

Work Session of the Sandy Springs City Council was held on July 19, 2022 at 6:00 PM, Mayor Rusty Paul presiding.

I. Invocation

Cantor Beth Schaffer, Temple Sinai

II. Staff Discussion Items

A. 2022-165 City Springs Master Plan Update

Michele McIntosh-Ross, Planning & Zoning Manager, introduced the City Springs Master Plan Update. The City Springs Master Plan Update started earlier this year to update the 2012 City Center Master Plan. The City retained the professional consulting services of Pond to assist the staff planning team and the community with evaluating and composing the best path forward for the City Springs area, in terms of economic development, residential, retail/restaurants and amenity space. Since the beginning of the project, the planning team has conducted community engagement sessions to guide the planning of the City Springs area. There were several stakeholder roundtable meetings, as well as a public open house and online surveys in May, and a pop-up event at the Sandy Springs Farmers' Market in June. The feedback gathered from these events will inform the draft recommendations for this City Springs Master Plan Update. A second public open house is scheduled for August, 2022, to present the draft recommendation and gather additional feedback from the community. The project team will then proceed with finalizing the master plan in preparation for adoption before the end of calendar year 2022. No official action is needed from the Mayor and City Council at this time.

Lauren Blaszyk, Pond, Consultant, presented the City Springs Master Plan Update. The top four future residential images include:

WHAT WE'VE HEARD

FUTURE RESIDENTIAL

- Redevelop underutilized parcels into residential uses.
- Innovative housing diversity for all ages.
- Architectural style should vary from recent construction.



People want to see a variety of housing within the City Springs District, so people can age-in-place. This is an opportunity to introduce some new housing types, and creates a vibrant, walkable area, with some retail.

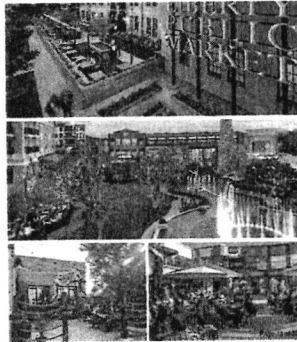
Mayor Rusty Paul asked did people prefer low-rise, two-to-three story housing.

Consultant Blaszyk replied yes. Future retail preferences include:

WHAT WE'VE HEARD

FUTURE RETAIL

- Increase retail options near City Springs Campus.
- Retail nodes should emerge around study area.
- Existing retail could be repositioned through redevelopment of some parcels.



There is a preference for outdoor spaces for people to gather and socialize. The input received focused on the desire for people to see additional greenspace added to the District.

Future Office preferences:

WHAT WE'VE HEARD

FUTURE OFFICE

- Community understands the need for new office.
- Should be paired with complementary uses.
- Interesting, interactive architecture.



The preferred images had a lot of glass, and the preferred architecture mirrored that of the City Hall at City Springs. This conveys a want to create a more walkable environment, incorporating green space.

Future Amenities preferences include:

WHAT WE'VE HEARD

FUTURE AMENITIES

- Expand existing parks - specifically Allen Park.
- Pocket parks in the City Springs District and surrounding areas to create a network of greenspace.
- Look for opportunities to add murals and public art.



There is a preference for outdoor spaces, including opportunities to introduce pocket parks and smaller park spaces, creating a network of parks throughout the District. Another consideration is to create ways to create outdoor shade.

Feedback received about the District's transportation network included concerns about Roswell Road. There is a want to add alternative modes of transportation throughout the District, such as trails and sidewalk networks, and a desire to focus on safety features. There were also concerns expressed about

reaching the Marsh Creek Rain Garden Park.

Martin Antsy, MXD, Consultant, presented the Market Opportunities overview. MXD reviewed development opportunities for retail, office and residential. In terms of retail, there are some challenges to consider, such as the District's location between the Cumberland, Perimeter Center and Buckhead retail centers. Perhaps, the District should cater to neighborhood-oriented retail (boutique, smaller retail). In terms of Office, there is opportunity for a walkable high amenity, suburban business park for young professionals. There is a focus on locally servicing tenant space, and coworking space. For residential, there is a very strong demand and support for higher end single-unit attached and multi-unit developments, catering to young professionals and downsizers who desire to stay in the area. The office would be a later phase development.

Consultant Blaszyk presented an in-progress vision statement:

Strategically located along Roswell Road just outside the Perimeter, the City Springs District is a vibrant, walkable activity center for Sandy Springs residents and visitors alike. Offering an array of food and beverage options, unique shopping, fine arts and entertainment, outdoor spaces, and housing, the City Spring District is a connected, sought-after destination within the metro Atlanta region.

The four planning principles include:

1. Leverage existing and new infrastructure opportunities to promote safe, multi-modal connectivity.
2. Invigorate the District's built environment by encouraging high quality building and implementing pedestrian scale urban design practices.
3. Reinforce a sense of place and community identity by expanding a network of neighborhoods and outdoor spaces to encourage activity, interaction, and gathering.
4. Continue to catalyze market-driven private investment and foster a vibrant living, dining, entertainment, and shopping destination.

Next steps include:

- Open House on Tuesday, August 30 at Sandy Springs City Hall - Studio Theatre
- August - September Virtual Engagement
- Tuesday, September 20 City Council Update regarding the progress to date and next steps.

Councilmember Andy Bauman asked did the consultants receive feedback on branding regarding City Springs and Sandy Springs. There needs to be a better understanding of what that means, particularly in the north metro region.

Consultant Blaszyk replied there has not been any comment on any confusion so far.

Jonathan Corona, Pond, Consultant, stated while that has not come up, people have gotten confused when the consultants say "City Springs," failing to recognize the whole district of City Springs.

Mayor Paul asked what was the feedback received from property owners. How did they react to lower density and lower heights?

Consultant Blaszyk replied property owners were engaged in April and June. They were enthusiastic during their engagement. There is a desire to have more businesses and retail to add to the area. Many

want to be part of the property moving forward, though nothing specifically was noted regarding lower density and lower heights.

Councilmember Bauman asked will the vision statement be presented at the upcoming public meetings. What is the process going forward?

Consultant Blaszyk noted the draft vision statement was created based on feedback from the community and City Staff. It was presented at the pop-up event, and it will also be presented at the next open house and the online engagement.

Mayor Paul stated the community selection of lower density does not align with current plans, and does not meet the expectation of the business owners whose expectations are higher density. It puts the City in a bad position if the community's expectations do not meet the reality. How was the previous study reconciled with the current study?

Consultant Corona stated there is a recognized misalignment. There are additional rounds of engagement where this can be clarified. In the mixed-use and retail imagery, people understood there was higher density. When reviewing residential, people expected townhomes and the like. People do understand there has to be high density.

Kristin Smith, Assistant City Manager, stated the 10 year update is a wholistic review and not a minor update, inclusive of new market studies and such.

Councilmember Tibby DeJulio stated it seems the City Council has been left out of the engagement groups. It seems like the elected officials, representing the City, should be involved in the process.

Assistant City Manager Smith stated what is being presented is the preliminary input from the community. When specific recommendations are available, the Council will be engaged. Many did participate in the public engagement opportunities.

Councilmember Melissa Mular asked when residential was reviewed with the community, was there any sentiment regarding rental and homeownership.

Consultant Blaszyk replied yes, there was a desire for both, but a preference for for-occupied.

Consultant Antsy stated the townhomes would be for-sale units, but the higher density structures would be more for rental units. This would be until City Springs would be more established with amenities and such, then condos would be more feasible.

Councilmember Bauman stated the public engagement events seemed organized. Staff should share a copy of the consultants' scope of work for the project with the Council.

Councilmember Jody Reichel asked were people excited about this process.

Consultant Blaszyk replied yes.

III. Public Works

B. 2022-166 Safe Streets and Roads for All (SS4A) Grant Program

Kristen Wescott, Traffic / Transportation Unit Manager, presented information on the Safe Streets and Roads for All (SS4A) Grant Program. The Infrastructure Investment and Jobs Act (Pub. L. 117-58, November 15, 2021) appropriated \$1 billion to be awarded for the Program pursuant to a solicitation by the USDOT for FY 2022. Funds for the Program will be awarded for planning studies and capital projects that improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries, focused on all roadway users. The solicitation closes on September 15, 2022. Applicants have the option to apply for an Action Plan Grant or an Implementation Grant. The minimum Action Plan Grant is expected to be \$200,000 and the minimum Implementation Grant is expected to be \$5,000,000. In order to apply for an Implementation Grant, the City of Sandy Springs ("City") must already have an adopted safety plan that meets the plan requirements detailed in the Program's Notice of Funding Opportunity. To meet the plan requirements, the City must develop a comprehensive set of safety projects and implementation timeline as well as adopt a commitment to a goal of zero roadway fatalities and serious injuries prior to the September 15, 2022 grant application deadline. Both Action Plan and Implementation Grants are expected to be multidisciplinary and follow the Safe System Approach, adopted recently by USDOT in its National Roadway Safety Strategy. The Safe System Approach sees transportation safety beyond an infrastructure lens, rather, as something impacted by behavioral interventions (education and encouragement), roadway countermeasures (engineering), laws/policies/enforcement (enforcement), vehicle safety features and performance (engineering), and emergency medical care (emergency response).

If the City desires to move forward with Action Plan, it must consider the following:

Do City Plans meet Action Plan criteria?

Required Plan Components	CSS Status
1. High-ranking official and/or governing body commitment to goal of zero roadway fatalities and serious injuries, including setting a date to reach zero or a significant decline	No commitment has been made
2. A committee or similar body was established and charged with action plan's development, implementation, and monitoring	Partially Completed. Safety Taskforce established after adoption of TMP
☒ 3. Action Plan includes analysis of existing conditions, crash analysis, safety needs, including geospatial identification of high-risk locations	Completed through various studies
4. Plan included engagement with public, relevant stakeholders, other government agencies, and their feedback was incorporated into plan	Completed.
5. Equity was considered as part of plan development	Partially completed
6. Plan development included assessment and implementation of policies prioritizing safety	Completed at high level
☐ 7. Plan identifies a comprehensive set of projects and strategies to address safety problems and implementation timeline	Partially completed.
8. Plan includes description of how progress will be measured over time	Not completed.
☒ 9. Plan was finalized/updated between 2017 and 2022	Completed.

*Items 1, 7, and 9 need to be completed to be eligible to apply for implementation grant, along with four of the remaining six items

If the City desires to pursue an Implementation Grant, it must consider the following:

Activities to Complete for Implementation Grant

- Adopt Consolidated Safety Implementation Plan for the safety projects and strategies
 - Public Works (Engineering, Evaluation)
 - Police (Education and Enforcement)
 - Fire (Emergency Response)
 - Communications (Education and Encouragement)
- Council adopts commitment to a goal of zero roadway fatalities and serious injuries by specific date

Staff proposed safety goals, which should be consistent with national and regional goals, include:

1. Reduce roadway fatalities and serious injuries by 5% annually (Consistent with the Atlanta Metropolitan Transportation Plan - Atlanta Regional Commission)
2. Reduce 66% roadway fatalities and serious injuries by 2040, with an eventual goal of eliminating all roadway fatalities and serious injuries (Consistent with USDOT FY 2022-2026 Strategic Plan; attainable if the City meets or exceeds the 5% annual reduction goal)

A local match of 20% is required for both Action Plan Grants and Implementation Grants. If the City were to pursue an Action Plan Grant, the total budget would be up to \$400,000, with a local match of up to \$80,000. If the City were to pursue an Implementation Grant, the total budget would be up to \$10,000,000, with a local match of up to \$2,000,000.

Based on Mayor and City Council guidance, Staff will prepare a grant application for a Safety Action Plan grant, Implementation grant, or no application. If the City decides to move forward with an application, then at the August 16 City Council meeting the City will need to adopt proposed safety goals and/or adopt a consolidated safety implementation plan. Finally, the City Council will need to take action at the September 6 City Council meeting to submit the application.

Mayor Rusty Paul asked what is the difference between this implementation grant and a planning grant? Does the implementation grant include support for infrastructure projects? For the implementation grant, it seems that the City would include projects already in the works, but packaged together. The Atlanta Regional Commissions has advised its members that it will be difficult to start with an implementation grant, and suggested agencies first try planning grants that target multi-jurisdictional projects.

Traffic / Transportation Unit Manager Westcott replied that is correct. The City would include multiple strategies and projects that will be accomplished by a specific deadline. And, an infrastructure grant is a piece of the project. Essentially, the City will need to couple capital projects along with other programs with police and fire, for example. From an equity standpoint and communications, the City could focus on looking at under-served communities in Sandy Springs. Multi-jurisdictional projects do require some planning.

Councilmember Melody Kelley asked would this undertaking benefit the City, even if it did not result in an award.

Traffic / Transportation Unit Manager Westcott replied yes. This refocus on our transportation system and brining safety to the forefront is a newer approach, as well as focus on collaboration between public works, public safety and communications.

Councilmember Jody Reichel stated applying for the program sounds like it will take a lot of resources, and it seems the City is already engaged in a lot of projects. The award size seems low, so my vote would be no application.

Councilmember Tibby DeJulio asked the City if would commit themselves to put up to \$6M.

Mayor Paul stated some of the projects the City is currently engaged in could be used as matches. For example, the City could use eligible TSPLOST projects as a match.

Traffic / Transportation Unit Manager stated there is a 20% match. The City could not use projects completed, but rather those projects moving forward from the time of the agreement. Some of the City's

projects are safety focused, such as sidewalks. Many others are operational.

Councilmember John Paulson stated the City is already doing much of the work, and should consider (1) what is the City doing now and (2) if money were no object, what would the City do to improve safety. These questions should be asked of police, fire, public works, and communications. Are there examples of plans and applications that have been approved?

Councilmember Andy Bauman stated this community, for better for worse, is defined by its big corridors. I am all in.

Councilmember Reichel asked does the City have the resources to do this.

City Manager Eden Freeman replied yes, and if supported by the Council, staff would prioritize this. They are capable and ready to get an application put together.

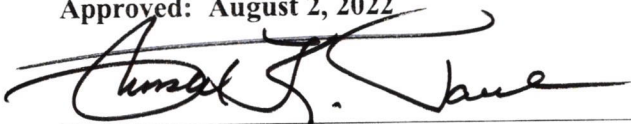
Mayor Paul stated there are a number of transportation related grant programs coming. Staff should look at all programs and would prioritize what is best suited for the City. Be strategic. There should be a strategic plan to prepare the City for how it can best compete, that would allow the City to do much more.

Council Consensus: Move forward with a grant application.

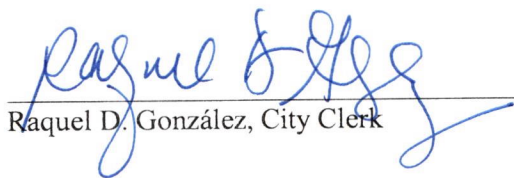
IV. City Council Discussion Items

There being no further business, the meeting adjourned at 7:07 p.m.

Approved: August 2, 2022



Russell K. Paul, Mayor



Raquel D. González, City Clerk