103, Code

B. Exceptions, Section 4.3., Zoning Ordinance

C. Floodplain Management, Chapter 109, Article II, Code

D. Off Street Parking and Loading, Article XVIII, Zoning Ordinance

E. Outside Storage, Section 4.2., Zoning Ordinance

F. Tree Conservation Ordinance, Administrative Standards and Best Management Practices, Section 4.23., Zoning Ordinance

G. River Protection, Metropolitan River Protection Act

H. Signs, Article XXXIII, Zoning Ordinance

3.

Section 12B.8., *Main Street District Standards*, of the Sandy Springs Zoning Ordinance is hereby amended to read as follows:

12B.8. MAIN STREET DISTRICT STANDARDS.

12B.8. A. Parking

12B.8.A. Parking Spaces			
	Land Uses	Minimum Number	Maximum Number
A.1.	Retail commercial	1.5 spaces/1,000 gsf	5 spaces/1,000 gsf
A.2.	Office	1.0 space/1,000 gsf	4 spaces/1,000 gsf
A.3.	Restaurant	1.5 spaces/1,000 square feet.	10 spaces/1,000 square feet.
A.4.	Multi-Family Residential	One (1) space per dwelling unit	2.25 spaces per dwelling unit
The minimum standards are available to properties which comply with the streetscape standards and have pedestrian access to the street.			

5. All parking, except residential, shall be shared.

6. Parking spaces are permitted off-site per Article 18.

7. Parking areas are not permitted between the sidewalk and the front of the building.

4.

All ordinances, parts of ordinances, or regulations in conflict herewith are repealed.

5.

Severability. Should any court of competent jurisdiction declare any section of this Ordinance invalid or unconstitutional, such declaration shall not affect the validity of the Ordinance as a whole or any part thereof, which is not specifically declared to be invalid or unconstitutional.

6.

Repeal of Conflicting Provisions. It is the intention of the Mayor and City Council, and it is hereby ordained that the provisions of this Ordinance shall become and be made a part of the Code of Ordinances, City of Sandy Springs, Georgia and the sections of this Ordinance may be renumbered to accomplish such intention.

7.

This Ordinance is effective May 15, 2012; and

APPROVED AND ADOPTED this the 15th day of May, 2012.

Approved:

Eva Galambos, Mayor

Attest:

Michael Casey, City Clerk

(Seal)

RESOLUTION NO. _____

STATE OF GEORGIA
COUNTY OF FULTON

A RESOLUTION TO ADOPT THE ROSWELL ROAD CORRIDOR LIVABLE CENTERS INITIATIVE (LCI) STUDY FIVE-YEAR UPDATE

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

WHEREAS, the City Manager directed the Department of Public works to develop transportation plans consistent with future land use, to provide analysis for future transportation needs, and to provide a long-term vision capital investment in the city's transportation infrastructure,

WHEREAS, the Roswell Road Corridor LCI Study was adopted July 15, 2008 and requires periodic review and evaluation,

WHEREAS, the Department of Public Works has prepared a five-year update for the Roswell Road Corridor LCI Study, which provides an evaluation and appraisal report, implementation plan and five-year action plan as required by the Atlanta Regional Commission (ARC) to maintain eligibility for LCI program implementation funding; and

WHEREAS, upon adoption of this Resolution, the appropriate City and Sandy Springs Department staff will manage all applicable projects that are identified in the 2013 Roswell Road Corridor LCI 5-year update,

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

That the City of Sandy Springs City Council and Mayor receive, accept, and adopt the Roswell Road Corridor LCI Study Update, as presented to the City Council on February 5, 2013.

IT IS FURTHER RESOLVED that the Mayor and City Council acknowledge that the City Manager, in order to assure the effectiveness of authorizing negotiations with consultants, will periodically refined policies, procedures, and guidelines and keep the Mayor and Council informed of any changes as they occur.

APPROVED AND ADOPTED on this the 19th day of February, 2013.

Approved:

_____
Eva Galambos, Mayor

Attest:

_____
Michael Casey, City Clerk

(Seal)