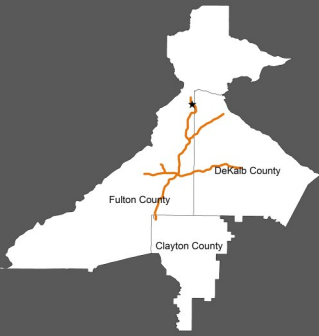


STATION ESSENTIALS



Daily Entries:	2,654
Parking Capacity:	1,050
Parking Utilization:	61%
Station Type:	Subway
Total Land Area	+/- 5 acres



1101 Mount Vernon Highway
Atlanta, GA 30338

SANDY SPRINGS STATION

Transit Oriented Development

AREA PROFILE

Area Demographics at 1/2 Mile

Population 2012	4,447
% Population Change 2000-2012	60%
% Generation Y (18-34)	33%
% Singles	58%
Housing Units	2,477
Housing Density/Acre	4.9
% Renters	66%
% Multifamily Housing	71%
Median Household Income	\$1,168
% Use Public Transit	10%

Business Demographics

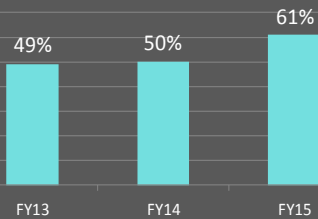
Employees	11,960
Avg. Office Rent Per SF	\$20.99
Avg. Retail Rent Per SF	\$15.94
Avg. Apartment Rent (1-mile)	\$1,168

Sources: Bleakly Advisory Group, 2012.

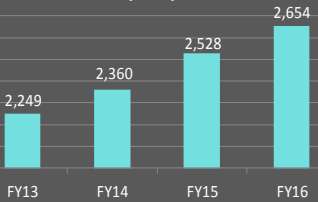
Sandy Springs Station is a heavy rail transit station located in the City of Sandy Springs and north Fulton County, on MARTA's Red Line. The station can be found at the corner of Abernathy Road/Perimeter Center West and Mt. Vernon Highway, with entrances off of Perimeter Center West, Northpark Town Center, and on the western corner of Abernathy and Mt. Vernon Highway.

The MARTA *Transit Oriented Development Guidelines* typology classify Sandy Springs station as a **Commuter Town Center** station. Commuter Town Center stations are characteristic of having nodes of dense, active, mixed-use development, TOD-friendly street networks, with housing as a significant ingredient from the start. But they must also "... be planned to accommodate high volumes of rush-hour commuters traveling in opposite directions."

% Parking Utilization



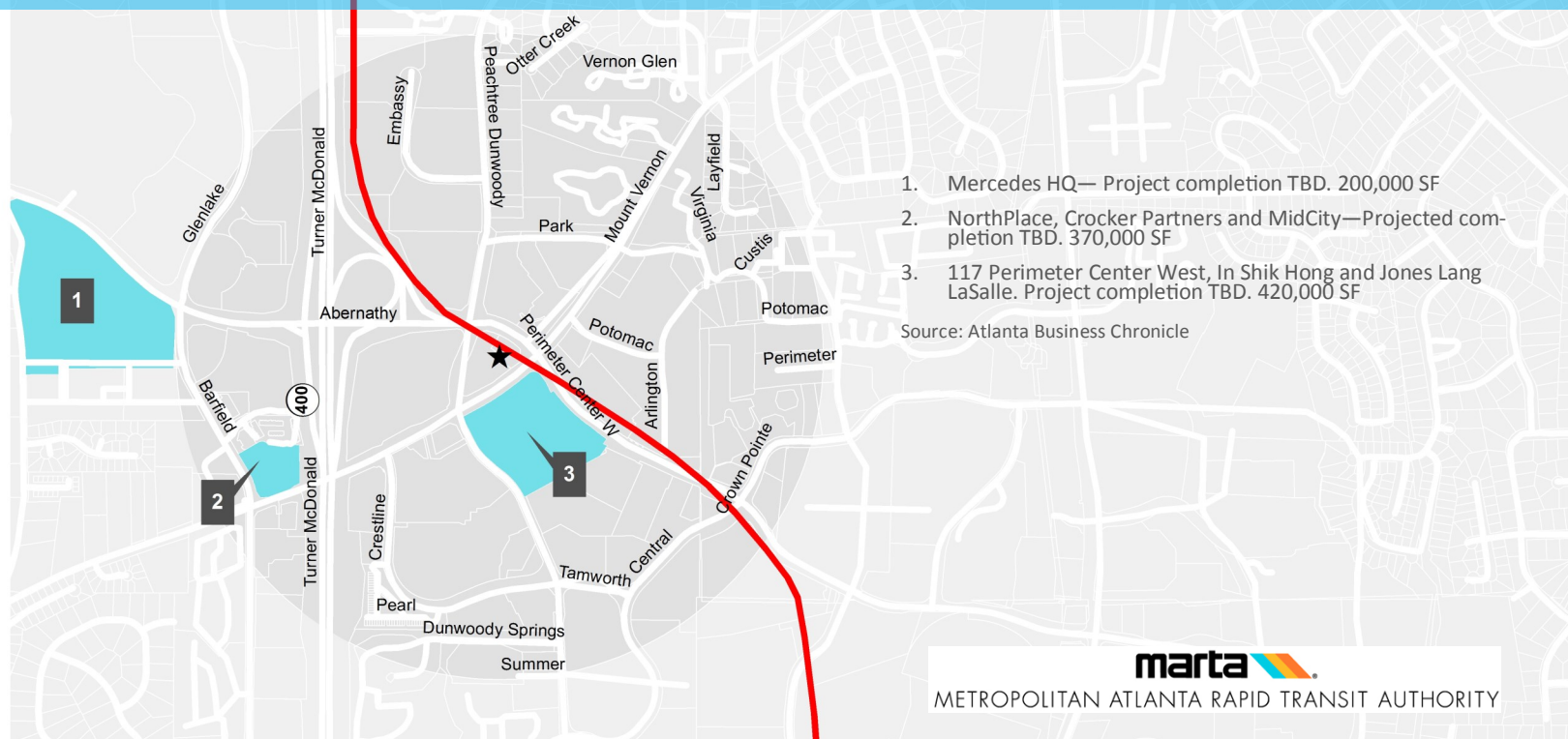
Weekly Daily Entries



MARTA Research & Analysis 2015

Market Dynamics

Nearby Recent and Planned Development Activity within 1/2 Mile Radius



METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

SANDY SPRINGS STATION

Transit Oriented Development

SANDY SPRINGS DEVELOPMENT OPPORTUNITY

MARTA does not own any excess land associated with this station. Therefore, TOD opportunities by way of joint development are not possible at this station. However, MARTA encourages transit friendly development around the station on privately held land.

There are parcels to the west of Sandy Springs Station that offer development possibilities. The first is a +/- 2 acre parcel adjacent to the station. This parcel offers limited development potential primarily due to access management issues. The parcel is located within an island in close proximity to three major intersections and curb cut access would be difficult. The larger +/- 17 acre parcel across Peachtree-Dunwoody Road offers much more development potential due to size and accessibility. Although the larger site is farther away from the station, it is within a quarter mile and can have a direct positive impact on the ridership at Sandy Springs station if developed.

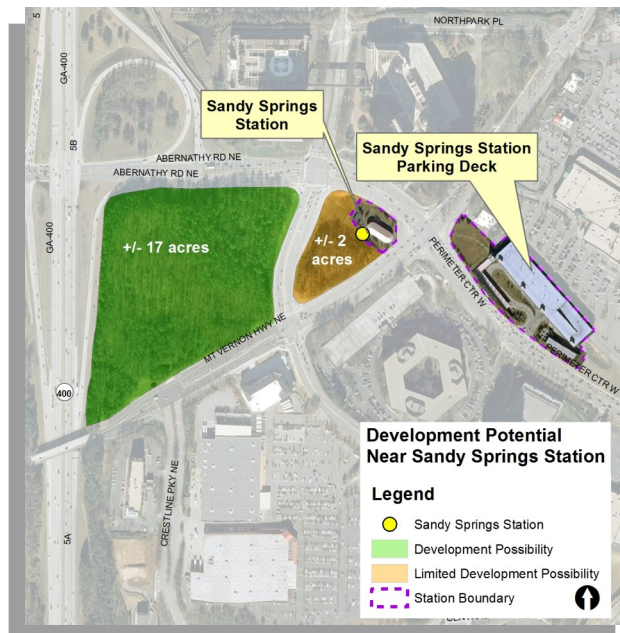
Surrounding Land Use

The predominant land use within a half mile of the station is commercial at about 61%. There are a number of Class A office towers adjacent to or a short walk from Sandy Springs Station. North Park Town Center is connected to the station by a tunnel running under Abernathy Road, Eleven Fifteen and Eleven Seventeen Perimeter Center West are across the street, and AT&T has an office building within walking distance of the station.

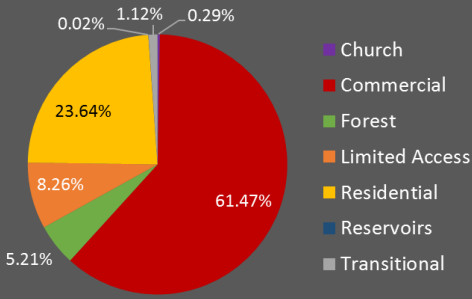
Land Use Entitlements

The Sandy Springs Station is traversed by two zoning districts. The first is the C-1 Community Business District, which encompasses the above ground entrance to the station in the land island located at Peachtree-Dunwoody Road, Mt. Vernon Highway and Abernathy Road. The other district is the O-I Office Institutional District. This district encompasses much of the parking deck, bus loop, and open space around the station near the intersection of Perimeter Center and Mt. Vernon Highway.

C-1 is intended to provide locations for neighborhood and community oriented retail and service activities. O-I, under the Mix Mixed Use district, is intended to encourage flexible, innovative and creative concepts to provide a stable multiple use environment that is compatible with the surrounding area. The development controls in both districts are not compatible with the development guidelines contained in MARTA's Transit Oriented Development Guidelines.



LAND USAGE WITHIN 1/2 MILE



Sources:
MARTA GIS Analysis & Atlanta Regional Commission LandPro 2016

COMMUTER TOWN CENTER TYPOLOGY DESIGN ELEMENTS

FAR	3.0 to 10.0
Units Per Acre	25 to 75
Height In Floors	4 to 15

DEVELOPMENT DATA

Zoning	C-1 and O-I
Available Air Rights	N/A