

CITY COUNCIL AGENDA ITEM

**TO:** Mayor & City Council                      **DATE:** August 26, 2010  
**FROM:** John McDonough, City Manager  
**AGENDA ITEM:** Presentation of the Downtown Livable Centers Initiative (LCI) 5-  
Year Update/Action Plan  
**MEETING DATE:** For Submission onto the September 7, 2010, City Council Work  
Session Meeting Agenda

**BACKGROUND INFORMATION:** (Attach additional pages if necessary)

See attached:

Memorandum  
Action Plan Update  
Presentation  
Resolution

**APPROVAL BY CITY MANAGER:** JFM APPROVED

\_\_\_\_\_ NOT APPROVED

**PLACED ON AGENDA FOR:** 9/7/2010

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

**CITY ATTORNEY APPROVAL:** [Signature]

**REMARKS:**



TO: John McDonough, City Manager

FROM: Thomas Black, Public Works Director

DATE: August 24, 2010, for Submission onto the Agenda of the September 7, 2010, City Council Work Session and the September 21, 2010, City Council Meeting

ITEM: Presentation of the Downtown Livable Centers Initiative (LCI) 5-Year Update/Action Plan

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***Public Works Department's Recommendation:***

Public Works staff recommends approval of the Downtown Livable Centers Initiative (LCI) 5-Year Update and Action Plan.

***Background:***

Sandy Springs Revitalization, Inc. (SSRI), in conjunction with Atlanta Regional Commission (ARC) and Fulton County, commissioned the original Downtown LCI study. The study's stated goals were to:

- Seek out ways to implement the Regional Development Plan following the guidelines of the LCI program,
- Identify guidelines for the creation of a town center,
- Prepare an integrated transportation and land use plan for the study area,
- Identify a wider range of housing choices appropriate for Sandy Springs,
- Prepare urban design guidelines, and to
- Identify fundable projects for implementation.

In an effort to revitalize and enhance the downtown area, SSRI applied for and was awarded one of the original Atlanta Regional Commission Livable Centers Initiative Corridor Study Grants for 2000. The LCI program stipulates that plans must be updated on a 5 or 10 year basis to remain in good standing and to allow for two projects to be submitted from the study area for priority transportation funding.

***Discussion:***

The 5-year Update and Action Plan will keep this study current and will allow the City to submit another project for priority transportation funding. The City just received \$1.8 million in construction funding for Sandy Springs Circle Phase II (T-0014/15) through this study area. It will also enable the City to be eligible for applying for supplemental study funds to engage in a full 10-Year update of the plan should this become a priority.

***Alternatives:***

The Mayor and City Council can choose not to accept the 5-year update/action plan and let the study lapse. By doing so, no other projects could be submitted for priority transportation funding through the LCI program for this area.

PUBLIC  
WORKS

***Financial Impact:***

The LCI program was funded by the Atlanta Regional Commission (ARC) in 2000. The total program funding for planning studies is \$13 million and \$500 million for priority transportation construction funding. The acceptance of the 5-year update and action plan would allow staff to submit one additional project for consideration of receiving priority funding for the Downtown area. There is no financial impact to the City at this time unless the City wishes to apply for supplemental funds for a full 10-year update of the original study.

***Attachments:***

1. Downtown LCI 5-Year and Action Plan Update
2. Presentation
3. Resolution



# Livable Sandy Springs Plan

June 27, 2001



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# Public Involvement & the Planning Process

## Study Goals

The Atlanta Regional Commission (ARC) has provided funding through the Livable Centers Initiative (LCI) for investment studies and transportation projects located in activity and town centers in the region. This program encourages local governments to plan for and implement increased residential development, mixed-uses and connectivity in activity and town centers. As a recipient of this grant program, Sandy Springs Revitalization, Inc. (SSRI), launched its LCI process in February 2001 with a focus on town center development.

This LCI study provides recommendations on how to improve the transportation network and land use practices of the Sandy Springs area. It builds on the success of a series of previous planning and urban design studies that have been prepared by SSRI, including the *Sandy Springs Update of the Fulton County Comprehensive Plan 2010* (1992), the *Sandy Springs Revitalization Plan* (1993) and the *Sandy Springs Framework Plan* (1997). These earlier efforts focused on improvements in neighborhoods, whereas the LCI study is focused on the vitality of the business district.

The goals of the study include the following:

- ◆ Seek out ways to implement the Regional Development Plan following the guidelines of the LCI program
- ◆ Identify guidelines for the creation a town center
- ◆ Prepare an integrated transportation and land use plan for study area
- ◆ Identify a wider range of housing choices appropriate for Sandy Springs
- ◆ Prepare urban design guidelinesIdentify fundable projects for implementation
- ◆ Identify fundable projects for implementation

## LCI goals

The Atlanta Regional Commission (ARC) is committed to enabling the region to enter the 21st century well on the road to sustainability. The *Georgia Planning Act of 1989* requires that local governments and regional development centers prepare comprehensive plans. The local plans are prepared first, followed by the regional plans. In 1991, the ARC engaged a nationally recognized public outreach campaign called Vision 2020, which brought together thousands of citizens to create a shared vision for the region's future development. Over 40 initiatives were produced to ensure the livability of the Atlanta region and to begin the process of developing a regional plan as set forth by the Georgia Planning Act.

In 1999, the ARC updated the Regional Development Plan (RDP) for the metro Atlanta region by including 14 revised policies that serve as a guide for future growth. The development of the RDP was also a highly participatory process that fostered input from a diverse group of citizens and professional staff. These policies, representing the smarter way to manage growth and development, were adopted in May 1999 and include the following:

Policy 1: Encourage new development to be more clustered in the portions of the region where such opportunities exist.

Policy 2: Strengthen and enhance the residential and mixed-use character of the central business district and city and town centers.

Policy 3: Strengthen and enhance the residential and mixed-use character of existing and emerging activity centers.

Policy 4: Encourage mixed-use development of corridors where public services are currently available.

Policy 5: Encourage transit-oriented development.

Policy 6: Support the preservation of stable, single-family neighborhoods.

Policy 7: Encourage focused infill and redevelopment where acceptable to communities.

Policy 8: Encourage mixed-use development.

Policy 9: Encourage traditional neighborhood developments.

Policy 10: Protect environmentally sensitive areas.

Policy 11: Align local policy and regulation to support these policies.

Policy 12: Support growth management through local and state institutional arrangements.

Policy 13: Encourage the utilization of best development practices.

A copy of ARC's land use and transportation Best Management Practices are included in **Figure 1-1**.

**Figure 1-1**

**ARC Transportation and Land Use Best Management Practices**

**Transportation**

- Practice 1: Design the street network with multiple connections and relatively direct routes
- Practice 2: Space through-streets no more than one-half mile apart, or the equivalent route density in a curvilinear network.
- Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.
- Practice 4: Keep speeds on local streets down to 20 mph.
- Practice 5: Keep speeds on arterials and collectors down to 35 mph (or at least inside communities).
- Practice 6: Keep all streets narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 to 36 feet depending on lanes and parking.
- Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.
- Practice 8: Avoid using traffic signals whenever possible and always space them for good traffic progression.
- Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.
- Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.
- Practice 11: Incorporate transit-oriented design features.
- Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

**Land Use**

- Practice 1: Keep Vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.
- Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.
- Practice 3: Mix land use uses at the finest grain the market will bear and included civic uses in the mix.
- Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.
- Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.
- Practice 6: Place more convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.
- Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.
- Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.
- Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.
- Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.
- Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

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To support local governments in their efforts to implement these policies, the ARC has provided funding for investment studies and transportation projects located in activity and town centers in the region. This program, the Livable Centers Initiative (LCI), encourages local governments to plan for and implement increased residential development, mixed-uses and connectivity in activity and town centers. As a recipient of this grant program, Sandy Springs launched its LCI process in February 2001 with a focus on town center development.

## Community Goals

SSRI has developed three objectives for improving the community that along with the LCI goals served as guiding principles in the development of this study. These three objectives are as follows:

- ◆ Improve the appearance and function of the Sandy Springs Business District so that it becomes a premiere retail, service and dining destination for the Atlanta metro area and generates sales and rents in the upper quartile of the marketplace.
- ◆ Improve vehicular traffic flow in and around Sandy Springs so that the road network and transit options adequately serve the Sandy Springs Business District and non-destination cut-through traffic is diverted from the residential neighborhoods.
- ◆ Protect, preserve and enhance Sandy Springs' residential neighborhoods and the quality of life available to the Sandy Springs residents.

## Previous Planning Efforts in Sandy Springs

From references in later planning documents, we know that planning efforts in and for Sandy Springs date to at least 1954, when the area's population was about 3,750. It was about this same time that Fulton County adopted its zoning ordinance. Following those efforts, several organizations promulgated plans for the community at several different scales. Some planning activities have addressed the totality of

the Sandy Springs Planning Area, a thirty-six square mile area bounded by the City of Atlanta, DeKalb County, Cobb County and the Chattahoochee River. Others have focused on the "Heart of Sandy Springs," the area roughly bounded by Abernathy Road, Glenridge Drive and Lake Forrest Drive. Still others have looked at a few neighborhoods or a single activity node.

In 1960, Fulton County prepared the *Sandy Springs Plan*. In 1968, an organization known as the Community Planning Council of Sandy Springs developed a plan with the assistance of Eric Hill and Robert and Co. Both plans looked at the entire Sandy Springs Planning Area.

In 1972, Fulton County prepared the *Sandy Springs Planning Area Operational Plan*. In 1980 and 1982 Fulton County developed "Target Area Plans" for Central Sandy Springs and for the Abernathy-GA 400 area. As part of its responsibility under the *Georgia Planning Act*, the county also prepared a quadrennial update to the portion of its comprehensive plan that addresses Sandy Springs.

All of these plans identified similar conditions: traffic congestion, the poor image and function of the business district, lack of market focus, no "sense of place" and threats by these conditions to the surrounding neighborhoods. The 1968 Hill-Robert Plan cites what was, in essence, a lack of political will as a leading reason adequate action had not been taken on earlier planning efforts.

In 1992, the county, with the encouragement of a group of business and civic leaders, retained a multi-disciplinary team to develop The *Sandy Springs Revitalization Plan*. While this plan reconfirmed and reiterated the conditions and issues highlighted in earlier plans, its primary objective was to establish an implementation program that would begin to resolve the issues identified and re-identified over a generation of planning projects. The plan also sought to consciously bring together business, civic and residential interests in a single group that could seek consensus on goals and projects and move ahead those which did have consensus.

In 1993 the Fulton County Board of Commissioners adopted the *Sandy Springs Revitalization Plan* as its growth management policy

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for Sandy Springs. As a concept plan, the *Revitalization Plan* outlined the need for continued detailed planning focused on areas and issues that it reconfirmed from earlier plans. With the incorporation of the plan's focus group as Sandy Springs Revitalization, Inc. (SSRI), the ground work was laid for completion of the eight implementation steps the plan outlined and for pursuit of the detailed planning efforts it recommended.

SSRI began to contract with Fulton County to actually implement the plan. The organization's first step was to draft and navigate through its public involvement and adoption process an overlay development standards ordinance that would implement the streetscape element of the plan by incorporating it into the county permitting process. In April 1998, The Fulton County Board of Commissioners amended the county's zoning ordinance to add the Sandy Springs Overlay District and associated design review board as Article XIIB of the ordinance.

In the near half century since the first planning efforts for Sandy Springs, the community has grown from its 1954 population of just under 4,000 to one of over 80,000. The rural community has been transformed into a burgeoning urban center. The issues recognized so often in earlier plans remain: ugliness and dysfunction in the business district, grinding traffic congestion and the resulting threats to the neighborhoods in proximity to growth centers.

Beyond these historic issues, the emergence of Sandy Springs as a regional urban center has added concerns that include housing affordability and availability to meet the needs of an increasingly diverse population, a jobs-housing imbalance resulting in longer forced commutes for workers, a dysfunctional local circulation system that results in undue burdens on the regional arteries such as Roswell Road, and lack of practical travel options other than the single-occupancy vehicle. Over-dependence on the retail sector as an economic base and the retail segment's historic lack of focus are surfacing as additional concerns.

With the formation of SSRI, several of these more detailed needs have been addressed. SSRI

working in partnership with and under contract to Fulton County government has begun to develop plans and programs to respond to the expanding needs of an expanding and urbanizing population.

In 1996-97, SSRI developed the "Sandy Springs Parkway Plan" in response to the concerns and desires expressed at an extended series of public meetings. Building on this plan, in 1998 the organization moved to develop a "Framework Plan" for the neighborhoods surrounding the central business district.

This plan, which expanded upon and detailed the Neighborhood Preservation objective of the *Revitalization Plan*, looked at alternative circulation, open space, connections between neighborhoods and the business district and traffic management. The *Framework Plan* also included a capital improvements program that outlines, budgets and prioritizes the projects identified in the plan.

This *Framework Plan* led to the Whispering Pines neighborhood plan in 1998 and the Whispering Pines traffic calming and sidewalk project in 1999. Also in 1999 came the Mount Vernon Woods plan and a subsequent traffic-calming project slated for 2001, the Glenridge Forest-Hammond Hills neighborhood improvement plan.

The Livable Sandy Springs Plan represents SSRI's efforts to develop the same levels of additional detail for the Image & Function of the Business District and the Congestion Mitigation objectives of the *Revitalization Plan*.

## Public Involvement

Jordan, Jones & Goulding designed a public participation process for the Sandy Springs Livable Centers Initiative that would not only provide opportunities for citizen input, but would also generate dialogue, enthusiasm, and excitement for the future of the community. JJG's strategy for public involvement in Sandy Springs was grounded in the notion that polarization must be avoided and that the "us versus them" mentality must be turned into the "we are them" attitude.

Likewise, to enable citizens to provide meaningful input, they must understand the issues and their options. With that in mind, JJG provided

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stakeholders with specific, relevant facts and information so that the group could create good choices for the future of Sandy Springs.

A variety of activities with stakeholders enabled them, even in light of their diversity to clearly see their common concerns and common dreams. They began to see the solutions in terms of “common wealth.” While obtaining a level of consensus was important, equally important was the need to develop a sense of ownership within the community so that citizens themselves would become the champions of their plan. The public participation process for Sandy Springs included the following components:

- ◆ Education on the history and goals of the Regional Development Plan (RDP) and the specific development practices and transportation strategies that can lead to implementation of that plan; and
- ◆ Opportunities for public input and hands-on participation in the development of concepts and scenarios for managing future growth in Sandy Springs while adhering to the goals of the RDP.

### Methodology

SSRI has been involved in a number of planning projects over the years. Its membership used their experience with public involvement to develop four homogenous discussion groups for JJG to meet with separately, educating them on smart growth development practices and RDP policy. The four groups represented the civic, residential, government, and business communities.

In addition to meeting with the four discussion groups, JJG also closely examined Sandy Springs’ Hispanic community since they compose the majority of pedestrian traffic. In getting feedback from the Hispanic community, JJG could gather more information on how to further improve Sandy Springs walkability and increase its number of pedestrians.

To bring all of the discussion groups together, JJG scheduled two public workshops so there would be an opportunity to hear and understand all planning issues long and short term. The

workshops also provided groups the chance to actively start shaping their vision for Sandy Springs.

### Stakeholder meeting process and findings

The development of the four homogenous discussion groups by SSRI was the initial part of the public involvement process. JJG began educating each group separately on smart growth development practices. These practices included developing environments where people could live, work and play.

Through visual presentations, the discussion groups identified the dislikes and likes associated with urban planning and development. The presentation included images of mixed-use development, high-density housing, traffic calming devices, and open space improvements. The images allowed JJG the opportunity to change public perception toward such things as mixed-use development and high-density housing. With that in mind, the groups could then begin exploring the opportunities and constraints of developing within Sandy Springs (**Figure 1-2**).

Traffic is a major problem Sandy Springs faces, being centrally located between Cobb County and the Perimeter Area. As part of the traffic solution, it becomes necessary to develop communities that provide alternatives to the automobile.

One alternative is a walkable community. A Walkability Survey was distributed to the public with particular emphasis on the Hispanic community. Sandy Springs’ Hispanic community makes up a relatively small percentage of its population, but compose the majority of its pedestrian traffic.

The survey feedback from the Hispanic community provided insight into where and how often they are walking. This is valuable information in terms of designing a community to be inclusive of all pedestrians by making their needs easily accessible to them. Discussion group participant surveys also supported increased walking in environments that were less spread apart and safe for pedestrian traffic.

Open space is also a major concern of Sandy Springs as it faces plans for redevelopment. Participants want a concerted effort to maintain and improve its open space.

Results from discussion groups allowed JJG and SSRI to gain an understanding of Sandy Springs'

community values. In redefining its image, the citizens of Sandy Springs want to create an environment that reflects these community values. A town center would allow Sandy Springs the ability to recreate its identity by incorporating the community assets that support their values.

**Figure 1-2**

**Comments from the Stakeholder Meetings**

<b>What are the advantages/disadvantages of living in Sandy Springs?</b>	<p><b>Advantages</b></p> <ul style="list-style-type: none"> <li>◆ Access</li> <li>◆ Nice homes</li> <li>◆ Interesting shops</li> <li>◆ Great neighbors</li> <li>◆ Chattahoochee Park and River</li> </ul> <p><b>Disadvantages</b></p> <ul style="list-style-type: none"> <li>◆ Lack of government action and code enforcement</li> <li>◆ Traffic</li> <li>◆ Run down apartments</li> <li>◆ Strip shopping</li> <li>◆ Disinvestments commercial decay</li> <li>◆ Lack of city government</li> <li>◆ Dangerous – pedestrian and bikes</li> </ul>
<b>What gives Sandy Springs its image/identity?</b>	<ul style="list-style-type: none"> <li>◆ Congestion</li> <li>◆ Tall power poles</li> <li>◆ River</li> <li>◆ Beautiful neighborhoods</li> <li>◆ Trees</li> <li>◆ A way to Cobb &amp; Perimeter/crossroad</li> <li>◆ Culturally diverse</li> <li>◆ Centrally located</li> <li>◆ Roswell Road!!!</li> <li>◆ Subtle decay</li> <li>◆ Worn and torn business district</li> </ul>
<b>Is Sandy Springs a good place to live, work, and play?</b>	<ul style="list-style-type: none"> <li>◆ Traffic congestion</li> <li>◆ Too auto oriented</li> <li>◆ No good mass transit</li> <li>◆ Hard to walk</li> <li>◆ Uses too separated</li> <li>◆ Reasonable amount of affordable housing</li> <li>◆ Need more shared parking</li> <li>◆ Not enough trails and parks and public spaces</li> <li>◆ Convenient to work</li> <li>◆ Good shopping but hidden</li> </ul>
<b>What is the ideal mix of business/residential land use in Sandy Springs?</b>	<ul style="list-style-type: none"> <li>◆ Fear of more apartments</li> <li>◆ No higher density in existing neighborhood</li> <li>◆ Roswell Road fine for mixed use</li> </ul>
<b>Does Sandy Springs need a town center? Where? What?</b>	<ul style="list-style-type: none"> <li>◆ Yes!! Main Street area</li> <li>◆ Should be themed</li> <li>◆ Reason to want to walk</li> <li>◆ Restaurants, fountains, museums, civic, health center, residential village like</li> <li>◆ Need connections</li> <li>◆ Meeting place</li> <li>◆ Park, amphitheatre</li> </ul>

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## Workshop process and findings

### Workshop #1

The first workshop was held on March 30-31, 2001. The theme for the workshop was “Urban Forms and Place-Making.” The consultants made a presentation on urban design concepts used to create more walkable districts. The workshop participants were then, provided opportunities to carry out three hands-on assignments:

- ◆ **Urban Fabric:** “Where is Sandy Springs?” – identify the characteristics of various districts within Sandy Springs and identify connecting links between them.
- ◆ **Town Center:** “Putting the ‘There’ in Sandy Springs – define and design a walkable town center with intermodal connections for Sandy Springs
- ◆ **Demonstration Node:** “Re-tooling the Business District” – Shape a mixed-use development that would revive an obsolete commercial area

The following lists some of the elements identified in each of the conceptual drawings:

#### *Urban Fabric*

- ◆ Gateways into Sandy Springs and how they should be marked
- ◆ Open space, parks, and greenways
- ◆ Bicycle and pedestrian links
- ◆ Civic functions
- ◆ Circulation patterns and needed connections to form a more complete street grid
- ◆ Transit loop circulation system with satellite parking areas around the periphery of the business district.

#### *Town Center*

- ◆ Civic place containing gathering space
- ◆ Open space
- ◆ Commerce

- ◆ Housing
- ◆ A connecting grid
- ◆ A sustainable environment.

#### *Demonstration Node*

- ◆ Develop an intermediate street grid for more connections and better development opportunities at a walkable scale.
- ◆ Create alternative, parallel routes to Roswell Road to relieve traffic.
- ◆ Infill existing shopping centers with multi-story buildings close to the street with interesting storefronts, wide sidewalks, and landscaping to encourage pedestrian activity along the street.
- ◆ Develop cross streets as tree-lined boulevards and greenspace in the medians, and row houses along both sides.
- ◆ Build access streets through existing parking lots.
- ◆ Enable shared parking and reduction of parking requirements by mixing uses.
- ◆ Replacing surface parking with green space and parking decks
- ◆ A live theater and restaurants would make a good replacement for movie theater that is closed
- ◆ The right mixed use urban boulevard could provide a prominent setting for a prestigious 5-story corporate office building that would re-establish the office market in Sandy Springs.
- ◆ Urban residential density can be established with a block of well-designed multi-story residential structures with retail on the ground floor and structured parking concealed in the core.
- ◆ Sandy Springs needs a kid space, including indoor recreation such as skating rink, skate park, carousel, and gym.

## Workshop #2

The second workshop allowed participants to refine plans and identify implementation steps from the first workshop. It was held April 27-28, 2001 and it focused on the three areas of Land Use, Transportation, and Economic Vitality. Workshop participants experienced these elements first hand as they were divided into three groups to take field trips. The three field trips included:

- ◆ A walking tour of Sandy Springs;
- ◆ A bus tour of Garden Hills; and
- ◆ A walking tour of Decatur.

The Sandy Springs walking tour was a continuation of the Walkability Survey demonstrating what is needed in a community to make it pedestrian friendly, from crossing a parking lot to crossing the street. The field survey also allowed participants to observe mixed-use development and high-density living in communities that are socially and economically thriving.

The participants worked with the consultant team in beginning the conceptual drawing of how Sandy Springs would be envisioned from Town Center to transportation flow. The following are the elements of that successful community:

- ◆ Focal Point
- ◆ Grid Pattern (Circulation)
- ◆ Civic Functions (Library, post office, school, government offices)
- ◆ Commerce
- ◆ Community Gathering Place (Outdoors, Indoors)
- ◆ Living Place
- ◆ Walking distance/ Density /Diverse (affordable)
- ◆ Nature
- ◆ Trees/ Greenspace

Having completed these exercises, sources of implementation funding were identified. In

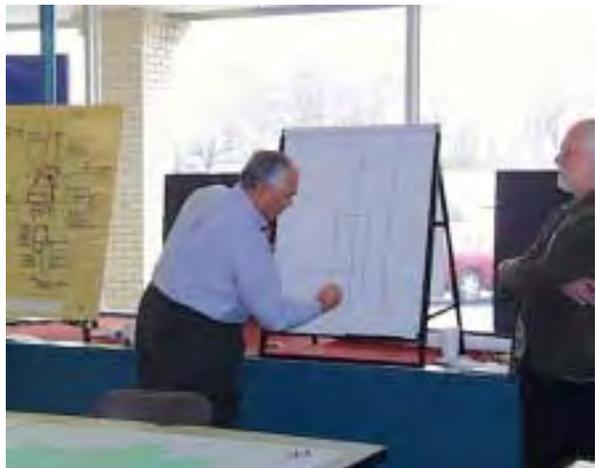
addition to ARC, possible sources of funding include Tax Allocation Districts or federal programs with Housing and Urban Development.

The quality of leadership and public policy decision-making for Sandy Springs is critical at this point in steering the community down a path of strong economic development combined with a high quality of life.

Sandy Springs LCI Workshop



Sandy Springs LCI Workshop



This section describes Sandy Springs today in terms of the people that live and work there, its natural and built environment, and the land use controls that have influenced development. Its purpose is to document existing conditions and to identify problems that need to be addressed in order to transform Sandy Springs into better live-work-play environment. This is the foundation upon which the study's analysis and recommendations are based.

As part of this study, a computerized geographic information system (GIS) was developed in order to help record existing conditions and identify opportunities for improvements. Inventories were conducted of existing land uses, businesses, and housing and then mapped on a personal computer using ArcView software. Most of the maps displayed in this report were derived from this GIS database.

Sandy Springs is an unincorporated community, located generally around the intersection of Roswell Road and I-285. This report focuses on the heart of this community, which roughly corresponds to the boundaries of the Sandy Springs Overlay District of the Fulton County Zoning Resolution. This study area is centered on Roswell Road and extends from Glenridge Drive to the south to Abernathy Road to the north. The western boundary of the study lies west of Lake Forest Drive and its eastern boundary lies just west of Georgia Highway 400.

**Figure 2-1** illustrates the study area boundaries, an area of approximately 2,600 acres, or little more than 4 square miles. **Figure 2-1** also illustrates two other geographic areas that are referenced in the following demographic analysis, the Sandy Springs Census Designated Place (CDP) and a 3-mile diameter circle centered on the intersection of intersection of Hammond Drive and Roswell Road. This latter geographic area is one that SSRI acquired demographic information for from Claritas, a private firm that provides socioeconomic data to businesses.

### Housing-Employment Balance

In an ideal live-work-play setting, there would be a balance between the number of jobs and number of housing units available. Those that work in the area would be able to find convenient desirable housing appropriate for their income. There would also be appropriate services and recreational amenities to support the resident population. The theory here is that such an environment would best support the use of non-automobile forms of transportation.

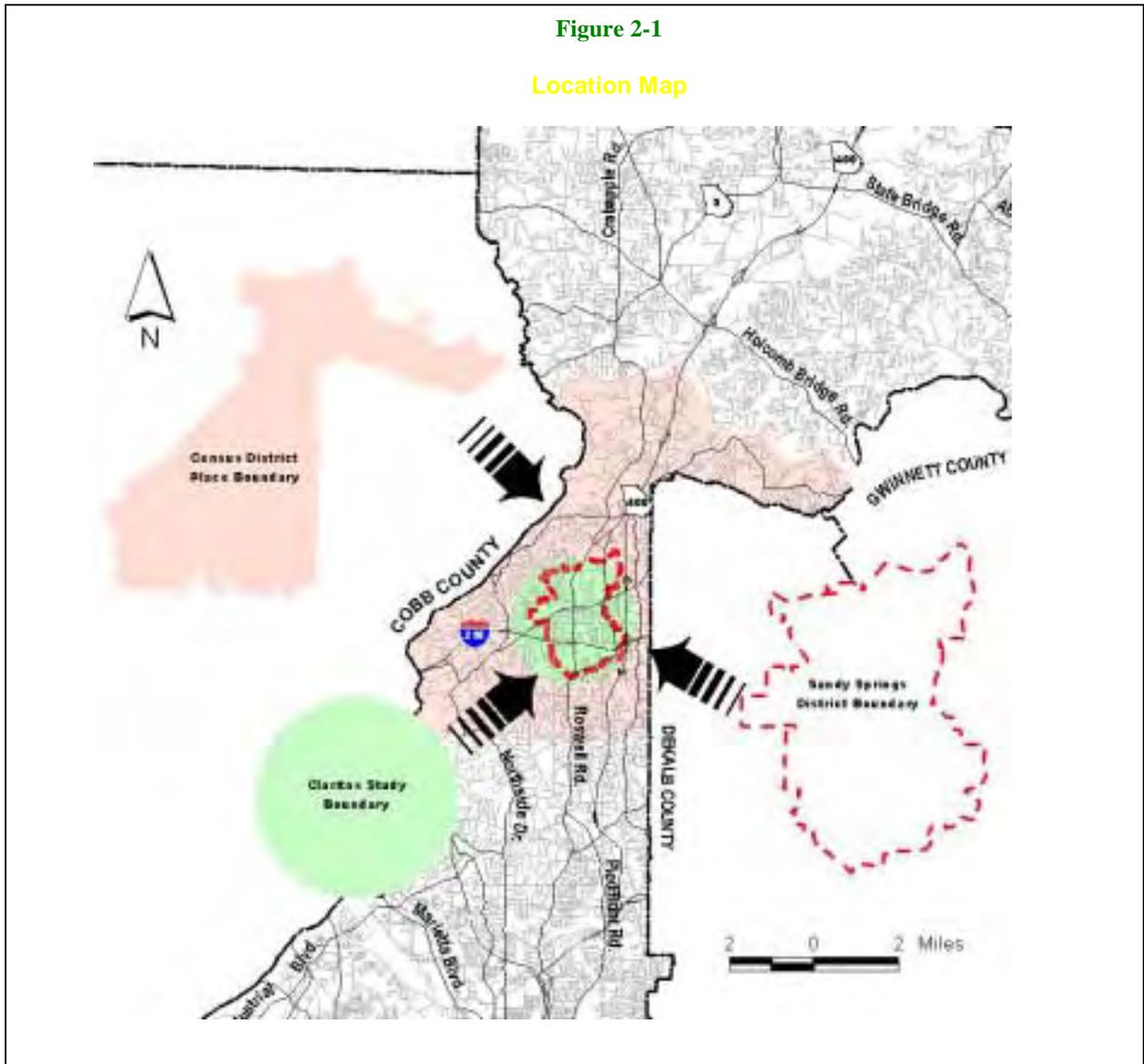
There are several problems in trying to determine the current housing-employment balance in the Sandy Springs LCI study area. For one, the Sandy Springs LCI study area does not conform nicely to existing census tract boundaries, and it does not correspond to any governmental boundary for which demographic statistics are readily available. The closest conforming geographic boundary to the study area for which data is available is the Sandy Springs Census Designated Place (CDP).

Another problem in trying to determine an appropriate housing-employment balance is that the area is so large, over 4 square miles. Even if there were a close housing-employment balance within the area, it would not necessarily indicate a close match between residents and nearby jobs, or between employees and nearby housing. Because of these problems, one can only make general statements about the current housing-employment balance and steps that need to be taken to improve it.

According to the 2000 Census 85,859 people lived in the Sandy Springs CDP, and it can be estimated using a GIS that approximately one fourth of the CDP population or 21,000 people lived within the Sandy Springs LCI Study Area. ARC estimated that there were 100,318 people working in the CDP in 1999. No up-to-date employment information is available for the LCI study area. The ARC data indicates that at least in terms of the greater Sandy Springs area there is a need for more housing to create a more even housing-employment balance, since jobs outnumber population by almost 25%.

Figure 2-1

Location Map



According to ARC, there are approximately 43,500 housing units within the Sandy Springs CDP, 59% of which are multifamily. Average household size in the CDP is 2.1, and the occupancy rate is around 90%. Most residential construction over the past ten years in Sandy Springs has been in the form of multi-family housing, but infill single-family construction continues to add significant numbers of new units.

Certain Census 2000 data such as figures on income, employment and educational attainment are not available at the printing of this report. Claritas, Inc., however, has provided SSRI with an estimate of these figures for a 1.5-mile and 3-mile radius of the Hammond Drive and Roswell Road intersection. Based on this information **Figure 2-2** shows that the Sandy Springs population is predominately white, well educated, and on average over 40 years of age.

**Figure 2-2**  
**2000 Population Characteristics**

	1.5-mile radius	3-mile radius
Population	18,029	63,743
% Minority	27%	20%
Households	8,801	27,721
Average persons per household	2.04	2.29
% Holding a College degree	51%	59%
% Unemployed	2.85%	2.52%
Not in the Labor Force	30%	29%
Median Household Income	\$54,689	\$70,828
Median Age	42	41

Source: Claritas Inc, prepared for SSRI October 3, 2000.

## Land Use

### Land Form

Natural features have played a significant role in the development of the study area and will continue to influence the development patterns of the future. There are both sensitive areas and areas that are well suited for development. **Figure 2-3** shows some of the pertinent land features in the study area.

The center of the study area at the intersection of Johnson Ferry Road and Mount Vernon Highway is two miles southeast of the Chattahoochee River. The business district and surrounding neighborhoods are bounded by Marsh Creek to the north, Long Island Creek to the west and Heards Creek to the east. These creeks run mostly through residential areas, but traverse major roads and commercial areas in certain locations. Marsh Creek crosses Roswell Road just north of Abernathy Road and Long Island Creek crosses Roswell Road just south of I-285. There is also a tributary of Long Island Creek that originates just south of Hammond Drive and runs south across Cliftwood Drive and Allen Road.

The topography of the study area is moderately hilly throughout. There are few flat areas, although there are two relatively flat, subtle and continuous ridges on which Johnson Ferry Road and Mount Vernon Highway run. These two ridges meet in the vicinity of Roswell Road and create a plateau

affect between Johnson Ferry and Hilderbrand Drive. As would be expected in a hilly area like Sandy Springs, the most severe terrain surrounds the creek beds. There are numerous strips of land in these areas with slopes greater than 20 percent. Although the standard assumption is that land with these slopes can only be developed with minimal intensity, there are sites throughout the study area that are being developed at a medium residential density. Several of the roads in the study area were developed along travel routes that precede the automobile. Roswell Road is one of these routes and although by no means flat, it was sited along the path of least resistance. There are almost no areas of severe slope to either side of Roswell Road between I-285 and Abernathy Road.

### Building Uses

The study area has several distinct sub-areas that can be defined in terms of scale and building use, see **Figure 2-4**. The section of the study area south of I-285 is made up of mostly medium density apartments and condominiums. There are also a number of existing townhouses and townhouse developments under construction. Most of these new developments are occurring along Glenridge Drive and are priced from the mid to upper range of the market. These new developments are going in next to and between some of the older single-family subdivisions in the area.

To the west of Roswell Road and south of I-285 is a large concentration of two to three story multi-family units that serve the mid to low end of the rental market. Despite the significant presence of residential development on Roswell Road in this area, there is still a good deal of office and retail space. There is a large retail and office complex to the west of Roswell Road and several smaller office buildings and retail establishments all along this section of Roswell Road.

Figure 2-3

Land Features Map

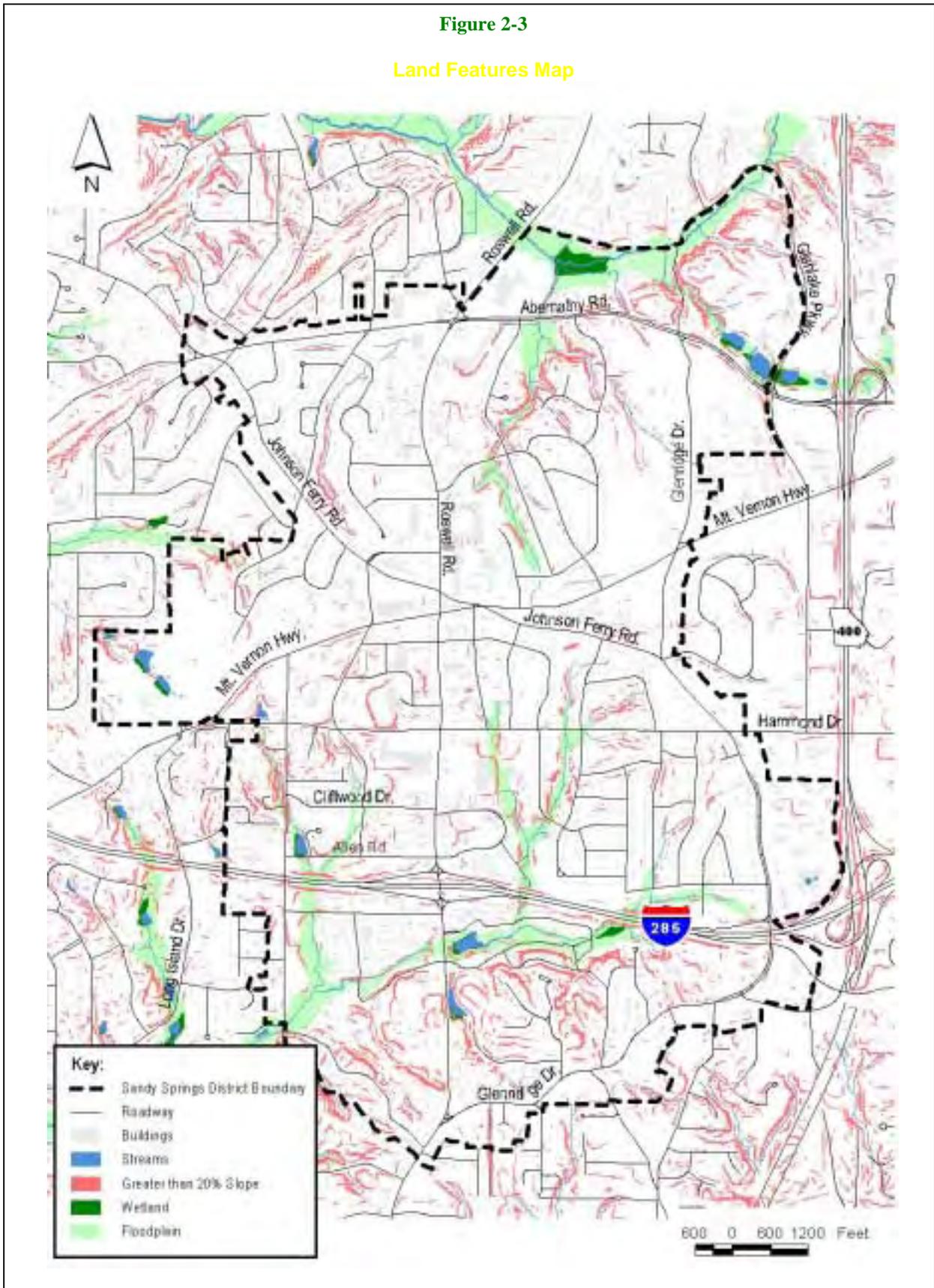
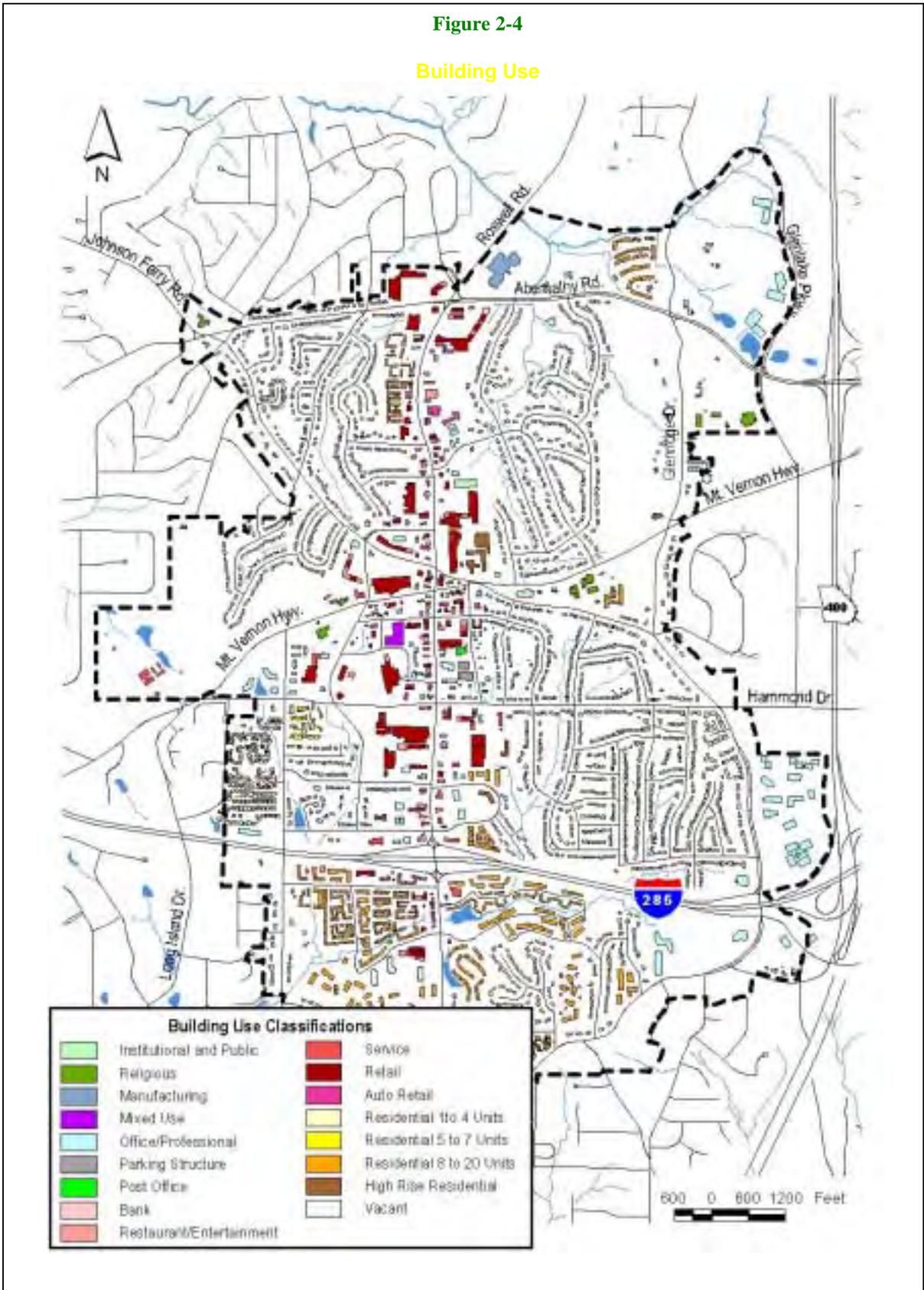


Figure 2-4

Building Use



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Traveling up Roswell Road to the north above I-285, there is a complex of large scale and small-scale commercial development that continues up to Hammond Drive. There are three large shopping centers here that include discount stores, grocery, small retail establishments and many restaurants. Despite some vacancies in these centers and buildings, this area is the most heavily used in Sandy Springs.

To the east of this retail center are several single-family neighborhoods that continue east to Glenridge Drive and north to Johnson Ferry Road. These houses were built from the early 1950's to the mid 1970's. North of I-285 and behind the commercial buildings on Roswell Road is an area that is in transition. Older ranch style homes have either been converted into office space or been torn down. They have been replaced with cluster homes, condominiums and small office buildings. This trend is continuing in that there are several projects underway that fit this mold.

North of Hammond Drive up to Johnson Ferry Road and along Roswell Road are numerous small buildings that were built as retail spaces and offices. A few older houses have been converted to commercial use as well. The larger strip centers, grocery stores and a big box retailer north of Hammond Drive are located west of Roswell Road mostly along Sandy Springs Circle. There are a wide variety of goods and services available in this area. There are two significant uses in this section of the study area. One is the Sandy Springs Historic Foundation property at the corner of Hilderbrand Drive and Sandy Springs Circle and the other is a new mixed-use condominium loft and retail building, the Bluestone, down Hilderbrand Road to the east from the Foundation.

Roswell Road from Johnson Ferry Road to Abernathy Road takes on an even different character from the first three sections described. It is a mixture of all three in that it has some residential development and some larger strip centers while still retaining some of the character that is derived from smaller, older commercial buildings that are built relatively close to the street.

This section of Roswell Road has all of the variety of the two commercial sections to its south, but it does not have the feeling of having the same intensity of uses. The Dorothy Benson Senior Multi-Purpose Complex is located in this area on Vernon Woods Drive just to the east of Roswell Road.

To the east of this section of Roswell Road is a large single-family neighborhood built in the 1960's and 1970's. To the south of this neighborhood and between Mount Vernon Highway and Johnson Ferry Road are the public library and a large church. To the east of this neighborhood is a large tract of wooded land, the northern portion of which is being developed as a single-family subdivision. Along Glenridge Drive and Mount Vernon Highway is a trend toward cluster housing developments that are being built out of existing residential parcels.

To the west of Roswell Road is a fairly large area of single-family neighborhoods that were built mostly in the 1960's and 1970's. These neighborhoods are along Johnson Ferry Road and continue up to Abernathy Road and beyond. There is also a good deal of residential development activity and interest in this area. Several new residential projects are underway or about to commence.

### Susceptibility to change

There are various ways to determine the susceptibility of real estate to some sort of change. There are many factors that can influence the tearing down of a building, the development of a previously undeveloped piece of land or the upgrading of an existing facility. For this study, a very simple model was used to analyze the susceptibility of real estate to change. An index was created that related land value to the improvement value of each property in the study area. This yielded an index value for each property that was less than one.

The usefulness of this index is based on the theory that there is a level of building intensity that will naturally result from the value of land. Generally, higher priced buildings are constructed

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on higher priced land. Those properties where the land value is greater than the value of the building are not being put to their highest and best use. These are the properties on **Figure 2-5** that are shown as having a high susceptibility to change. They have a susceptibility index of .5 or higher. Those properties with a moderate susceptibility to change have an index from .35 to .5 and the properties with a low susceptibility to change have an index of .35 or less. When looking at **Figure 2-5**, one might assume that all of the buildings on Roswell Road will be torn down because almost all of the properties on this road are shown as having a high susceptibility to change. The definition of susceptibility to change is not limited to complete site redevelopment, nor does it take into effect the value of existing cash flow. Many landowners along the road are making good income off of rents with little incentive to improve the property. Other improvements can be made to buildings to increase the rent or value of the building relative to the land, but as long as landowners are find tenants that are willing to pay rent change will be slow to occur. Changes such as include interior renovations, façade upgrades and building additions will occur more rapidly as vacancy rates increase.

### Infill opportunities

Sandy Springs is essentially built out in that there are very few undeveloped sites. This is especially true in the study area. However, it is clear that there are few properties that are being put to their highest and best use. One-story office and retail buildings dominate the commercial district. There are also many houses that have been converted to commercial use. Despite the fact that most of the property in the study area is currently being used, there is quite a bit of development activity in and adjacent to the study area, as presented on **Figure 2-6**. This new development is basically taking three forms at present: mid-rise office buildings up to twenty stories, residential infill in the form of townhouses and cluster homes, and individual property upgrades along Roswell Road between I-285 and Johnson Ferry Road. The property upgrades along Roswell Road are very encouraging and are helping to better the image of the

commercial district. Unfortunately, only a few property owners are enthusiastically doing this and there remain a lot of properties in need of attention. Higher density development is occurring to the east of the study area along the GA 400 corridor and in Perimeter Center. This new development and the success of the existing office and retail market is the most influential factor driving the commercial and residential activity in the study area. Residential infill in the study area is taking place along Mount Vernon Highway, Johnson Ferry Road and Glenridge Drive south of I-285.

The one missing link in the current real estate market is the consolidation of commercial properties in the business district of the study area for the purpose of building medium density or mixed-use projects. The one exception to this is the four-story loft and retail building on Hilderbrand Drive west of Roswell Road. This flagship project for commercial core redevelopment, the Bluestone, will probably open up the market for others of its kind. However, there appears to be no comparable project being planned. One of the hurdles to large-scale redevelopment in the commercial core of the study area is the fact that there are a large number of small properties that have diverse ownership. It is very difficult to assemble land in the area. In addition to this, many of the properties have been under the same ownership for some time and the returns from rents is far exceeding the debt service if there is any debt service at all. This leads to a fairly stable pattern of ownership and development in the commercial core. One factor that could change this is the fact that several retail centers are having difficulty finding tenants. Competition with Perimeter Center and Cumberland-Galleria makes is the main cause. If the centers in the study area cannot lease, they will eventually be redeveloped for some other use.

Figure 2-5

Susceptibility to Change Map

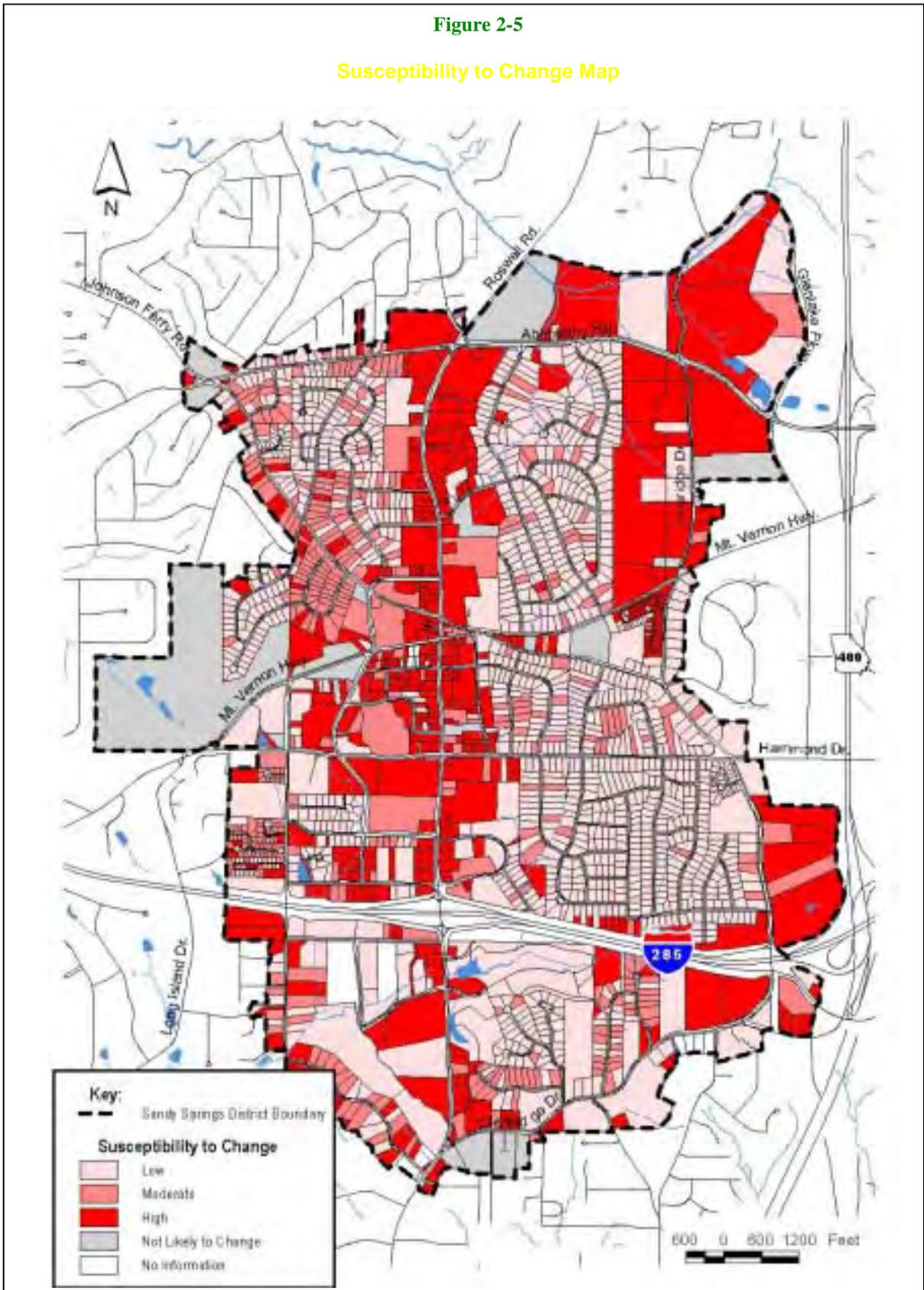
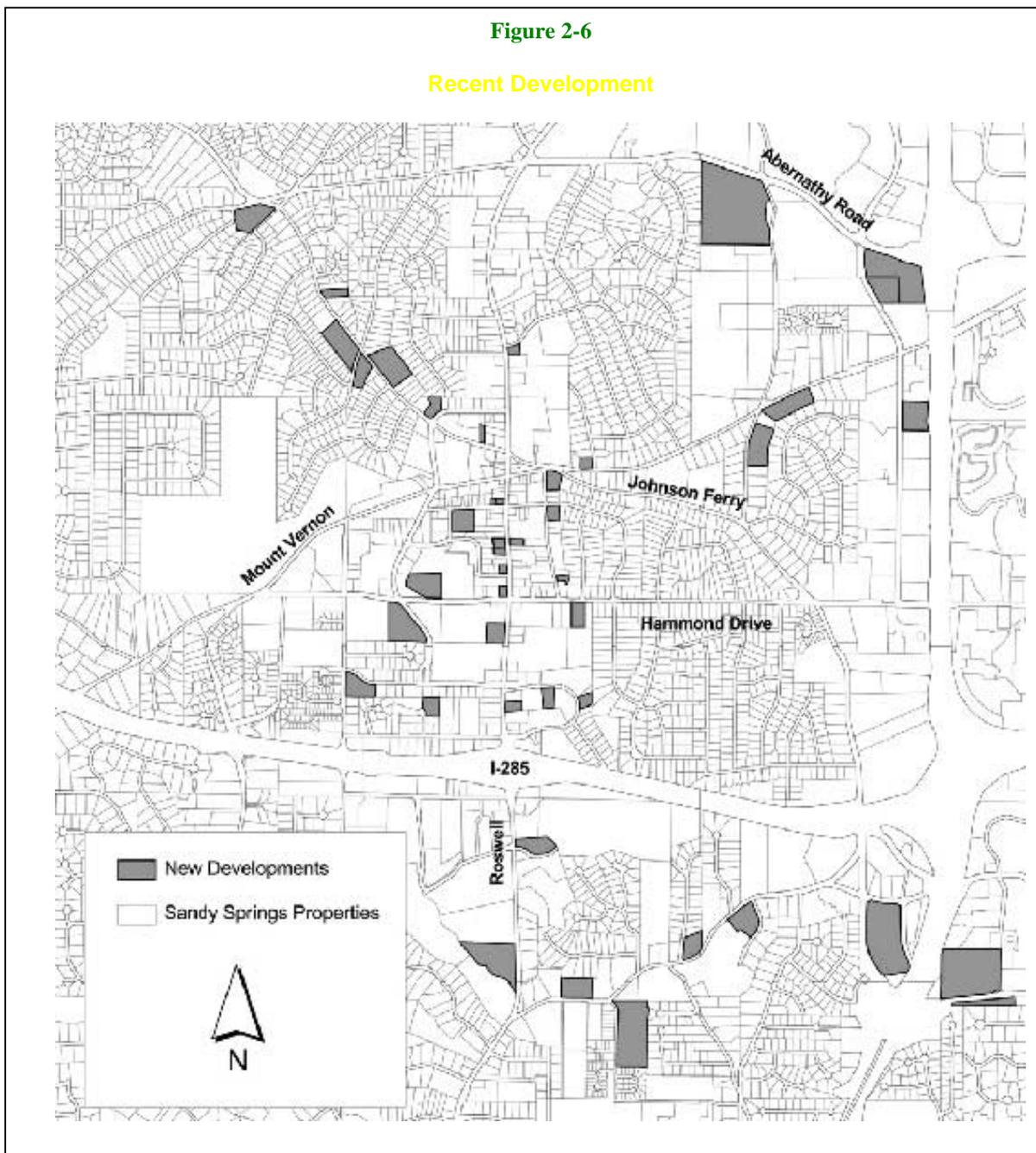


Figure 2-6

Recent Development



One of the greatest opportunities for infill development in Sandy Springs is the large surface parking lots associated with commercial development. Based on data prepared for the *Sandy Springs Water Resource Management Plan* prepared by Brown & Caldwell (August 14, 2000), surface parking lots within the LCI study area occupy 97.6 acres of land. All of these lots are

located in within the core business district along Roswell Road. On a site basis, these surface lots on average occupy 63% of the total land area associated with strip commercial shopping centers. Use of parking structures and lower parking area requirements would free up valuable space for other land uses such as housing, offices and open space.

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## Transportation

### Streets & Roads

Sandy Springs has excellent access to regional transportation facilities. The LCI study area is mostly north and just to the west of the GA 400 and I-285 interchange. Roswell Road has a full interchange at I-285 and there is an eastbound entrance and westbound exit at Glenridge Drive. GA 400 is as easily accessible as I-285 in that there is an interchange at Glenridge Drive to the south and Abernathy Road at the northeastern edge of study area. In addition to having access to these major facilities, there are several surface roads that come together and cross through the study area that provide access to regional destinations. Roswell Road, Johnson Ferry Road, Mount Vernon Highway and Hammond Drive provide routes that connect the study area to east Cobb County, the City of Atlanta, Perimeter Center, Dunwoody, North Springs and Roswell. Although each of these roads carries a significant amount of traffic during peak hours of the day, they usually provide reliable access to all of these destinations.

### Traffic Congestion

The study area suffers from extreme congestion during many times of the day. The reason is that there are a number of different types of users in the transportation network that are all competing for a limited amount of roadway. These users include commuters, shoppers, people making regional trips on Roswell Road and others, people avoiding congestion or incident related traffic on GA 400 and I-285 and people making local trips. In addition to the actual number of users, there are problems with signal timing and there is a general lack of alternate routes. This is especially true for alternative north-south routes to Roswell Road.

There are several problematic intersections and sections of road that are worthy of note. The Johnson Ferry Road Bridge across the Chattahoochee River is often touted as the worst intersection in the Atlanta region. It is clogged during rush hour by east Cobb residents who are

making their way to Perimeter Center, GA 400 or I-285 east. In the afternoon, problems in this area can back up on Johnson Ferry and Abernathy Road all the way to Roswell Road.

Roswell Road has several major problem areas. The worst being the I-285 interchange, which can cause delays north of Hammond Drive. Another very congested intersection is Roswell Road and Abernathy. Yet another problem on Roswell Road is the triangle where Johnson Ferry and Mount Vernon Highway meet. The one-way pair east of Roswell Road is not flexible enough to handle all of the various turning and through movements that occur in the area.

### Intersection Analysis

Traffic analyses were conducted on eight intersections within the study area (all including Roswell Road locations). These intersections include:

- ◆ Roswell Road at Abernathy Road
- ◆ Roswell Road at Sandy Springs Circle
- ◆ Roswell Road at Johnson Ferry Road
- ◆ Roswell Road at Mount Vernon Highway
- ◆ Roswell Road at Hilderbrand Drive
- ◆ Roswell Road at Sandy Springs Place
- ◆ Roswell Road at Hammond Drive
- ◆ Roswell Road at Cliftwood/Carpenter

Roswell Road is currently a high average daily traffic volume four-lane undivided arterial that provides access to a variety of land use development within the study area. Adjacent to Roswell Road are several parallel roadway segments that do not provide connectivity for continuous travel. However, along these parallel roadways traffic volumes are relatively low because of lack of connectivity.

Within the study area along Roswell Road, truck traffic is significant due to the type of commercial

development in the area. This was taken into consideration during the analysis.

Traffic conditions are evaluated in terms of average vehicle delay and based on Level of Service (LOS) measurements from the 1997 Highway Capacity Manual (HCM). LOS is a measure of a roadway facility's ability to accommodate a moving stream of vehicles. LOS measurements range from "A" to "F", with LOS A being the best operating conditions and LOS F the worst. Generally, LOS D or better is acceptable. LOS E and F are unacceptable in most cases and warrant improvements to the intersection or roadway geometry. Additionally, the installation of a traffic signal or signal timing adjustments to an existing signal can improve the intersection LOS. **Figure 2-7** lists the LOS criteria for signalized intersections (since all intersections analyzed are signalized).

Using procedures outlined in the traffic modeling software, an analysis of the existing and proposed intersection capacity during the morning and afternoon peak periods was performed. The software uses the following data to evaluate traffic conditions at unsignalized and signalized intersections.

- ◆ Turning Movement Counts (TMC)
- ◆ Traffic Signal Controller Database Settings and Timings, if applicable
- ◆ Intersection Geometry
- ◆ Pedestrian Phasing, if applicable

**Figure 2-8** presents a summary of the existing levels of service for the eight signalized intersections listed previously.

Turning movement counts were collected at each of the intersection listed above. As discussed previously, average daily traffic (ADT) counts were also collected along Roswell Road since it has the greatest traffic volume of any corridor within the study area (excluding Interstate 285). Other corridors within the study limits do not appear to be as critical to the overall system as Roswell Road.

**Figure 2-7**  
**LOS for Signalized Intersections**

Level of Service	Stopped Delay Per Vehicle (sec)
A	≤10
B	10-20
C	20-35
D	35-55
E	55-80
F	> 80

Source: Highway Capacity Manual, 1997 Update

**Figure 2-8**  
**Existing LOS for Select Sandy Springs Intersections**

Roadway	AM Peak LOS	PM Peak LOS
Roswell Road at Abernathy Road	F	F
Roswell Road at Sandy Springs Circle	E	D
Roswell Road at Johnson Ferry Road	F	F
Roswell Road at Mount Vernon Highway	F	E
Roswell Road at Hilderbrand Drive	F	D
Roswell Road at Sandy Springs Place	E	D
Roswell Road at Hammond Drive	F	E
Roswell Road at Cliftwood/Carpenter	F	E

Source: Grice and Associates

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## Transit

In addition to the road network, Sandy Springs and the study area in particular have excellent access to public transit. MARTA opened two new rail stations in Sandy Springs at the end of 2000. The study area has for some time had access to the Dunwoody MARTA Station by way of Hammond Drive and to the Medical Center MARTA station by way of Glenridge Drive. Now that Sandy Springs Station and North Springs Station have opened, there is a much greater likelihood that Sandy Springs residents and regional commuters will use transit to get to work and other places. Each of these facilities has large parking decks and many of the riders at these stations drive in and get directly on the train.

There are several bus routes that run through the study area and connect to the rail stations. **Figure 2-9** presents the existing MARTA bus route locations through the study area. These routes have average to good ridership and are used mostly by non-white collar workers, students and the elderly. The two main routes in the study area are the 5, which runs from Lindbergh Station up Roswell Road to Mount Vernon and makes its way back to Dunwoody Station by way of Hammond Drive, and the 87, which originates at Dunwoody Station, runs down Hammond to Roswell Road and then heads north to Dunwoody Place.

Other bus routes that serve the study area include the 148, the 41 and the 151. Route 148 originates at Sandy Springs Station and goes down Abernathy to Roswell Road south until it hits Sandy Springs Circle. From there, it makes its way west down Mount Vernon to Powers Ferry. Route 41 travels along Glenridge Drive to the Medical Center MARTA station, while Route 151 circles between the Medical Center and Sandy Springs Stations along Glenridge Drive and Barfield Roads.

Chamblee MARTA Station





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## Existing Policies and Regulations

The Fulton County Zoning Resolution is a fairly standard document in that it has a general set of regulations that are designed for automobile-oriented development. There are minimum setbacks, parking and site circulation requirements that vary by use and other, more specific regulations related to signs, storm water runoff, landscaping and the provision of public facilities such as sidewalks.

In addition to the zoning resolution, the building code influence the design of sites and buildings. One of the biggest problems in applying the zoning resolution and the building codes in Fulton County is that there is little or no room for real flexibility or innovative solutions to site and building design. It is very difficult to build new buildings in an area like the study area where there are high property values and small pieces of property.

When dealing with places like the study area, which are for the most part low-intensity commercial uses, it is the parking requirements, rather than lot size, that are the biggest determinant of urban form. Given the small lot sizes in the study area and the low-intensity development, the size and number of required parking spaces becomes the guiding urban design principle. This is because often the only financially viable solution to the parking is to have surface lots. The Fulton County Zoning Resolution requires ten spaces per 1,000 square feet for restaurants, five per 1,000 square feet for retail and three per 1,000 square feet for office. If each parking space, including the site circulation, requires 350-400 square feet of area, this means there is more than three times as much parking space as there is useable restaurant floor space and one and a half to two times the area of parking than retail space. The same amount of space required for parking as useable office space. These parking requirements have the unfortunate effect of creating seas of parking rather than places where buildings are related to the physical place of the street.

In addition to the standard Fulton County regulations, the Sandy Springs Zoning Overlay District regulations also apply. These regulations were developed for the special needs of the study area and have provisions that pertain to building design, site design, signs and sidewalks. The Overlay District regulations were adopted by the Fulton County Commission in April of 1998 and are currently being revised. The Overlay District boundary is also proposed to be expanded. These changes are planned to take place in Fall 2001.

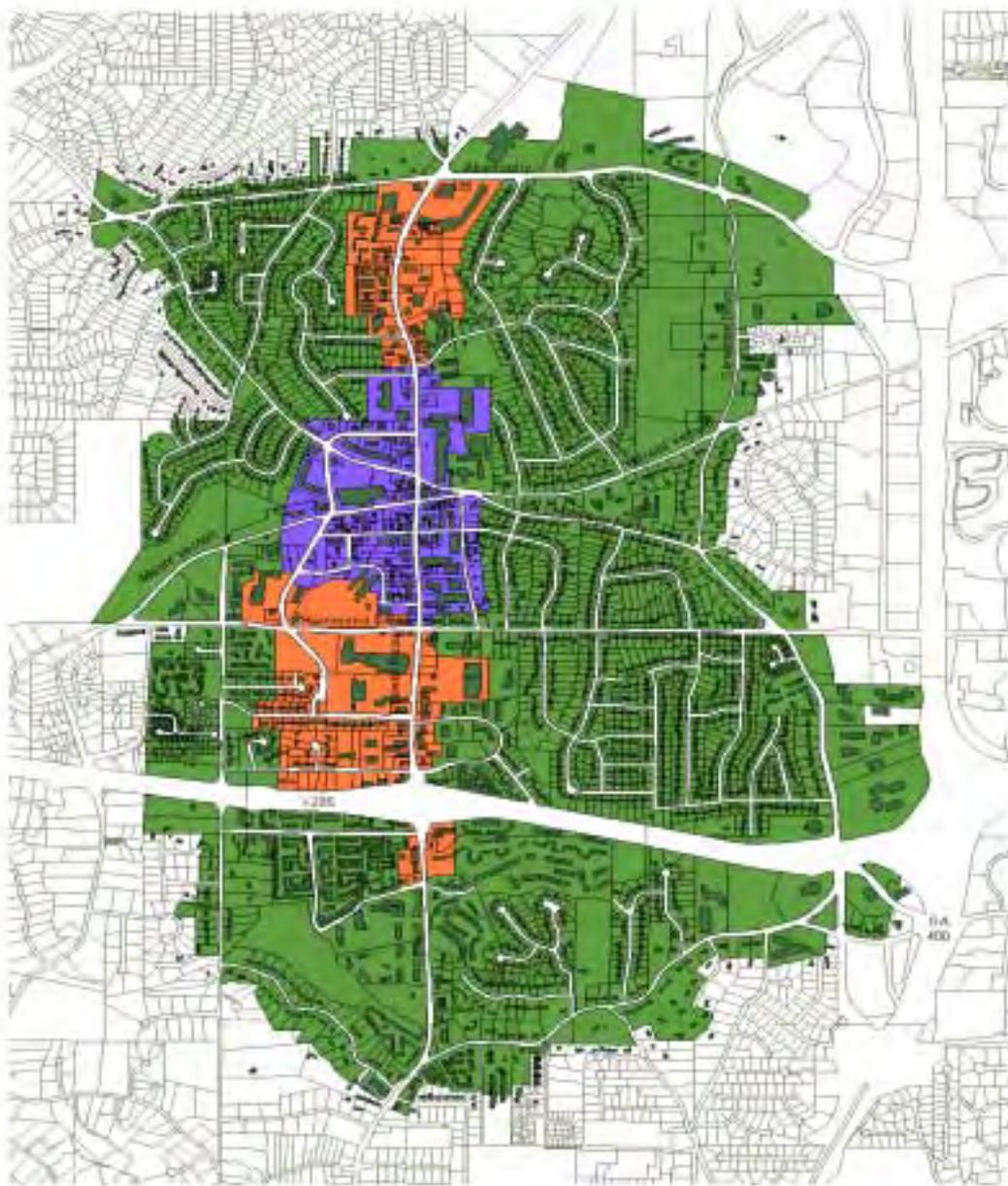
The Overlay District has three different zones that can be seen in **Figure 2-10**. The Main Street regulations have maximum building setbacks and require new developments and major renovations and additions to implement broad sidewalks and a wide landscape area that includes trees.

The Commercial Strip and the Suburban Corridor regulations do not have maximum building setbacks, but the update proposes a maximum of forty feet and a minimum of twenty feet. Each of these two zones has standard sidewalk templates that are less intensive than the Main Street standards.

The sign regulations in the Overlay District call for signs of limited height with broad bases in lieu of poles. The area of the sign is also limited. These regulations apply when new buildings are built or when a building has a change in tenancy. The regulations also include some recommendations for building and site design.

Figure 2-10

Sandy Springs Overlay District



- Building Footprints
- Overlay Zones
- Suburban Corridor
- Commercial Strip
- Main Street
- Area Parcels

### Sandy Springs Overlay District Map

Prepared for Fulton County  
By Sandy Springs Revitalization, Inc.





## Linking Land Use And Transportation

Traditionally land use planning and transportation planning have been done by separate sets of specialists. First, the land use planners drafted maps and policies for land use, prepared growth projections, and prepared a future land use map to identify areas that could be rezoned to accommodate the growth. The transportation planners converted the future land use information into travel demand forecasts, forecasted higher levels of traffic congestion, and then prepared plans to add more capacity where it would be needed. However, this planning process has led to land use and transportation plans that have left unresolved some serious problems related to air pollution and quality of life.

The principal purpose of the Livable Centers Initiative program is to link land use and transportation planning so that they work together for more efficient and livable development patterns. The link consists of designing town centers in which people can visit several destinations without having to use their cars for every trip, and then designing the transportation system so that it offers more transportation choices for the town's residents. The Livable Centers Initiative program is based on the premise that doing this is our Region's best chance of managing transportation problems and improving air quality as we continue to grow.

### Guiding Principles

Linking land use and transportation requires a return to traditional planning practices that take more than just the automobile in mind. The Sandy Springs LCI planning process was guided by land use and transportation principles that stress land use efficiency, walkability, grided street design, and modal choice in making Sandy Springs a more livable place. Following is more detailed description of each of these principles.

#### Land Use

##### Efficiency

In order to reach the goal of improved air quality, it is necessary to design more efficient land use patterns that require less travel by single occupant vehicles. Efficient land use patterns are those that arrange the

activities of a 24-hour day in a way that provides people the opportunity to link two or more trips together. It also provides the option to walk, ride a bike, or use public transportation to more daily destinations.

Efficient land use plans cluster several uses together on the same block or even within the same building. This is not a new idea, but is a traditional pattern that remains in most older cities. However, it is different from the predominant suburban patterns we see today.

Today's land use and zoning practices have forced auto-dependence by spreading out residential areas and separating them from stores, services, workplaces, schools, parks, and other civic functions. This pattern isolates people and encourages them to drive alone to every activity. The result of this low density, dispersed land use pattern is that we become auto-captive people who spend too much of our 24-hour day in our automobiles, generating traffic congestion and air pollution. **Figure 3-1** presents a summary of mobility measures for the Atlanta Metropolitan area as determined by the Texas Transportation Institute

**Figure 3-1**

#### Mobility Measures for the Metropolitan Atlanta Area (1990-1999)

Measure	1990	1999	1990 US Rank	1999 US Rank
Percent of Daily Travel in Congestion	20	37	28	8
Annual Hours of Total Delay (1000-person hours)	51,520	152,535	15	8
Annual Delay Per Capita (Person Hours)	25	53	15	2

Source: Texas Transportation Institute

(TTI).

##### Walkability

Walkability starts with land use efficiency, and adds sidewalks, but it entails other factors as well. The land use and transportation system must work together to reinforce the pedestrian experience and make it more attractive. A walkable place is one that not only brings uses together and provides sidewalks to connect the

activities of the town, but also provides a comfortable, safe and interesting environment for pedestrians. This sets in motion several design principles for walkability:

**Destinations** – A walkable place needs a critical mass of places where people would walk. In Sandy Springs, citizens completed a survey of walking amenities in which they offered their ideas about which destinations they would be willing to walk to, if comfortable and convenient sidewalks or pedestrian paths were present. The top ten walking destinations in Sandy Springs are presented on **Figure 3.2**.

**Figure 3-2**

**Top Ten Walking Destinations In Sandy Springs**

Rank	Destination
1	Recreational Walking
2	Park
2*	Bank
4	Your Place of Work
5	Grocery Store
6	Restaurant – moderate priced
7	Health/Fitness Club
8	Coffee Shop
9	Delicatessen/Take out Food
10	Post Office

\* Tie in number of responses received for destination

The top choices show that most Sandy Springs residents see walking as a recreational pursuit. It would appear that placing a town green in the center of the community will give Sandy Springs residents a very popular walking destination. The other priority walking places are good examples of the local activities that could be provided in a successful town center within walking distance of a town green.

**Sidewalks and crosswalks** - Sidewalks should be continuous and wide enough for two people to walk together and pass other pedestrians. Sidewalks in a town center should be landscaped and furnished with benches, trash receptacles, and streetlights. Marked crosswalks and signal phases designed for pedestrians to cross streets safely should be provided. Long blocks need safe mid-block crossings with appropriate signs or other traffic controls. Zoning regulations for

the Sandy Springs Overlay District<sup>1</sup> require that sidewalks have the following minimum widths:

- ◆ *Main Street Zone* – Nine Feet
- ◆ *Commercial Strip and Suburban Corridor* – Six Feet

**Building design** – A walkable place orients the fronts of buildings, building entrances, and signs to the sidewalks and pedestrian paths rather than to parking lots. This means buildings are placed close to street, provide shade and shelter for the sidewalks, and place their main entrances oriented toward the sidewalk. Building facades should offer street-level activity with shopping and storefront windows. Multi-story buildings placed close together and facing one another along the street offer pedestrians a sense of being in an outdoor room with a variety of interesting experiences that make walking pleasurable.

**Parking design** – Surface parking lots consume more land than any other element of suburbia other than the single family building lot. Parking is often the largest single component of shopping districts. Yet, surface parking lots are often deterrents to walkable places.

Surface parking lots spread out the land use pattern so the only convenient way to visit more than one place is by automobile. They also waste expensive urban real estate that could be more efficiently used by buildings than for car storage. A walkable place reduces surface parking lot space and becomes more efficient in two ways:

- ◆ The number of parking spaces will be reduced because more people will be walking or using public transportation.
- ◆ By clustering mixed uses within walking range, and providing inter-parcel connections between uses, different land uses can share the same parking lots. Many studies have shown that the total number of parking spaces can be reduced significantly in this way. Additionally, Fulton

<sup>1</sup> Fulton County Zoning Regulations, Article XIIB. SS District (Sandy Springs Overlay District), 12B.2.1, K.5.

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County has shared parking guidelines incorporated into their zoning ordinance<sup>2</sup>.

Parking design can support walkability in several ways:

- ◆ Parking lots should be located so that pedestrian access comes first; this means placing parking lots on the side or in the rear of buildings, and avoiding large parking lots in the primary pedestrian space between the sidewalk and the building entrance. The Sandy Springs Overlay District Zoning Ordinance<sup>3</sup> set a maximum front yard dimension of 20 feet for the *Main Street Zone*.
- ◆ On-street parking should be allowed to substitute for up to 40 percent of off-street parking requirements if the on-street parking can be provided within 700 feet of the use; on-street parking saves land, provides convenient short-term parking for shopping, and provides a buffer between sidewalks and the street.
- ◆ Parking lots need to provide safe, comfortable, landscaped, and well-marked pedestrian pathways that not only link parking lots to buildings, but also provide convenient paths for pedestrians who have to pass through parking lots as a short cut to other destinations. The Sandy Springs Overlay District Zoning Ordinance set requirements for such elements including landscaping of parking areas<sup>4</sup>, pedestrian paths through vehicular areas<sup>5</sup>, and pedestrian lighting on inter-parcel sidewalks<sup>6</sup>.
- ◆ Where feasible, town centers should encourage parking decks because they allow more land for buildings and pedestrians, bringing more activities within a walking range of pedestrians.

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<sup>2</sup> Appendix B, Article XVII Off-street Parking and Loading, 18.2.2 Shared Parking

<sup>3</sup> Fulton County Zoning Regulations, Article XIIB. SS District (Sandy Springs Overlay District), 12B.2.1, B.1.

<sup>4</sup> Fulton County Zoning Regulations, Article XIIB. SS District (Sandy Springs Overlay District), 12B.2.1, G.4

<sup>5</sup> Fulton County Zoning Regulations, Article XIIB. SS District (Sandy Springs Overlay District), 12B.2.1, K.4-5

<sup>6</sup> Fulton County Zoning Regulations, Article XIIB. SS District (Sandy Springs Overlay District), 12B.2.1, L

- ◆ One way to share the cost of structured parking is to allow new downtown uses to pay a fixed amount into a parking bank in lieu of providing parking on site. The fund is then used to construct a municipal parking garage.

### Street Design

Street design is a major factor in linking land use and transportation. Guiding principles related to street design that can contribute to making a more livable town center in Sandy Springs include:

### Connectivity

Sandy Springs's street network is similar to that of many other suburban areas of Atlanta and the United States. Typically, the suburban model for street construction has followed a "dendritic" form, similar to the dendritic structure of the nervous system. The nervous system uses a multiple hierarchy of branches stemming from a single nerve stem connected to the central processor, the brain. In a dendritic transportation system, traffic is expected to begin on the local (often cul-de-sac) streets, travel to collector streets, then to arterial streets, and finally all traffic is channeled onto a single major route. However, this type of network collects and focuses traffic into familiar "bottlenecks," often leaving few route alternatives for drivers.

In Sandy Springs, the neighborhood street patterns are typically not constructed in a grid pattern, which limits access to/from the neighborhoods and minimize the connectivity of the area as a whole. In a village setting, a traditional grid system of streets is implemented, which increases the pedestrian-friendliness of an area as well as the connectivity.

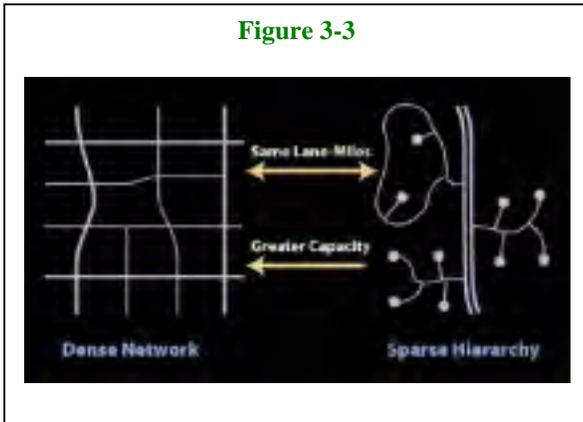
Connectivity options should be examined and implemented (to the greatest possible extent) both internally within the community, and externally, connecting the community to the greater surrounding areas.

### Internal Connections

The series of isolated subdivisions on Hammond Drive are indications that better internal connections are needed. An example is the residents within the

Glenridge Forest Subdivision that must travel out to Hammond Drive (the collector streets) to reach Roswell Road and enter the center of Sandy Springs. There is no other direct route from the subdivisions along Hammond Drive to the center of Sandy Springs.

Figure 3-3



These same residents must compete with the regional through traffic on Hammond Drive (e.g. between Perimeter Mall and Sandy Springs) that is using these same streets to reach destinations, which likely are not even within Sandy Springs. **Figure 3-3** presents a comparison of the suburban “dendritic” system of streets with that of a traditional neighborhood grid system.

In a grid system, drivers have multiple routes, and traffic is diffused as drivers choose alternate routes<sup>7</sup>. An example of the benefits of a grid system is presented in **Figure 3-4**.

A summary of the advantages for an interconnected grid system of streets include:

- ◆ Accessibility for neighborhoods and activity centers:
  - Multiple ways to access a subdivision
  - Multiple ways to access an activity center.
- ◆ Multiple alternatives for through traffic (splits the traffic load)

Interconnective grids also provide more alternatives for the following:

- ◆ **Public transportation** – more options for routes and easier to access neighborhoods
- ◆ **Bicycles** – more options for bike lanes and greater awareness of bike traffic
- ◆ **Pedestrians** – the sidewalk grid follows the street grid and gives pedestrians many options and wider mobility within the same walking distance
- ◆ **Garbage collection routes** – more options for routes and easier to access neighborhoods

<sup>7</sup> Institute of Transportation Engineers, *ITE/Traditional Neighborhood Design Street Guidelines* – Final Draft, April 1997.

<sup>8</sup> Howe, Dan and Johnson, Ed Jr. City of Raleigh, NC Planning Department. Interconnected Street Systems, <http://www.Raleigh-nc.org/planning/interconnect.htm>

- ◆ **Postal delivery** – mail carriers have more options and can even deliver mail by foot (reduces vehicle traffic and congestion)

houses within a given response time, compared to conventional cul-de sac streets

**Figure 3-4**



**Sparse Hierarchy of Streets**

A typical suburban tract at four housing units per acre on cul-de-sacs forms a rough grid of through streets spaced at about 3,000 feet apart, resulting in traffic volumes of 9,000 vehicles per day on the arterial grid – too much for neighborhood interaction.



**Dense Street Network**

Placing the same houses on an interconnected grid size of 750 feet reduces the traffic on each street to less than 2,000 vehicles per day, which is satisfactory for neighborhood interaction. A smaller grid size would reduce traffic even more.<sup>8</sup>

**External Connections**

Transportation mobility to and from other population and employment centers within the Atlanta Metropolitan Region is equally as important to Sandy Springs as internal mobility. There is a noted pattern within the Atlanta Region (and the nation) for a decreasing number of daily trips to the central city (e.g. Sandy Springs to Atlanta) and an increasing

**Figure 3-5**

**Directions to Atlanta Centers from Sandy Springs**

	Approximate Distance From Sandy Springs*	Main Route to Center
(Cobb Co.)	2.5 miles	Mount Vernon Highway to Perimeter Center West, to Ashford-Dunwoody Road
(Dunwoody)	6.5 miles	Mount Vernon Highway to Glenridge Drive to Glenridge Connector, to GA 400 South, to Lenox Road Exit, to Peachtree Road, or Lake Forrest Drive south to Piedmont road to Peachtree Street, or Roswell Road south to Peachtree Street
(Marietta Co.)	7 miles	Roswell Road, to I-284 West, to Cobb Parkway (US 41)
(Kennesaw)	14.5 miles	Roswell Road, to I-285 West, to I-75 North, to GA 120 loop west, to Church Street, to Marietta Square
(Roswell)	8 miles	Roswell Road north to S ATLANTA ST/ROSWELL RD/GA-9/ GA-120
(Sandy Springs)	15 miles	Mount Vernon Highway to Glenridge Drive to Glenridge Connector, to GA 400 South, to I-85 South
(Smyrna)	15 miles	Mount Vernon Highway to Glenridge Drive to Glenridge Connector, to GA 400 South, to Sidney Marcus, to Buford Highway, to North Druid Hills, to Clairmont Road, to Commerce Drive.
(Atlanta)	20 miles	Roswell Road to I-285 east, to US 78 east, to Stone Mountain Pkwy, to Stone Mountain Village Exit, to GA 10 west, to East Ponce de Leon, to Cemetery Circle to Main Street

- ◆ **Emergency services** – a grid system provides fire service to approximately twice as many

number of suburb-to-suburb (such as Perimeter Center, Buckhead/Lenox, the GA 400/North Fulton Corridor, and the Cumberland Area in Cobb County).

As this trend continues, it will be necessary for Sandy Springs to maintain adequate external connectivity in all directions.

Sandy Springs' proximity to other employment and population centers within the Metropolitan Atlanta Region is crucial for attracting business and new residents. The proximity to downtown Atlanta and other major activity centers within the Atlanta region is one of Sandy Springs' strengths that will most likely remain unchanged in the future. **Figure 3-5** lists several employment and population centers within the region, their distance to Sandy Springs and the major routes of travel to and from their locations.

As indicated on **Figure 3-5**, the major east-west routes for Sandy Springs are Abernathy Road, Johnson Ferry Road, Mount Vernon Highway, Hammond Drive and I-285, while the major north-south routes include Roswell Road, Glenridge Drive, Sandy Springs Circle, and Lake Forrest Drive. These routes are already congested beyond capacity because of the lack of route and mode alternatives. Several street widening projects within the Sandy Springs study area included within the Regional Transportation Plan (RTP) including Hammond Drive (Glenridge Road to Roswell Road), Johnson Ferry Road (Chattahoochee River to Abernathy Road), Abernathy Road (from Roswell Road/SR 9 to GA 400), and Glenridge Drive (Johnson Ferry Road to Glenlake Parkway). These street-widening projects will likely improve external connectivity between Sandy Springs and the Atlanta Region in the future. However, more route alternatives would further the choices and lessen congestion on these major streets.

### Traffic Calming

Traffic calming is another street design strategy that links land use and transportation. The speed of traffic is one of the major causes of auto, pedestrian, and

bicycle injuries and fatalities. **Figure 3-6** presents a table summarizing pedestrian injury severity as a function of speed limit.

Traffic speed is a function not only of traffic regulation and enforcement, but also of street design. Many of our local streets, as well as major highways, have been designed for speeds that discourage safe bicycle and pedestrian travel. Traffic calming is a family of street design techniques that are designed to slow traffic to speeds that are safe for pedestrians and bicyclists so they can share equally in the use of the public right-of-way. A grid pattern of streets in an urban village setting is conducive for traffic calming since these streets usually contain numerous intersections, on street parking, and narrow lanes widths. All of these factors typically result in slower vehicular speeds. This is a very desirable feature of a livable and walkable town center for Sandy Springs.

Generally, traffic speed increases on long, wide stretches of streets with few intersections. Therefore, traffic calming techniques narrow the real or perceived width of travel lanes, introduce changes in vertical and horizontal alignment, and provide frequent, but safe interruptions in the pathway of motorists where pedestrians are to have principal use of the-right-of-way. Some simple methods that are being widely employed in town centers and neighborhoods throughout the country include:

- ◆ narrowing standard vehicle travel lanes from twelve feet to ten feet
- ◆ decreasing the block size of the street grid, in combination with frequent stop signs or traffic signals
- ◆ placing street trees near the street to narrow the perceived width of the street corridor
- ◆ on-street parking

**Figure 3-6**

### Pedestrian Injury Severity as a Function of Speed Limit

Pedestrian Injury Severity	Posted Speed Limits						Total
	Less than , or equal to 20 mph	25 mph	30 mph	35 mph	40-45 mph	50 + mph	
Fatal Injury	1.2%	1.8%	5.4%	4.1%	8.6%	22.2%	5.7%
Incapacitated	14.6%	18.2%	23.4%	23.4%	30.8%	26.0%	22.8%
Nonincapacitated	39.9%	34.5%	32.4%	33.7%	26.5%	19.9%	31.7%
Minor or no injuries	44.3%	45.5%	38.7%	38.8%	34.1%	31.9%	39.7%

- ◆ raised speed tables placed at mid-block or pedestrian crossings
- ◆ using traffic circles at major intersections
- ◆ installing traffic islands or diverters in the center of local streets

Traffic calming techniques should be tailored to different conditions of local land use and traffic circulation. **Figure 3-7** illustrates an assortment of traffic calming techniques.

### Modal Choices

Mode choice refers to the manner in which people choose to travel. Typical mode choices include:

- ◆ Walk
- ◆ Bicycle
- ◆ Public transportation
- ◆ Drive alone
- ◆ Carpool

**Figure 3-8** presents a summary of transportation mode choice (for work trips) by Sandy Springs residents living within a 1.5-mile radius, and a 3-mile radius from the intersection of Hammond Drive and Roswell Road.

**Figure 3-8**  
**Work Trip Mode Choice for Sandy Springs Residents**

	1.5 mile radius	3 mile radius
<b>2000 Workers</b>	10,192	36,171
<b>Drive Alone</b>	78%	82%
<b>Car Pool</b>	8%	7%
<b>Bus/Subway</b>	5%	4%
<b>Walk/Bike</b>	2%	2%
<b>Other</b>	7%	5%

Source: Claritas, Inc. October 2000



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Traditionally, regional transportation models have separated land use planning from the modeling of mode choice. The conventional computerized travel demand models assume that travelers choose what mode to use for regional travel based on factors such as their income, auto availability, and the relative cost and travel time by different modes. However, linking land use and transportation at the local level suggests several other factors that should guide the design of a livable town center for Sandy Springs.

### Planning for Pedestrians

The issue of walkability has already been presented. However, it is essential to have a walkable town center if alternative modes are to succeed. Every alternative to the automobile requires accommodation of pedestrians and the development of a well-designed pedestrian realm in land use, street design, and building design.

### Planning for Bicycles

Bicycles are versatile vehicles that can travel on the streets or on pathways off the streets. However, for bicycle use to become a safe and popular replacement for driving trips, it is important to provide coordinated design of both transportation and land use elements of the community:

- ◆ Provide bicycle lanes at least four feet wide along the shoulder of both sides of collector and arterial streets; a good guideline is to provide bike lanes when the posted speed limit is greater than 25 miles per hour.
- ◆ Plan bicycle paths along greenways located along watercourses, utility rights of way, or other off-street locations that connect destinations within the community.
- ◆ Signage and traffic controls are essential to provide safe and convenient travel for bicycles; signs direct bicyclists to specialized facilities and advise motorists to honor restricted on-street lanes, crossings, and off-street paths.
- ◆ Incorporate bicycle storage areas, such as bike racks or bike lockers are necessary at major destinations in the community, such as libraries,

schools, parks, employment centers, and shopping areas.

### Planning for Public Transportation

Transit Oriented Design (TOD) is an example of a very explicit link between transportation and land use. It is based on the premise that, in order to be productive, public transportation services require suburban land use patterns to be re-oriented away from auto-dependent patterns. Many of the guiding principles that support land use efficiency, walkability, and connectivity also support transit use. The main additions to these principles are:

- ◆ Transit oriented development requires lower parking ratios to reinforce transit use. Surface parking detracts from pedestrian and transit circulation at the same time that it reinforces auto use.
- ◆ Transit oriented development requires higher densities than development without public transportation; the City of Orlando, Florida requires minimum residential densities in corridors that are served by public transportation. **Figure 3-9** lists recommended densities for successful public transportation service.
- ◆ Transit service requires carefully designed stops. TOD's are designed differently based on the type of station and the adjacent land uses. Transit stops need to be placed as near as possible to the largest trip generators and well connected to the pedestrian and bicycle routes. Bonus incentives should be offered to encourage private developers to provide transit stops and sheltered passenger waiting areas on their property. Timed transfer nodes need space for bus parking and unloading as well as car parking and waiting. Land use around major transit stops should provide convenient commercial services and amenities and ample gathering space.

The Atlanta Regional Commission has prepared a Smart Growth Toolkit that includes detailed design guidelines for Transit Oriented Design.

**Figure 3-9**

**Transit Modes Related to Residential Density**

<b>Mode</b>	<b>Service</b>	<b>Minimum Residential Density*</b>	<b>Remarks</b>
Dial-a-ride	Many origins to many destinations	6	Only if labor costs are not more than twice those of taxis
Subscription Dial-a-ride	Fixed Destinations With Subscription Service	3.5 to 5	Lower figure if labor costs twice more than those of taxis; higher if three times those of taxis
Minimum Local Bus	½ mile route spacing, 20 buses per day	4	Average, varies as a function of downtown size and distance from residential area to downtown
Intermediate Local Bus	½ mile route spacing, 40 buses per day	7	
Frequent Local Bus	½ mile route spacing, 120 buses per day	15	
Express Bus	Five to ten buses during two peak hour period	3 Average density over 20 sq. mi. tributary area	From 10 to 20 miles away to downtowns larger than 20 million sq. ft. of non-residential floor space
Light Rail	Five minute headways or better during peak hour	9 Average density for a corridor of 25 to 100 sq. mi.	To downtowns of 20 to 50 million sq. ft. of nonresidential floor space
Heavy Rail Rapid Transit	Five minute headways or better during peak hour	12 Average density for a corridor of 100 to 150 sq. mi.	To downtowns larger than 50 million sq. ft. of nonresidential floor space
Commuter Rail	Twenty Trains per day	1 to 2	Only to largest downtowns, if rail line exists

\* Dwelling Unit Per Acre

Source: Regional Plan Association, New York, NY

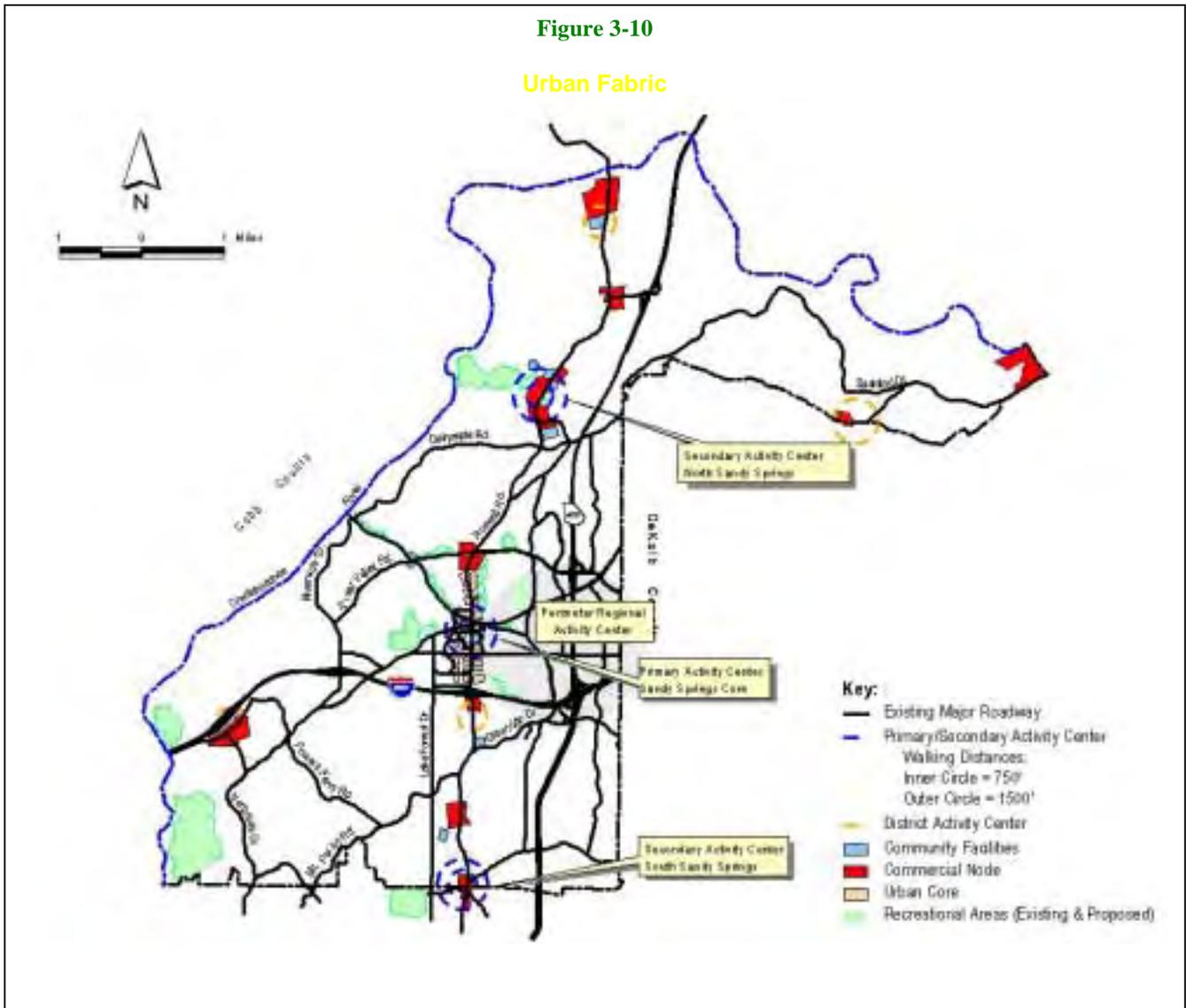
## Urban Fabric

Following is outline of the findings and recommendations made by participants in the urban fabric workshop held as part of the first LCI Design Workshop. Under the guidance of Randal Roark, an Architecture professor at Georgia Tech, workshop participants identified existing activity nodes and transportation connections that link them together. They explored ways to improve these connections as well as the land uses within the activity nodes to make them more pedestrian friendly.

**General Principle:** The larger Sandy Springs community will be the focus of creating an overall community identity. All recommendations take into account this larger context.

### Issues and Recommendations:

- ◆ Greater Sandy Springs has several distinct locations, each with non-residential uses and more than one residential neighborhood or subdivision (See **Figure 3-10**).
- ◆ **Gateways** to Sandy Springs should be identified



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and clearly marked to help create a community identity. Recommended locations include:

- Roswell Road at the Chattahoochee River
- Mount Vernon Highway at the Fulton County Line
- Hammond Drive at the Fulton County Line
- Roswell Road at Wieuca Road
- Powers Ferry Road at the Chattahoochee River
- Johnson Ferry Road at the Chattahoochee River
- I-285 at Fulton/Dekalb County Line
- I-285 at Fulton/Cobb County Line
- ◆ **Potential Activity Centers** at several scales were identified. Activity Centers were defined as concentrations of commercial and civic uses with enhanced walkable connections among the uses and to adjacent residential neighborhoods.
- **Primary Activity Center locations:** Sandy Springs Village (the mixed-use areas of the Overlay District).
- **Secondary Activity Center locations:** North Sandy Springs; along Roswell Road near Morgan Falls and South Sandy Springs; now non-existent with three possible sites along Roswell Road.
- **District Activity Center.** There should be at least one District Activity Center to serve each district. None now exists as a true multi-use center but several commercial areas have the capacity to develop, including Roswell Road at the river, Spalding Road/Mt Vernon crossing, Power's Ferry, and near the Prado on Roswell Road.
- ◆ **Transportation Corridors** used primarily for circulation internal to Sandy Springs were identified. These corridors should be improved for traffic calming and safe pedestrian and

bicycle accessibility. Highest priority should be given to the corridors that connect activity center locations.

### SANDY SPRINGS VILLAGE

**General principle** - Reinforce and visually identify the Sandy Springs Village (defined by the multi-use areas of the Overlay District) as the primary multi-use and civic activity center for the community, with an emphasis on open space improvements, better vehicular and pedestrian connections, and enhanced identity and visibility.

### Issues and Recommendations:

Three major corridors and three Pedestrian Activity Nodes, each of which should be strengthened in terms of function and identity, define the Village. **Figure 3-11** shows the locations of these corridors and activity nodes.

#### ◆ Corridors

- Roswell Road, primarily a multi-use commercial corridor, from Abernathy Road to I-285. Nearly all of the commercial blocks along this corridor are rated as highly susceptible to change, due mostly to high land value to building value ratios. This corridor should be developed to encourage these changes to accommodate multi-use street-oriented development, including residential uses where feasible. Development guidelines for this corridor are presented in the Sandy Springs Overlay District Zoning Ordinance.
- Johnson Ferry Road and Mt. Vernon Highway are two primarily civic corridors, from the public library on the east side of Roswell Road to the Williams-Payne House and the cemetery on the west side. Improved identity and pedestrian and open space connections should be encouraged along these two intersecting corridors.

#### ◆ Pedestrian Activity Nodes

- The library, with associated open space and adjacent church facilities for public use

- The Senior Center, just off Roswell Rd., north of Sandy Springs Circle
- The proposed “town center”, to be adjacent to the Williams-Payne House and park, and

conceptual framework. These improvements include:

- Improvements to Roswell Road, including a median, better pedestrian sidewalks and crosswalks, and reduced curb cuts.

- Extension of the informal grid of streets (and parking lot cut-throughs) as a formal, defined grid to facilitate local movement and to improve street oriented development opportunities. Priority should be given to completing Sandy Springs Circle and Boylston Road Extensions.

- Creation of several public-parking reservoirs within the grid area, with improved pedestrian connections throughout the Village. Walking distances from these parking facilities along the outer perimeters of the grid area to the center of the Village area should be slightly longer than the normally recommended pedestrian walking distances of approximately 600 feet; a walking distance of 1500 feet is more plausible in a Village setting. Investigate a street transit shuttle along the outer perimeter of the grid (with possible extensions west to the river, east to the MARTA rail station, and to the proposed north and south activity centers).

- Improvement of the Johnson Rd / Mt. Vernon / Roswell Road intersection(s) with the possible creation of a triangular park to improve visibility, enhance the civic corridor and mark the “center” of Sandy Springs.

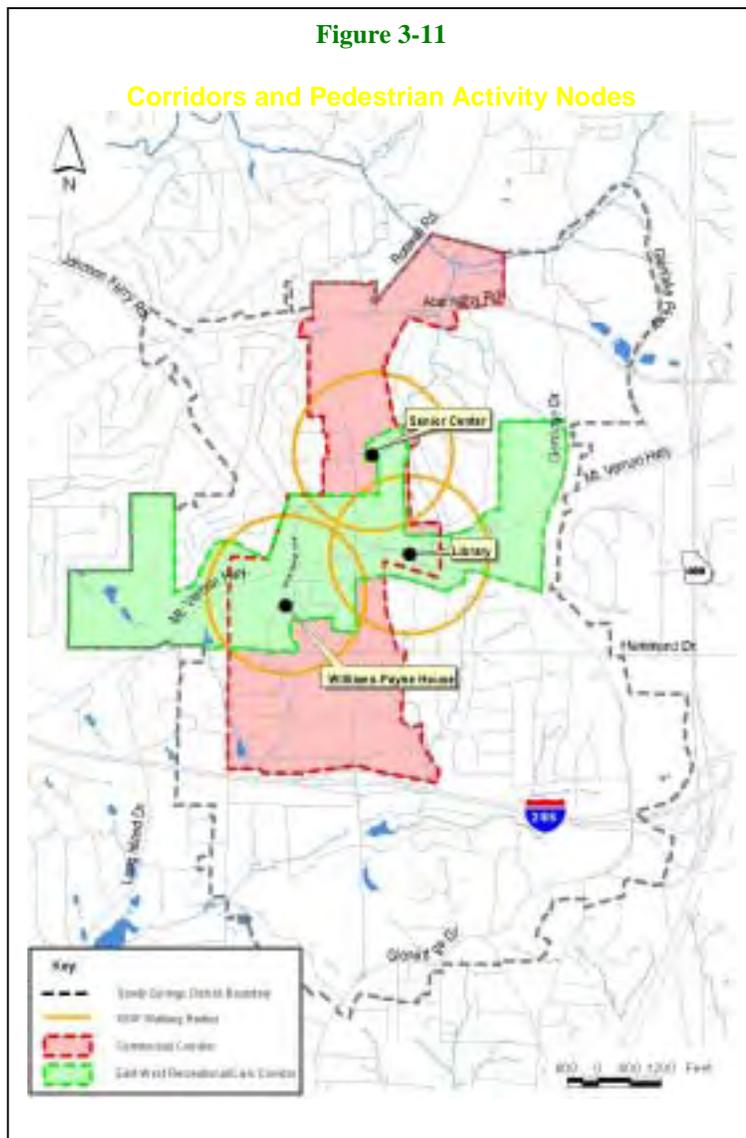
- ◆ **Urban Design and Open Space improvements** - Reinforce the Village conceptual framework with an emphasis on improved public open spaces and greenways (for bicycles and pedestrians).

- Creation of small public parks and squares along Roswell Rd to improve circulation and identity for the Village, such as;

- Triangular park at the Johnson Ferry / Mt. Vernon / Roswell Road intersection (see above)
- Proposed town center open space and retention pond

opening on to Roswell Road.

- Additional public facilities, needs, and opportunities (e.g. theatre, museum, etc.)
- ◆ **Transportation Improvements** in the Village should be developed in concert with this



- Reinforce character of Roswell Road. One potential project is the proposed traffic circle in the “demonstration node” study area.
- Purchase and develop a major new passive park on the 70-acre Glenn property, located between Mount Vernon Highway and Abernathy Road (with significant frontage along Glenridge Drive). This site is close to the Sandy Springs library, and North Fulton Tennis center, and could be developed to accommodate large-scale recreational facilities such as soccer fields. Additionally, the linear configuration of the property is well suited for implementation of multi-use trails (e.g. linking Mount Vernon to Abernathy Road). Such trails would enhance access to existing community facilities such as the Glenridge Hall historic site.
- Greenway connections (with multi-use paths and additional landscaping) along selected corridors (such as Abernathy Road and Hammond Drive);
- Proposed Sandy Springs Parkway along Abernathy Road that follows the design included as part of the Sandy Springs Parkway Plan.
- Johnson Ferry Rd., from the river to the Village
- New Village street from “town center” south to an expanded Allen Park and then along Lake Forrest to South Sandy Springs.
- Creation of a signature identity theme for Sandy Springs that can be expressed in signage, public art and pedestrian enhancements. Many stakeholders have already developed support for the use of water (in many forms) as such a theme.

## PRIORITY IMPROVEMENTS

- ◆ Improvements to Roswell Road from Abernathy Road to I-285
- ◆ Improvements to the Johnson Ferry / Mt. Vernon / Roswell Road intersections, including acquisition and construction of triangular park
- ◆ Completion of loop street segments;
  - Boylston Rd from Hampton Road to Carpenter Drive
  - Sandy Springs Circle from Roswell Road to Mt. Vernon Highway.
- ◆ Acquisition and construction of town center public space, retention pond and associated streets
- ◆ Purchase and development of Hunt property park
- ◆ Pursue further strategic planning for south Sandy Springs Activity Center and south gateway. Identification, traffic and pedestrian improvements.

### Urban Design Guidelines

#### Town Center Conceptual Master Plan

While Sandy Springs is an unincorporated jurisdiction, it is an important business and activity center in north Fulton County. It has a main street, a business core (or village area) and cross streets. While it does not have a city government, it does have a non-profit organization that serves as a planning agency as well as several strong and active civic associations that provide vehicles to deliver a variety of worthy services to the community.

The “center” of Sandy Springs is actually linear. It runs the length of Roswell Road from I-285 to Abernathy Road. Development along Roswell Road consists of retail, commercial and high density residential. Linear town centers such as Sandy Springs are products of the type of development typically associated with suburban sprawl and consist mainly of individual, semi-detached businesses separated by streets and parking lots. There is minor variety to the height, façade and footprint of the individual buildings, which tend to be far from the street and have little or no presence. The resulting effect is one of uniformity. Medium-sized box style commercial buildings dominate and are spaced rather evenly within circulation arteries and parking lots that has grown along the linear corridor.

Little green space currently exists along the corridor but landscaping and natural pockets of land increase in proportion to buildings and asphalt as one moves off of Roswell Road and into adjacent streets both east and west. Older nicely manicured residential areas and well-landscaped office parks can be found along these arterials. Density is greatest in the area bounded on the north by Johnson Ferry Road, on the east by Boylston Road, on the South by Carpenter and Allen Roads and on the west by Sandy Springs Circle.

### Civic Elements

Few governmental civic elements exist within the core area of Sandy Springs. Since the town is unincorporated there is no city hall. The Fulton County Annex lies about three miles north of the core area near Morgan Falls. The Benson Center, located on the northeastern edge of the core area provides services for the elderly and also serves as an impromptu city hall with room for public conferences and meetings. The library is nearby and also has some minor meeting space. On the west side of the core the Sandy Springs Historic Site and the Williams-Payne house offer cultural amenities with room for small outdoor concerts and parties as well as a small meeting room for civic gatherings. Additionally, the Abernathy Arts Center and Hammond Park are civic amenities available to the public. Despite these resources, more civic facilities are needed for Sandy Springs.

However, Sandy Springs does function as a town and there is an expressed desire on the part of the citizens and merchants to create a town center or a heart for the corridor. A generalized area has been outlined for the town center in earlier public planning efforts<sup>1</sup>. The town center is generally contained within an area centered just west of Roswell Road and includes the Historic Site on the west, the Triangle<sup>2</sup> on the north, Boylston Road on the east and Hammond Road on the south. (See **Figure 4-1**).

This town center area forms a locus to refine citizens’ and planners’ goals for the town center, to give it more definite boundaries and to form concepts for its urban identity. Town center plan development has progressed in three stages. The first stage was to gather input from citizens, business leaders, planners and designers in an intensive two-day charette. The second stage was to refine the charette concepts through professional review by transportation and city planners and application the LCI principles for circulation and function. The third stage was to evaluate and present the concepts from the charette in a format where several coherent

<sup>1</sup>See Section 1 of this report.

<sup>2</sup>The “Triangle” is the area bounded by Johnson Ferry Road, Mount Vernon Road and Roswell Road.



alternatives are presented and reviewed. The presentation and review of three summary development concept plans follows:

### Development concepts

#### Goals – Program Development

Every planning project has a program. The program organizes the goals for the project and gives them form so that they can be made to fit to a site. In a program one typically lists the individual elements of the project, describes their relationship to one-to-another and gives information about space requirements such as square footage and number of floors.

Two public design workshops were held in April and May to shape future concepts for land use, urban design and transportation in Sandy Springs. Each of the workshops dealt with several issues such as the larger, overall urban fabric, the town center and existing strip/sprawl development. The challenge of the first charette was to develop goals, convert the goals to program elements and fit them to the site.

Participants in the town center portion of the first LCI Workshop put forth three broad principles. The principles were summarized with the three words, “People, Environment, Community.” Next a series of goals was defined by the charette under the headings of “Lifestyle,” “Town Services,” “Circulation,” “Parks and Greenspace”.

Additional goals for a Village Area, Roswell Road Corridor, Boylston corridor, and Sandy Springs Circle corridor have been added to address issues related to these specific areas. The following lists further define issues and opportunities that relate to each main heading.

- ◆ Lifestyle / Identity
  - Create a “midsize city” main street district with hill town or village atmosphere in area between Roswell Road and Sandy Springs Circle;
  - Connect areas on east and west side of Roswell Road by improving intersections and making them attractive and safe to pedestrians;
  - Provide clear gateways for identity (Sandy Springs Revitalization Plan/Framework Plan);
  - Balance security with lifestyle;
  - Locate new housing around the town center;
  - Develop a prominent landmark to serve as a focus for the town center;

- 
- Utilize point behind Kroger as vantage point for park, monument or civic center;
  - Tie Vista with Bell tower as an attraction – tie to interpretative overlook and Sandy Springs Foundation;
  - Provide orientation to historic landmarks and display artifacts; and
  - Combine central greenspace with big-ticket single-family homes.
  - ◆ Town Services
    - Provide full range of town services, i.e. post office, police station, fire, library, civic center, town hall, etc.;
    - Centralize town services;
    - Add a formal element to the design of town services buildings;
    - Build a very fine performing arts center;
    - Site town services to take advantage of shared parking with large existing parking lots on the east side of Roswell Road; perhaps place the civic center east of Roswell Road to better utilize existing parking lots; and
    - Provide focus to civic elements with a monument or fountain.
  - ◆ Circulation
    - Add facilities needed to create a walkable community;
    - Extend town center across Roswell Road;
    - Facilitate pedestrian circulation across Roswell Road safely in at least two major connections;
  - Place a loop walk around the town center so that no backtracking would be necessary on a “walk around town”;
  - Implement a secondary grid of streets off of Roswell Road to enhance local circulation and facilitate regional travel on Roswell Road;
  - Provide a direct shuttle to a MARTA train station on a dedicated bus way or via light rail;
  - Link historic site to library with greenway; and
  - Create a pedestrian connection from Boylston Drive across Roswell Rd. to the historic site.
  - ◆ Parks and Greenspace
    - Orient the town center to public green or park;
    - Make use of water/fountains as central organizing elements;
    - Create a string of green spaces along Roswell Road to encourage redevelopment and anchor future retail and civic functions;
    - Design the town center to function environmentally; include storm water detention in the village plan with ponds;
    - Create common detention area with sufficient drainage for entire site development area (per Brown & Caldwell Report) ;
    - Anchor the town center on the west with the Sandy Springs Historic Site; and
    - Create town square or other space that can be a gathering place for activities.
  - ◆ Village Area

- Provide Carmel, California style area – one and two level mixed use, intimate village, lots of courtyards, pedestrian friendly, on street parking, charming;
- Provide primarily retail and restaurants, possible living quarters in upper stories;
- Convert existing residential behind Target to village style district with greenway;
- Create linkages/cross streets; and
- Work around the immovable objects – topo, substation, Bluestone Lofts.
- ◆ Roswell Road Corridor
  - Create denser development along Roswell Rd – 3 to 5 stories commercial ground floor with office above, transitioning to residential away from Roswell Road;
  - Place taller structures on corners;
  - Overcome crossing/barrier problem of Roswell Road;
  - Enhance intersections with signalization;
  - Provide boulevard/safety island for pedestrian crossing; and
  - Consider use of roundabouts at intersections.
- ◆ Boylston corridor
  - Infill with commercial uses such as retail and service on ground floor with office above, parking in center shared with other uses;
  - Allow dense residential to front Boylston on east;
  - Design 2 or 4-lane winding boulevard where space allows; and

- Provide more housing for older generation including assisted living on north end close to library and greenway.
- ◆ Sandy Springs Circle corridor
  - Add more residential including assisted living designed as infill along south side of Sandy Springs Place across from the historic site (This area has easy access to open space shopping and post office. This would require one or two bays of the existing parking lot at Kroger);
  - Add new medium-to-high density residential on west side of Sandy Springs Circle across from the Historic Site; and
  - Alternatively, expand town center across Sandy Springs Circle into the Hitson Center property with the addition of multi-use commercial/residential development across from the Historic Site.

#### *Concept Plans*

**Town Center Concept A-** An initial concept plan was developed by the town center charrette team wherein the goals outlined above were refined into a program and fit onto the ground. The plan is illustrated in **Figure 4-2** and is referred to as Town Center Concept A. Concept A addresses most of the goals outlined above and has the following characteristics:

- ◆ The civic center fronts on a focal open space that actually repeats across Roswell Road and forms a town square.
- ◆ A combination civic center plus performing arts center is centrally located on the east side of Roswell Road between Sandy Springs Place and the new road extending eastward from the north side of the proposed town green.
- ◆ Transportation improvements include the following:

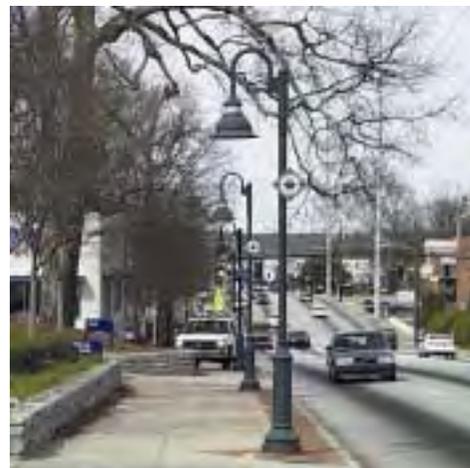
- Linking Boyleston northward and tying it into Mount Vernon Road as well as southward to Carpenter Drive;
- Providing a transit center on Hammond between Roswell Road and Sandy Springs Circle;
- Reworking the intersection of Hilderbrand and Sandy Springs Circle to allow for better access to Mt. Vernon;
- Creation of an offset grid of streets between Roswell and Sandy Springs Circle by formalizing and adding existing and new connections through parking lots;
- Each new street should be lined with trees and sidewalks;
- A greenway link has been created from the proposed civic center through the town square and adjacent to the Bluestone lofts then west to the historic site and continuing clockwise around the town center through a village area and returning to Roswell Road along Mt. Vernon;
- The eastern portion of Sandy Springs Place has been redesigned to provide access around the town green and then extend across Roswell Road, on either side of the proposed civic center, to Boylston;
  - ◆ The historic site expands eastward to Bluestone Road, keeping its current northern and southern boundaries;
  - ◆ Mixed use residential with commercial office and retail is added along Sandy Springs Place and Boylston Road; and
  - ◆ A new series of grid links southward to Hammond Square.

and to the goal of bringing both sides of Roswell Road into the town center. It also makes use of the parking decks on the east side. Unfortunately it presents unresolved conflicts with existing land use and property owners. For this reason, three additional plans have been developed to examine other ways of meeting the goals for the town center. The additional plans are presented as Concepts B, C, and D.

*Planning for a New Town Center*



*Roswell Road Streetscape*



Town Center Concept A is an idealized plan and enfolds most of the goals set forth in the charrette. It is especially responsive to circulation

Figure 4-2

Town Center Concept A



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**Town Center Concept B** examines a more modest approach to the town center wherein the civic and commercial elements are clustered around the historic site. The plan is illustrated in **Figure 4-3** and is referred to as Town Center Concept B. Sandy Springs Circle becomes the primary artery serving the village. This scheme has a more focused, small town identity, which could be easier to achieve than Concept A, especially in the early phases of land acquisition. Concept B does not, however, deal with the east side of Roswell Road. While Concept B does form a unified town center, it is small in relation to the core area, and it does not pull together a large chunk of the core area into a cohesive whole.

Concept B has the following features:

1. The civic building and the historic site become the town center; the historic site functions as the town green.
2. The town green is surrounded by mixed use, mid-rise commercial and residential.
3. Transportation improvements are similar to those in Concept A with the exception that fewer grid connections are proposed within the central core area.
4. The area across Sandy Springs Circle from the historic site becomes an important part of the town center. Development of this area will require coordination with the Hinson Center, including perhaps the sale or lease of land along Sandy Springs Circle for development and shared parking.
5. Residential mixed use is added on Boylston, Sandy Springs Circle and just north and south of the Bluestone Lofts between Hildebrand and Mt. Vernon.
6. A link to the redevelopment of Hammond Square is added to Sandy Springs Place.

7. Roswell Road will remain subject to a market based incremental growth strategy.

**Town Center Concept C** falls between A and B in terms of scale and goals met. Concept C (illustrated in **Figure 4-4**) offers alternatives for physical placement of features. For instance, the town center has been moved a block north to take advantage of land which may be more readily available for green space. Likewise, the civic center has relocated to the hill behind Kroger in the bend of Sandy Springs Place giving it a closer proximity to the historic site and the village development. Roswell Road is engaged in this scheme more fully than in B, but less so than in A. In this scheme Roswell Road is considered a growth area with incentives for mixed-use development. Enhanced pedestrian crossings could be created at the intersection of Roswell Road and Hildebrand as well at the planned intersection on the south side of the town center.

**Town Center Concept D** is a slight variation of Concept A. The town center and civic building have been moved a block to the north. Also, the transportation improvements from Concept C including improvements on Boylston, Mt. Vernon and the trail network are included in this concept. Concept D is presented on **Figure 4-5**.

In summary, the four schemes offered above represent a range of possibilities. Scheme A is a large-scale plan for a coherent town center that is in scale with the Sandy Springs Core. However, Scheme A would require a greater level of property owner cooperation in order to be successful. Scheme B is smaller in scale and would be easier to assemble. On the other hand, scheme B does not tackle the difficult challenge of urbanizing and streamlining the Roswell Road commercial corridor. Finally, scheme C or other

Figure 4-3

Town Center Concept B

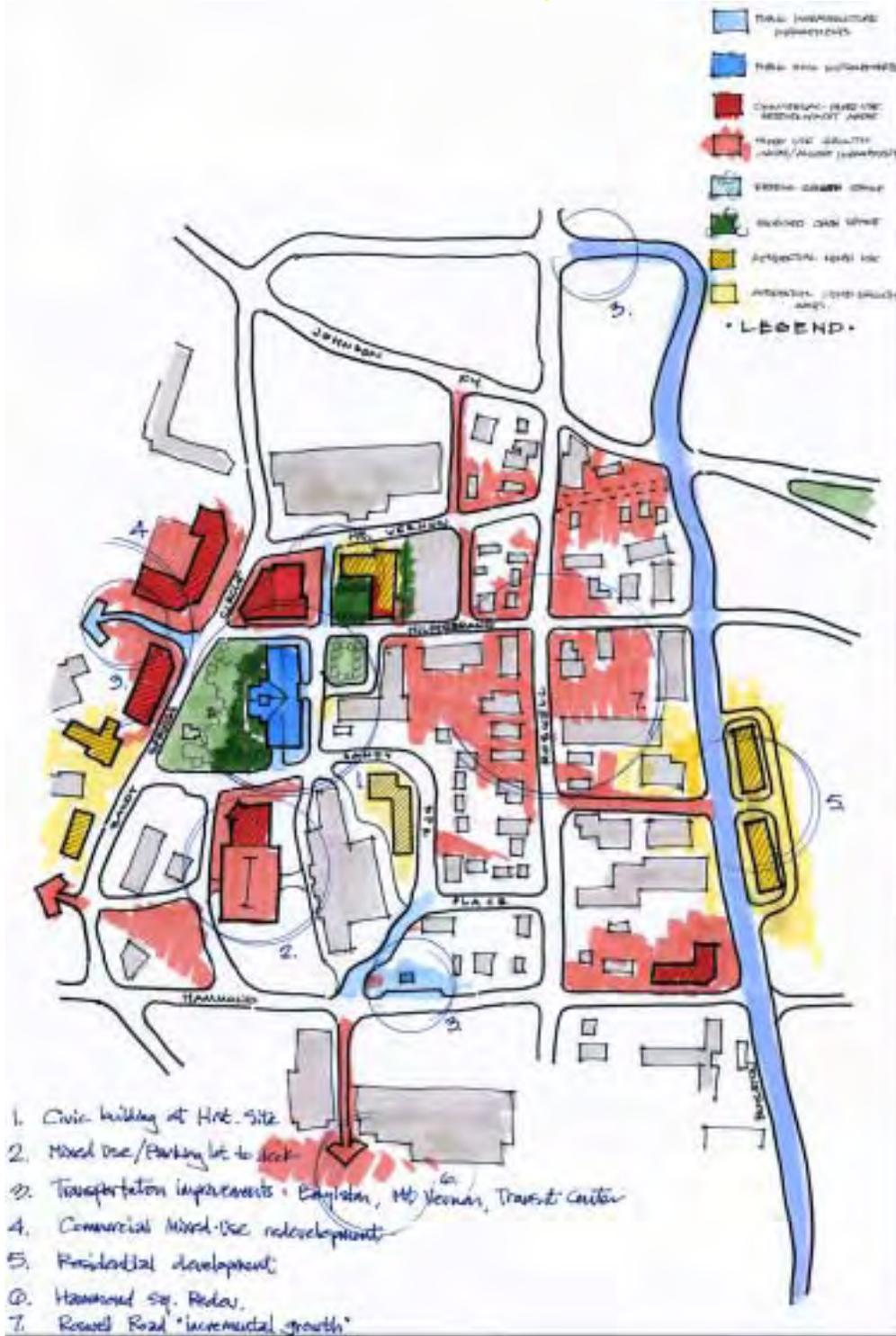


Figure 4-4

Town Center Concept C

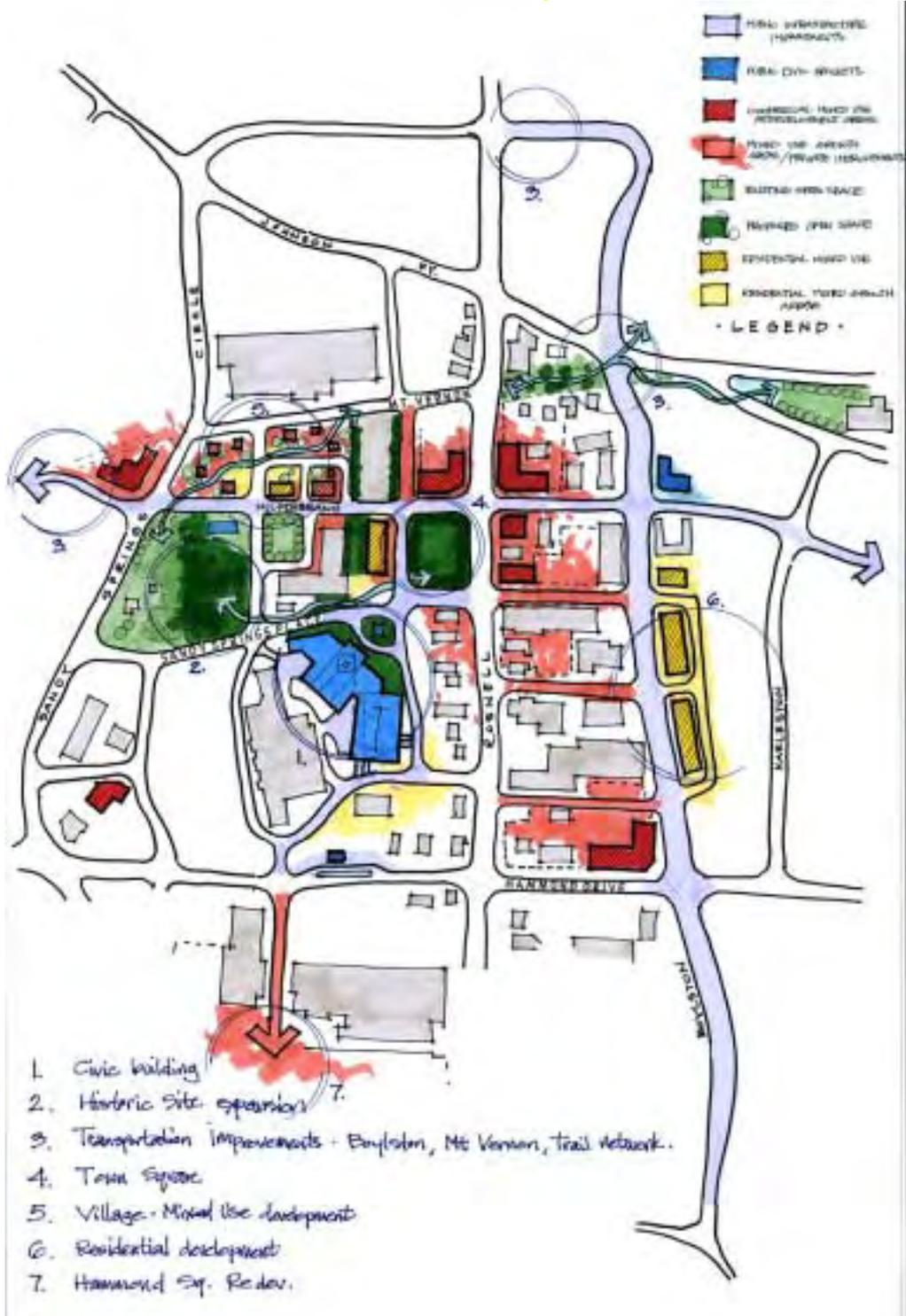
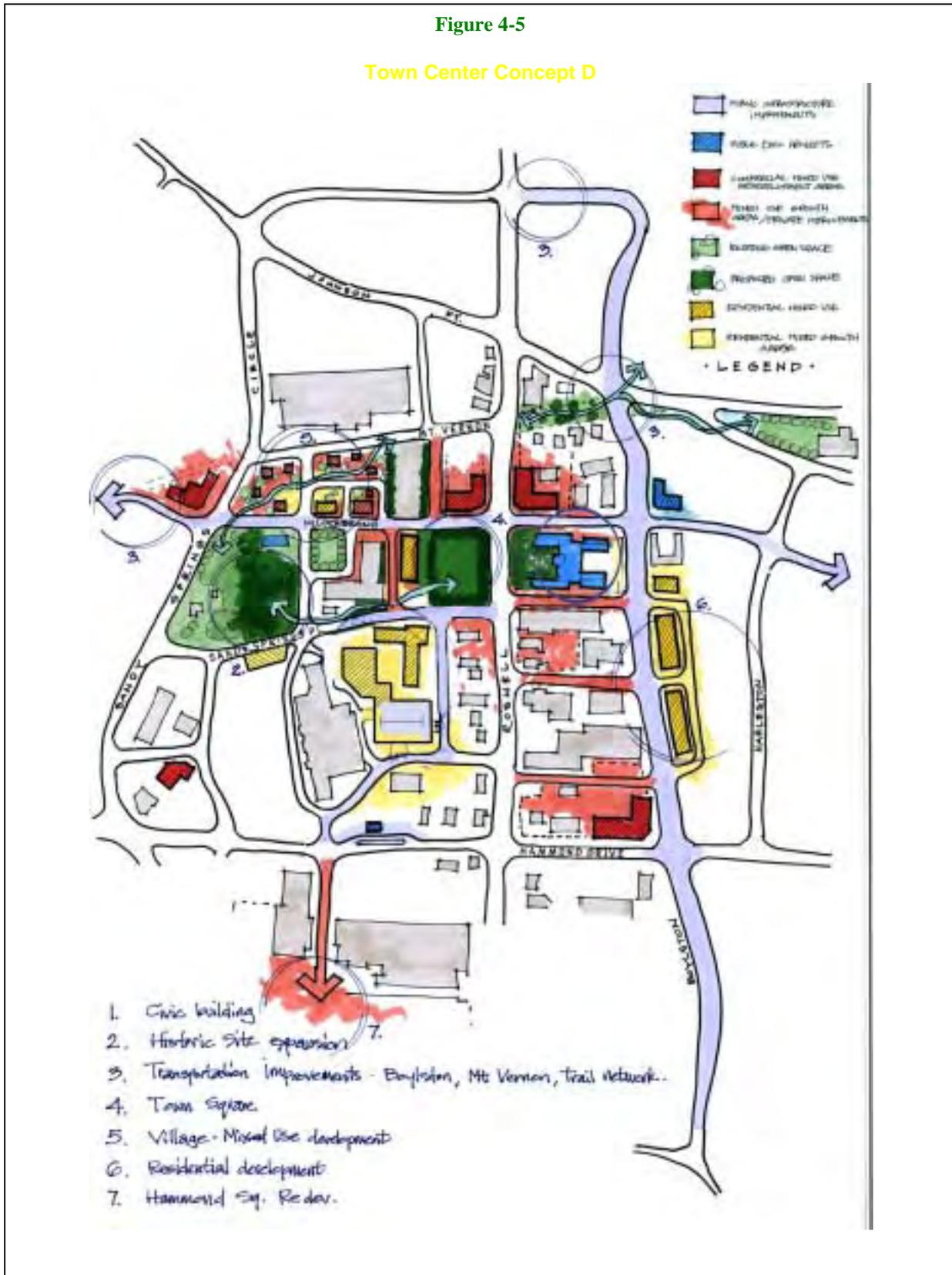


Figure 4-5

Town Center Concept D



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similar schemes offer an appropriate scale, a good sense of identity and an opportunity to move forward quickly but in increments, which could more readily make use of available land.

### Demonstration Node

The purpose of the demonstration node is to focus several of the urban design concepts that are envisioned for revitalizing Sandy Springs in a specific application. The intent is to provide an example of the look and feel of a mixed-use commercial redevelopment that refocuses street life at a pedestrian scale in the context appropriate for the future of Sandy Springs. The design elements of the demonstration node are intended to be elements that could be replicated in any number of similar locations within the commercial core of Sandy Springs.

The consultants designed the demonstration node as a 3-D model during the first Community Workshop with hands-on participation from citizen-stakeholders. The demonstration node focused on an area bounded by Cliftwood Drive, Hammond Drive, Sandy Springs Circle, and Boylston Drive. **Figures 4-6** and **4-7** illustrate the design principles of the demonstration node.

Figure 4-6

Demonstration Node - Redevelopment Approach for Former Shopping Mall

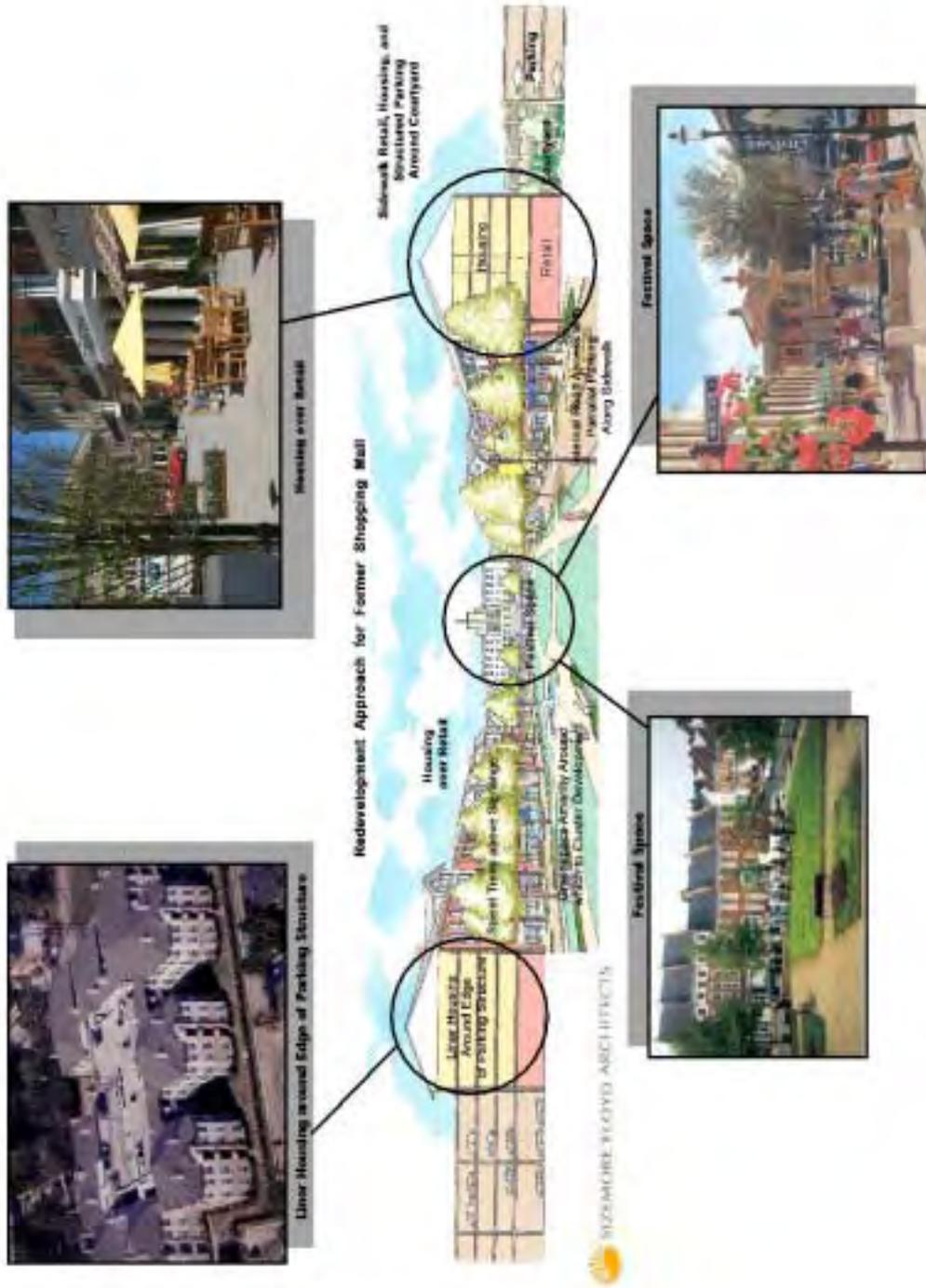
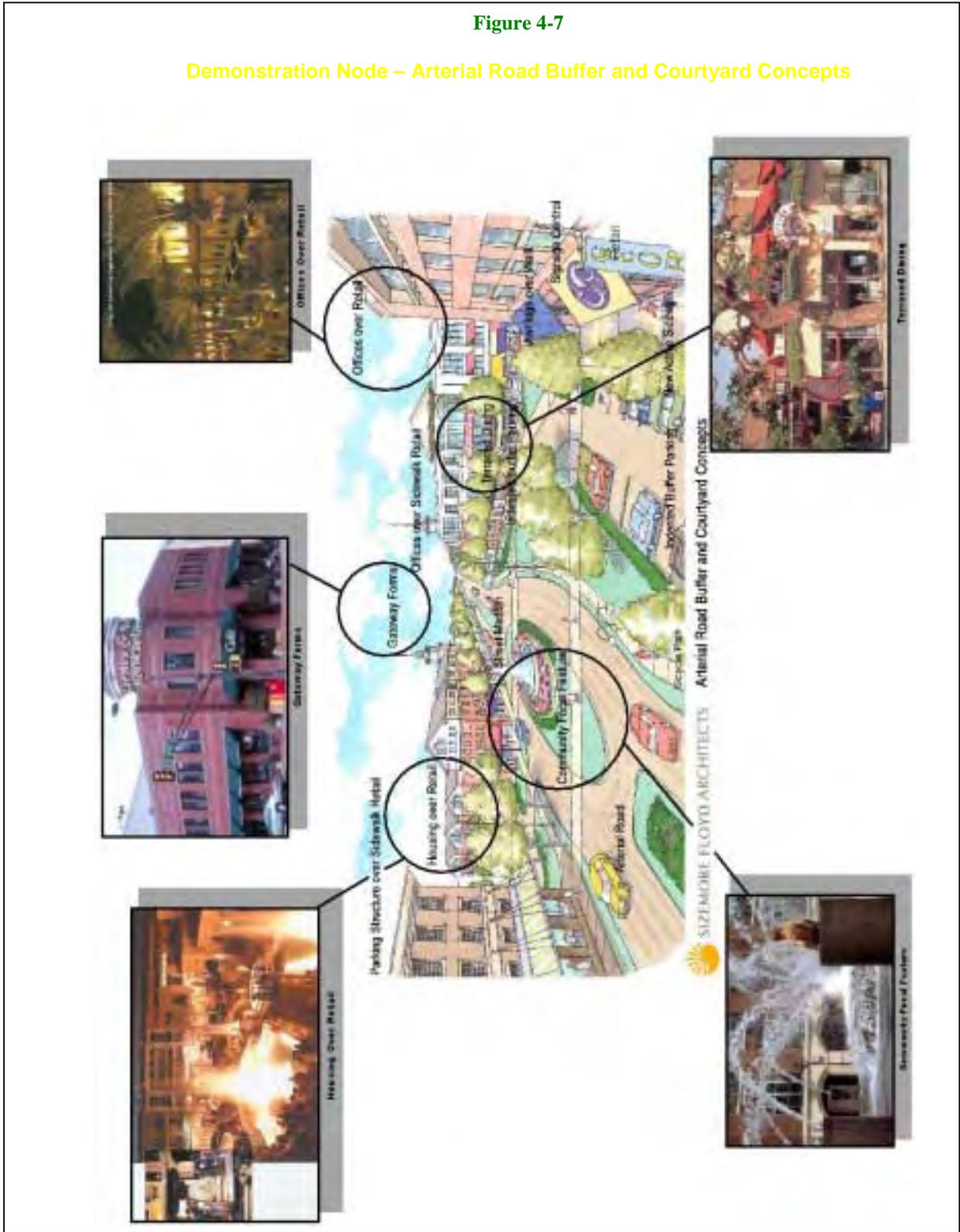


Figure 4-7

Demonstration Node – Arterial Road Buffer and Courtyard Concepts



## Circulation Plan

As discussed in the section *Linking Land Use and Transportation*, the need for better connectivity throughout Sandy Springs is essential to create better accessibility and a more livable town center. To this end, development of a grid system that can better accommodate vehicle and pedestrian circulation should be developed. The development of this system has been broken into two phases; a short-term program that is well defined can realistically be developed over the next five years, and a long-term program, which is more conceptual and flexible, and which can be implemented as the land uses throughout Sandy Springs redevelop.

### Short-Range Program

Several projects are recommended to begin the implementation of a better “grid system” of roads within Sandy Springs. These projects are detailed below in **Figure 4-8**, and the locations graphically presented on **Figure 4-9**. **Figure 4-9** presents an example of a future grid system of streets that could be implemented within Sandy Springs. It should be noted that **Figure 4-9** does not represent a final street plan for the study area, it simply represents one example of how a grid system could be implemented within Sandy Springs.

### Completing the Grid System of Streets

Further development of the grid system in Sandy Springs will provide circulation at the fine grain necessary to achieve a walkable, sustainable activity center. **Figure 4-10** illustrates a conceptual layout for this ultimate grid. In principle, streets should form an interconnected and continuous grid with intersections no farther than 400 feet apart. Portions of the grid may be private streets, alleys, or through aisles striped through parking lots.

While the specific alignments and locations of the connections can be adjusted as properties redevelop, the concept and general connectivity provided by the linkages need to be maintained.

**Figure 4-8**

### Proposed Streets to Complete Grid System

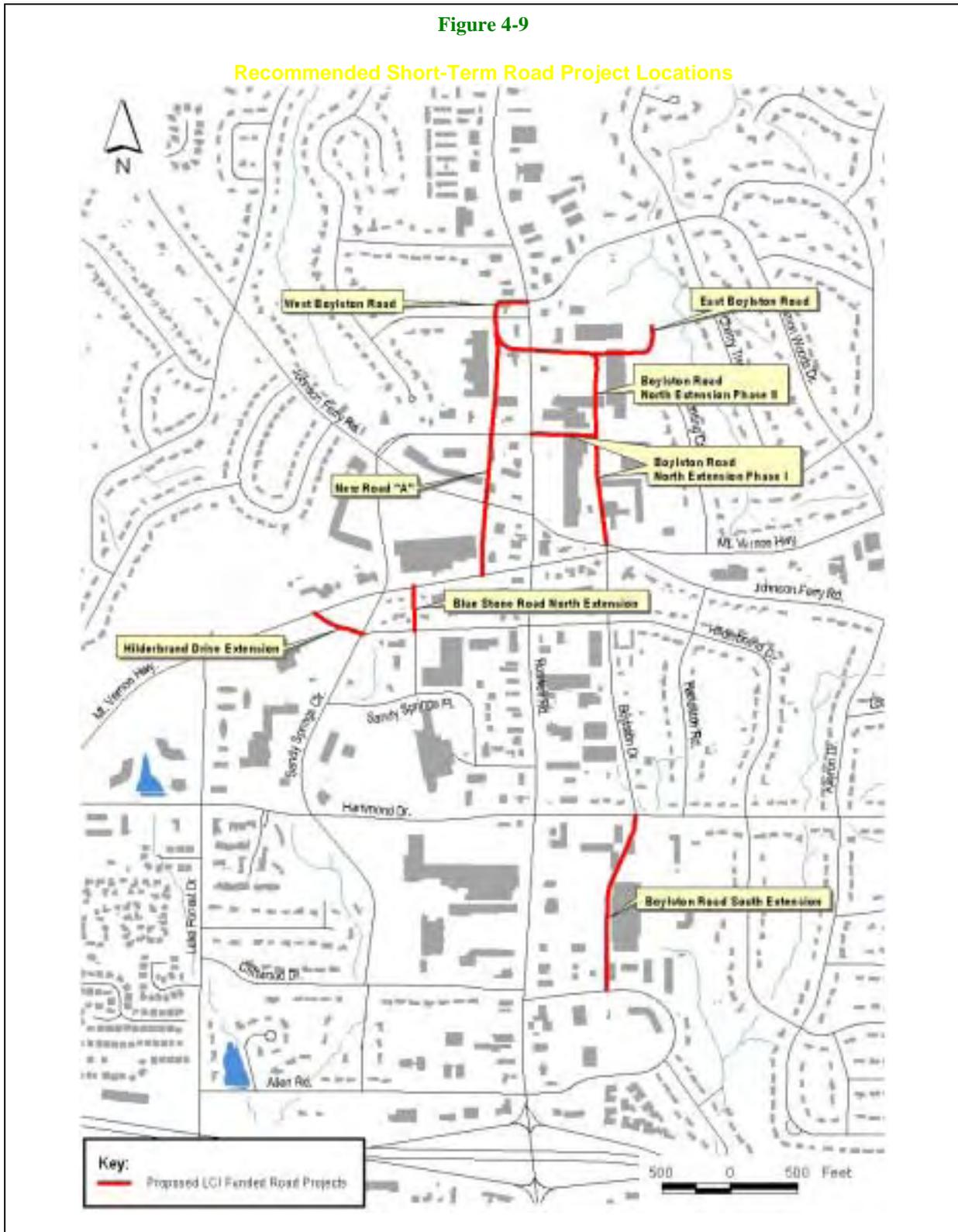
Project Name	From	To	Approximate Length
Boylston Road North Extension – Phase I	Mount Vernon Highway	Roswell Road	1,800 feet
Boylston Road North Extension – Phase II	Boylston Road North Extension – Phase I	Roswell Road	1,050 feet
West Boylston Road	Roswell Road	Roswell Road	700 feet
East Boylston Road	Boylston Road North Extension – Phase II	Senior Center	650 feet
South Boylston Road Extension	Hammond Drive	Carpenter Road	1,400 feet
New Road “A”	West Boylston Road	Mount Vernon Highway	1,200 feet
Hilderbrand Road Extension	Sandy Springs Circle	Mount Vernon Highway	400 feet
Blue Stone Road North Extension	Blue Stone Road	Mount Vernon Highway	300 feet

### Inter-parcel Access and Access Management

In concert with the improvement of the grid system of streets within Sandy Springs, there is also a need for better inter-parcel access and access management. The numerous curb cuts along streets such as Roswell Road cause vehicle congestion, and are generally hostile to the pedestrian and bicycling environment. In order to reduce the number of curb cuts and promote better traffic circulation in Sandy Springs, certain standards could be implemented as part of the Sandy Springs Zoning Overlay District Ordinance that would regulate the number, size, and location of access points that are provided. Some of the specific elements that should be considered include:

Figure 4-9

Recommended Short-Term Road Project Locations

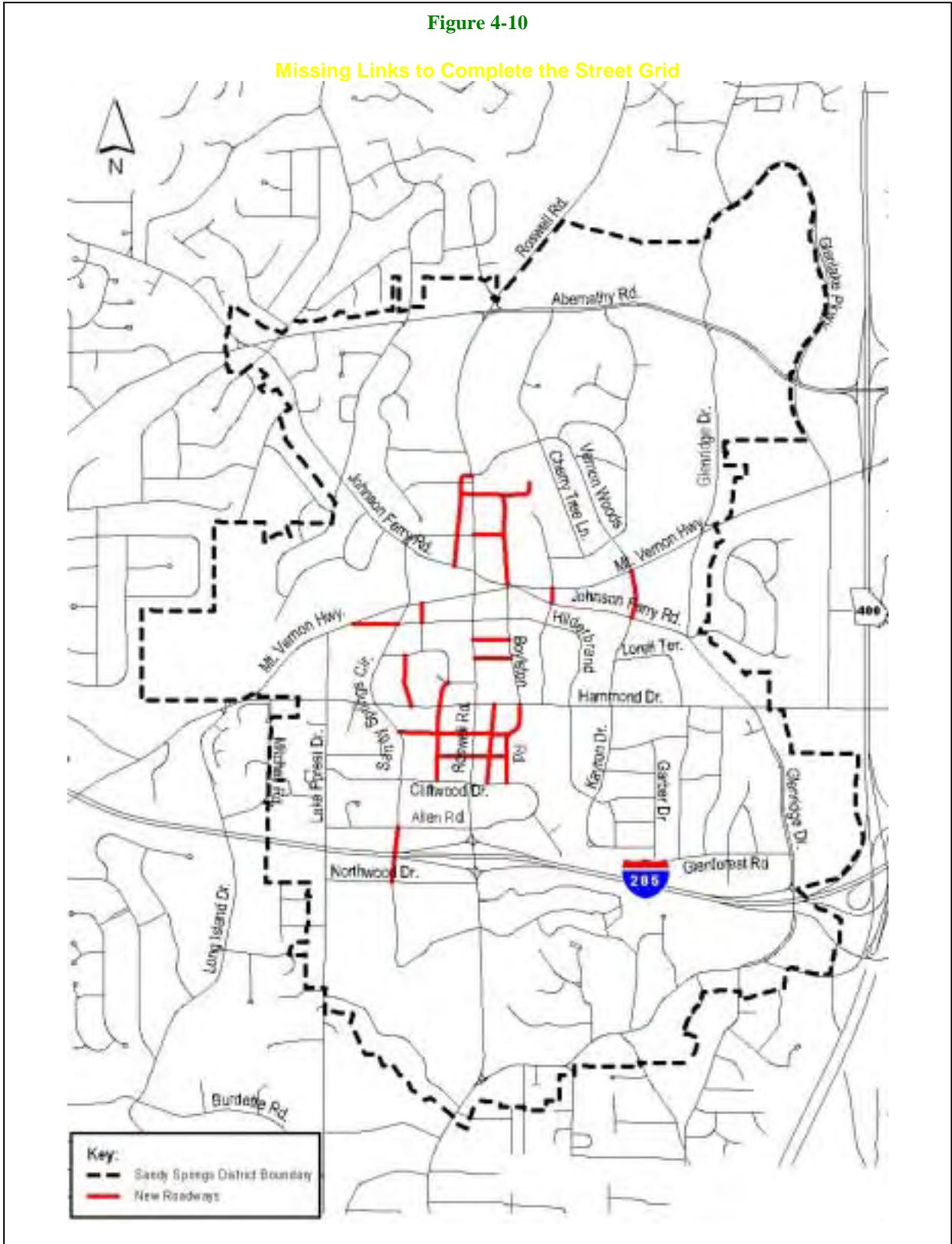


- 
- ◆ **Joint access** - Adjacent commercial and office developments share a common driveway;
  - ◆ **Cross access** - Adjacent commercial and office developments have separate driveways, but the parking lots are interconnected with driveways and sidewalks located in common easements behind or between adjacent parcels;
  - ◆ **Minimum Corner Clearance** - Restricts driveways within critical zones approaching an intersection to provide adequate sight distance, response time and permit adequate queuing space;
  - ◆ **Separation of Access Points** - Limits the number of driveways as a function of street frontage and requires a minimum spacing between driveways, based on the posted speed limit.

The projects listed previously in the section *Completing the Grid System of Streets* will enhance the vehicular connectivity and increase the number of opportunities for inter-parcel access within the Sandy Springs study area. One specific example is the recommended project to extend Boylston Road north to Roswell Road. This recommended project will provide an alternate north-south corridor to Roswell Road, allowing local traffic to circumvent the congested conditions along Roswell Road. Additionally, this road extension project will improve access to the retail establishments located in this portion of the study area. Future development within the study area needs to be designed to allow inter-parcel access. Primary access points need to be established on Boylston Road.

Figure 4-10

Missing Links to Complete the Street Grid



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### Transit Circulator System

Currently, MARTA operates the only transit system within the study area. This system is comprised of a feeder bus system with each route originating at a MARTA rail station location. There are five MARTA bus routes operating within the Sandy Springs study area (see **Figure 2-5**). Headways (the time between buses) for each of the five routes typically range between 15 – 30 minutes; trip times to reach the MARTA stations (or other destination locations) would be in addition to each of the headways [Total trip time = headway (wait time) + trip time (varies depending on destination)].

To improve mobility within Sandy Springs, and reduce the dependence on the single-occupant vehicle, a transit circulator system may be beneficial to the community to supplement the existing MARTA bus service.

### Circulator System Characteristics

Generally a bus circulator system is best utilized at activity centers such as regional shopping malls, major attraction locations (e.g. amusement parks), rental car facilities at airports, college campuses, and similar. These systems typically operate on a fixed route in order to establish a reliable circulation pattern for riders. Bus circulator systems are generally not used for commuter trips.

Even though the primary purpose of the riders on these systems is not commute trips, it is still imperative to connect a circulator system to the regional transit system. This connection should be relatively seamless in terms of both the physical transfer point, and in terms of fares and service between the two systems.

Circulator systems generally utilize smaller buses than municipal and regional public transit systems. Dedicated transit busways provide the optimum operation for circulator buses since they do not have to compete with single-occupant vehicles (SOVs) on congested roads. Circulator systems are also often subsidized by the community or the businesses that they serve. Without such subsidies, it is often difficult to achieve the level of ridership required to justify the system.

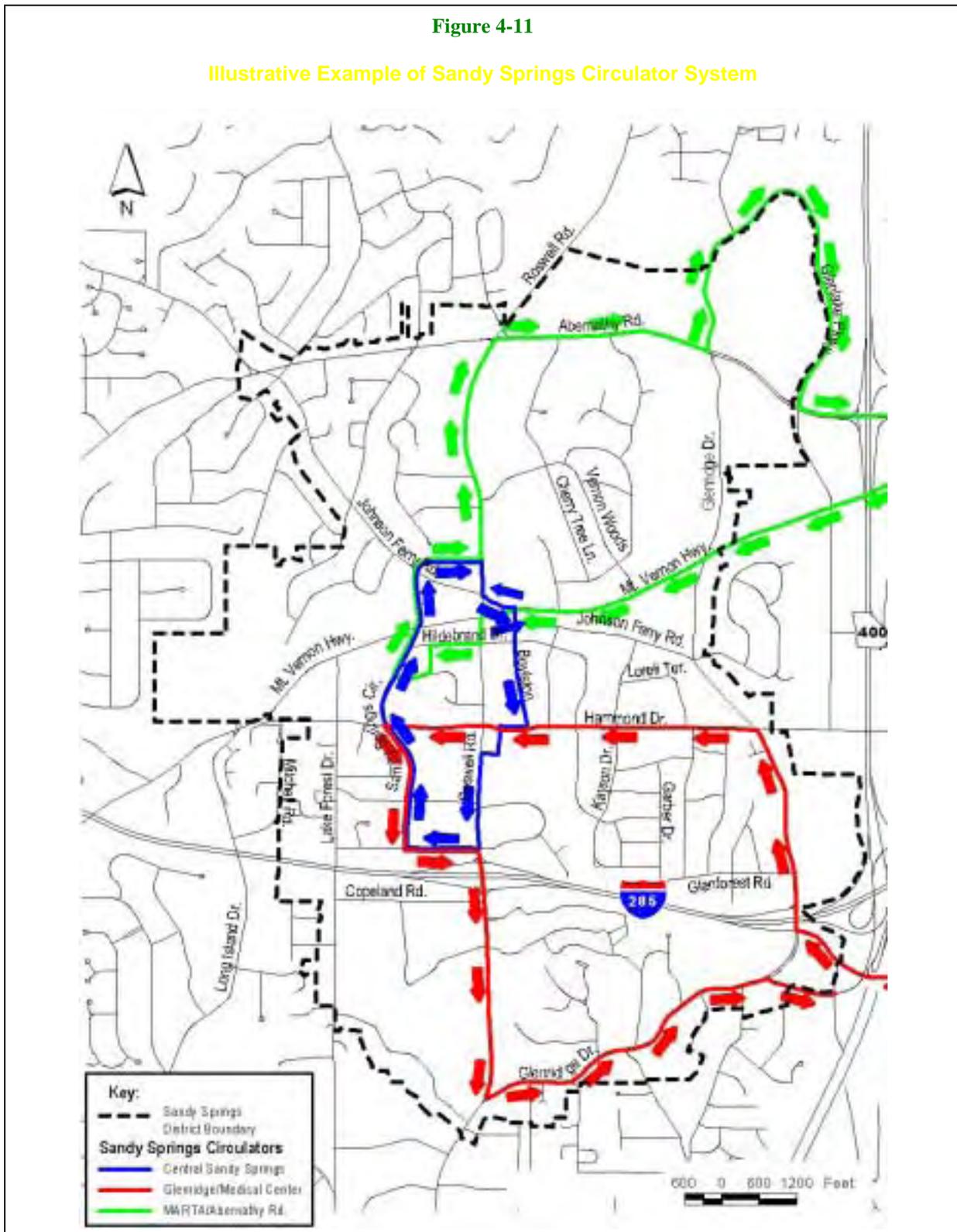
### Recommendations for Bus Circulator System

No formal studies have been conducted to date regarding a circulator system for Sandy Springs. An illustrative example of a circulator system for Sandy Springs was developed for one of the project workshops and is presented in **Figure 4-11**. It should be noted that this concept is based upon a cursory review of existing land uses, demographics and limited employment data for study area. The economics of operating such a system and the potential utilization of the system have not been explored. A Sandy Springs transit circulator feasibility study should be conducted to the need for, cost of and operational requirements of such a circulator system, including analyses of potential ridership associated with such a system.

The transit feasibility studies should also include an analysis of parking needs associated with such a transit facility. Potential parking facilities could incorporate park-and-walk facilities, that is, parking facilities that are placed within close proximity of pedestrian destinations and reduces the need for multiple short vehicular trips.

Figure 4-11

Illustrative Example of Sandy Springs Circulator System



### Regional Transit Studies

There are several regional transit studies being completed that will likely impact the Sandy Springs area. The most prominent of these studies is the Marietta-to-Lawrenceville Transportation Study. To date, several alternatives have been analyzed and the results presented to the Atlanta Regional Commission. The ARC has adopted a policy plan recommendation, one element of which is to study the feasibility of a fixed guideway transit system along the I-285 corridor from Doraville, through Perimeter Center to the Cumberland area. **Figure 4-12** presents a graphic of the policy plan recommendations that were generated as a result of the Marietta-to-Lawrenceville Transportation Study. Several other transit related studies will soon be completed within, or near the Sandy Springs area. Among these are the regional transit study being undertaken by GRTA, the regional HOV system study by GDOT and the Georgia 400 Corridor/ North Area Study being conducted by GRTA. SSRI should continue to be an active participant in all of these undertakings.

### Transit / Street Interface Design Issues

The provision of a balanced transportation system requires the presence of multiple-modes from which travelers can choose and efficient interfaces between those modes. As transit begins to take on a larger role in the overall transportation network of the Atlanta metropolitan region, several key design criteria should be considered regarding transit / street interface. **Figure 4-13** presents a summary of several transit / street interface design issues. These guidelines are recommended for implementation within Sandy Springs to accommodate the existing MARTA transit system, and future potential expansions to the current system.

Among the primary determinants of the ridership of a transit system are availability and convenience. The types of interfaces enumerated will serve to maximize the effectiveness and utilization of the transit system. These interfaces coupled with improvements in walking distances and the quality of the walking environment will

serve to denote Sandy Springs as a place with a walkable, livable, multi-modal environment.

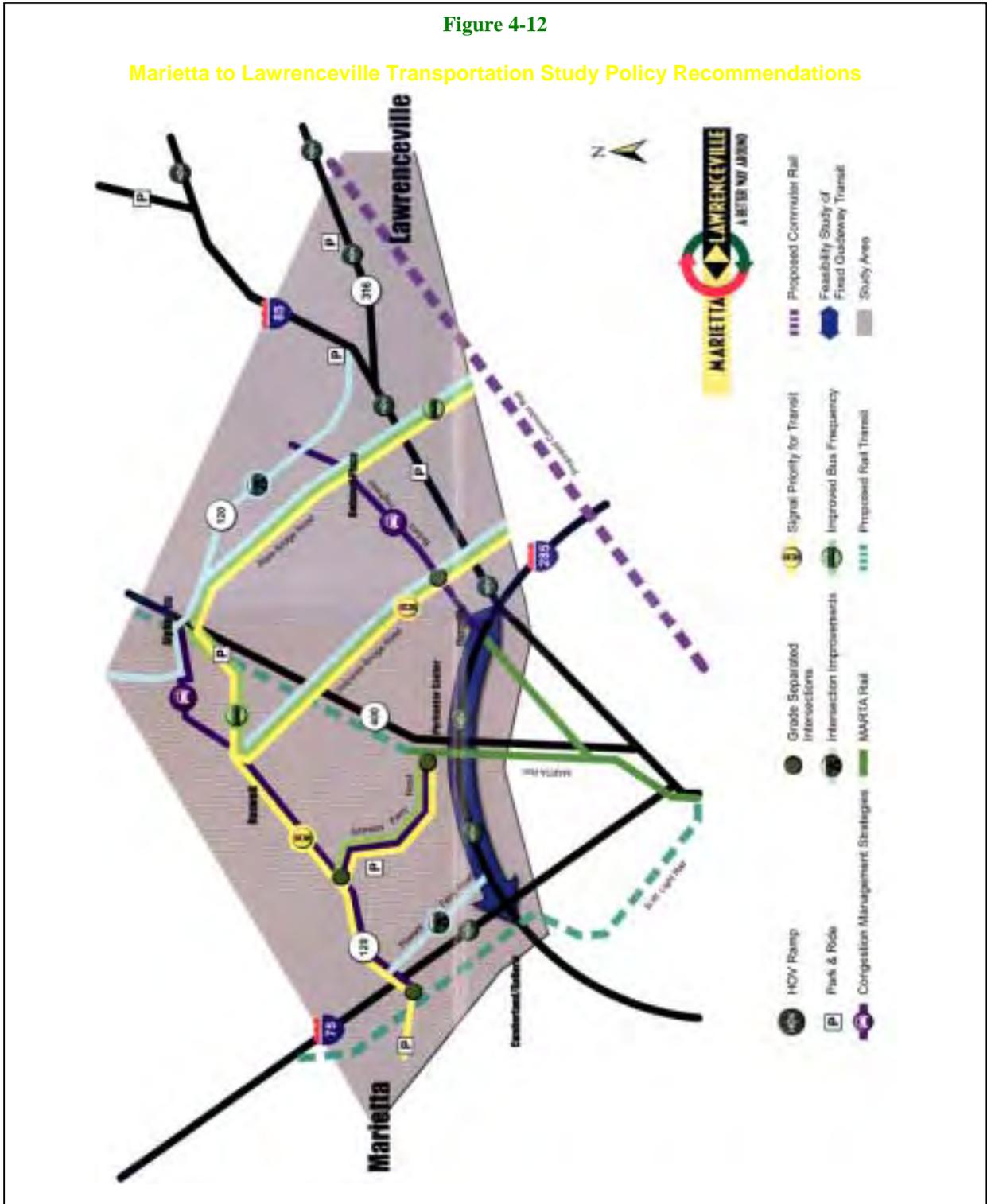
**Figure 4-13**

### Transit / Street Interface Design Issues

Design Issues	Descriptions
Transit Stops / Signage	Transit stops should be placed in locations convenient to transit riders' origin and destination locations. Additionally, the stops should be properly labeled and advertised.
Transit Stop Shelters	Transit Stop shelters should be provided at Transit Stops (where feasible) to promote rider comfort by providing protection from the elements.
Bus Pull-outs	Bus pullouts are small areas designated for buses to use during a stop, which allows them to temporarily leave the main traffic lanes when dropping off and picking up passengers. Bus pull-outs should be implemented where feasible to reduce traffic congestion that may be caused by stopped buses.
Parking	Adequate parking should be supplied to transit users, and sidewalks should be provided between parking facilities and transit stations/stops. Park-and-walk facilities should be constructed where feasible.
Sidewalks	Sidewalks should adequately connect transit stops with pedestrian origin and destination locations.
Building Facades/ Setbacks	Buildings should be constructed close to streets, with street-level access for pedestrians (including transit riders). This form of building design promotes "pedestrian-friendly" atmosphere by reducing the number of obstacles (such as large parking lots) from pedestrian paths.

Figure 4-12

Marietta to Lawrenceville Transportation Study Policy Recommendations



Source: ARC – Marietta to Lawrenceville Transportation Study

## Bicycle and Pedestrian Improvements

### Bike and Pedestrian System

Providing the transit systems for residents to use is one component of development of a balanced transportation system. Making sure those residents have access to the system is another. There are many opportunities for improved neighborhood connectivity that will serve to enhance the availability of other transportation modes (besides the single-occupant vehicle, or SOV) such as transit, sidewalks, and multi-use paths. The implementation of such modes not only increases the connectivity of an area, but also helps to reduce SOV trips (and air emissions), thus minimizing the negative effects on air quality.

Bicycle and pedestrian facilities can also serve a recreational purpose. When integrated with an area's greenspace plan, multi-use trails and similar facilities can provide access to the types of recreational amenities that serve as one component in determining the livability of an area.

A survey of potential walking attractions for Sandy Springs was conducted using responses from the stakeholder meetings. Statistical analyses were conducted on the 21 responses that were received. A summary of the "top 10" responses is listed in **Figure 4-14**.

Based upon the survey responses that were received, it is evident that Sandy Springs residents have a willingness to walk to many different destinations if they were available within the study area. However, the lack of suitable pedestrian facilities would make this difficult.

Other potential destinations for pedestrians within Sandy Springs not specifically referenced on the survey may include:

- ◆ Williams-Payne House
- ◆ Library
- ◆ Transit Facilities (Bus Stops)
- ◆ Senior/Assisted Living Housing Facilities

Figure 4-14

### "Top 10" Walking Attractions in Sandy Springs

Rank	Destination
1	Recreational Walking
2*	Bank
2*	Park
4	Your Place of Work
5	Grocery Store
6	Restaurant - Moderate Priced
7	Health / Fitness Club
8	Coffee Shop
9	Delicatessen / Take Out Food
10	Post Office

\* Tie in Ranking

### Components of the Street Network

In order to accommodate those community desires, a series of community pedestrian and bicycle projects was developed. These projects will serve to increase the connectivity of neighborhoods to central Sandy Springs. They are consistent with the County's Bicycle and Pedestrian Plan for the area. The first set of recommendations is associated with the area's street system. These improvements are geared toward providing a public right-of-way that is shared by automobiles, transit vehicles, bicycles and pedestrians. The recommended bicycle and pedestrian projects for the Sandy Springs street system are listed in **Figure 4-15**.

### Pedestrian-Friendly Design

The Sandy Springs bicycle and multi-use path network (detailed in Section 2) should connect with a comprehensive sidewalk network throughout Sandy Springs. As stated previously, the primary pedestrian transportation facilities within the study area are sidewalks. Existing gaps within the Sandy Springs sidewalk network should be filled to enhance pedestrian connectivity within the study area.

There are several key design criteria that should be

between buildings can extend pedestrian networks.

**Figure 4-15**

<b>Pedestrian and Bicycle Projects to Be Implemented through LCI Program</b>	
<b>Project</b>	<b>Implementation</b>
Georgia Power Substation Pedestrian Connection	2003
North Hampton Drive Pedestrian Connection	2003
Johnson Ferry Road Bikeway (Roswell Road to Glenridge)	2003
Mount Vernon Hwy Bikeway (Heards Ferry to Roswell Road)	2003
Mount Vernon Hwy Bikeway (Roswell Road to Glenridge Drive)	2003
Mount Vernon Hwy Bikeway (Glenridge Drive to Sandy Springs MARTA)	2003
Sandy Springs Circle Bikeway (Johnson Ferry to Allen Road)	2003
Abernathy Road Transit Corridor/Parkway Design	2003
Transit Circulator Feasibility Study	2003
Sandy Springs Circle Streetscape (Johnson Ferry to Allen Road)	2003
Wayfinding Signage System	2003
Park & Walk Lots	2004
Parking, Transit and Walkability Study	2004
Hammond Drive Transit Corridor Planning and Design	2004
Arlington Memorial Park/Lake Forrest Dr. Bikeway(Stewart Dr to Mount Vernon)	2005
Roswell Road Streetscape (Cromwell Road to Abernathy Road)	2005
Construct 1,000-space "Park-and-Walk" Parking Deck	2005
Roswell Road Streetscape (Lake Placid Drive to Glenridge Drive)	2006
Roswell Road Streetscape(I-285 to Lake Placid Drive)	2006
Glenridge Drive Bikeway (I-285 to Abernathy)	2007
Construct 500-space "Park-and-Walk" Parking Deck	2007
Mount Vernon Woods Multi-Use Trail (Mt. Vernon to Abernathy)	2008
Glenridge Forest/I-285 Multi-Use Trail (Glenridge to Allen Road Park)	2008
Construct 500-space "Park-and-Walk" Parking Deck	2009
Transit Center / Park & Ride Lot	2015

considered when planning and implementing pedestrian facilities, such as sidewalks. The elements included on **Figure 4-16** should also be applied to sidewalk design. Finally, a street classification system has been established for Sandy Springs, which links street classifications and cross-sections (including sidewalk requirements). This street classification/cross-section system is presented later in this section.

All future street improvements should include the construction of sidewalks, at least five feet wide, on both sides of the street except at the lowest densities or at the edge of neighborhoods. In addition, sidewalks should be added to existing streets where feasible. Adding additional walks

In principle, the redevelopment of the Main Street village of Sandy Springs should provide an inter-connected pedestrian grid of no more than 250 feet that transects the street grid. This would include mid-block pedestrian pathways through parking lots, in arcades through buildings, as well as between buildings to provide inter-connected pedestrian routes straight through "big-box" development patterns that might otherwise cut off all pedestrian access except along exterior block faces.

In order to promote pedestrian safety and connectivity, Sandy Springs needs to implement street design standards. Examples include the following characteristics of typical Traditional

Neighborhood Development (TND); some of which are also included as “Best Transportation Practices” under ARC’s Regional Development Plan:

**Figure 4-16**

**Pedestrian Planning and Design Factors**

Design Issues	Descriptions
Walking Distance	Several distances should be considered when planning/designing pedestrian facilities: 700-feet for pedestrians walking from parked cars to destination ½ mile for transit riders (number generally used for transit stop planning purposes)
Width of Path or Sidewalk	It is generally recommended that sidewalks be at least five feet in width. Wider sidewalks are necessary if trees, benches etc. are planned for the facility, or if a high number of pedestrians are expected to use the facility.
Obstacles/Barriers	Items such as fences and walls, as well as shrubbery and trees should be considered when planning sidewalks, and should not become obstructions (or safety hazards) to pedestrians
Intersections/Crosswalks	Proper pedestrian signalization and signage should be added where necessary to promote pedestrian safety.
Connectivity	Sidewalks should connect pedestrian origins with destinations to the greatest extent possible. Examples include: a) connecting adjacent subdivisions with the Town Green area, and 2) promote “pedestrian-friendly” sidewalks along parking facilities, rather than forcing pedestrian travel directly through the parking lots (which increases risk of pedestrian/vehicle collisions).
Comfort Factors	The level of comfort associated with the pedestrian facilities should be considered. Factors such as landscaping, cover, grade changes and lighting directly affect the pedestrian environment and should be implemented where feasible.

- ◆ Narrow streets;
- ◆ Keep streets less than four lanes wide - an example is the State of Florida which uses the following specifications: access streets 18 feet, subcollectors 26 feet, and collectors from 28 to 36 feet depending on lanes and parking;

- ◆ Sharp-turning radii at street intersections (reduces crossing distances for pedestrians);
- ◆ Construct speed bumps and raised medians where feasible (to provide a pedestrian refuge when crossing at mid-block);
- ◆ Install pedestrian signals and warnings at all major intersections, and include appropriate signage; and
- ◆ Keep speeds on arterial streets down to a maximum of 35 mph (at least within communities).

**Pedestrian Safety**

Two of the primary areas in which pedestrian safety issues are present are finding safe ways for pedestrians to cross high-traffic corridors such as Roswell Road and Hammond Drive, and the reconfigured I-285/Roswell Road interchange. Potential innovative solutions to solve these problems may include any combination of the following pedestrian treatments:

- ◆ Raised pedestrian crosswalks (possibly with flashing lights)
- ◆ Alternative pedestrian corridors
- ◆ Pedestrian signalization (visual and audible)
- ◆ Painted crosswalks
- ◆ Varying pavement material
- ◆ Reducing street widths and curb radii

**Bicycle and Multi-Use Paths**

Bike paths and lanes will also enhance the connectivity of Sandy Springs while providing recreational opportunities and access to area greenspace amenities. Currently, there are no formalized bike facilities within the area; however, several are either being planned, or are under construction. GDOT’s statewide bike plan does not include facilities traversing through or near Sandy Springs.

New bike lanes and multi-use path facilities in Sandy Springs would improve connectivity between the town center, Roswell Road, the library, MARTA transit stops, proposed transit stop/station locations, schools, civic buildings, parks and surrounding neighborhoods. All of the proposed projects listed in the *Sandy Springs Framework Plan* (October 1997) that are within the study area are included on the proposed list pedestrian and bike projects proposed to be implemented through the LCI Program (see **Figure 4-15**). Additionally, the **Figure 4-15** pedestrian and bike projects included as part of the Fulton County Comprehensive Transportation Plan<sup>3</sup> (that are within the study area and not already funded), are also included on the project list of proposed pedestrian and bike projects to be funded through the LCI Program (see **Figure 4-15**).

One of the most suitable locations for multi-use paths is along creek/stream beds (since this land is generally unsuitable for development). These paths could also serve a dual role and be constructed to provide a greenspace/buffer that would also protect the adjacent creek/stream from pollution and surface water runoff.

Parkways are another excellent location for multi-use paths because they provide a buffer between the road and adjacent neighborhoods. Additionally, they improve the aesthetics of an area and may serve as a gateway for a neighborhood or community.

As stated above, the proposed multi-use paths should be tied into existing neighborhoods where feasible. An example is the end of the cul-de-sac of North Hampton Drive and Sandy Springs. A pedestrian connection between these two streets would provide an excellent link between the proposed town center of Sandy Springs and the neighborhoods to the north.

Besides subdivisions, other potential path connections within Sandy Springs include links to such land uses as apartments and off-site parking areas.

There are several key design criteria to be employed when planning and implementing bike and multi-use paths. **Figure 4-17** presents a summary of several important bike/multi-use path design elements.

## Street Classification and Cross-Sections

**Figure 4-17**

### Bike / Multi-Use Path Design Criteria

Design Criteria	Descriptions
Purpose of the trips / Trip Destinations	Where the trips will/should be made directly effects the use and success of the path network
Path Locations	Determine if the paths will be on-street (separate lane from motorized vehicles) or off-street (paths through wooded and natural areas).
Vehicle Conflicts	Path routes and designs need to consider potential conflicts with motorized vehicles, and proper signalization/signage will be required to help alleviate such conflicts
Connectivity	Path networks should be implemented that connect trip origins (e.g. subdivisions, apartment complexes) with potential destinations
Bicycle Parking	Bike racks (or similar) must be provided to ensure bicycle users have proper places to store their bikes when not used.

The integration between land use planning, transportation planning and urban design is crucial to developing a more livable Sandy Springs. To best represent the horizontal and vertical elements of transportation facility designs, a classification system has been developed that unites the urban form design features with the proposed transportation and land use design elements. Three categories of streets have been devised: village, corridor and neighborhood.

- ♦ **Village Streets** – Village Streets are those located within the Village area of Sandy Springs. These are the streets that should provide most of the access to the land within the village area. These streets will typically have low vehicle speeds, numerous turning movements, and a substantial mix of

<sup>3</sup> Fulton County Comprehensive Transportation Plan, Attachment B2, District 4 Projects, Pages 12-14

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modes. There are two classifications within this category – primary and secondary.

- ◆ **Corridor Streets** Corridor streets are those acting as major thoroughfares through the Sandy Springs community. These roads are used by both commuters traveling through Sandy Springs and residents who live in the community to access the village area. Three classifications categories have been designated for this group – parkway, primary and secondary.
- ◆ **Neighborhood Streets** – These streets primarily serve local traffic to and from the residential neighborhoods within Sandy Springs. They can provide access to driveways either to individual dwelling units or to common parking areas. This group also has two classifications – primary and secondary.
- ◆ **Alleys**– Alleys may be permitted as private streets providing secondary or service access within developments consisting of at least four occupied structures. An alley shall provide a continuous connection between two public streets. Alleys shall be paved and constructed to the same standards as the connecting public streets except that:
  - No alley shall be longer than 400 feet
  - No alley shall have a slope greater than 7 percent
  - The paved width of an alley shall be not less than twelve feet
  - Alleys shall be constructed with flush curbs
  - Permanent structures shall be set back at least 10 feet from the centerline of an alley

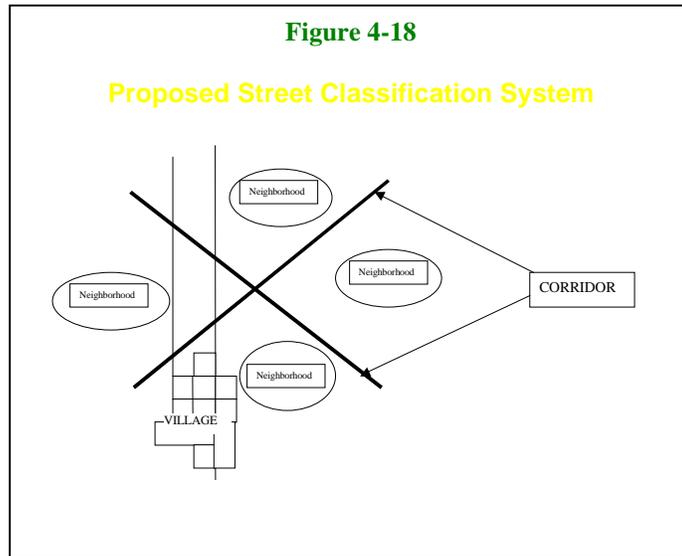
**Figure 4-18** presents a schematic drawing portraying the three major areas types within Sandy Springs and the transportation facilities associated with each area.

The three groups listed above have been further divided into sub-categories, which are presented and detailed in **Figure 4-19**.

**Figure 4-20** presents a map of the proposed street classification system applied to the existing and recommended new streets within Sandy Springs.

Individual street cross sections have been created for each of the road classifications presented in **Figure 4-19** and **Figure 4-20**. These cross sections combine the proposed transportation design elements with the most suitable urban form and land use types.

Each of the street classification designations is briefly described and presented on the following pages.



**Figure 4-19**

**Proposed Street Classification System**

Facility Type	Typical	Optional	Transit	Bike	Multi-Use Pathway
<b>VILLAGE</b>					
Primary (Sandy Springs Circle, Boylston Drive)	Two Moving lanes and Turn Lanes	On street parking (one or both sides)	**	**	--
Secondary (Hildebrand )	Two Moving Lanes and One- side parking		*	*	--
<b>CORRIDOR</b>					
Parkway (Abernathy Road-Type A, Hammond Drive-Type B)	Four Moving lanes with landscaped median (No on- street parking)	Linear Park along one or both sides of parkway	**	**	**
Primary (Roswell Road)	Four Moving lanes (No on-street parking)		**	*	*
Secondary (Johnson Ferry Road)	Two moving lanes	On-street parking (within Village Area)	*	**	*
<b>NEIGHBORHOOD</b>					
Primary (Kayron Drive)	Two moving lanes	On street parking (based upon demand)	*	*	--
Secondary (Francyne Court)	Two moving lanes	No parking	--	--	*

\*\* Encouraged

\* Allowed

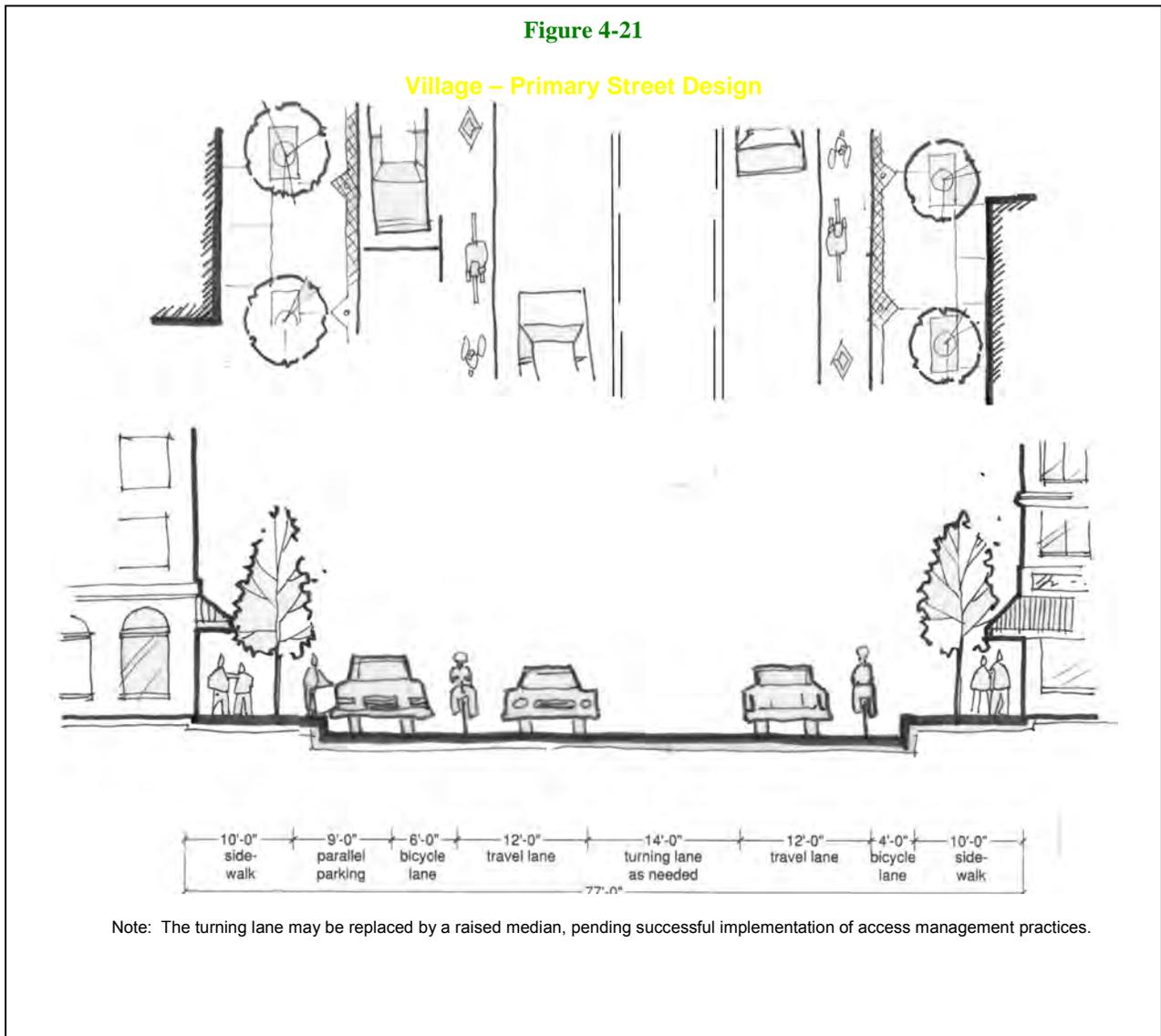
-- Not Provided



### Village – Primary Street

Village - Primary Streets will typically have two travel lanes and a center two-way left lane or turn lanes at intersections. They may also include on-street parking depending on the adjacent land uses and the available right-of-way. The highest density of development within the village district is proposed to occur along the village streets. Sandy Springs Circle and the Boylston Road extension are examples of this roadway classification.

**Figure 4-21** presents the cross-section for this road classification category.



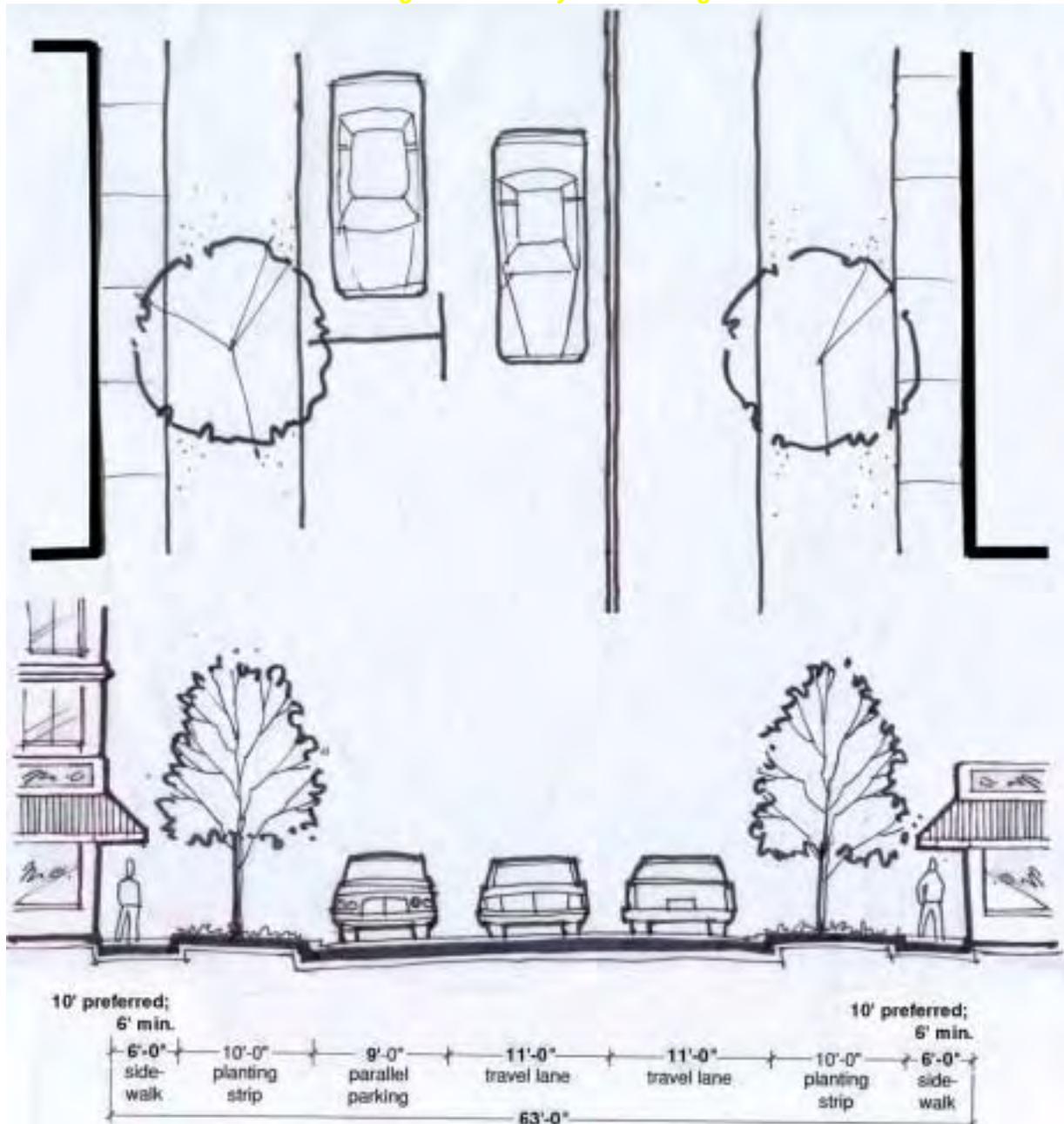
### Village – Secondary Street

This classification has a less intensive level of utilization than the Village- Primary. On street parking would be provided along one side in support of the high development densities that

will be encouraged along these streets, as well. Hildebrand Drive is an example of this street classification. **Figure 4-22** presents the cross-section for this road classification category.

Figure 4-22

### Village – Secondary Street Design



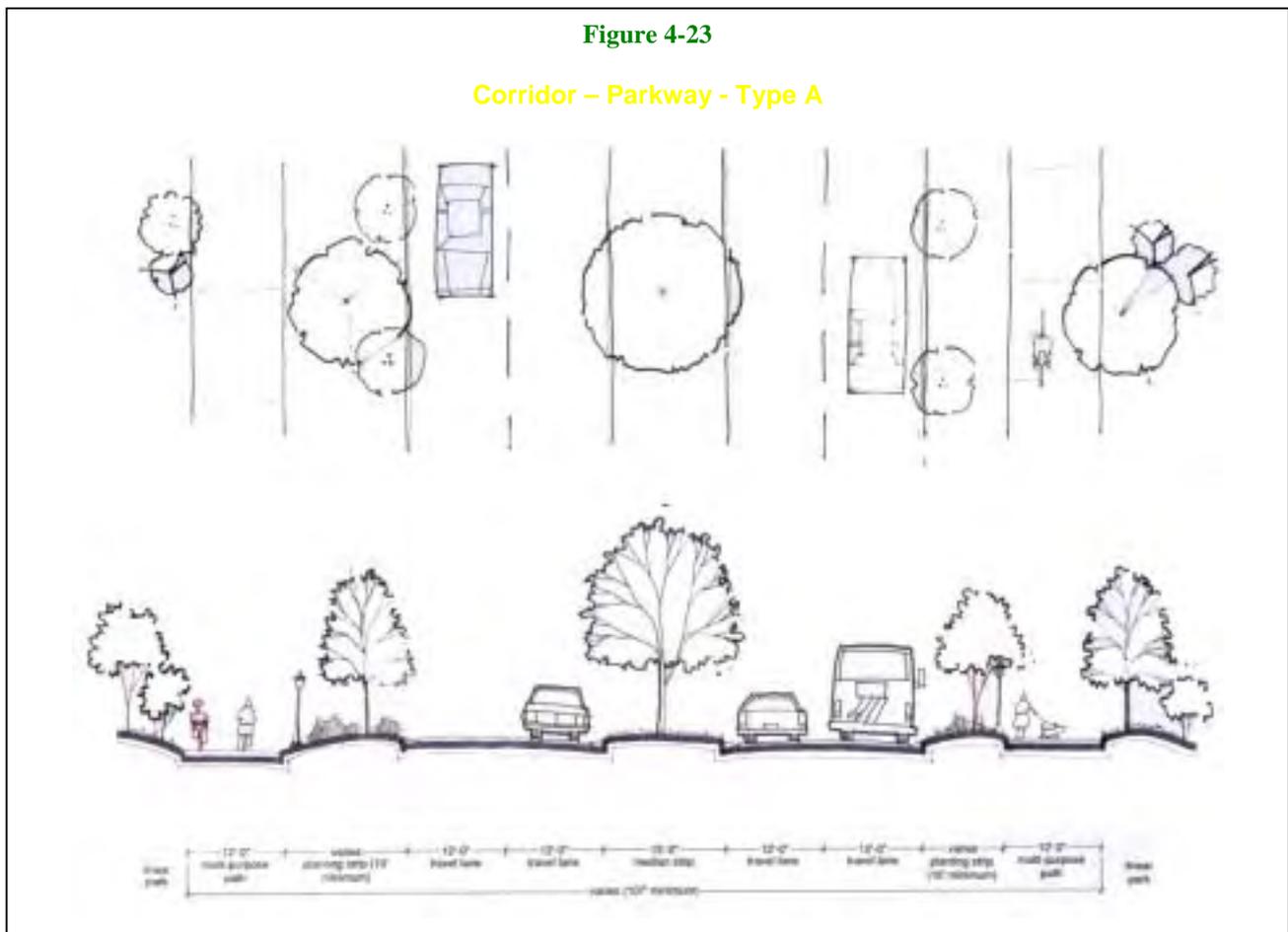
### Corridor – Parkway

Corridor Parkway streets are those with four travel lanes separated by a landscaped median.

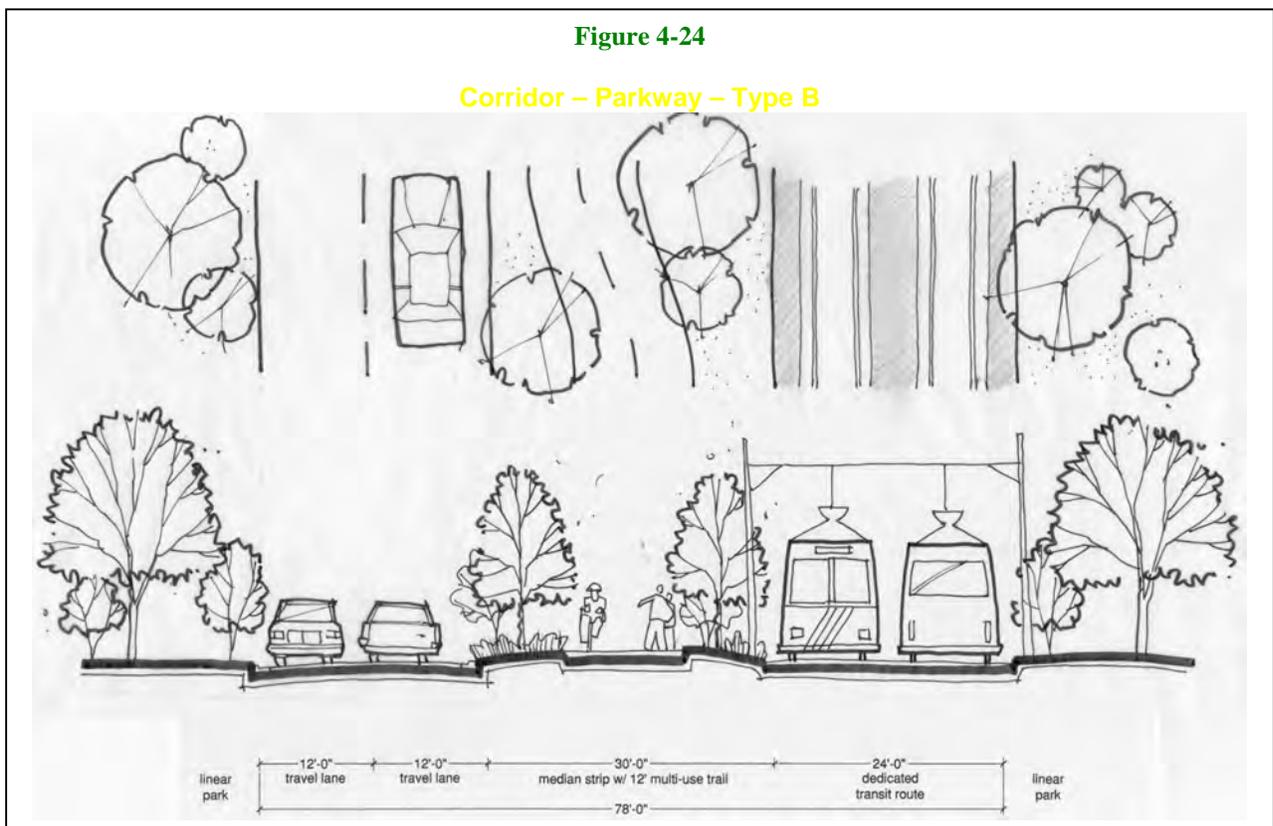
Additional features may include linear parks along one or both sides, multi-use paths, wider sidewalks, or exclusive transit-ways in lieu of one set of vehicular travel lanes. On street parking is not provided, and low density development is generally acceptable along parkways (to minimize the number of required curb-cuts/access points). Two types of Parkway designs are presented on **Figure 4-23** (Type A) and **Figure 4-24** (Type B).

Abernathy Road (from Johnson Ferry Road to Roswell Road) is an example of this street classification. **Figure 4-23** presents the cross-section for this classification.

- ◆ **Parkway – Type A:** Consists of four travel lanes, a linear park along both sides, a planting strip separating the travel lanes from the linear park, and a landscaped median in the middle of four travel lanes.



- ◆ Parkway – Type B



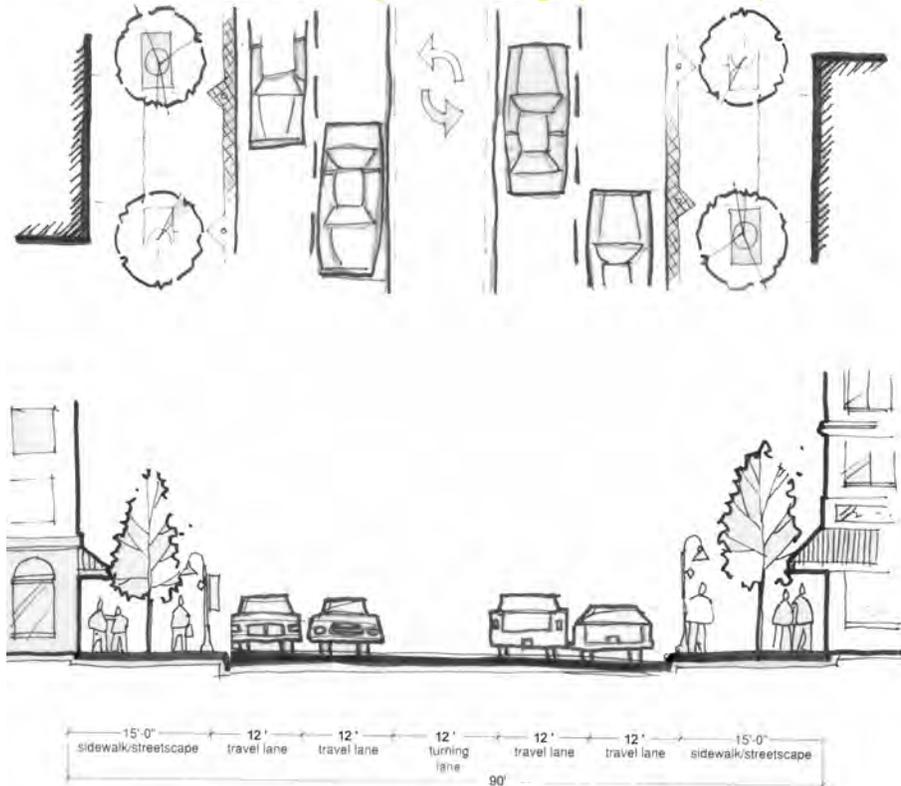
Parkway – Type B: Consists of two single-occupant vehicle (SOV) travel lanes, and two lanes dedicated to transit only. A median strip with a 12-foot multi-use trail will separate the SOV and transit lanes. Additionally, linear parks would run along both sides of the parkway. Hammond Drive (from the Dunwoody MARTA Station to Roswell Road) is an example of this street classification. Figure 4-24 presents the Parkway – Type B concept.

### Corridor – Primary Street

This classification category generally allows for four travel lanes, adjacent high-density development, and limited on-street parking. The primary function of these facilities is the movement of automobiles and buses and travel lanes are generally wider than the core streets with traffic signalization minimized to maximize traffic volumes. However, at locations with traffic signals, accommodation of pedestrian movements should be emphasized. **Figure 4-25** presents the cross-section for this road classification category. This concept is different from the street concept presented in the *Sandy Springs Revitalization Plan*, in that it does not include a north-bound bus lane.

**Figure 4-25**

#### Corridor – Primary Street Design (Roswell Road)



Note: The turning lane may be replaced by a raised median, pending successful implementation of access management practices.

### Corridor – Secondary Street

This classification category is similar to the Corridor – Primary Streets category with the exception of two travel lanes and the addition of on-street parking. Relatively high-density development is encouraged along these streets.

**Figure 4-26** presents the cross-section for this road classification category inside the Sandy Springs Village area, between Sandy Springs Circle and Boylston Road, while **Figure 4-27** presents the cross-section for this road classification outside the Village Area.

**Figure 4-26**

#### Corridor – Secondary Street Design (inside Village area)

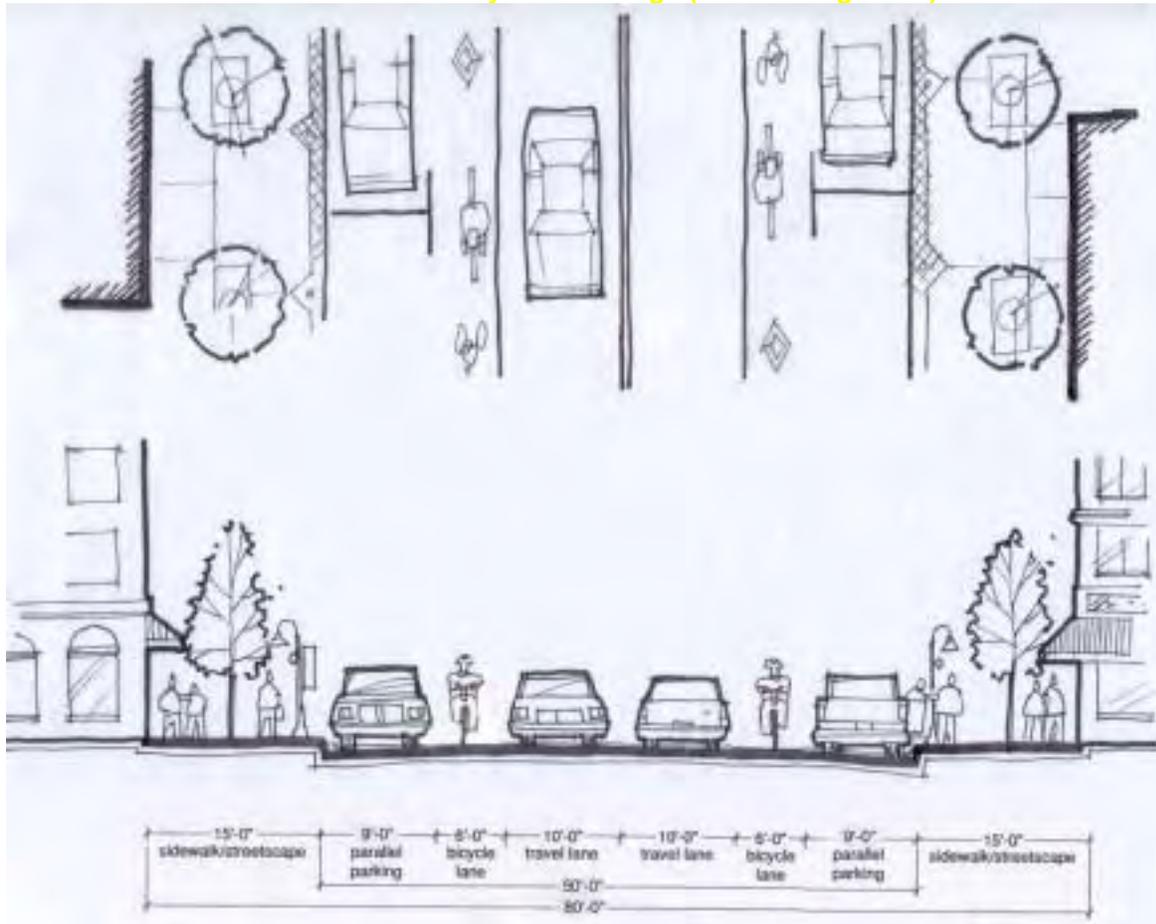
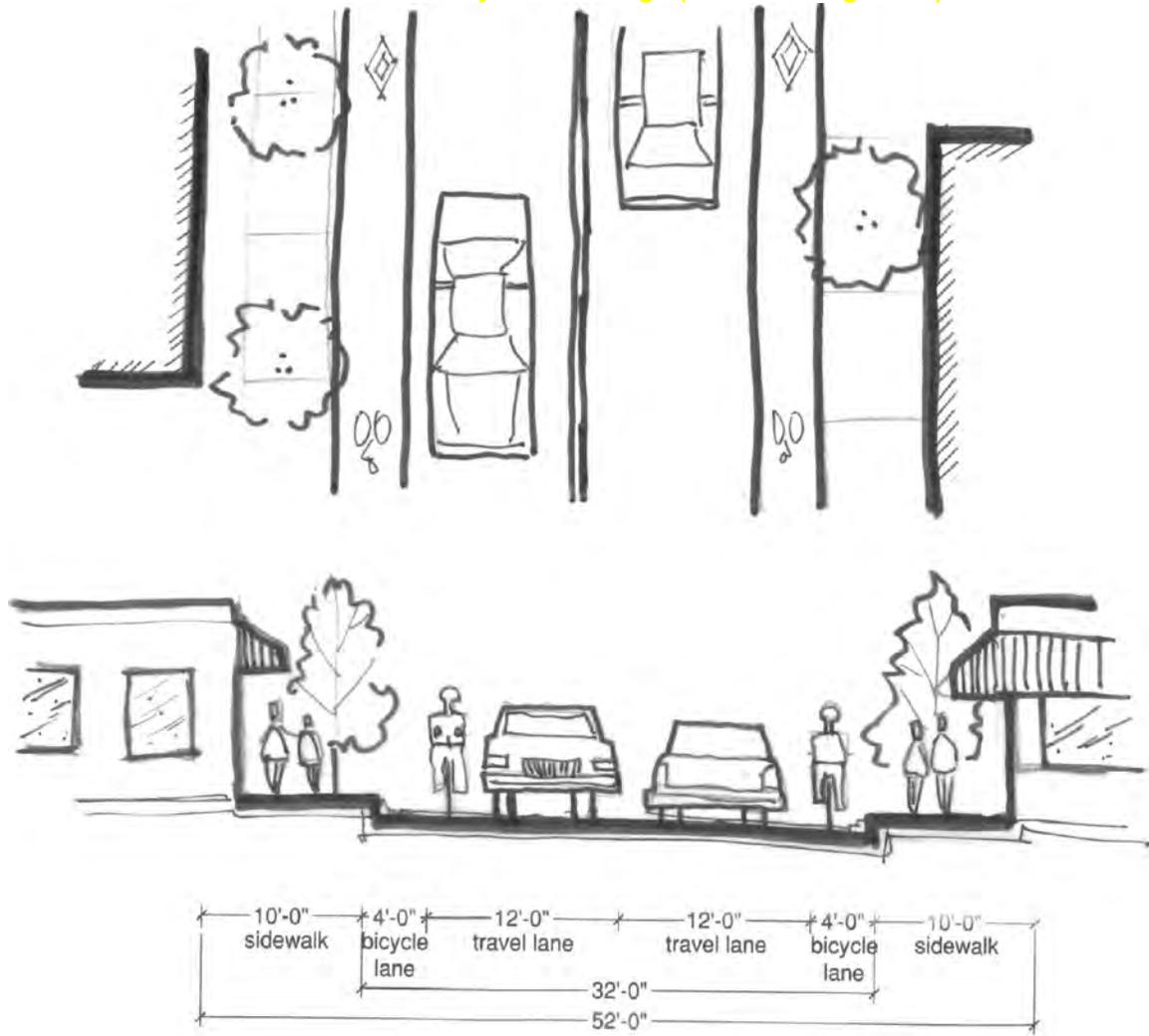


Figure 4-27

Corridor – Secondary Street Design (outside Village area)



### Neighborhood Streets

This neighborhood streets section represents existing streets within Sandy Springs, and the standards presented on **Figure 4-28** and **Figure 4-29** are provided as guidance only. Should traffic calming studies be performed, narrower lanes could be constructed.

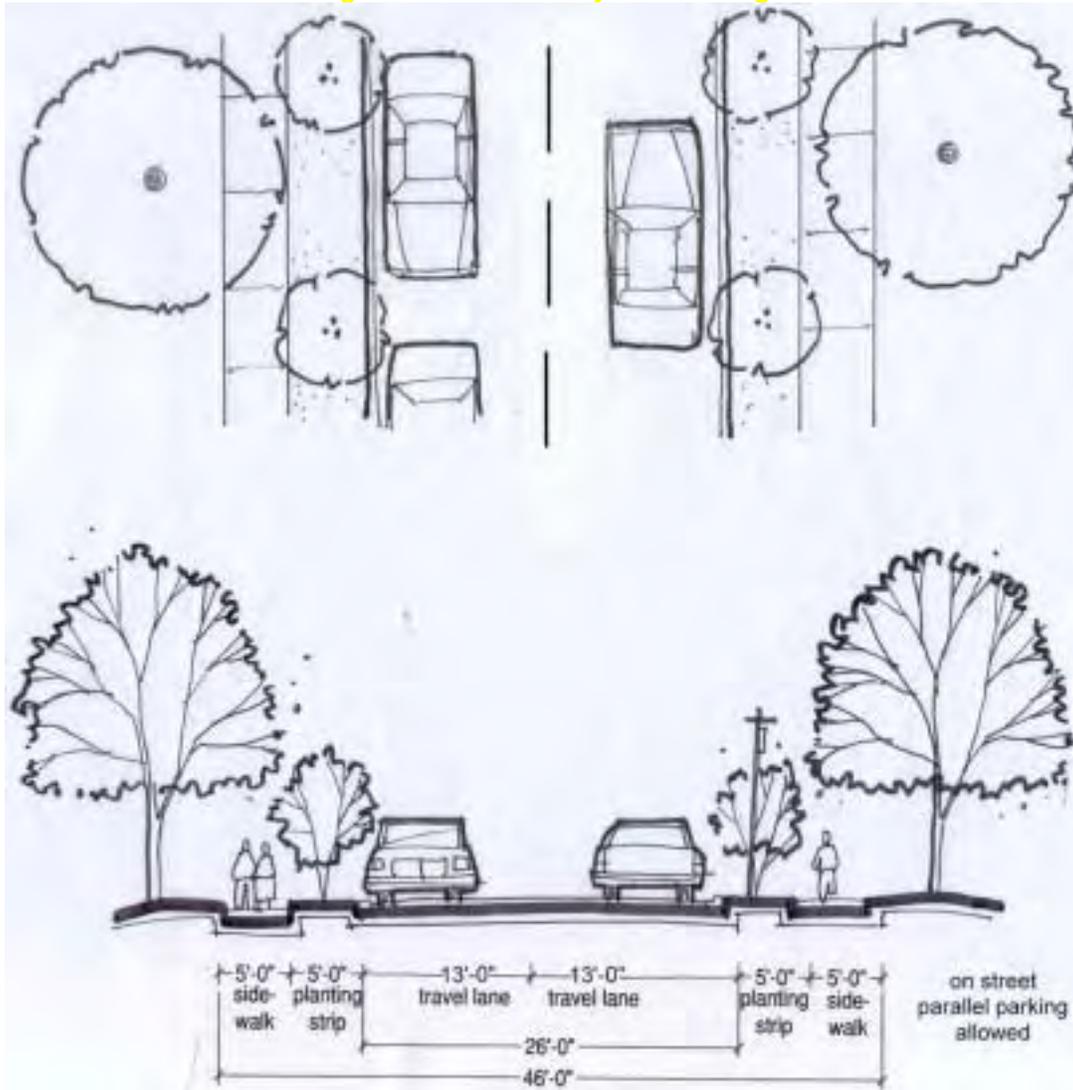
not specifically delineated). Development densities are generally single-family residential; therefore, the lowest within Sandy Springs. **Figure 4-28** presents the cross-section for this road classification category.

### Neighborhood – Primary Street

These streets are typically wide (30 feet) and allow for on-street parking (although parking spaces are

Figure 4-28

#### Neighborhood – Primary Street Design



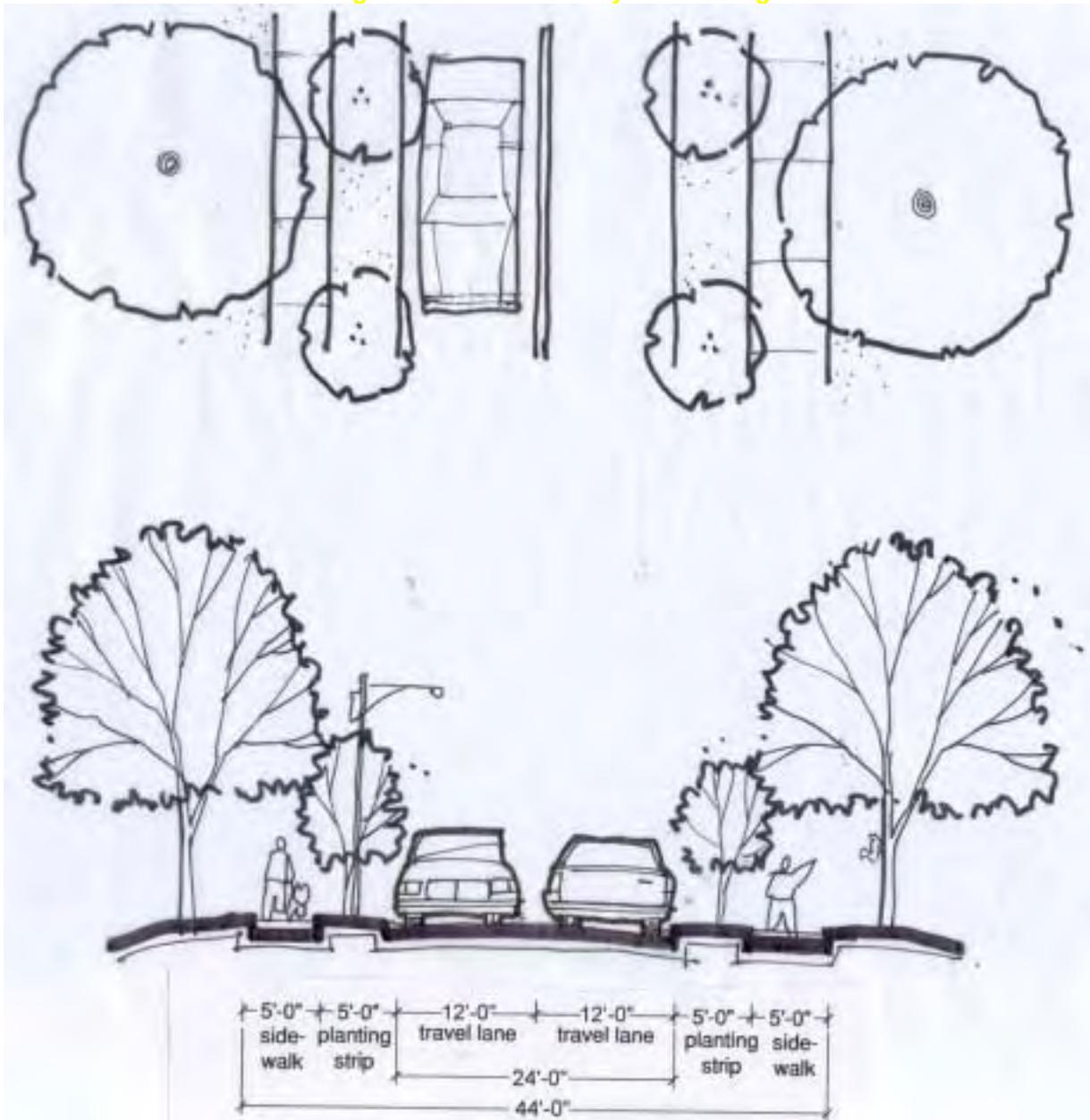
**Neighborhood – Secondary Street**

Neighborhood –Secondary Streets are those that serve the majority of existing residential streets and subdivisions within Sandy Springs. This classification category is the same as Neighborhood – Primary Street with the exception of more narrow streets with no official

on-street parking. Development densities are the same as Neighborhood- Primary Streets. **Figure 4-29** presents the cross-section for this road classification category.

**Figure 4-29**

**Neighborhood – Secondary Street Design**





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## Land Use/Urban Design

Land uses within the study area are regulated by Fulton County land use policies and regulations. For the most part these land use controls are traditional, though the study area does lie within three overlay zoning districts that provide the community better control over urban design. **Throughout this project, the public expressed little interest in traditional regulatory approaches. Instead, the community sought to fine tune the requirements of the Overlay District and provide more detailed urban design guidelines that support an urbanized mixed-use environment.**

### Land Use Plan

The Fulton County Land Use Plan provides general guidance to community leaders in making rezoning and capital investment decisions. This report recommends that the Fulton County Land Use Plan be amended to include a “Land Use Character Map.” The character map serves to provide an additional set of guidelines to government officials in making land use decisions.

The character areas identified include:

- ◆ Commercial Corridor
- ◆ Village Mixed-Use
- ◆ Transitional Mixed-Use
- ◆ Residential Corridor
- ◆ Residential Neighborhoods

Each of these character areas is associated with design guidelines, such as Floor to Area Ratios (FAR), build to lines, signage, building height, parking quantities location, and design character. **Figure 4-31** lists the general guidelines associated with each character designation. **Figure 4-32** shows the general location of each of these character areas. In addition it shows the location of a Future Glenridge Corridor Study Area to be developed as part of the implementation of the Fulton Perimeter CID.

## Overlay District

There are three zones currently associated with the Sandy Springs Overlay District: Suburban Corridor, Commercial Corridor, and Main Street. This plan recommends changing the boundaries of these districts to better correspond to the proposed street grid for the area. For example, the Main Street district is being expanded to include the areas along both sides of village primary and secondary streets. **Figure 4-33** shows the revised boundaries of the Sandy Springs Overlay Districts.

To promote a more urbanized character and better land use efficiency, it is recommended that the requirements of the overlay district be modified in order to promote mixed-use developments, build-to lines, floor-to-area ratios, and parking maximums. Redevelopment should be allowed greater density and reduced parking requirements when it:

- ◆ Utilizes a desirable mix of uses;
- ◆ Incorporates desired street connections, open space and landscaping into development patterns;
- ◆ Provides an integrated pedestrian network along streets and at appropriate intervals between blocks; and
- ◆ Supports greater accessibility by improving linkages of land use to public transportation.

## Parking

Amend a key provision of the Main Street portion of the Overlay District to include both parking minimums and maximums. The maximum allowable number of parking spaces in the Main Street area would be as follows:

- ◆ Retail and commercial – 5.0 spaces per 1,000 sq. ft. of customer space;
- ◆ Office - 3.0 spaces per 1,000 net sq. ft.;
- ◆ Restaurant - 1 space per 200 sq. ft. of seating area; and

- ◆ Residential – 2.0 spaces per dwelling unit.

The parking minimum is 25 percent of the maximum. However, parking minimums may be reduced to 0 percent of the maximums if certain requirements are made regarding transit, provision of pedestrian pathways, and provision of open space. Parking ratios higher than 60 percent of these maximums require a warrant study to demonstrate the need for more than the minimum parking requirements.

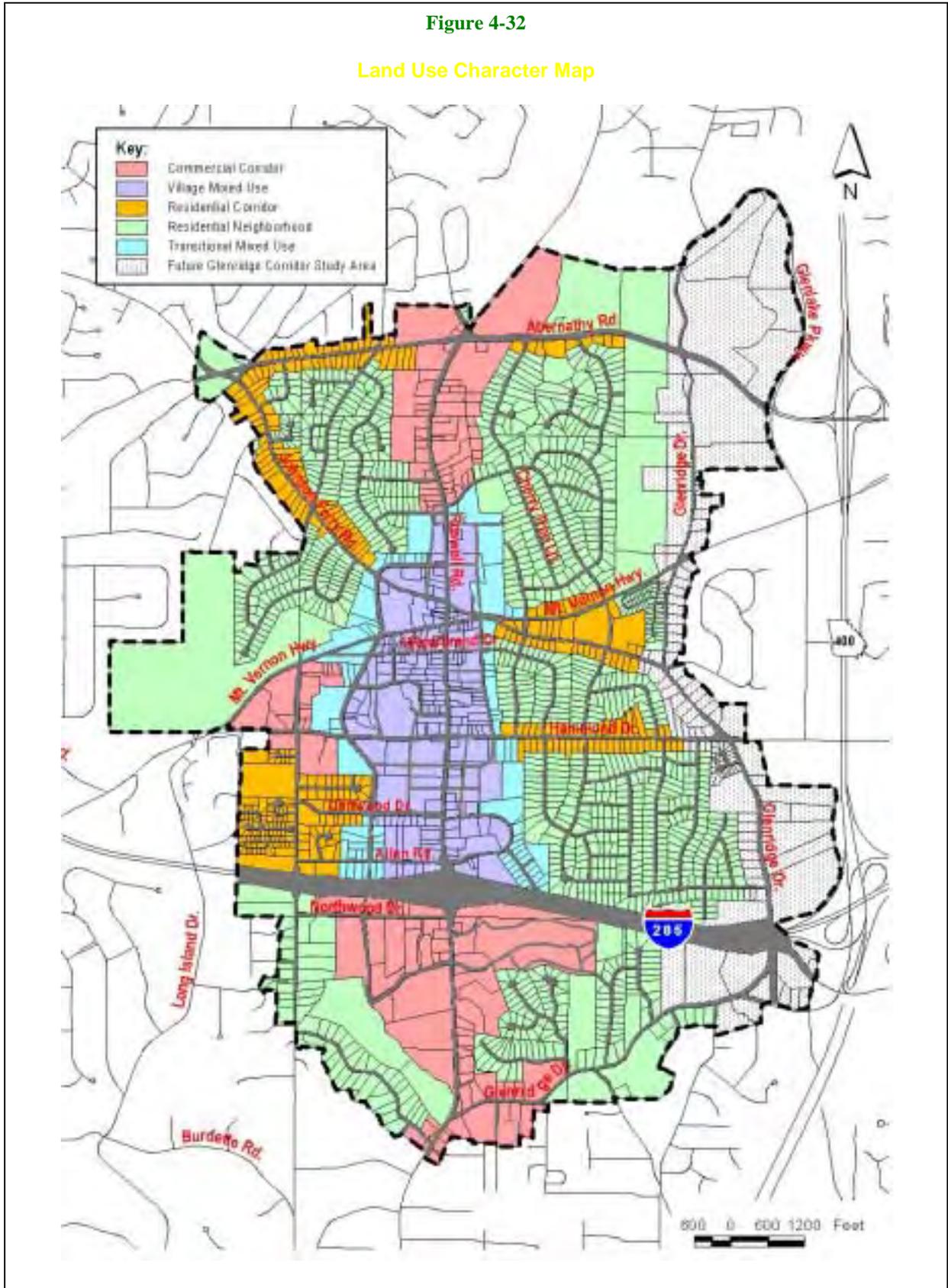
**Figure 4-31**

**Land Use Character Guidelines**

Character Designation	Predominate Uses	FAR	General
Commercial Corridor	Commercial	N/A	<ul style="list-style-type: none"> <li>◆ Shared driveways, no closer than 75 feet apart</li> <li>◆ Storefronts line streets</li> <li>◆ Parking in rear or visually separated from street</li> <li>◆ Signs oriented toward pedestrians</li> <li>◆ Awnings and Canopies covering 30% of street frontage</li> <li>◆ Recessed entries and overhanging balconies encouraged</li> <li>◆ Gateways at northern and southern ends of Roswell Road</li> </ul>
Village Mixed-Use	Mixed-use Commercial	1.0 to 3.0	<ul style="list-style-type: none"> <li>◆ 3 to 4 story buildings</li> <li>◆ Taller buildings (5 to 6 stories) may be allowed fronting Roswell Road or in signature locations near Town Center</li> <li>◆ Vertical and horizontal mixing of compatible land uses</li> <li>◆ Require parking structures to contain street level retail</li> <li>◆ Architectural standards</li> </ul>
Transitional Mixed-Use	Low-Density Residentially compatible uses	Max 0.5	<ul style="list-style-type: none"> <li>◆ Permits low-density residential and office or residential and commercial uses on same lot</li> <li>◆ Non-residential uses in mixed-use may not occupy more than 50% of the gross floor area of any building site</li> <li>◆ Mixed-use development should retain a residential appearance and character</li> <li>◆ Signs should be limited to canopy signs and low monument signs surrounded by landscaping</li> <li>◆ Building should not be over 3 stories tall</li> </ul>
Residential Corridor	Medium-Density Residential	< 0.5	<ul style="list-style-type: none"> <li>◆ No strip commercial</li> <li>◆ Allow attached townhouses, accessory units or multifamily housing</li> <li>◆ Intersections may contain small commercial uses</li> <li>◆ Commercial uses should retain a residential appearance and character</li> <li>◆ Garages and parking areas should be placed in side or rear yards</li> <li>◆ Surface parking should be screened by a wall or hedge at a maximum of 3 feet higher than street elevation.</li> <li>◆ Signs for non-residential uses should be limited to canopy signs and wall signs</li> </ul>
Residential Neighborhoods	Low-Density Residential	< 0.3	<ul style="list-style-type: none"> <li>◆ Traditional one and two-story single-family detached houses and related uses</li> <li>◆ Encourage pedestrian and bicycle easements that would provide short cuts to daily conveniences for non-motorists</li> </ul>

Figure 4-32

Land Use Character Map





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Shared parking is allowed when other nearby parcels grant an appropriate easement for their excess parking. Buildings that use shared parking must provide pedestrian ways connecting the buildings and connecting the buildings with the parking areas. Joint driveways and joint access easement are required for shared parking. On-street parking may substitute for off-street parking if located within 600 ft. of the building.

Structured parking is encouraged through the use of FAR, but at least one half of the side of a parking deck facing a street should be faced with retail uses at ground level, accessible by sidewalks along the street. Within the Main Street area of the overlay district there should be a minimum FAR of 0.5 for new construction or redevelopment in order to promote walkability and transit use.

In addition, it is recommended that a study be undertaken to identify future sites for public parking structures. “Park and Walk” structures should be planned for each quadrant of the Village area as defined by the intersection of Hammond Drive and Roswell Road. These structures would serve to promote a pedestrian environment (while also reducing vehicular trips and congestion) by providing a central parking facility surrounded by pedestrian-accessible land uses. Additionally, these public parking structures should be integrated with the proposed transit circulator system and include opportunities for joint development with residential, office and retail uses.

*Sandy Springs Residence*



*Harris Teeter Supermarket*



*Sandy Springs Plaza*



*Williams-Payne House*



The maximum FAR for a specific site will be 1.0, unless a bonus is granted. Bonuses allow the FAR to rise to as high as 3.0, depending on specific design features that promote a mixture of housing, promote transit use and pedestrian activity, the provision of transportation connectivity, and the provision of public

greenspace.

**Figure 4-34** provides a visualization of the ways that street character will change to provide more pedestrian oriented activities along the edges of existing surface parking.

**Figure 4-34**

**Visualization of Pedestrian Scale Redevelopment**

**Current View along Sandy Springs Place across from the Williams-Payne House**



**View with on-street parking and additional sidewalks, crosswalks and street trees**



**View with residential development**



## Open Space

Currently there is too little open space in the Village area and very little undeveloped land. Two tools will be used to address this issue – public acquisition and regulatory incentives. In terms of acquisition, the extension of the park-setting of the Williams-Payne House are the key actions that will be added to the public open space inventory. In addition greenways have been planned to link open spaces and community places throughout Sandy Springs.

It is recommended that newly developed or redeveloped parcels larger than 20,000 square feet would be required to set aside open space within their developments. A minimum of 20 percent of open space would be required as a part of each such development proposal. Developers that do not create open space would be allowed to pay a fee in lieu of open space. Fees would be collected in an “open space bank” managed by the SSSDRB for use in the purchase or development of land for public open space within the Overlay District. Alternatively, Fulton County would consider the option of permitting the transfer of open space from one private site to another to create a larger, central green at an approved off-site location.

Within the Main Street portion of the study area surface parking lots represent a substantial amount of under-utilized land that can be redeveloped to incorporate open space in the development process. Through the use of lower parking ratios, minimum open space ratios, and FAR bonuses for mixed use, new and redeveloped properties will find it more profitable to use parking decks instead of surface parking. With the proper design controls and incentives, this can also free up land once used for surface parking to be converted to public open space and income producing lease space.

Ultimately, Roswell Road could become of ‘string of emeralds’ with small open space areas strategically placed within the corridor. The recommended pedestrian and bikeway system will also interconnect these open spaces to provide a more attractive and friendlier environment for recreation.

**Figure 4-35** illustrates the recommended open space plan for the study area. It shows the locations of parking lots that may be redeveloped with some open space, proposed bike lanes and multi-purpose trails, and existing and proposed parks.

## Building heights

The Overlay District will specify both a minimum and a maximum building height. Buildings consisting of more than 75 percent office space may have a maximum height of six stories, or 90 feet without a special use permit. All other buildings are limited to four stories or 60 feet whichever is greater. The minimum height of buildings with more than 5,000 square feet is two stories or 25 ft. whichever is less.

## Build-to line

The setback of buildings should be determined in conjunction with street classifications and adjacent land uses. The maximum setback on Roswell Road will be 20 feet to allow space for sidewalks, landscaping and street furniture, and may be increased to 35 feet if the building is providing outdoor seating or other public space in front of the building.

## Mixed-use buildings

Vertically mixed uses are permitted by right in the Main Street area for buildings with more than 20,000 square feet. Ground level uses of mixed-use buildings shall be retail, commercial, office, institutional or public. Upper floors may be residential, retail, or office.

*Sandy Springs Plaza in front of Retirement Community*





## Housing

To encourage a greater variety of housing within the study area and achieve the RDP goal of 6-7 units per acre in activity centers, the following provisions are recommended.

- ◆ Establish a target “jobs-to-housing ratio” for the Sandy Springs Overlay District. For instance, the Overlay District will provide a sufficient supply and diversity of housing to provide residential units appropriate to house at least 65 percent of the persons employed within the district.
- ◆ Accessory units (“granny flats”) are allowed by right in single family zoning districts in the neighborhoods within the Overlay District.
- ◆ Throughout the Village area, the net residential density may be up to 40 units per acre.
- ◆ Zoning density bonuses can be earned in the Main Street area for including housing in mixed use developments and for setting aside a percentage of new housing at affordable prices in mixed-income developments.

## Architectural standards

The following design standards are intended to promote a more urbanized and pedestrian friendly environment within the Main Street zone of the Overlay District.

- ◆ Modulated facades with offsets of at least ten feet measured perpendicular to the curb are required for building faces more than 75 feet wide.
- ◆ Breaks in building façade must be at least every 50 feet.
- ◆ Maximum length of a building face parallel to a public street is 350 feet.
- ◆ Minimum 50% of ground level façades must be transparent glazing.
- ◆ Reflective glass is not allowed.

- ◆ Recessed entries are encouraged
- ◆ Buildings oriented to street - At least one entrance must be located on the street side of the building.

## Signs

Within the Main Street and Commercial Corridor zones additional canopy signs, awning signs, projecting signs and wall signs oriented to pedestrian lines of sight will be allowed. Such “eye-level” signs may use exterior lighting but may not be internally illuminated.

*Marshalls Plaza Sign*



*Hammond Square Sign*



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## Recommended Corridor Concepts

In addition to projects designed to improve vehicular and pedestrian circulation in Sandy Springs, improvements are needed along several corridors that have both local and regional significance. Many of these corridor concepts are focused on the movement of commuter traffic, both SOV and transit. This section details the recommended corridor concept projects for the Sandy Springs study area.

### Roswell Road concept

The proposed Roswell Road improvements are consistent with those referenced in the *Sandy Springs Revitalization Plan*<sup>4</sup>. Two redevelopment zones were developed in the 1993 Revitalization Plan, as follows:

- ◆ **Main Street Redevelopment Zone:**  
General area from Sandy Springs Circle to Hammond Drive

This zone represents the “heart” of the Sandy Springs community with the presence of the Sandy Spring Historic Site, Sandy Springs library branch, fire station, post office and the Hitson Memorial Activity Center within this area. Additionally, the Mount Vernon Towers Apartment Retirement Community is within close proximity of this area.

- ◆ **Northern and Southern Commercial Strip Zones:**
  - *Northern Commercial Strip Zone:* General area from Sandy Springs Circle to Abernathy Road
  - *Southern Commercial Strip Zone:* General area from Hammond Drive to Lake Placid

These two zones are located on Roswell Road to the north and south of the proposed Main Street Redevelopment Zone. These two zones will follow the same guidelines for public

improvements as that for the Main Street Redevelopment Zone.

One of the resulting action items determined through Work Shop No. 2 was that the Streetscape and street cross-section plan for Roswell Road (included as part of the Revitalization Plan) would not be modified. Therefore, the cross section for Corridor – Primary Streets depicted on **Figure 4-25** represents the same deign layout as that for the Main Street Redevelopment Zone.

### Roswell Road Intersection Analyses

Future conditions analysis (Year 2022) for Roswell Road were performed by Grice and Associates. Projected traffic growth was estimated using various information including historical trends, discussions with Fulton County, and data obtained from ARC pertaining to the transportation model. Traffic volumes from the existing roadway network were projected to years 2002 and 2022. The existing and proposed roadway networks were then analyzed to evaluate the impact of the projected traffic conditions on the overall system capacity.

#### Traffic Growth

Traffic growth projections were determined from a combination of historical traffic data obtained from the Georgia Department of Transportation (GDOT), and travel demand models from the Atlanta Region Commission (ARC). From the data, the growth rate trend was forecasted at 4.5% per year for this transportation network. Consequently, this growth rate factor was used to forecast existing traffic volumes to the base year 2002 and to the future year 2022.

#### Future Conditions Analysis

Several concepts were developed and analyzed to determine the most effective solution. The analysis consisted of both quantitative and qualitative intersection analyses.

Each intersection along Roswell Road within the study limits was analyzed using the procedures outline in the existing analysis section of this

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<sup>4</sup> HOH Associates, Inc. May 25, 1993.

report (Section 2). Each of these intersections is currently signalized. Projects, if any, that are currently underway, scheduled, or planned were taken into consideration during the analysis to capture any benefits that would contribute to the overall outcome. Due to physical restraints and other negative impacts, geometric improvements were not included among any of the projects reviewed.

The intersections were analyzed using AM and PM peak hour traffic volumes for both, existing and future years, 2002 and 2022 respectively.

Figure 4-36 presents the results of the future intersection LOS analysis (including the existing analysis results); Figure 4-37 presents the LOS index tables for signalized intersections.

**Figure 4-36**  
Existing and Future LOS for Select Roswell Road Intersections

Roadway	Existing LOS		Future LOS	
	AM Peak LOS	PM Peak LOS	AM Peak LOS	PM Peak LOS
Roswell Road at Abernathy Road	F	F	D	D
Roswell Road at Sandy Springs Circle	E	D	C	C
Roswell Road at Johnson Ferry Road	F	F	E	E
Roswell Road at Mount Vernon Highway	F	E	E	E
Roswell Road at Hilderbrand Drive	F	D	D	C
Roswell Road at Sandy Springs Place	E	D	D	C
Roswell Road at Hammond Drive	F	E	E	D
Roswell Road at Cliftwood/Carpenter	F	E	D	D

Source: Grice and Associates

**Figure 4-37**  
LOS for Signalized Intersections

Level of Service	Stopped Delay Per Vehicle (sec)
A	≤10
B	10-20
C	20-35
D	35-55
E	55-80
F	> 80

Source: Highway Capacity Manual, 1997 Update

improvements, future traffic growth will likely reverse any short term benefits that are realized (and LOS will again drop to unacceptable levels).

Another project that is planned (and taken into consideration during the intersection analysis) is a signal-timing project, which will also improve traffic flow at the intersections as well as along the arterial. Fifteen (15) intersections along Roswell Road are included with this planned signal-timing project.

### Raised Median Along Roswell Road

It should also be noted that interest was expressed during Work Shop # 2 to add a raised median along Roswell Road. The current Main Street cross section calls for five-lanes which includes a center left turn lane. This left turn lane is intended to provide access to the many driveways along the corridor. One of the concepts which have been advocated throughout this document is access control measures along Roswell Road. Typical access management practices that may provide assistance along Roswell Road include minimizing/consolidating driveways, improving inter-parcel access, moving access points from Roswell Road to parallel routes and developing at higher densities with buildings closer to the road (which would ultimately reduce the number of driveways if buildings were built adjacent to one another). As these access management measures are implemented, the construction of a raised median in place of the center turn lane will become more feasible and would be consistent with the area's circulation plan.

Coffee Shop on Roswell Road



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### Johnson Ferry Road/ Mount Vernon Highway Concept

The “triangle” formed by Johnson Ferry Road, Mount Vernon Highway and Roswell Road has been a point of congestion and a source of driver frustration for many years. Currently, Johnson Ferry and Mount Vernon function as a one-way pair between Boylston Road and Roswell Road. This one-way operation, coupled with the close proximity of the intersections in the triangle is the primary source of the traffic operational problems. In an effort to reduce the congestion within the existing triangular alignment of Roswell Road Mount Vernon Highway and Johnson Ferry Road, a new configuration is recommended for this set of road segments.

Fulton County has a project currently in development for this intersection. While the County project is still in the concept phase and there is still substantial opportunity for public input in the design process, it would be worthwhile to develop and analyze several potential alternatives for the area.

The design concepts developed for this area include the straightening of Mount Vernon Road to run parallel to (and not intersecting with) Johnson Ferry Road. The connections between these two roads would be accomplished via the north-south roads such as Boylston Road and Roswell Road. This arrangement of roadway segments will be in keeping with the Sandy Springs “grid” concept for both vehicle and pedestrian circulation.

There are several key issues associated with this project. The first pertains to the potential land acquisition problems that may be encountered with the realignment of Mount Vernon Road. The wider the distance between Mount Vernon and Johnson Ferry, the more land and properties will be affected. To reduce the impacts on property owners, the final design should be as narrow as possible while still effectively correcting the current congestion problems.

The second issue relates to vehicular operation on the reconfigured roadway network. A roadway alignment that leaves Mount Vernon and Johnson

Ferry parallel, but close to one another will mean that intersections are still close to one another. An operational arrangement must be developed that allows the new configuration to operate more efficiently than the existing configuration.

The final issue relates to pedestrian viability of the proposed roadway layout. High priority must be given to assuring that pedestrian safety and access are given equal consideration to vehicular movement. Any arrangement that endangers or excludes pedestrians will not be consistent with the goals of the community.

### Operational Analysis

The project scope for the assessment of the Johnson Ferry Road /Mount Vernon Highway intersection included a planning-level analysis for this location. The operational analyses and conclusions for the Johnson Ferry Road/Mount Vernon Highway intersection are summarized below.

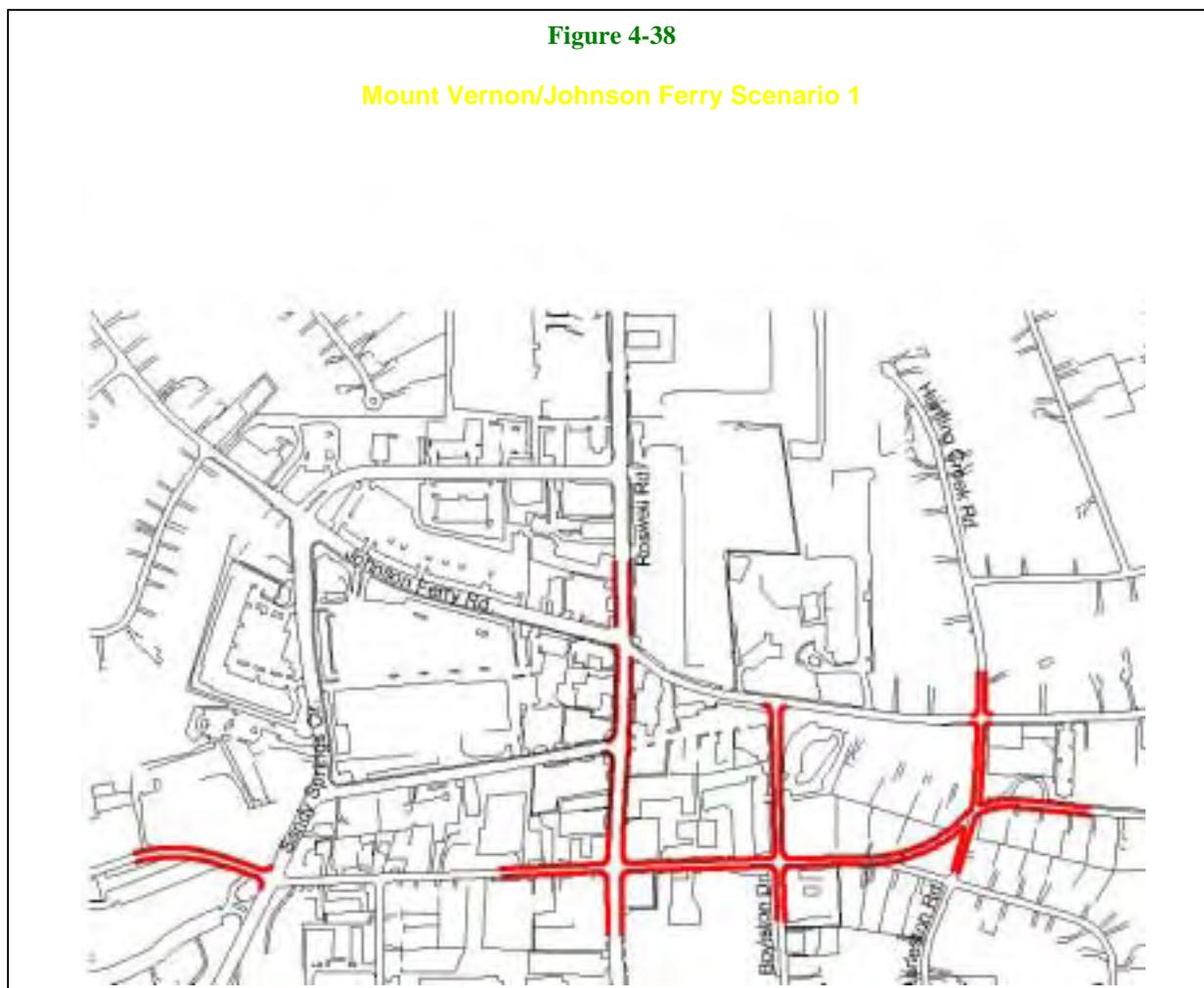
Three basic operational scenarios were developed for the reconfiguration of the “triangle” area. Two involve the same roadway alignment, with one scenario including one-way sections, and the other entirely comprised of two-way facilities. The third scenario involves a more substantial reconfiguration.

*Scenario 1*

**Figure 4-38** illustrates the first scenario. This scenario solves most of the operational problems associated with the “triangle” configuration. However, this realignment would have substantial property impacts to the neighborhood just east of Roswell Road. Numerous properties would have to be acquired and a substantial flow of commuter traffic would be introduced into this residential area. Based upon these negative effects, the consensus of the attendees of Workshop #2 and of the SSRI staff was that this scenario was too destructive to the neighborhood and was inconsistent with the goals of the community.

**Figure 4-38**

**Mount Vernon/Johnson Ferry Scenario 1**



*Scenario 2*

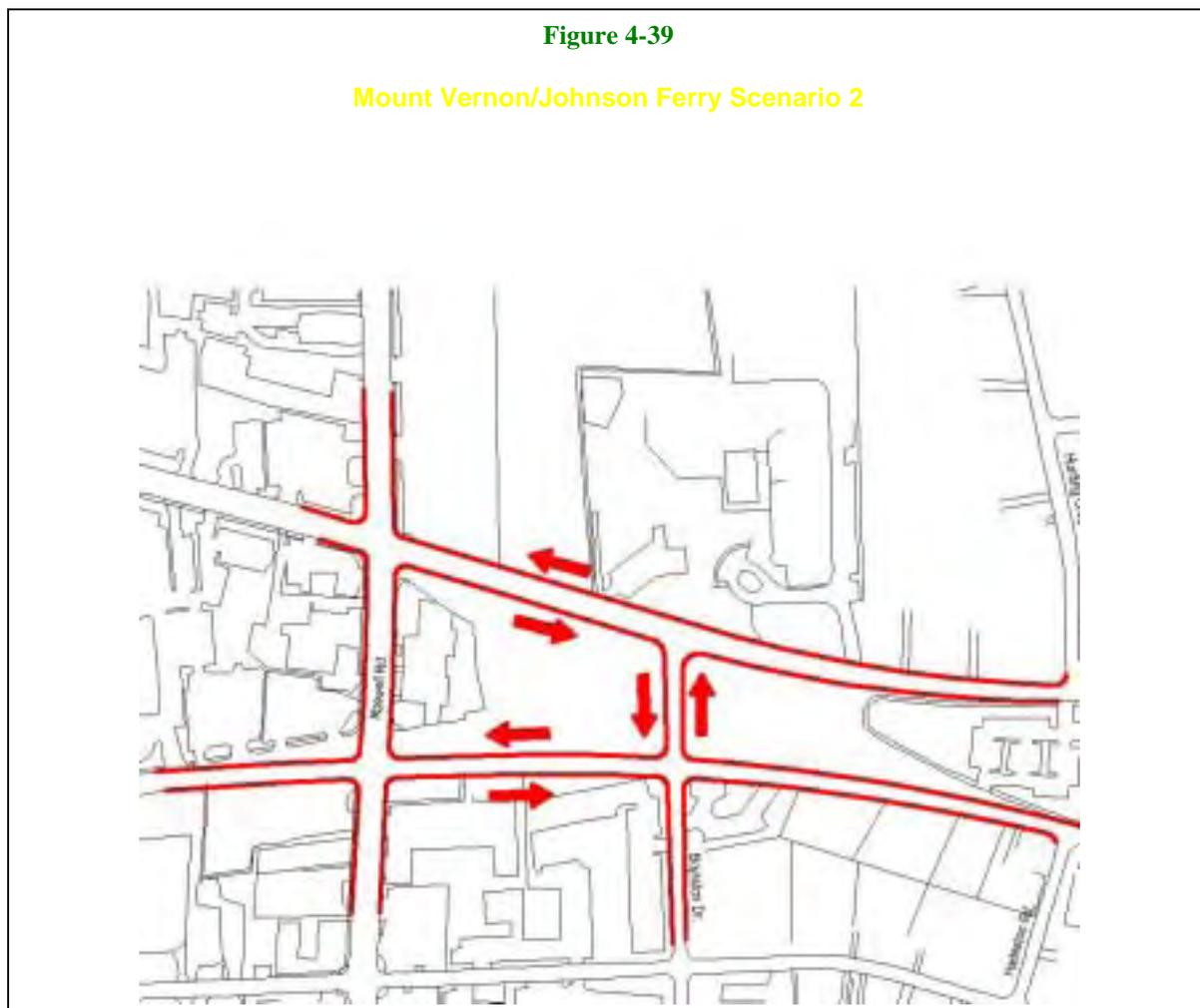
**Figure 4-39** illustrates the second scenario. The primary feature of this scenario is a realignment that will leave the parallel roads much closer together. All roads in the network would operate as two-way facilities.

Several issues emerged in the analysis of this scenario. First, and most importantly, it would fail to improve the area's traffic congestion problems. The arrangement would include intersections that are too close together to accommodate the traffic volumes and the associated queuing that would result. A second issue would be the cost involved

in the realignment. The realignment shown would require the acquisition of a new bank building and property at a substantial cost.

**Figure 4-39**

**Mount Vernon/Johnson Ferry Scenario 2**



**Scenario 3**

**Figure 4-40** illustrates the third scenario. The primary feature of this scenario is a one-way system of roads that would function essentially as a traffic circle.

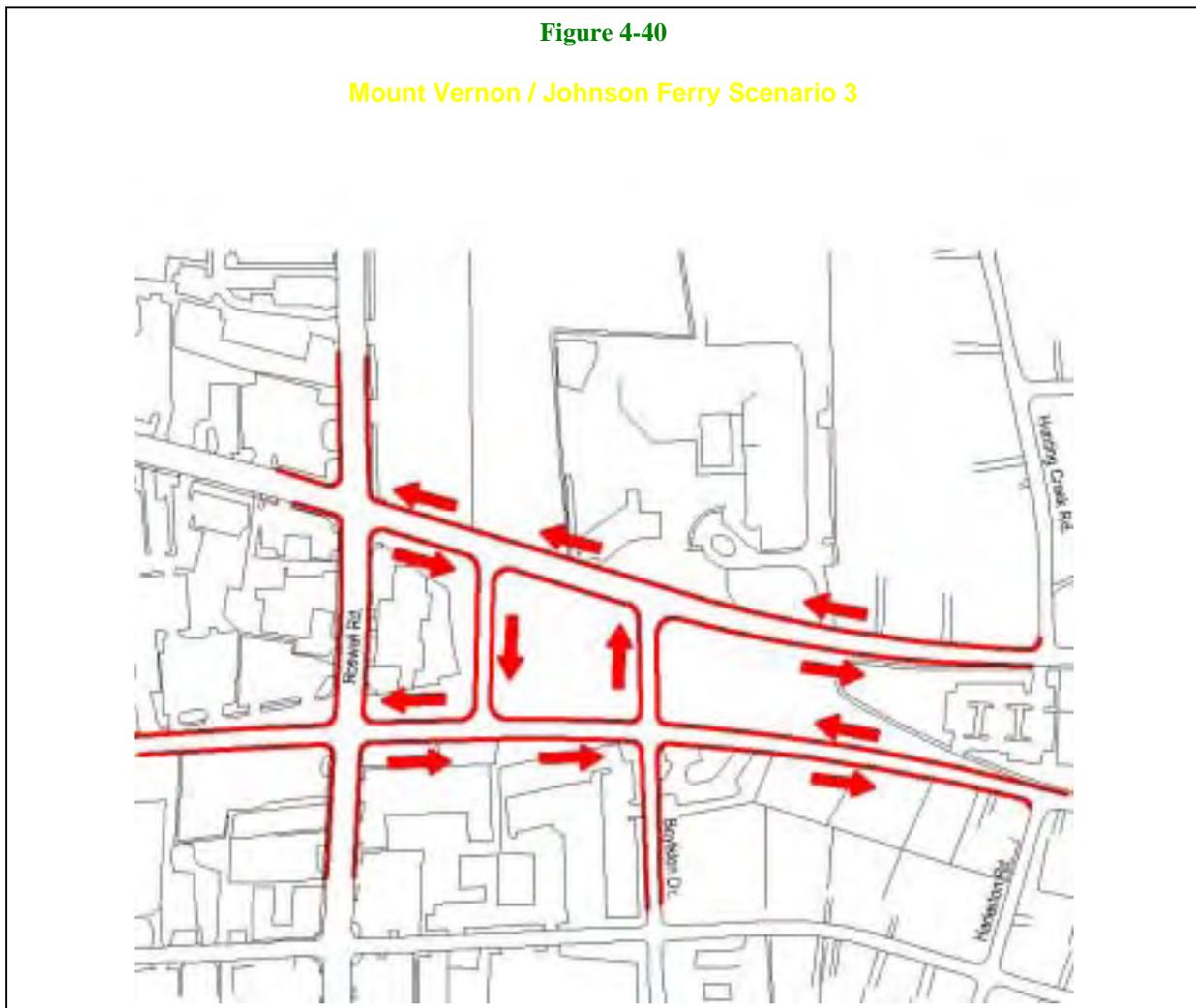
Analysis of this scenario revealed the same two fatal flaws as the previous scenario. Not only would the substantial cost of acquiring the bank property be incurred, but serious vehicular operational problems would persist. The creation of the virtual traffic circle would create substantial weaving movements. These are movements in which vehicles traveling in the same direction have

to switch lanes and cross one another's paths. The intersections distances in this scenario do not provide sufficient distance for these weaving maneuvers to occur. Vehicles involved in these weaving maneuvers also must look back, which creates a hazard for pedestrians trying to cross in the area. The introduction of so much confusion into so small a space makes this scenario unacceptable.

In conclusion, a solution is recommended that includes the concept of parallel roads that are far enough apart to avoid congestion implications, but is also designed to minimize the amount of land (right-of-way) that will need to be acquired. Since

**Figure 4-40**

**Mount Vernon / Johnson Ferry Scenario 3**



none of the three scenarios analyzed provided a solution which solved the operational problems in a manner that was acceptable to the community, it is recommended that the SSRI and the community continue to participate with the County in the development of an acceptable solution, but that this area be left out of the short term work program developed as a result of this study.

### Boylston Road Vicinity Concepts

The lack of north-south connections within Sandy Springs is one of the major reasons for the extreme congestion along Roswell Road, and the lack of connectivity within Sandy Springs. In an effort to add some north-south corridor links to the road network within the study area, it is recommended that Boylston Road be extended to the north and to the south. Each of these extension projects is detailed in the following sections.

### Boylston Road North Extension

The extension to Boylston Road is recommended for implementation as a two-phase project as presented in **Figure 4-41**, and discussed below.

- ♦ **Phase I** - This phase would extend Boylston road from Mount Vernon Highway to Roswell Road (through Sandy Springs Plaza). This phase would intersect with Sandy Springs Circle across from Roswell Road and in effect create a circulator road at the north end of the Sandy Springs village area. This road would be designed as “Village Primary” road.
- ♦ **Phase II** - This phase would extend Boylston from Phase I to Roswell Road (through Marshall’s Plaza). This road would be designed as “Village Secondary” road.

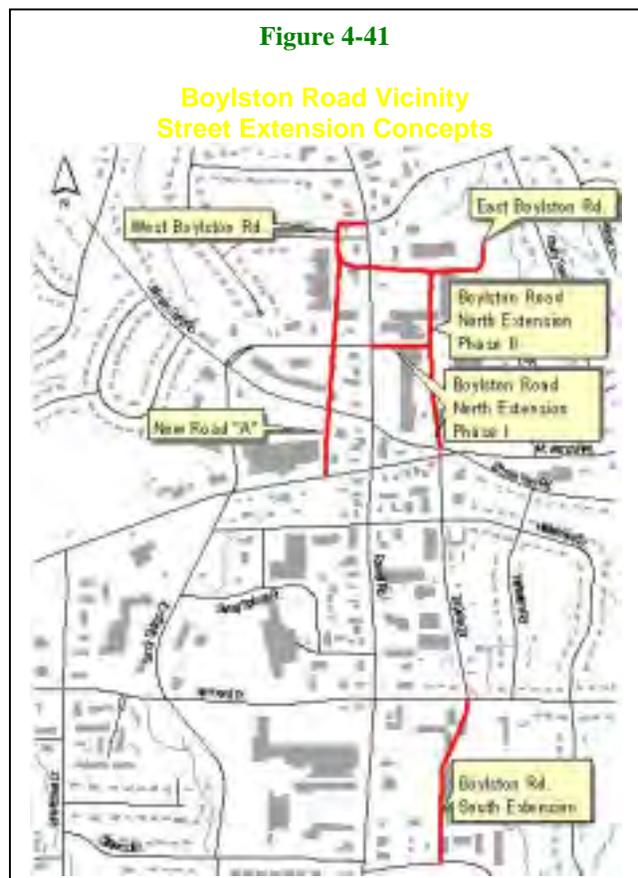
### East and West Boylston Roads

Two other roads are proposed within the study area to further complete the grid system of streets. This extension would potentially be funded with private development funds, and is not specifically included as a recommended project as

part of this LCI project. West Boylston Road (and New Road “A”) would add another north-south corridor to the existing grid system, and another alternative to Roswell Road. East Boylston Road would help provide additional access to the senior center. Both of these roads are classified as Secondary Village roads and are presented on **Figure 4-41**.

### New Road “A”

This proposed road would provide a north-south link between Boylston Road West and Mount Vernon Highway. This road would potentially be funded with private development funds, and is not specifically included as a recommended project as part of this LCI project. The location is presented on **Figure 4-41**.



### Boylston Road South Extension

The extension of Boylston Road to the South would extend from Hammond Drive and cross through the existing K-Mart property connecting with Carpenter Drive on the south (see **Figure 4-41**). The alignment would be preferable directly in front of the K-Mart, so that K-Mart would face the road and be a part of the urban grid.

However, if this alignment proves problematic, an alignment that runs behind K-Mart would also be acceptable.

This extension would potentially be funded with private development funds, and is not specifically included as a recommended project as part of this LCI project. The south extension, if constructed, would help create a more complete north-south link in Sandy Springs to help reduce congestion along Roswell Road and to provide non-Roswell Road access to properties on the southern end of the study area.

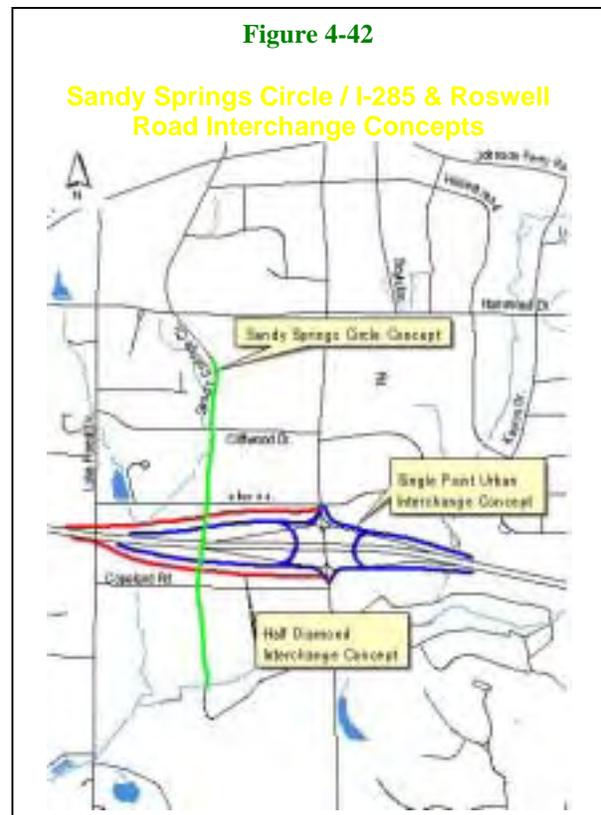
### I-285/ Roswell Road Intersection Concept

Congestion at the I-285/Roswell Road interchange is one of the known mobility constraints associated with Roswell Road and Sandy Springs. The need for a new interchange at this location is being discussed by GDOT, and several potential design scenarios are being evaluated. According to GDOT<sup>5</sup>, they are currently in the process of scheduling public involvement meetings to determine the community's perspective on the potential design concepts and the related implications associated with each concept.

### Sandy Springs Circle Concept

The current alignment of Sandy Springs Circle extends from Roswell Road (north of Johnson Ferry Road) south to Allen Road west of Roswell Road (see **Figure 4-42**). This road is crucial to the Sandy Springs road network as it serves as an alternate north-south corridor to Roswell Road.

The fate of the Sandy Springs Circle extension is tied to the proposed interchange re-design for Roswell Road and Interstate 285 (discussed in the next section). GDOT is currently developing concepts for the redesigned interchange. Two concepts which were discussed at the LCI workshops included a Split Diamond Interchange and a Single Point Urban Interchange. Several major issues are associated with the type of interchange design. The amount of vehicular traffic on Sandy Springs Circle will be affected as will pedestrian crossing issues on both Sandy Springs Circle and Roswell Road. A single point interchange would be less favorable for pedestrians along Roswell Road since they would have longer distances to travel to cross traffic lanes, with little space allotted for raised medians (or other pedestrian refuge areas). However, in the case where a single point interchange is constructed, pedestrians could be accommodated along the Sandy Springs Circle extension to provide for safer pedestrian crossing environment



<sup>5</sup> Telephone conversation with Jan Hilliard (GDOT – Urban Design Group) May 2, 2001

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across I-285. This would require a concept that extends Sandy Springs Circle further south and across/beneath I-285 to intersect with Kingsport Drive. **Figure 4-42** presents the Sandy Springs extension concept scenarios.

The Sandy Springs Circle extension (under I-285) also has regional transit implications. It is understood that one of the alternatives currently being reviewed for a transit link between the Doraville MARTA station and the Cumberland Mall area (as part of ARC's I-285 Fixed Guideway Transit Study) follows a route from the Dunwoody MARTA station, west along Hammond Drive. To reach the Cumberland Mall area, the transit route will need to cross I-285. The potential Sandy Springs Circle connection to the south of I-285 seems like a valid candidate for a transit crossing, which should be considered as another benefit of this extension project.

### Interchange Design Concepts

As a part of the public involvement process for the LCI study, JIG discussed two possible interchange concepts. The two concepts are discussed below and presented on **Figure 4-42**.

#### ◆ Single Point Urban Interchange

The single point urban interchange (also known as the single point interchange) is similar to a diamond interchange, but rather than having a traffic signal on either end of the bridge, it has a traffic signal in the center of the interchange. The design allows for concurrent left turn movements and eliminates the operational problems that typically occur from having two traffic signals spaced closely together at either end of the bridge. These types of interchanges may also require less right-of-way than standard diamond interchanges. Single point interchanges have a history which indicates they are as safe as diamond interchanges<sup>6</sup>; however, each interchange scenario should be looked at on a case-by-case basis.

The design of the single point interchange was described at the second Workshop, and was well supported by the participants. However, there are pedestrian issues associated with the design. Single point interchanges are generally less favorable to pedestrians having to cross its large spans and travel lanes. Any time that is allotted in the traffic signal timing to accommodate these pedestrian movements detracts significantly from the operational efficiency of the intersection.

As discussed in the previous section, should the single point urban interchange be constructed, it would be favorable to construct a connection (tunnel) under I-285 to extend Sandy Springs Circle to the south and connect with Kingsport Drive. This alternative connection would then be able to better handle local and pedestrian traffic, in addition to serving as a potential transit connector (as detailed in the previous section). The separation of Sandy Springs Circle from the interchange would likely allow its right of way to be reduced to a two-lane facility, with the remaining two lanes could be used for on-street parking, or transit (if needed).

#### ◆ Split Diamond Interchange

The split diamond design is simply a variation of the standard diamond interchange. The primary difference between the two is that the entrance and exit ramps of the split diamond do not intersect with the same cross-road; rather, a certain distance separates them. In the case of the I-285/Roswell Road proposed split diamond concept, the westbound I-285 entrance ramp and eastbound exit ramp would be moved west approximately one-half mile west to intersect with Sandy Springs Circle (see **Figure 4-42**).

The split diamond concept implemented by itself would be more pedestrian-friendly than the single point interchange, particularly at Roswell Road. However, the split diamond concept would also open up Sandy Springs Circle to heavy regional traffic flow and it would likely function as a four-lane arterial road similar to Roswell Road. This is not consistent with the goals of the community for a more pedestrian friendly road network.

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<sup>6</sup> Garber, Nicolas, and Smith, Michelle. Virginia Transportation Research Council. *Comparison of the Operational and Safety Characteristics of the Single Point Urban and Diamond Interchanges*. Dec. 1996.

## Interchange Recommendations and Next Steps

As discussed previously, GDOT has not yet finalized the design for the proposed interchange. GDOT has stated the importance of public input in the decision of which type of interchange to choose; therefore, they are planning on continuing the public involvement process to further obtain stakeholder input on the interchange design concepts. It is recommended that all stakeholders within Sandy Springs fully participate in this process to voice their concerns.

During the LCI workshops, the consensus among participants was for implementation of the single point interchange concept with the extension of Sandy Springs Circle under I-285. This concept is more in line with the pedestrian-friendly atmosphere that the community is trying to instill. JIG also supports the split diamond interchange for this reason, and to prevent Sandy Springs Circle from becoming another Roswell Road. The latest version of Fulton County's Comprehensive Transportation Plan (CTP) calls for construction of a split diamond interchange in 2005.

It is recommended that SSRI collaborate with Fulton County to express its preference for the single-point urban interchange concept including the extension of Sandy Springs Circle under I-285. SSRI and the community should also work together to ensure that the single point interchange concept be evaluated as a part of the upcoming Regional Transportation Plan (RTP) update.

## Parkway Concepts

This section discusses the two proposed Parkway Concepts, Type A and Type B.

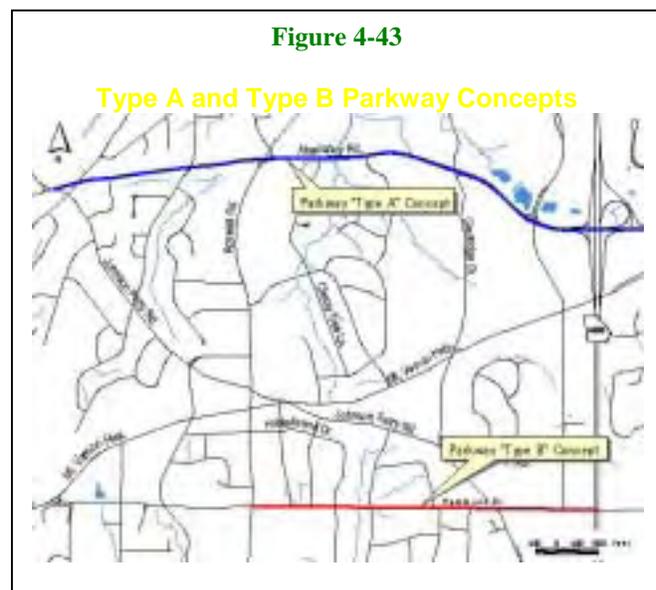
### Parkway Type A Concept

An example of the proposed Parkway Type A concept is Abernathy Road, which is currently is a two-lane facility between Johnson Ferry Road and Roswell Road, and a four-lane facility (separated by a grass median) from Roswell Road to GA 400. **Figure 4-43** resents the location of this proposed

parkway. Abernathy Road serves as one of the primary connections for commuters traveling between Cobb County and Perimeter Center (via Johnson Ferry Road). On the Cobb County side of the Chattahoochee River, Johnson Ferry Road has been widened to a six-lane facility; however, the Fulton County side of Johnson Ferry Road remains a four-lane facility. As noted previously, Abernathy Road between Johnson Ferry Road and Roswell Road is a two-lane facility.

### Proposed Concept

Based upon the efforts of the LCI workshops, in addition to previous stakeholder efforts, the recommended plan for Abernathy Road is to create a four-lane parkway from Johnson Ferry Road to Roswell Road. The design concept would be similar to the existing segment of Abernathy Road that extends from Roswell Road to GA 400 (and includes a landscaped/grass median) and has relatively few curb cuts. Additionally, the proposed parkway would include a linear park and multi-use trail (from Johnson Ferry Road to Roswell Road) with continuation of the multi-use trail all the way to the Sandy Springs MARTA station. Since this project will span both Fulton and DeKalb Counties, it may pose some additional implementation challenges. However, it



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is believed that it would be in the best interest of the community to extend the multi-use trail to the MARTA station.

Additionally, the multi-use trail could serve as a pedestrian connection for potential transit-oriented development (TOD) that has been proposed for the Abernathy Road Park-n-ride lot (located immediately to the west of GA 400), in addition to the Glenlake Parkway office park.

### Recommendations and Next Steps

The Fulton County CTP calls for the widening of Johnson Ferry Road from the Fulton County Line (Chattahoochee River) to Abernathy Drive from 4 to 6 lanes in 2005. Additionally, the County CTP calls for the widening of Abernathy Road from Johnson Ferry Road to GA 400 from 2/4 to 6 lanes in 2010. Fulton County's plan does not meet the goals of the community of a four-lane parkway facility, since they are proposing to create a six-lane thoroughfare from the Chattahoochee River to GA 400.

ARC's RTP calls for the upgrading of Johnson Ferry Road from the Fulton County line to Abernathy Road from a 4-lane roadway to a 4-lane roadway with improvements such as resurfacing and medians). The RTP calls for the widening of Abernathy Road from a 2 to a 4-lane facility in 2005, and the widening of Abernathy from a Roswell Road to GA 400 (from a 4 lane facility to a 6 lane facility) in 2010. The RTP does not specify a parkway (or multi-use trail) as part of their concept for Abernathy Road; however, they only specify a 4-lane facility from the Chattahoochee to Roswell Road. This concept does meet the goals of the Sandy Springs community.

It is recommended that SSRI collaborate with Fulton County to lobby for the Type A concept at the Abernathy Road location (including multi-use trail connection to the Sandy Springs MARTA station. The next step will be to ensure that the parkway concept for the Abernathy Road corridor is considered in the upcoming Regional Transportation Plan (RTP) update. Finally, it is

recommended that design work on the proposed parkway concept at Abernathy Road be initiated.

### Parkway – Type B Concept

An example of the proposed Parkway Type B Concept is Hammond Drive, extending from Mount Vernon Highway in Sandy Springs to Ashford-Dunwoody Road in the heart of the Perimeter Center regional activity center. Within the Sandy Springs study area it is currently a two-lane facility. This road serves as both a local collector for Sandy Springs neighborhoods and as a major through street for commuters traveling to and from Perimeter Center.

### Proposed Concept

Based upon feedback received from SSRI and during the LCI Workshops, the recommended plan for Hammond Drive is to create a multi-modal corridor from Roswell Road east to the Dunwoody MARTA Station (see **Figure 4-43**). This will require the acquisition of property along Hammond Drive. Although some discussion was initiated regarding the acquisition of property along both the northern and southern sides of Hammond Drive, the concept as presented only requires that the southern properties be acquired.

The proposed corridor would include a two-lane vehicular roadway facility with targeted intersection turn lane improvements, and approximately 30 feet of space for a transit byway. The road and transit facilities would be separated by a greenway including a 12-foot multi-use trail. A linear park would be constructed along the southern side, with a landscaped buffer along the northern side. As presented earlier, **Figure 4-43** presents the cross section for the Parkway Type B concept. This approach is in concert with the findings of a study by Presnell Associates for Fulton County. Although of a limited scope which precluded investigation of transit as part of the system, this study found that widening of a Hammond Drive provided no improvement to congestion. The only improvements would result from intersection upgrades.

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The project would need to extend from Roswell Road (or Sandy Springs Circle depending on the transit alignment) to the Dunwoody MARTA station in order for the transit link to be effective. This will pose a greater challenge since the project will span both Fulton and DeKalb Counties.

Hammond Drive to further assess the feasibility of fixed-guideway transit along this corridor.

## Recommendations and Next Steps

### *Include Transit*

The Fulton County CTP and the ARC Regional Transportation Plan (RTP) both call for the widening of Hammond Drive from Glenridge Road to Roswell Road from 2 to 4 lanes in 2005. Additionally, the County CTP calls for a grade separation at the intersection of Hammond Drive and Glenridge Connector in 2020. It is not specified on either of these two County CTP projects if they will accommodate transit. If this is not the case, Fulton County's proposed concept does not meet the goals of the community.

### *Relate to Perimeter Center*

Sandy Springs realizes the importance of the Perimeter Center area to the long-range success of their community. It is believed that Sandy Springs would be better served by a transit link to Perimeter Center than just a road widening of Hammond Drive. Additionally, ARC's I-285 fixed guideway transit study currently includes Hammond Drive as one alternative for a potential transit link between I-85 and I-75. The proposed Parkway Type B concept at the Hammond Drive location should not be discounted as it would be able to easily accommodate this potential regional transit route.

### *Develop Multi-Modal Regional Corridor*

It is recommended that SSRI collaborate with Fulton County to lobby for the Parkway Type B concept at the Hammond Drive location, including the transit byway and multi-use trail. It is also important that this concept be evaluated as a part of the upcoming RTP update. Additionally, a transit corridor study should be conducted for



# Short Term Improvements Program

## Improvement Projects

The following table, **Figure 5-1**, shows the recommended Transportation Work Program. This lists projects potentially eligible for LCI funding. All projects are short-term with the exception of items 34 and 35. **Figure 5-2** lists non-LCI related transportation projects. Some of these projects are already funded and others list potential sources. The majority of the projects listed on **Figure 5-1** and **Figure 5-2** were generated by SSRI, including project costs and implementation schedules.

Both public and private investment will be required to

implement the projects that are identified in this plan. Likely the most significant funding considerations are for transportation related projects. The County should take immediate steps to apply for LCI implementation funds. Beginning in FY 2003, \$350 million will be available through the ARC for this purpose. This LCI program is anticipated to be a competitive process.

Due to the anticipated intense competition for the LCI implementation funds, Fulton County should also explore the possibility of tapping into other funding sources, such as a TAD or CID.

**Figure 5-1**

### Transportation Work Program Potentially Eligible for LCI Funding

Project	Estimated Cost	Implementation
1. North Boylston Road Extension - Phase I	\$6,341,954	2003
2. Georgia Power Substation Pedestrian Connection	\$10,000*	2003
3. Transit Circulator Feasibility Study	\$70,000	2003
4. North Hampton Drive Pedestrian Connection	\$20,000*	2003
5. Johnson Ferry Road Bikeway (Roswell Road to Glenridge)	\$57,000	2003
6. Mount Vernon Hwy Bikeway (Heards Ferry to Roswell Road)	\$96,000	2003
7. Mount Vernon Hwy Bikeway (Roswell Road to Glenridge Drive)	\$57,000	2003
8. Mount Vernon Hwy Bikeway (Glenridge Drive to Sandy Springs MARTA)	\$75,000	2003
9. Sandy Springs Circle Bikeway (Johnson Ferry to Allen Road)	\$75,000	2003
10. Abernathy Road Transit Corridor Design	\$1,200,000	2003
11. Sandy Springs Circle Streetscape (Johnson Ferry to Allen Road)	\$1,237,500	2003
12. Post-Occupancy MARTA Station Study with Remedial Design and Construction (one study for each of the 3 stations adjacent to the Sandy Springs Study Area)	\$3,000,000	2003
13. Wayfinding Signage System	\$50,000	2003
14. Parking, Transit and Walkability Study	\$60,000	2003
15. Hammond Drive Transit Corridor Planning and Design	\$1,500,000	2003
16. North Boylston Road Extension - Phase II	\$3,026,655	2004
17. Park & Walk Surface Lots	\$150,000	2004
18. Transit Center / Park & Ride Lot Design	\$40,000	2004
19. Hilderbrand Road Extension	\$1,193,606	2004
20. Blue Stone Road Extension	\$833,330	2004
21. Glenridge Drive Bikeway (I-285 to Abernathy)	\$150,000	2004
22. Construct three (3) 500-space "Park-and-Walk" Parking Decks	\$15,000,000	2004
23. Park & Ride Surface Lot (will also be used by proposed Transit Center)	\$300,000	2004
24. West Boylston Road	\$1,939,469	2005
25. Arlington Mem Park/Lake Forrest Dr. Bikeway(Stewart Dr to Mount Vernon)	\$900,000	2005
26. Roswell Road Streetscape (Cromwell Road to Abernathy Road)	\$594,000	2005
27. Construct 1,000-space "Park-and-Walk" Parking Deck	\$10,000,000	2005
28. East Boylston Road	\$1,805,549	2006
29. Roswell Road Streetscape (Lake Placid Drive to Glenridge Drive)	\$436,000	2006
30. Roswell Road Streetscape(I-285 to Lake Placid Drive)	\$177,000	2006
31. Construct 500-space "Park-and-Walk" Parking Deck	\$5,000,000	2007
32. South Boylston Road Extension	\$4,914,298	2007
33. New Road "A"	\$3,415,821	2008
34. Mount Vernon Woods Multi-Use Trail (Mt. Vernon to Abernathy)	\$540,000	2008
35. Glenridge Forest/I-285 Multi-Use Trail (Glenridge to Allen Road Park)	\$1,065,000	2008

\* Does not include land acquisition costs

Figure 5-2 (part 1 of 2)

Community Projects to be Implemented by Other Sources

Funding Source*	Project	Estimated Cost	Timing
PRIVATE	1. Neighborhood Entry, Cherry Tree Lane at Abernathy Road	\$35,000	2001
PRIVATE	2. Neighborhood Entry, Cromwell Road at Roswell Road	\$23,400	2001
PRIVATE	3. Neighborhood Entry, Wright Road at Abernathy Road	\$7,500	2001
FUNDED	4. Johnson Ferry Road Streetscape (Sandy Springs Cr. to Roswell Rd.)	\$120,000	2001
FUNDED	5. Johnson Ferry Road Streetscape (Sandy Springs Cr. to Abernathy Rd.)	\$630,000	2001
FULCO	6. Chaseland Road Streetscape North (Whispering Pines)	\$60,000	2001
FULCO	7. Chaseland Road Streetscape South (Whispering Pines)	\$60,000	2001
FULCO	8. Hammond Hills/Glenridge Forest/Hammond North Traffic Calming	\$57,000	2001
FULCO	9. Wright Circle/North Hampton Streetscape East (Whispering Pines)	\$170,000	2001
FULCO	10. Wright Road Streetscape, West (Whispering Pines)	\$150,000	2001
PRIVATE	11. Neighborhood Entry, Hunting Creek at Mount Vernon Highway	\$35,000	2001
PRIVATE	12. Neighborhood Entry, Mount Vernon Highway at Glenridge Drive	\$35,000	2001
PRIVATE	13. Neighborhood Entry, Vernon Woods Drive at Mount Vernon Highway	\$35,000	2001
FULCO	14. Williams-Payne House-Foundation Park	\$1,750,000	2001
FUNDED/DONE	15. Allen Road Park Improvements	\$300,000	2001
FUNDED	16. Roswell Road Streetscape (Cliftwood Drive to I-285)	\$231,250	2002
FULCO	17. Sandy Springs Community Center Study	\$50,000	2002
FULCO-PRIVATE	18. Town Center Open Space	\$4,000,000	2002
FUNDED	19. Roswell Road Streetscape (I-285-Atlanta City Limit)	\$1,500,000	2002
PRIVATE	20. Neighborhood Entry, Riverside Drive at Edgewater Drive	\$35,000	2003
PRIVATE	21. Neighborhood Entry, Williamson Drive at Abernathy Road	\$35,000	2003
PRIVATE	22. Neighborhood Entry, Wright Road at Johnson Ferry Road	\$35,000	2003
PRIVATE	23. Neighborhood Streetscape Project	\$250,000	2003
FULCO	24. Neighborhood Pocket Park	\$350,000	2003
FUNDED	25. Roswell Road Streetscape (Johnson Ferry to Hilderbrand Drive)	\$350,000	2003
FULCO	26. Sandy Springs Parkway Open Space	\$1,500,000	2003
FUNDED	27. River Valley Road Bikeway (Johnson Ferry to Riverside Drive)	\$102,000	2003
FUNDED	28. Roswell Road Streetscape (Hammond Drive to Cliftwood Drive)	\$316,250	2003
FUNDED	29. Mt. Vernon Hwy sidewalks, Powers Ferry Rd-Roswell Rd	\$350,000	2003
FUNDED	30. Safety Improvements to 8 intersections in Sandy Springs (exact locations not specified by in RTP)	\$3,640,000	2003
FULCO	31. Neighborhood Streetscape Project	\$250,000	2004
FULCO	32. Neighborhood Pocket Park	\$350,000	2004
FUNDED	33. Mount Vernon Hwy Streetscape (Heards Ferry to Sandy Springs MARTA)	\$2,200,000	2004
TIP	34. Heards Ferry Bikeway (Riverside Drive to Mount Vernon Hwy)	\$46,500	2004
TIP	35. Heards Ferry Streetscape (Riverside Drive to Mount Vernon Hwy)	\$465,000	2004
FUNDED	36. River Valley Road Streetscape (Johnson Ferry to Riverside Drive)	\$1,020,000	2004
PRIVATE	37. Neighborhood Entry, Bridgewood Valley at River Valley Road	\$35,000	2004
PRIVATE	38. Neighborhood Entry, Bridgewood Valley at River Valley Road	\$35,000	2004
PRIVATE	39. Neighborhood Entry, Bridgewood Valley at Underwood Drive	\$35,000	2004
PRIVATE	40. Neighborhood Entry, River Valley Road at Colewood Way	\$35,000	2004
PRIVATE	41. Neighborhood Entry, River Valley Road at Ambridge (2)	\$70,000	2004
PRIVATE	42. Neighborhood Entry, Johnson Ferry at Long Island	\$105,000	2004
PRIVATE	43. Neighborhood Entry, Johnson Ferry at Bonnie Lane	\$140,000	2004
PRIVATE	44. Neighborhood Entry, Kayron Drive at Hammond Drive	\$35,000	2004
PRIVATE	45. Neighborhood Entry, Glenforest Road at Glenridge Drive	\$35,000	2004
FUNDED	46. Spalding Drive Sidewalks, , Roswell Rd-Peachtree-Dunwoody Rd	\$217,000	2004
FUNDED	47. Peachtree-Dunwoody Road CMAQ sidewalks	\$125,000	2004
FUNDED	48. Northridge sidewalks, Roswell Rd-GA400	\$250,000	2004
CMAQ	49. TMA funding	\$100,000	2004

\*FULCO = Fulton County, Georgia

TIP = Transportation Improvement Program

FUNDED = Funding Already Secured

CMAQ = Congestion, Mitigation and Air Quality Improvement Program

Figure 5-2 (part 2 of 2)

Community Projects to be Implemented by Other Sources

Funding Source*	Project	Estimated Cost	Timing
FULCO	50. Neighborhood Streetscape Project	\$250,000	2005
PRIVATE	51. Neighborhood Pocket Park	\$350,000	2005
FULCO	52. Hammond Park Improvements	\$1,400,000	2005
PRIVATE	53. Neighborhood Entry, Chaseland Road at Roswell Road	\$23,400	2005
FULCO	54. Morgan Falls Park Expansion	\$3,375,000	2005
FULCO	55. Riverside Drive -Blackwater Park	\$1,035,000	2005
FULCO	56. Abernathy Rd/Sandy Springs Pkwy (Roswell to Johnson Ferry)	\$18,000,000	2005
FUNDED	57. I-285/Roswell Road Interchange Improvements	\$45,000,000	2005
FUNDED	58. I-285/Riverside Dr interchange	NA	2005
FUNDED	59. Johnson Ferry Rd. upgrade, Abernathy Rd-Chat. River	\$14,000,000	2005
FUNDED	60. TMA / Shuttle System Start-up studies	NA	2005
FULCO	61. Hammond Drive Widening (Boylston to Glenridge)	\$16,500,000	2005
FUNDED	62. Hammond Drive Streetscape (Roswell Road to Perimeter Center MARTA)	\$2,180,000	2005
TIP	63. Sandy Springs Shuttle	\$2,000,000	2005
FULCO	64. Performing Arts Center - Visual Arts/Exhibit Facility	\$15,000,000	2005
FULCO	65. Neighborhood Streetscape Project	\$250,000	2006
PRIVATE	66. Neighborhood Pocket Park	\$350,000	2006
TIP	67. Cobb County Commuter Park & Ride Lot	\$300,000	2006
FULCO	68. Park Improvements at Abernathy and Roswell Road	\$36,000	2006
FUNDED	69. Riverside Drive Bikeway (River Valley to Heards Ferry)	\$30,000	2006
FUNDED	70. Riverside Drive Streetscape (River Valley to Heards Ferry)	\$300,000	2006
PRIVATE	71. Sandy Springs Gateways/Artwork (8)	\$200,000	2006
FULCO	72. Arlington Memorial Park (Long Island Drive Bikeway)	\$72,000	2006
GDOT	73. New I-285 Interchange to Sandy Springs Circle Extension	\$7,700,000	2006
PRIVATE	74. Town Center Artwork	\$250,000	2006
FULCO	75. Abernathy Road Community Facility	\$750,000	2006
FULCO	76. Neighborhood Streetscape Project	\$250,000	2007
PRIVATE	77. Neighborhood Pocket Park	\$350,000	2007
TIP	78. Hammond Drive Bikeway (Roswell Road to Sandy Springs MARTA)	\$163,500	2008
CMAQ	79. TMA funding	\$100,000	2009
TIP	80. Abernathy Road Bikeway (Roswell Road to Sandy Springs MARTA)	\$136,500	2010
FULCO	81. Downtown Park	\$5,000,000	2010
TIP	82. New Chattahoochee Bridge (Morgan Falls)	\$55,000,000	2025
FULCO	83. Library Expansion/Relocation	NA	NA

\*FULCO = Fulton County, Georgia

## Public Policy Actions

five-year work program.

**Figure 5-3** presents a summary of the recommended public policy actions to be implemented as part of the

**Figure 5-3**

Policy Action	Description	Implementation Schedule
1. Prepare space program and conceptual architectural plan for Community Center	Will define the community's need for a community center and develop a conceptual architectural plan.	2001-2002
2. Land Acquisition Program for the Town Center	Expand the park behind the Williams-Payne House as the central feature of a greater civic space. Acquire land for civic uses, such as a cultural arts center.	2001-2002
3. Revise the Sandy Springs Overlay Zoning District requirements	Revise the Sandy Springs Overlays Districts to include: <ul style="list-style-type: none"> <li>◆ A redrawing of the district boundaries</li> <li>◆ Vertical mixed use permitted by right</li> <li>◆ FAR requirements</li> <li>◆ Minimum and maximum building heights</li> <li>◆ Density bonus incentives</li> <li>◆ Open space ratio</li> <li>◆ Build-to lines</li> <li>◆ Architectural standards</li> <li>◆ Maximum parking requirements</li> <li>◆ Street cross sections</li> </ul>	2001-2002
4. Update Fulton County Comprehensive Plan	<ul style="list-style-type: none"> <li>◆ Amend land use element to incorporate recommendations of this study.</li> <li>◆ Amend the County Long Range Thoroughfare Plan to incorporate the Sandy Springs Road Classification Map and assure no conflicts</li> <li>◆ Amend short-term work program to reflect the recommendations of this study</li> </ul>	2001-2002
5. Amend Fulton County Land Development regulations	<ul style="list-style-type: none"> <li>◆ Exception to Thoroughfare classifications for Sandy Springs Overlay District</li> </ul>	2001-2002
6. Complete implementation of Tax Allocation District	<ul style="list-style-type: none"> <li>◆ Designate boundaries</li> <li>◆ Develop improvement plan, project list, and financial plan</li> <li>◆ Voter referendum</li> <li>◆ Establish Redevelopment Agency Board</li> </ul>	2001-2002
7. Land Acquisition for Open Space	<ul style="list-style-type: none"> <li>◆ Purchase Glenn Property and link to Roswell Road and via Greenways.</li> <li>◆ Other open space parcels along Roswell Road to be determined</li> </ul>	2003-2004
8. Community Service Study for the South Sandy Springs Area	<ul style="list-style-type: none"> <li>◆ Undertake a study of the area south I-285 that addresses the human service needs of the community</li> </ul>	2002-2003
9. Develop Community Improvements District	<ul style="list-style-type: none"> <li>◆ Secure approval of General Assembly</li> <li>◆ Designate boundaries</li> <li>◆ Develop improvement plan, project list, and financial plan</li> <li>◆ Special election by commercial property owners</li> </ul>	2003-2004
10. Glenridge Corridor Study	<ul style="list-style-type: none"> <li>◆ Streetscape Plan for Glenridge Drive</li> <li>◆ Study to develop land use and design guidelines</li> </ul>	2005-2006



# **Downtown Sandy Springs 5 – Year Livable Center Initiative (LCI) Update**

Mayor and City Council

September 7, 2010

Work Session

# Livable Centers Initiative (LCI) Background

## ■ LCI

- Started in 2000 by Atlanta Regional Commission (ARC)
- Allocated \$13M for LCI studies
- Allocated \$500M for priority transportation studies
- Study must be active/in good standing to pursue funds
- Allowed to program two projects per study area

## ■ Sandy Springs' Downtown LCI

- Sandy Springs Revitalization, Inc. (SSRI) sponsor
- Fulton County supported
- Last 5-yr update completed in 2006 by City staff



# Goals of Downtown LCI

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- Seek out ways to implement the Regional Development Plan
- Identify guidelines for the creation of a town center
- Prepare an integrated transportation and land use plan
- Identify a wider range of housing choices
- Prepare urban design guidelines
- Identify fundable projects for implementation



# Options Moving Forward

- Declare goals met and let study lapse
  - Would not be allowed to submit for priority transportation funding
  - Would have to start a whole new study to access additional funding
- 5-year update
  - Most projects and goals are still valid
  - Update short term work program, evaluation and appraisal report
  - Requires formal report/resolution due to ARC by September 25<sup>th</sup>
- 10-year update
  - More detailed market analysis and study update
  - Would utilize ARC supplemental funds



# Proposed 5- Year Update Short Term Work Program

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## ■ Transportation Projects

- T-0001 Johnson Ferry/Abernathy
- T-0006 Sandy Springs Circle Streetscape Phase 1
- T-0008 Roswell Road Streetscape
- T-0009 Johnson Ferry Streetscape
- T-0010 Johnson Ferry/Sandy Springs Circle Intersection
- T-0011 Johnson Ferry Earmark (Triangle Area)
- T-0012 Roswell Road Streetscapes (Johnson Ferry to Abernathy)
- T-0014/15 Sandy Springs Circle Phase 2/3



# Proposed 5- Year Update Short Term Work Program (Continued)

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- Transportation Projects (Continued)
  - T-0023 I-285 Underpass
  - T-0024 Hammond Drive
  - T-0031 Roswell Road Bridge Widening
  - T-0036 MARTA funded bus shelters
  - Other Capital Programs:
    - Paving
    - Signage
    - Sidewalks
    - Intersection Improvement
    - Traffic Management Center



# Proposed 5- Year Update Short Term Work Program (Continued)

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## ■ Housing Initiatives

- Senior Housing Ordinance
- Lifelong Communities Ordinance

## ■ Other Local Initiatives

- Abernathy Linear Park Phases 1-5
- Heritage Bluestone Renovations
- Roswell Road LCI Study
- Hammond/Allen Park Improvements
- Purchase of Target site



# Current Unfunded Projects Identified in Original Study

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## ■ Studies

- Transit Circulator Feasibility Study
- Post-Occupancy MARTA Station Study
- Parking, Transit, and Walkability Study

## ■ Parking Lots

- Park and Walk Surface Lots
- Transit Center/Park & Ride Lot Design
- Construct three 500-space “Park and Walk” Parking Decks
- Construct 1000-space “Park and Walk” Parking Decks



# Current Unfunded Projects Identified in Original Study (Continued)

## ■ Bikeways/Multi-Use Paths

- Johnson Ferry Road (Roswell Road to Glenridge Drive)
- Mt. Vernon Hwy (Heards Ferry to Roswell Road)
- Mt. Vernon Hwy (Roswell Road to Glenridge Drive)
- Mt. Vernon Hwy (Glenridge Drive to Sandy Springs MARTA)
- Sandy Springs Circle (Johnson Ferry to Allen Road)
- Glenridge Drive (I-285 to Abenathy)
- Arlington Memorial Park/Lake Forrest Drive (Steward Drive to Mt. Vernon)
- Mt. Vernon Woods Multi-Use Trail (Mt. Vernon to Abernathy)
- Glenridge Forest/I-285 Multi-Use Trail (Glenridge to Allen Road Park)



# Current Unfunded Projects Identified in Original Study (Continued)

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## ■ Road Extensions

- North Boylston Phase 1
- North Boylston Phase 2
- Hilderbrand Road
- Blue Stone Road
- West Boylston
- East Boylston
- South Boylston Road
- New Road “A”



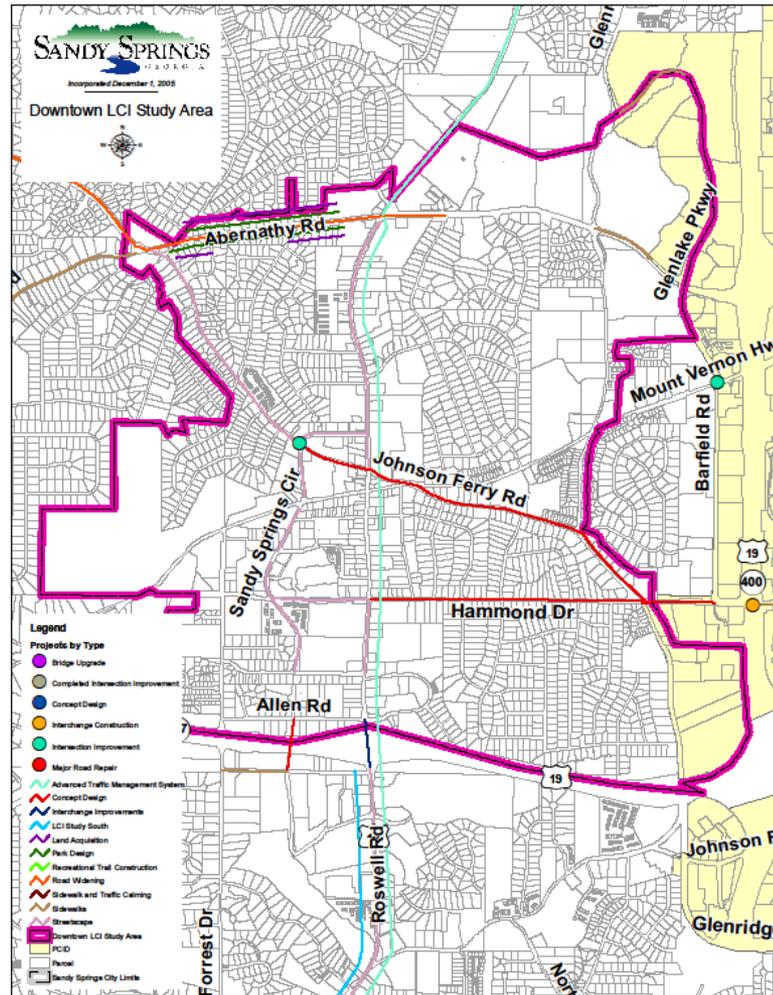
# Next Steps

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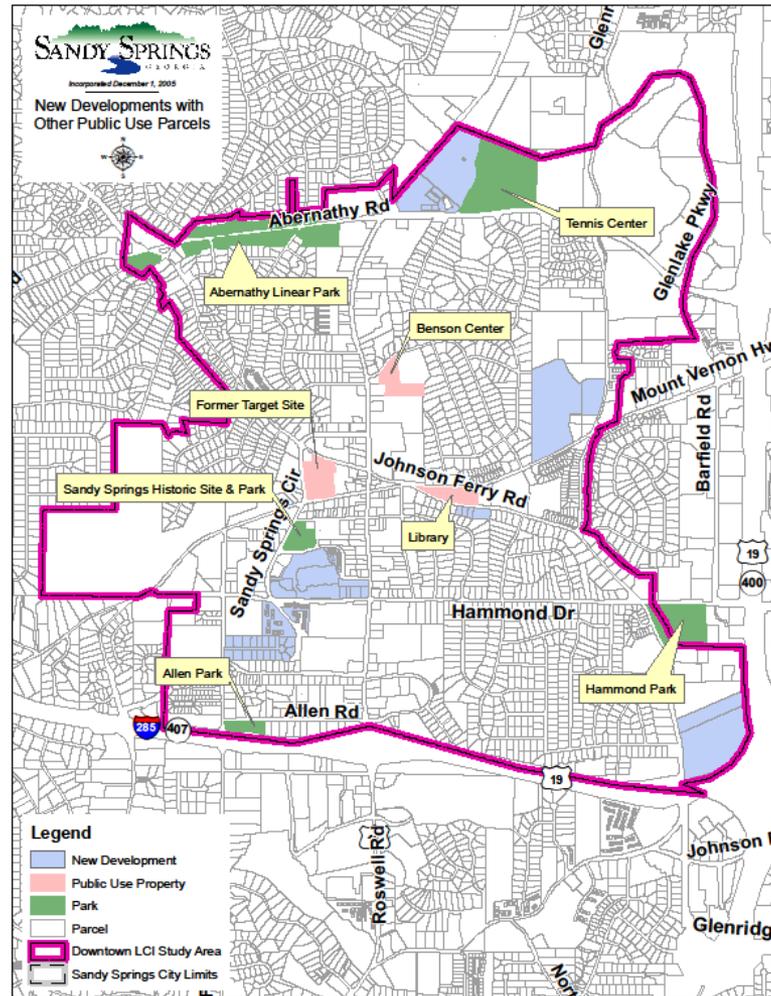
- Complete 5-Year Update
  - Evaluation and Appraisal Report
  - Implementation Plan with 5-Year Action Plan
  - Submit to ARC by September 25<sup>th</sup> along with resolution
- Submit for supplemental funds for 10-Year Update (Up to \$50,000 with 20% local match)
  - Likely late November for applications
  - Consultant selection by February 2011
  - Public involvement March-May 2011
  - Analysis and study compilation May-August 2011
  - Presentation to City Council September 2011



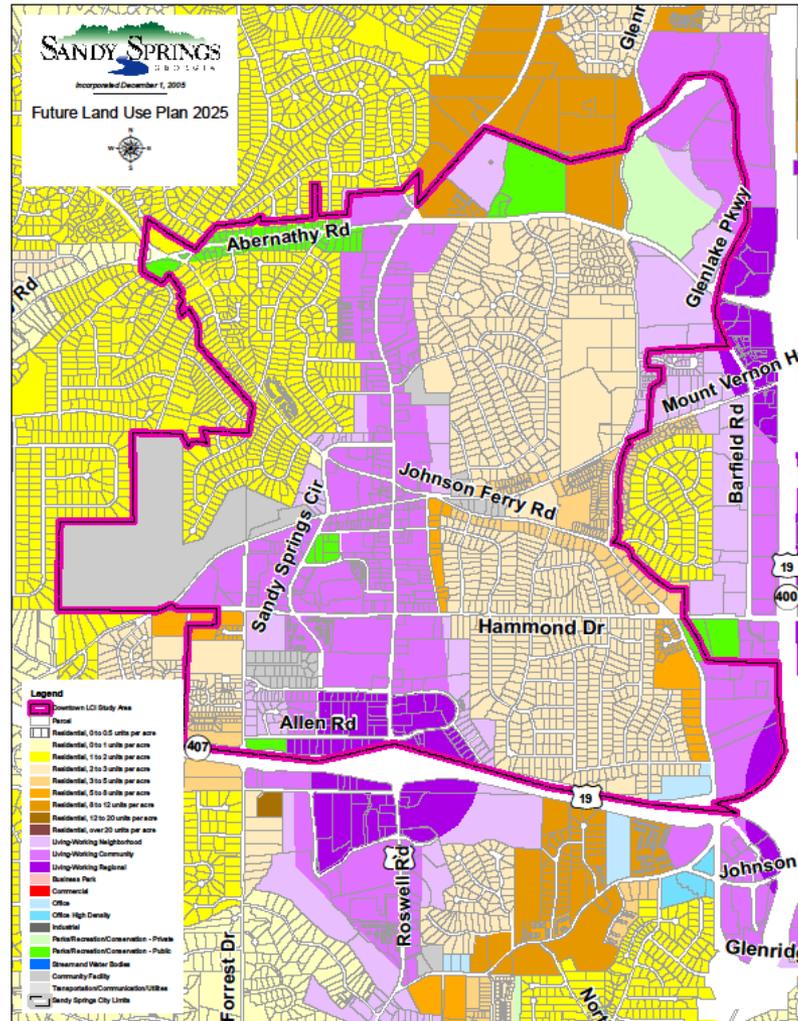
# Current Short Term Work Plan (Transportation)



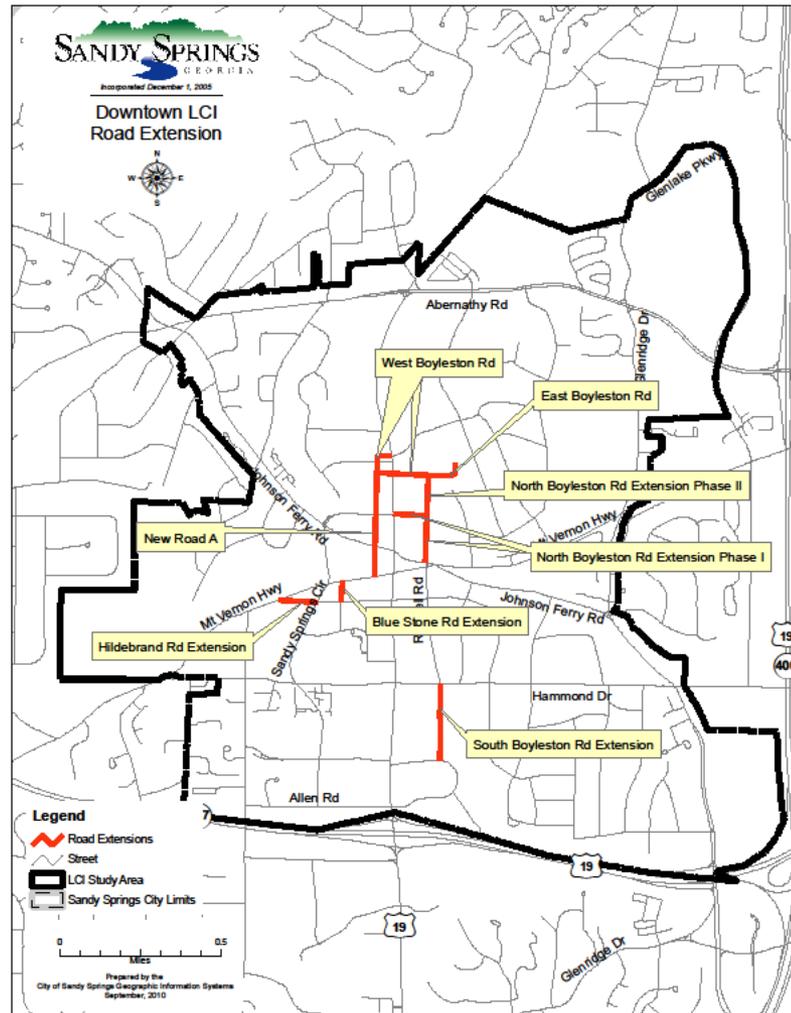
# Current Study Area with Civic Uses and New Developments



# Future Land Use



# Proposed Unfunded Road Extensions



# Proposed Unfunded Bikeways and Multi Use Trails

