

Work Session of the Sandy Springs City Council was held on Tuesday, March 15, 2022 at 6:00 p.m., Mayor Rusty Paul presiding.

I. Staff Discussion Items

A. 2022-66 Morgan Falls Athletic Complex Improvements

Michael Perry, Recreation and Parks Director, presented the capital improvements work plan for the Morgan Falls Athletic Complex. City Staff contracted with Atkins Global, one of the City's on-call design/engineering firms, to develop a Master Plan for the Morgan Falls Athletic Complex. The Plan was completed with input from Staff and the Sandy Springs Youth Sports leadership team. A review of programming needs as well as the park facility were conducted to develop a full understanding of park conditions. Following the initial Work Plan presentation made to the Mayor and City Council on December 21, 2021, there were several more follow-up meetings with the City Staff and Sandy Springs Youth Sports to further refine the proposed Work Plan. The City's 2022 budget was amended on January 18, 2022 to provide \$1,500,000 for Capital Improvements at the Morgan Falls Athletic Complex.

Estimate of Probable Costs

Project Description	Anticipated Cost Estimate
Safety Netting	\$400,000
Sun Shades	\$240,000
Bleachers	\$170,000
Batting Cages	\$350,000
Bullpens	\$245,000
Security Cameras/ WIFI Upgrades	\$40,000
Water - Bottle Filling Stations	\$55,000
Total Including 20% contingency	\$ 1,500,000

Councilmember Tibby DeJulio stated if there are drainage issues, should those be addressed before the requested supplies and equipment purchases?

Recreation and Parks Director Perry replied there are many drain structures in the park. There is a project to address drainage that will be presented as part of the capital requests for the FY2023 budget.

Councilmember John Paul stated this is a good report and the City should use this and previous reports to determine the next set of priorities.

Councilmember Andy Bauman asked what this year's participation numbers are.

Recreation and Parks Director Perry replied the Sandy Springs Youth Sports Boards is pleased as this year is the highest participation over the last several years.

Council Consensus: Proceed as presented.

B. 2022-67 Announcement of Public Comment Period for the 2022 Community Development Block Grant Annual Action Plan

Michele McIntosh-Ross, Planning & Zoning Manager, presented the announcement of the Public Comment Period for the 2022 Community Development Block Grant Annual Action Plan. The 30-day public comment period affords residents an opportunity to comment on proposed projects and activities for the year. The 2022 Annual Action Plan initial public hearing was held on March 1, 2022. The draft Action Plan is attached for comment. A final draft will be submitted to the City Council for approval on May 17, 2022. Staff recommends committing Section 108 funds to complete the South Roswell Road Multiyear Sidewalk construction project, located south of Interstate 285 (Phase III). Phase III includes two SubPhases: Sub-Phase I (from Long Island Drive to Stewart Drive) and Sub-Phase II (Stewart Drive to Northwood Drive). Staff also recommends utilizing any remaining funds on a potential Hope Road sidewalk project and/or defeasing the loan. All sidewalk projects include design and construction, right-of-way appraisals, acquisition, utility relocations, and installation of street lighting, handicapped ramps and brick pavers. Any 2022 CDBG Grant Allocation is anticipated to be used to defease the Sec. 108 loan debt. Electronic copies will be available on the City's CDBG webpage beginning Friday, March 18 through Monday, April 18, 2022. The City's 2021 CDBG allocation was \$612,756. The City has not yet received notice from HUD regarding the allocation for 2022. Section 108 Loan funds allow the City to accelerate project construction without significant financial impact. The total amount for the City's current Section 108 Loan is \$8M.

Mayor Rusty Paul stated with the City starts projects with CDBG funds, but later the City loses its eligibility, then the City will need to complete any incomplete projects.

Councilmember Melody Kelly asked how does the census data play into the city's designation of an entitlement city.

Mayor Paul stated the census determines the City. Entitlement communities are identified with Census data where population of Census tracts are below 80% of AMI. This is adjusted periodically. And the incomes in many of these areas are getting higher.

Kristin Smith, Assistant City Manager, \$3.5M, including interests remains on the Section 108 loan. The city's schedule to defease the loan runs through 2030.

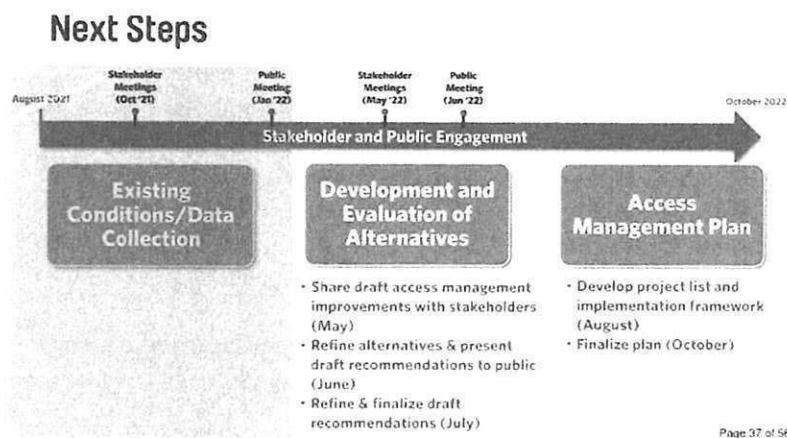
II. Public Works

C. 2022-68 Roswell Road Access Management Plan Status

Caitlin Shankle, Transportation Planner, and **Nithin Gomez, Gresham Smith, Consultant**, presented an update on the Roswell Road Access Management Plan project. The Roswell Road Access Management Plan builds upon the Roswell Road Small Area Plan and will address safety and operational issues facing the Roswell Road corridor, the principal north/south roadway for the City of Sandy Springs. Roswell Road is regionally significant, touches all six (6) council districts, and is served by two of the most utilized MARTA routes, 5 and 87. Roswell Road is also one of the least safe roadways in the City, with the highest number of crashes and highest crashes/mile rate compared to all other City roadways. The Roswell Road Access Management Plan kicked off in August 2021 and the Existing Conditions review was completed in February 2022. As part of the Existing Conditions review, the City held six stakeholder meetings to introduce the planning effort and learn more about existing concerns and issues around safety and congestion related to access on Roswell Road. Participants included property owners, property managers, Sandy Springs Police, Sandy Springs Fire, MARTA, Fulton County, the Weber School, North Springs

High School, Visit Sandy Springs, Leadership Sandy Springs, and the Sandy Springs Perimeter Chamber, among others. The City also hosted a virtual public meeting on January 24 to share initial findings from the existing conditions report and gain additional feedback from the public on safety issues they see on Roswell Road. An interactive poll was created to capture feedback during the meeting. An online mapping tool was also open from January 24 to February 7, 2022, allowing the public to place a marker on an online map where they saw specific issues. These comments were reviewed to supplement the data analyzed in the existing conditions report. The Existing Conditions report included a crash analysis, driveway inventory, review of existing plans, and traffic operations analysis. This information will be the basis for the next stage in the planning process: developing the alternative for the corridor. The statewide average crash rate for the roadway classification is based on the GDOT Statewide Mileage, Travel & Crash Data report for 2017.

In May 2020, the Atlanta Regional Commission awarded the City up to \$320,000 in federal funds for this Project (80% of the total Project budget of \$400,000). The FY 2021 budget included matching funds under Project T-0070, Access Management Plan, to provide the required 20% local match. Currently, there is no designated funding for future projects recommended from this plan. An implementation plan, including identification of potential funding sources, will be developed as part of the overall Roswell Road Access Management Plan. Several ongoing and upcoming CIP and TSPLOST funded projects do incorporate access management treatments along sections of Roswell Road.



Councilmember Jody Reichel asked how can an access point along the road be closed.

Transportation Planner Shankle replied this project will just propose what is the ideal solution. A lot can be done with redevelopment, considering the City and GDOT access standards. The property owner will need to make the improvement.

Councilmember Reichel stated something needs to be done about the metal plates on Roswell. There are many.

Councilmember John Paulson asked how is GDOT involved with this study.

Transportation Planner Shankle stated GDOT is a partner in the project, meeting with the City and providing feedback regularly.

Councilmember Tibby DeJulio stated there are many jaywalkers on the south side. Does this plan discuss putting in additional crosswalks or other elements?

Transportation Planner Shankle replied yes, part of the pedestrian access discussion is focusing on pedestrian crossings at bus stops and retail locations.

William H. Martin, Jr., AIA, Public Works Director, shared many of the metal plates along Roswell Road relate to the water leaks that have recently been identified. The City has spoken to the GDOT district engineers about these and other repairs needed, perhaps as a result of stormwater repairs.

Mayor Rusty Paul advised there is another water break to review at Hammond and Mount Vernon.

D. 2022-69 Update on the Capital Sidewalk Program

William H. Martin, Jr., AIA, Public Works Director, presented an update on the Capital Sidewalk Program. FY2022 priority scoring of candidates on the City's Sidewalk Network Master Plan is underway based on the rate of additional requests. The Sidewalk Program Update, including Intent to Donate Right of Way process, was presented at the October 5 Council Meeting. The presentation was uploaded to the City's website (<https://www.sandyspringsga.gov/sidewalks>). A scored list of projects for TSPLOST 2021 funds was also presented at the October 5 Council Meeting. Emails were sent to all citizens who are on file as having previously made sidewalk requests asking for neighborhood Intent to Donate statements. The deadline was December 3, 2021. Due to citizen input, the deadline was extended to January 17, 2022. Letters of Intent to Donate were received from property owners on two projects. Requests were also received from citizens for new projects not currently scored and not on the current Sidewalk Network Master Plan. As a result, it is recommended that the City update the Sidewalk Network Master Plan and include new projects for consideration as appropriate, as well as to consider limited implementation of the TSPLOST Sidewalk Program while the Sidewalk Network Master Plan Update and additional Project Scoring is conducted. The Sidewalk Network Master Plan was last updated in 2016.

56 Candidate Sidewalk Projects with a value of approximately \$30 Million have been identified by Staff. TSPLOST 2021 provides an investment of \$12M in sidewalks with collections beginning April, 2022.

List of Projects Scored in FY2022

US ID	Project	Right of Way Availability (0-10)	Adjacent Utility Locations (0-5)	Constructability (0-5)	Existence of Pedestrian Activity Above or Below Frequent Conditions (0-10)	Roadway Classification (0-5)	Gap Closure (0-5)	Proximity to Parks (0-5)	Proximity to Schools (Public and Private) (0-5)	Overall Project Cost (0-55)	Total Points (Max 55)	Overall Project Cost Estimate (Bids/Construction and 10% Admin Fee)	Running Cost Entry
5012	Windsor Parkway (VMCA 740 Windsor Pkwy to Peachtree Dunwoody)	9	4	4	5	3	4	5	5	44	\$203,630	\$203,630	
4094	Tronbridge Road (Spaulding Road to Tronbridge Lane Drive)	8	5	4	4	2	1	3	4	42	\$104,900	\$104,900	
7001	Allen Road (at NE corner of VMC intersection & to ex. SW)	5	4	3	7	1	5	5	4	30	\$36,550	\$36,550	
1010	Windsor Parkway (Ex. SW at 445 Windsor Parkway to Peachtree Dunwoody)	9	5	5	5	1	3	4	5	40	\$75,700	\$75,700	
8010	Windsor Parkway (Ex. SW at 445 Windsor Parkway to Peachtree Dunwoody)	8	4	3	9	3	8	0	1	39	\$205,648	\$205,648	
4094	MT Vernon Highway (from Ex. Road to Ex. SW at 500 MT Vernon Highway)	7	5	4	4	1	5	0	5	35	\$470,976	\$470,976	
1009	River Exchange Drive (2000 River Exchange Drive Ex. SW to Spaulding)	10	5	3	8	2	5	5	0	40	\$224,740	\$224,740	
9019	Roundabout (from Old Man to Roundabout to Roundabout)	7	8	2	4	4	5	0	4	47	\$70,752	\$70,752	
9007	Windsor Parkway (US 400 Bridge to 725 Windsor Parkway)	7	5	5	2	3	5	4	0	35	\$54,480	\$54,480	
5008	Windsor Parkway (High Point Road to 815 Windsor Parkway)	7	5	4	3	1	5	4	5	36	\$128,374	\$128,374	
4005	Glennville Drive (Ex. SW at Glennville Commons to MT Vernon Highway)	3	8	4	8	3	8	3	5	48	\$219,848	\$219,848	
9017	Powers Ferry Road (from Peachtree Drive to 9201 Powers Ferry Road)	7	7	1	4	4	5	5	5	46	\$394,240	\$394,240	
3007	Wilshire and Drive (from Wilshire to Roswell Rd)	4	2	2	9	1	5	4	4	33	\$262,418	\$262,418	
5009	Windsor Parkway (Ex. SW at 445 Windsor Parkway to High Point Road)	9	5	5	5	1	5	4	0	45	\$179,830	\$179,830	

Top 34 Million
 Candidate Projects
 = 17 Candidates
 (21 are listed to
 include 5 smaller
 Windsor Parkway
 segments that are
 to be combined)

Work Session of the City of Sandy Springs City Council
 Studio Theatre, Sandy Springs City Hall and Broadcast Via Live Webinar and Teleconference
 Tuesday, March 15, 2022
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GIS ID	Project	Right of Way Availability (0-10)	Anticipated Utility Relocations (0-5)	Constructability (0-5)	Evidence of Pedestrian Activity-Adverse Unlabeled Projections Conditions (0-10)	Roadway Classification (0-5)	Gap Closure (0-5)	Proximity to Parks (0-5)	Proximity to Schools (Public and private) (0-5)	Overall Project Cost (0-5)	Total Points (Max 55)	Overall Project Cost Estimate (Design/Construction incl. 10% + 10% Admin Fee)	Running Cost Total
1008	Spaulding Drive (Hershel Ferry to Spaulding Lake (East))	8	4	3	4	3	5	5	0	3	33	\$314,800	\$1,342,364
1002	Corridor Drive (Morseville Way to Ex. SW at Spaulding (East))	10	4	1	7	1	1	2	0	5	34	\$51,150	\$1,434,124
1005	Northland Drive (Landmark Drive to Ex. SW at Northland Ridge Trail)	9	5	2	7	2	3	0	2	4	34	\$99,900	\$1,534,124
1011	Winchell Parkway (Dahmer Road to Ex. SW at 415 Winchell Parkway)	7	4	5	1	1	5	2	0	5	34	\$157,000	\$1,691,204
1025	Long Island Drive (Russell Road to Long Island Terrace)	2	5	3	4	3	5	0	5	5	32	\$79,200	\$1,770,404
1006	Johnson Ferry Road (Existing SW to Brookhaven City (East))	1	4	1	8	3	1	5	0	5	30	\$42,500	\$1,812,924
1006	Hilderbrand Drive (Ex SW across from Police gym to Ex. sidewalk at Russell Rd.)	1	0	2	9	1	5	4	4	4	30	\$244,640	\$2,057,564
1001	Euclid Drive (Ex. SW at Cornerwood, Lane to POB)	1	5	2	7	1	4	4	1	1	30	\$166,214	\$2,223,778
1020	Riverside Drive (5700 to 5720 Riverside Drive to Fair Oaks Manor HWY)	4	1	2	7	4	5	0	4	3	30	\$474,962	\$2,698,740
1022	MT. Vernon Road (Kaiser Trail to Laurel Creek Court)	4	1	2	9	1	2	0	5	1	30	\$1,015,472	\$3,714,212
1012	Long Island Drive (5700 Gap Rd)	5	5	1	4	4	3	1	2	5	29	\$73,260	\$3,787,472
1002	Dalhousie Road (Chenoweth Drive to 5425 Dalhousie Road)	2	3	2	7	1	5	5	0	0	29	\$452,452	\$4,239,924
1003	Dalhousie Road (Chenoweth Drive to Chenoweth Drive)	2	3	2	7	1	5	5	2	0	29	\$952,044	\$5,191,968
1001	Carpenter Drive (Ex. SW at Carpenter to)	7	4	0	5	1	1	1	1	5	28	\$81,424	\$5,273,392

Top \$4 Million
 Candidate Projects
 = 17 Candidates

\$4 - \$12 Million = 12
 additional projects

GIS ID	Project	Right of Way Availability (0-10)	Anticipated Utility Relocations (0-5)	Constructability (0-5)	Evidence of Pedestrian Activity-Adverse Unlabeled Projections Conditions (0-10)	Roadway Classification (0-5)	Gap Closure (0-5)	Proximity to Parks (0-5)	Proximity to Schools (Public and private) (0-5)	Overall Project Cost (0-5)	Total Points (Max 55)	Overall Project Cost Estimate (Design/Construction incl. 10% + 10% Admin Fee)	Running Cost Total
1010	Hickcomb Bridge (North Exchange to Spaulding)	1	1	2	8	5	5	4	0	2	28	\$594,000	\$5,867,392
1024	Lake Forest Drive (Mt. Vernon Road to Long Island Drive)	1	5	1	1	3	4	5	1	2	25	\$216,900	\$6,084,292
1014	Powers Ferry Road (East Lane to Mt. Vernon Road)	3	3	2	4	3	2	4	5	2	28	\$993,548	\$7,077,840
1013	Winchell Parkway (at 5665 Near Northside Drive)	1	1	0	5	4	4	2	4	4	27	\$131,480	\$7,209,320
1004	West Ferry Road/Spaulding Drive (West Ferry Court to Westfield Drive)	5	2	2	8	4	5	0	1	0	27	\$716,100	\$7,925,420

Currently estimated
 \$12 Million program

GIS ID	Project	Right of Way Availability (0-10)	Anticipated Utility Relocations (0-5)	Constructability (0-5)	Evidence of Pedestrian Activity-Adverse Unlabeled Projections Conditions (0-10)	Roadway Classification (0-5)	Gap Closure (0-5)	Proximity to Parks (0-5)	Proximity to Schools (Public and private) (0-5)	Overall Project Cost (0-5)	Total Points (Max 55)	Overall Project Cost Estimate (Design/Construction incl. 10% + 10% Admin Fee)	Running Cost Total
1011	Hickcomb Bridge (Chattahoochee to North Exchange)	1	1	2	8	5	5	5	0	0	27	\$949,000	\$12,874,420
1008	Spaulding Drive (Westfield Drive to SW at Spaulding (East))	5	4	2	8	3	5	0	1	5	27	\$1,310,400	\$14,184,820
1004	Winchell Parkway (Winchell Ferry Road to Cameron Glen Drive)	7	4	1	4	3	3	0	2	1	27	\$1,019,100	\$15,203,920
1001	Winchell Parkway (Kaiser Trail to Ex. SW)	8	5	1	1	3	1	0	5	4	26	\$2,100,000	\$17,303,920
1007	Spaulding Drive (Stables Drive to N Spaulding Lake Drive)	3	5	2	8	4	3	0	5	8	26	\$114,180	\$17,418,100
1001	Corridor Drive (Ex. SW at 415 Winchell Parkway to Ex. SW at 415 Winchell Parkway)	7	4	5	1	1	4	4	1	2	25	\$675,000	\$18,093,100
1018	Blackwater Trail to Old Riverside Drive	6	1	1	1	3	2	5	0	2	25	\$600,000	\$18,693,100
1001	Carpenter Drive (at 5665 Near Northside Drive)	1	2	2	2	5	5	1	1	5	25	\$294,000	\$18,987,100
1017	Riverside Drive (Johnson Ferry Road to North Harbor Drive)	4	3	2	3	3	3	5	0	2	25	\$827,300	\$19,814,400
1001	Spaulding Drive (at 5665 Near Northside Drive to West Ferry Road)	5	5	2	1	3	1	1	2	3	25	\$178,100	\$20,000,000
1015	Riverside Drive (Laguna Drive to River Valley Road)	4	2	1	3	3	4	5	1	1	25	\$987,700	\$20,987,700
1005	MT. Vernon Road (at 5665 Near Northside Drive to Long Island Drive)	1	2	2	5	1	5	0	1	5	25	\$1,090,500	\$22,078,200
1004	Adax Lane (Trail to Spring Creek Lane N. Entrance)	3	2	2	0	2	2	0	4	1	24	\$409,360	\$22,487,560
1001	Johnson Ferry Road (at 5665 Near Northside Drive to 5665 Near Northside Drive)	1	2	4	5	2	2	1	1	1	24	\$1,111,700	\$23,599,260

id	Project	Right of Way Availability (0-10)	Anticipated Utility Relocations (0-3)	Centrality (0-5)	Evidence of Pedestrian Activity Adjacent to the Project Location (0-10)	Roadway Classification (0-5)	Gap Closure (0-5)	Proximity to Parks (0-5)	Proximity to Schools (Public and private) (0-5)	Overall Project Cost (0-5)	Total Points (Max 55)	Overall Project Cost (\$)(Development + Construction + RDM + 15% Admin Fee)	Running Cost Total
4001	Lake Forest Drive (Bundetto Road to 5th Place Road)	5	4	1	5	3	0	0	0	3	24	\$517,700	\$23,845,720
2018	Adair Lane (Spring Creek to S. Entrance to Morgan Park Road)	4	2	2	5	2	2	1	3	2	23	\$275,000	\$23,224,980
4006	Adair Lane (Spring Creek to S. Entrance to Morgan Park Road)	4	2	2	5	2	2	0	4	2	23	\$275,000	\$23,951,730
4015	Powers Ferry Road (Cross Valley Drive to Carol Lane)	4	1	2	4	1	1	1	0	0	22	\$1,567,432	\$25,549,162
5018	Powers Ferry Road (ex. Driveway to Northside Drive)	1	3	1	0	4	5	0	4	3	21	\$702,900	\$26,742,062
2002	Hooper Road (Riverside Road to Dunwoody Place)	2	1	1	4	1	5	0	4	1	21	\$927,624	\$27,160,890
6018	Powers Ferry Road (Ridge Court to Cross Valley Drive)	1	3	2	4	2	2	4	0	0	21	\$1,880,244	\$28,556,124
4005	Northside Drive (Waterbury Way to 12th St)	1	1	1	2	1	1	0	2	1	19	\$1,764,824	\$29,871,448

Next steps for the Sidewalk Program are:

- Update Sidewalk Network Master Plan and include new projects for consideration as appropriate
- Assess and score new sidewalk projects with result of updated sidewalk Network Master Plan
- Consider limited implementation of TSPLOST Sidewalk Program this year while Sidewalk Network Master Plan Update and additional
- Project Scoring is conducted
- Recommend implementing first \$4M of projects until updates and scoring completed later this year

Councilmember John Paulson stated there is already a scoring process for sidewalk projects. Is the presented screening criteria for new candidate segments a process to review the newly identified segments?

Public Works Director Martin replied there are two questions. Where might a sidewalk be built that supports the public need? And, then within the identified candidate projects, how projects scored using the established sidewalk scoring processing determining their rank against one another in terms of priority and investment? This plan is not being considered for approval today, but Staff is asking for guidance given where we are today.

Councilmember Melody Kelley asked what is the difference between the new criteria and older criteria for the sidewalk program. How is pedestrian use quantified? How is density considered?

Public Works Director Martin replied for the Network Master Plan, there is new criteria idea. It has become more specific. But there is no change in the scoring method. To quantify pedestrian use, activity centers or trip generators are used primarily. Such as nearby schools and other known pedestrian trip generators. Pedestrian activity is the single-best indicator regarding density, but also roadway classification.

Councilmember Andy Bauman stated the City should consider funding and raising the gap-fill threshold. The City should not consider any cutoff. The projects should get started.

Councilmember Jody Reichel asked are there estimates neighborhoods can use for their proposed projects. For example, if 65% of the neighborhood said they would donate for sidewalks, and there is a 75%/25% split. The City should complete gap projects before opening up to neighborhoods.

Public Work Director Martin replied the City could easily build an estimate. The City would have to develop funding for the Neighborhood Sidewalk Program.

Councilmember John Paulson agreed that gap-fill projects is money well spent. Have any of the projects been identified as potential design-build projects, which can move them along and potentially save money? The City should add candidate projects to the Sidewalk Master Plan as missed opportunities are identified, but the scoring should not be reopened. Next, there are streets identified that would qualify for the 20 minute pedestrian destination criteria but not many people live in the area. This should be offset by a density criteria. Finally, if the neighborhoods have alternative project design ideas they should speak to Staff.

Public Work Director Martin replied there are not any projects currently considered for design-build, but Staff can go back to review. The Staff would first need to ensure the right-of-way is available and there are no utility concerns.

Council Consensus: City Staff to review the Sidewalk Network Masterplan, which defines where sidewalks can and should be built. Though it does not rank nor score projects. Next, for the Sidewalk Program, leave ranking alone and move forward with execution on the TSPLOST 2021 sidewalk program. As new projects are identified, they will be considered beyond the \$12M program.

III. City Council Discussion Items

There being no further business, the meeting adjourned at 7:04 p.m.

Approved: April 5, 2022



Russell K. Paul, Mayor



Raquel D. González, City Clerk

