SANDY SPRINGS
GEORGIA

CITY COUNCIL
Rusty Paul, Mayor
John Paulson – District 1
Melody Kelley – District 2
Melissa Mular – District 3
Jody Reichel – District 4
Tibby DeJulio – District 5
Andy Bauman – District 6

Tuesday, December 20, 2022 **Regular Meeting** **Following Work Session**

The City Council meeting will be held in the Studio Theatre at Sandy Springs City Hall
(1 Galambos Way, Sandy Springs, GA 30328).

Live-stream:	**Public Meeting Portal (CivicClerk):** https://sandyspringsga.civicclerk.com **YouTube Live (Closed Captioning Available):** www.youtube.com/@CityOfSandySprings
Teleconference:	**Phone:** (646) 558-8656 **Webinar ID:** 837 5464 0463
Public Comment:	http://spr.gs/publiccomment

I. Call to Order - Mayor Rusty Paul

II. Roll Call and General Announcements - City Clerk

III. Pledge of Allegiance - Mayor Rusty Paul

IV. Public Comment

V. Approval of Meeting Agenda

VI. Consent Agenda

A. **2022-354** Meeting Minutes
December 6, 2022 City Council Work Session
December 6, 2022 City Council Meeting

B. **2022-355** Request for Mayor and City Council Consideration of Acceptance of an Agreement to Purchase Fee Simple Right of Way and Temporary Construction Easement on Property Located at 6272 Mt. Vernon Oaks Drive in Land Lots 35 and 36 of the 17th District, City of Sandy Springs (Tax ID #17-0036-0001-058-9); TS-192 Mt. Vernon Highway Corridor Improvements Project
(Presented by William H. Martin, Jr., AIA, Public Works Director)

VII. Presentations

Individuals with disabilities who require certain accommodations in order to allow them to observe and/or participate in a public meeting, or who have questions regarding the accessibility of the meeting or facilities should contact the City Clerk at 770-730-5600 promptly for assistance. The City will make reasonable accommodations for those persons.

A. **2022-356** Annual Audit and Comprehensive Financial Report
(Presented by Adam Fraley, Mauldin & Jenkins)

VIII. Public Hearing

A. **2022-357** Request for Mayor and City Council Consideration of Adoption of the City Springs Master Plan Update
(Presented by Kristin Byars Smith, Assistant City Manager)

IX. New Business

A. **2022-358** Request for Mayor and City Council to Authorize a Contract Award to Reeves Young for Final Construction of Veterans Park, and to Authorize the City Manager to Execute a Contract
(Presented by Dave Wells, Director of Facilities/Capital Construction and Building Operations)

B. **2022-359** Request for Mayor and City Council Consideration of Approval of Contract Award to NV5 Engineers and Consultants, Inc. for Design Services on Windsor Parkway Sidewalk Gap Fills Project S2161, and to Authorize the City Manager to Execute the Contract
(Presented by William H. Martin, Jr., AIA, Public Works Director)

C. **2022-360** Request for Mayor and City Council Consideration of Approval of Contract Award to NV5 Engineers and Consultants, Inc. for Design Services on Riverside Drive Sidewalk Project S2165, and to Authorize the City Manager to Execute the Contract
(Presented by William H. Martin, Jr., AIA, Public Works Director)

D. **2022-361** Request for Mayor and City Council Consideration of Approval of Contract Award to NV5 Engineers and Consultants, Inc. for Design Services on the Gap Fill Sidewalks Project S2188, and to Authorize the City Manager to Execute the Contract
(Presented by William H. Martin, Jr., AIA, Public Works Director)

E. **2022-362** Request for Mayor and City Council Consideration of Approval of Contract Award to Kimley-Horn and Associates, Inc. for Design Services on Lake Forrest Drive (City Limit to Long Island Drive) Sidewalk Project S2185 and Lake Forrest Drive (Long Island Drive to Mt. Paran Road) Sidewalk Project S2183, and to Authorize the City Manager to Execute the Contract
(Presented by William H. Martin, Jr., AIA, Public Works Director)

F. **2022-363** Request for Mayor and City Council Consideration of Approval of Contract

Award to Kimley-Horn and Associates, Inc. for Design Services on Mt. Paran Road and Powers Ferry Road (Rebel Trail to Carol Lane) Sidewalk Project S2186, and to Authorize the City Manager to Execute the Contract

(Presented by William H. Martin, Jr., AIA, Public Works Director)

G. **2022-364** Request for Mayor and City Council Consideration of an Amendment to the City of Sandy Springs FY 2023 Budget to Allow the Transfer of Funds for the T-3000 Capital Paving Program

(Presented by William H. Martin, Jr., AIA, Public Works Director)

H. **2022-365** Request for Mayor and City Council Consideration of Approval of Contract Award to Blount Construction Company, Inc. for FY 2023 CIP and Local Maintenance Improvement Grant Paving, and to Authorize the City Manager to Execute the Contract

(Presented by William H. Martin, Jr., AIA, Public Works Director)

I. **2022-366** Request for Mayor and City Council Consideration of Approval for the Mayor to Sign the Application Signature Page and Cover Letter for Submittal by Public Works to the Georgia Department of Transportation for the Fiscal Year 2023 Local Maintenance and Improvement Grant

(Presented by William H. Martin, Jr., AIA, Public Works Director)

J. **2022-367** Request for Mayor and City Council Consideration of an Amendment to the City of Sandy Springs FY 2023 Budget to Allow the Transfer of Funds for the T-9100 Bridge Maintenance Program

(Presented by William H. Martin, Jr., AIA, Public Works Director)

K. **2022-368** Request for Mayor and City Council Consideration of Approval of Contract Award to Massana Construction Company, Inc. for FY 2023 Bridge Maintenance and Repair Services, and to Authorize the City Manager to Execute the Contract

(Presented by William H. Martin, Jr., AIA, Public Works Director)

L. **2022-369** Request for Mayor and City Council Consideration of Approval of the Settlement and Dismissal of the Lawsuit by the City Against A-1 Construction Co. and Granite Surety Company; to Authorize the City Manager to Execute the Same; and for Other Purposes

(Presented by Dan Lee, City Attorney)

X. Reports

A. **2022-370** Mayor and Council Report

SANDY SPRINGS
GEORGIA

B. **2022-371** Staff Reports

XI. Executive Session - Litigation & Real Estate

XII. Adjournment

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SANDY SPRINGS

CITY CLERK'S OFFICE

TO: Eden Freeman, City Manager

FROM: William H. Martin, Jr., AIA, Public Works Director

DATE: November 28, 2022 Submission for the December 20, 2022 City Council Meeting

ITEM: Request for Mayor and City Council Consideration of Acceptance of an Agreement to Purchase Fee Simple Right of Way and Temporary Construction Easement on Property Located at 6272 Mt. Vernon Oaks Drive in Land Lots 35 and 36 of the 17th District, City of Sandy Springs (Tax ID #17-0036-0001-058-9); TS-192 Mt. Vernon Highway Corridor Improvements Project

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Recommendation:

Staff recommends that the Mayor and City Council accept an Agreement to Purchase Fee Simple Right of Way and Temporary Construction Easement on that tract of land lying and located in Land Lots 35 and 36 of the 17th District, Fulton County, Georgia. The property is owned by Rita J. Beasley and Harold L. Edwards and is located at 6272 Mt. Vernon Oaks Drive, Sandy Springs, Georgia, as shown in the attached exhibits.

Background:

The acquisition of 325.79 square feet of Fee Simple Right of Way and 248.80 square feet of Temporary Construction Easement on the subject property is necessary in order to construct the TS-192 Mt. Vernon Highway Corridor Improvements Project.

Discussion:

City Staff [under the advisement of the City Attorney] and the property owner have come to an amicable settlement agreement in the amount of $39,000.00. The City's appraised fair market value offer was $29,000.00. This settlement agreement will allow the City to acquire the required property rights without the use of Eminent Domain and it will also avoid any potential litigation expenses. Therefore, this agreement is considered reasonable, and Staff recommends Council acceptance and approval of the agreement.

Financial Impact:

Sufficient funds are available for this acquisition in Project TS-192 Mt. Vernon Highway Corridor Improvements Project.

Alternatives:

The acquisition reflects the minimum amount of right-of-way required in order to deliver the desired project. The City can decline to execute the ROW Agreement and not execute the project as designed.

Review:

Karen Lugassy, Executive Assistant	Created/Initiated - 12/8/2022
Marty Martin, Director of Public Works	Approved - 12/8/2022
Toni Carlisle, Chief Financial Officer	Approved - 12/8/2022
Kathy Williams, Staff Attorney	Approved - 12/8/2022
Eden Freeman, City Manager	Final Approval - 12/16/2022

Attachments:

1. Aerial Map
2. GIS Map
3. Executed Agreement.6272 MVOaks Dr. Beasley-Edwards
4. Resolution FS ROW and TCE 6272 MVOaks Dr. Beasley-Edwards (1)



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6272 Mt. Vernon Oaks Drive

Date: 11/28/2022

Map Size: 8.5x11 (LETTER)

Fulton County provides the data on this map for your personal use "as is". The data are not guaranteed to be accurate, correct, or complete. The feature locations epicted in these maps are approximate and are not necessarily accurate to surveying or engineering standards. Fulton County assumes no responsibility for losses resulting from the use these data, even if Fulton County is advised of the possibility of such losses

FULTON COUNTY



0 0 0 0 mi

N

6272 Mt. Vernon Oaks Drive

Date: 11/28/2022

Map Size: 8.5x11 (LETTER)

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FULTON COUNTY

AGREEMENT TO PURCHASE FEE SIMPLE RIGHT OF WAY AND TEMPORARY CONSTRUCTION EASEMENT

STATE OF GEORGIA, FULTON COUNTY

For and in consideration of the sum of One Dollar ($1.00), receipt whereof being acknowledged, the undersigned hereby agrees to convey Fee Simple Right of Way and grants Temporary Easement Rights to the City of Sandy Springs on and over the following described real estate:

Those specified rights through that tract or parcel of land located in Land Lot 35 & 36 of the 17th District, of Fulton County, Georgia, and being more particularly described on Exhibit "A" and "B", attached hereto and made a part hereof by reference.

For the sum of **$39,000.00**, the undersigned agrees to execute and deliver to the City of Sandy Springs, GA, fee simple title and/or easements to the lands owned by the undersigned as reflected on the attached Exhibit "A" and Exhibit "B".

* *

The following conditions are imposed upon the grant of this option:

1) This option shall extend for 90 days from this date.
2) The consideration recited is full payment for all of the rights granted.

325.79 sf	**Fee Simple Right of Way**
248.80 sf	**Temporary Construction Easement**

3) Any and all Temporary Construction and/or Driveway Easement(s) granted herein shall commence upon the City's use of these Easements for construction of the TS-192 Project and shall terminate three years from the commencement of the City's use of these Easements; or upon the completion and City's final acceptance of the TS-192 Project, whichever date shall first occur.
4) The undersigned shall obtain all quit claim deeds or releases from any tenant now in possession and any other parties having a claim or interest in the property described above.
5) This Agreement shall not be binding until approved by the City Council of Sandy Springs, Georgia
6) Special Provisions, if any, are listed on Exhibit "C", which will be attached hereto and incorporated herein by reference.

Witness my hand and seal this 21 day of November, 2022.

Signed, Sealed and Delivered in the presence of:

Witness

Rita J. Beasley (L.S.)
RITA J. BEASLEY

11/21/2022
Notary Public Fulton Co; GA

JEFFREY JOHN RODEN NOTARY PUBLIC FULTON COUNTY GEORGIA EXPIRES December 13, 2022

Harold L. Edwards (L.S.)
HAROLD L. EDWARDS

4/22/2021 Shane.Pilche	GPLOT-V8 gplotborder-V81-P0.tbl	241703341_60-0006.dgn GAWPLN	CITY OF SANDY SPRINGS CITY COUNCIL	PROJECT NO. TS192

EXHIBIT "A"

15 N/F FIRST BAPTIST CHURCH OF SANDY SPRINGS, INC. DB 53949 PG 565 17 0071 LL0850 (SEE DWG 5, 24)

16 N/F FIRST BAPTIST CHURCH OF SANDY SPRINGS, INC. DB 53949 PG 565 17 003600030207 (SEE DWG 24)

58 N/F FIRST BAPTIST CHURCH OF SANDY SPRINGS, INC. DB 53949 PG 565 17 0035 LL0038 (SEE DWG 18, 30)

21 (SEE DWG 7, 18, 25) N/F FIRST BAPTIST CHURCH OF SANDY SPRINGS 17 0035 LL0384

19 N/F FIRST BAPTIST CHURCH OF SANDY SPRINGS, INC. DB 53949 PG 565 17 003600030207 (SEE DWG 24)

14 N/F LOUISE B. HALL DB 29121 PG 334 PB 210 PG 85-87 17 0071000705O6 (SEE DWG 4, 5, 17, 24)

17 N/F NEI KUAN CHIA DB 53340 PG 151 PB 284 PG 27 17 003600010563 (SEE DWG 24)

18 N/F BRENDA K. ROBBINS DB 44912 PG 134 PB 284 PG 27-33 17 003600010571 (SEE DWG 24)

20 N/F RITA J. BEASLEY & HAROLD L. EDWARDS DB 47051 PG 306 PB 319 PG 141-145 17 003600010589 (SEE DWG 25)

22 N/F JOHN ATA FARD DB 46943 PG 537 PB 319 PG 141-145 17 003600010597 (SEE DWG 25)

23 N/F JOSEPH J. VANGREUNINGER DB 48024 PG 324 PB 284 PG 27-33 17 003600010605 (SEE DWG 7, 25)

54 N/F JAMES VINCENT THOMPSON DB 45268 PG 264 PB 319 PG 141 17 003600010548 (SEE DWG 30)

55 N/F HAMID ARJMAND 17 003600010555 (SEE DWG 30)

53 N/F STEPHEN M. ROGUT & CLAUDIA FORMAN DB 45058 PG 661 DB 284 PG 27-33 17 003600010530 (SEE DWG 17, 30)

MATCH LINE STA. 478+50 DRAWING No. 60-0005

MATCH LINE STA. 12+50 DRAWING No. 60-0017

MATCH LINE STA. 17+00 DRAWING No. 60-0018

MATCH LINE STA. 484+00 DRAWING No. 60-0007

MT VERNON HIGHWAY

GLENRIDGE DRIVE

CURVE 3 N59°35'14"E P.T. 478+73.48

CURVE 4 P.C. 480+84.13

N20°50'07"E

DE40075 479+13.74 36.00' LT

DE40063 478+73.48 36.00' LT

DE40067 14+92.26 45.00' LT

DE40069 16+20.66 43.00' LT

DE40100 16+85.79 57.00' RT

DE40070 483+07.02 69.43

DE30026 483+42.23 56.00' LT

DE30025 +50.00 53.00' LT

DE20071 483+38.91 47.67' LT

DE30027 483+36.92 49.01' LT

DE30024 483+14.21 64.50' LT

DE20024 479+48.40 49.00' RT

DE40023 479+38.74 53.50' RT

DE20023 478+73.48 49.00' RT

DE40022 478+73.48 53.50' RT

DE20025 13+22.80 30.00' LT

DE40024 13+15.00 31.67' LT

DE20051 13+56.14 37.58' RT

DE20052 13+70.00 37.58' RT

DE20053 13+70.00 40.00' RT

DE40083 13+56.10 40.66' RT

DE20050 12+97.72 37.58' RT

DE40082 12+97.67 40.78' RT

DE20057 481+62.80 34.00' RT

DE20054 14+28.81 38.06' RT

DE20055 14+40.00 37.69' RT

DE20056 481+36.84 38.00' RT

DE20058 481+69.07 34.00' RT

DE40084 481+69.90 38.00' RT

DE20059 482+46.63 34.00' RT

DE40085 482+46.53 38.00' RT

DE20060 483+09.19 34.00' RT

DE40087 483+09.13 38.00' RT

DE20062 483+70.56 34.00' RT

DE40088 483+70.59 38.00' RT

DE50021 16+72.00 61.00' LT

DE50020 16+14.23 61.00' LT

DE50022 16+72.00 35.99' LT

16+19.94 45.00' LT

16+45.68 30.07' RT

481+85.20 27.00' LT

483+24.56 21.21' LT

483+55.62 45.00' LT

10117 482+74.37 55.64' LT

AREA 1

AREA 2

TRACT 1

TRACT 2

EXIST R/W

REQD RW

SLOPE ESMT

DRNG ESMT

D/W ESMT

DO NOT DISTURB AREA BEHIND EXISTING SIDEWALK STARTING AT THIS POINT

DO NOT DISTURB WALL

4'(H) CHAIN LINK FENCE

3'(W) BRICK WALL W/ BRICK COLUMNS

SIGN 35 MPH

1/2" RBF W/ CAP #7 SET

10040 10041 10044 10045 10046 10053 10054 10060 10061 10062 10063 10064 10065 10066 10067 10068 10123 10124

PROPERTY AND EXISTING R/W LINE	----------℄----------
REQUIRED R/W LINE	————
CONSTRUCTION LIMITS	— —C— —F— —
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES	
EASEMENT FOR CONSTR OF SLOPES	
EASEMENT FOR CONSTR OF DRIVES	

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS

SCALE IN FEET
0 20 40 80

DATE	REVISIONS	DATE	REVISIONS
11/20/20	PAR 16: REM TESMT A1		

CITY OF SANDY SPRINGS

RIGHT OF WAY MAP

PROJECT NO: TS 192
COUNTY: FULTON
LAND LOT NO: 35, 36 & 71
LAND DISTRICT: 17
GMD: N/A
DATE 11/01/19

DRAWING No. 60-0006

7/31/2015 GPWPLN

EXHIBIT "B"

PAR 20 REQD REQ'D R/W DE217

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE20059	34.00 R	482+46.63	Mt Vernon Highway
	5.15	N 27°18'26.7" W	
10065	28.85 R	482+46.77	Mt Vernon Highway
	62.21	N 61°12'00.5" E	
10066	28.57 R	483+09.28	Mt Vernon Highway
	5.43	S 27°18'15.3" E	
DE20060	34.00 R	483+09.19	Mt Vernon Highway

ARC LENGTH = 62.20
CHORD BEAR = S 61°27'34.0" W
LNTH CHORD = 62.20
RADIUS = 5896.00
DEGREE = 0°58'18.4"

DE20059	34.00 R	482+46.63	Mt Vernon Highway

REQD R/W = 325.79 SF
REQD R/W = 0.007 ACRES
REMAINDER = +/- 0.13 ACRES

PAR 20 TESMT REQ'D TEMP. EASM'T. DE420

PNT	OFFSET/	STATION/	ALIGNMENT
DE20059	34.00 R	482+46.63	Mt Vernon Highway

ARC LENGTH = 62.20
CHORD BEAR = N 61°27'34.0" E
LNTH CHORD = 62.20
RADIUS = 5896.00
DEGREE = 0°58'18.4"

DE20060	34.00 R	483+09.19	Mt Vernon Highway
DE40087	38.00 R	483+09.13	Mt Vernon Highway

ARC LENGTH = 62.20
CHORD BEAR = S 61°27'31.0" W
LNTH CHORD = 62.20
RADIUS = 5892.00
DEGREE = 0°58'20.8"

DE40085	38.00 R	482+46.53	Mt Vernon Highway
DE20059	34.00 R	482+46.63	Mt Vernon Highway

REQD EASMT AREA = 248.80 SF

PAR 21 REQD - TRACT 1 REQ'D R/W DE218

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE20068	30.14 R	17+22.02	Glenridge Drive

ARC LENGTH = 67.82
CHORD BEAR = S 26°20'13.4" E
LNTH CHORD = 64.02
RADIUS = 58.00
DEGREE = 98°47'09.0"

DE20070	69.43 L	483+07.02	Mt Vernon Highway
	19.45	N 84°03'10.4" W	
10124	80.39 L	482+91.15	Mt Vernon Highway

ARC LENGTH = 29.82
CHORD BEAR = N 57°39'04.1" W
LNTH CHORD = 28.77
RADIUS = 32.35
DEGREE = 177°05'48.7"

10123	30.10 R	16+79.24	Glenridge Drive
	42.78	N 20°53'22.0" E	
DE20068	30.14 R	17+22.02	Glenridge Drive

REQD R/W = 776.49 SF
REQD R/W = 0.018 ACRES

PAR 21 REQD - TRACT 2 REQ'D R/W DE219

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE20071	47.67 L	483+38.91	Mt Vernon Highway

ARC LENGTH = 17.12
CHORD BEAR = N 71°07'41.5" E
LNTH CHORD = 17.05
RADIUS = 55.00
DEGREE = 104°10'26.9"

DE20073	45.00 L	483+55.62	Mt Vernon Highway

ARC LENGTH = 177.26
CHORD BEAR = N 63°03'36.5" E
LNTH CHORD = 177.25
RADIUS = 5975.00
DEGREE = 0°57'32.1"

DE20075	45.00 L	485+31.54	Mt Vernon Highway
	51.44	N 77°38'29.1" E	
DE20076	33.00 L	485+81.23	Mt Vernon Highway

ARC LENGTH = 61.60
CHORD BEAR = N 64°41'09.8" E
LNTH CHORD = 61.60
RADIUS = 5963.00
DEGREE = 0°57'39.1"

DE20077	33.00 L	486+42.49	Mt Vernon Highway
	17.10	S 7°56'29.0" W	
10130	18.66 L	486+33.21	Mt Vernon Highway
	24.43	S 64°40'44.0" W	
10129	18.62 L	486+08.86	Mt Vernon Highway
	72.07	S 64°38'27.5" W	
10128	19.03 L	485+37.02	Mt Vernon Highway
	65.30	S 63°28'27.5" W	
10127	18.84 L	484+71.93	Mt Vernon Highway
	41.44	S 63°33'46.8" W	
10126	19.15 L	484+30.62	Mt Vernon Highway
	50.43	S 63°30'31.5" W	
10125	19.86 L	483+80.36	Mt Vernon Highway
	50.11	N 84°03'10.4" W	
DE20071	47.67 L	483+38.91	Mt Vernon Highway

REQD R/W = 6244.63 SF
REQD R/W = 0.143 ACRES

PAR 21, TRACT 1 & 2
TOTAL REQ'D R/W = 7021.12 SF
TOTAL REQ'D R/W = 0.161 ACRES
REMAINDER = +/- 2.2 ACRES

PAR 21 DRNG ESMT - TRACT 1 REQ'D PERM. EASM'T. DE308

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE30024	64.50 L	483+14.21	Mt Vernon Highway
	10.54	N 9°32'34.1" E	
DE30025	72.83 L	483+20.58	Mt Vernon Highway
	27.61	S 80°27'25.9" E	
DE30026	56.00 L	483+42.23	Mt Vernon Highway
	8.80	S 9°32'34.1" W	
DE30027	49.01 L	483+36.92	Mt Vernon Highway
	27.67	N 84°03'10.4" W	
DE30024	64.50 L	483+14.21	Mt Vernon Highway

REQD EASMT = 267.04 SF
REQD EASMT = 0.006 ACRES

PAR 21 DRNG ESMT - TRACT 2 REQ'D PERM. EASM'T. DE309

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE30028	45.00 L	484+66.74	Mt Vernon Highway
	26.84	N 26°42'58.0" W	
DE30029	71.84 L	484+66.74	Mt Vernon Highway
	38.08	N 67°07'56.1" E	
DE30030	69.41 L	485+04.29	Mt Vernon Highway
	24.41	S 26°42'58.0" E	
DE30031	45.00 L	485+04.44	Mt Vernon Highway

ARC LENGTH = 37.99
CHORD BEAR = S 63°27'57.8" W
LNTH CHORD = 37.99
RADIUS = 5975.00
DEGREE = 0°57'32.1"

DE30028	45.00 L	484+66.74	Mt Vernon Highway

REQD EASMT = 972.70 SF
REQD EASMT = 0.022 ACRES

PAR 21, TRACT 1 & 2
TOTAL PERM. EASM'T = 1239.74 SF
TOTAL PERM. EASM'T = 0.028

PAR 21 TESMT - AREA 1 REQ'D TEMP. EASM'T. DE421

PNT	OFFSET/	STATION/	ALIGNMENT
DE40100	57.00 R	16+85.79	Glenridge Drive
DE30025	72.83 L	483+20.58	Mt Vernon Highway
DE30024	64.50 L	483+14.21	Mt Vernon Highway
DE20070	69.43 L	483+07.02	Mt Vernon Highway

ARC LENGTH = 21.50
CHORD BEAR = N 49°12'49.8" W
LNTH CHORD = 21.38
RADIUS = 58.00
DEGREE = 98°47'09.0"

DE40100	89.40 L	482+99.49	Mt Vernon Highway

REQD EASMT AREA = 210.30 SF

PAR 21 TESMT - AREA 2 REQ'D TEMP. EASM'T. DE422

PNT	OFFSET/	STATION/	ALIGNMENT
DE30027	49.01 L	483+36.92	Mt Vernon Highway
DE30026	56.00 L	483+42.23	Mt Vernon Highway

ARC LENGTH = 125.69
CHORD BEAR = N 62°40'56.6" E
LNTH CHORD = 125.68
RADIUS = 5986.00
DEGREE = 0°57'25.8"

DE40102	56.00 L	484+66.74	Mt Vernon Highway
DE30028	45.00 L	484+66.74	Mt Vernon Highway

ARC LENGTH = 111.96
CHORD BEAR = S 62°44'49.4" W
LNTH CHORD = 111.96
RADIUS = 5975.00
DEGREE = 0°57'32.1"

DE20073	45.00 L	483+55.62	Mt Vernon Highway

ARC LENGTH = 17.12
CHORD BEAR = S 71°07'41.5" W
LNTH CHORD = 17.05
RADIUS = 55.00
DEGREE = 104°10'26.9"

DE20071	47.67 L	483+38.91	Mt Vernon Highway
DE30027	49.01 L	483+36.92	Mt Vernon Highway

REQD EASMT AREA = 1399.95 SF

PAR 21 TESMT - AREA 3 REQ'D TEMP. EASM'T. DE423

PNT	OFFSET/	STATION/	ALIGNMENT
DE30031	45.00 L	485+04.44	Mt Vernon Highway
DE40103	58.00 L	485+04.36	Mt Vernon Highway

ARC LENGTH = 30.94
CHORD BEAR = N 63°47'43.5" E
LNTH CHORD = 30.94
RADIUS = 5988.00
DEGREE = 0°57'24.6"

DE40105	58.00 L	485+35.00	Mt Vernon Highway
DE40106	39.50 L	485+80.00	Mt Vernon Highway

ARC LENGTH = 67.12
CHORD BEAR = N 64°42'01.2" E
LNTH CHORD = 67.12
RADIUS = 5969.50
DEGREE = 0°57'35.3"

DE40107	39.50 L	486+46.67	Mt Vernon Highway
DE20077	33.00 L	486+42.49	Mt Vernon Highway

ARC LENGTH = 61.60
CHORD BEAR = S 64°41'09.8" W
LNTH CHORD = 61.60
RADIUS = 5963.00
DEGREE = 0°57'39.1"

DE20076	33.00 L	485+81.23	Mt Vernon Highway
DE20075	45.00 L	485+31.54	Mt Vernon Highway

ARC LENGTH = 27.31
CHORD BEAR = S 63°46'44.8" W
LNTH CHORD = 27.31
RADIUS = 5975.00
DEGREE = 0°57'32.1"

DE30031	45.00 L	485+04.44	Mt Vernon Highway

REQD EASMT AREA = 1279.28 SF

PAR 21 TESMT - AREA 4 REQ'D TEMP. EASM'T. DE466

PNT	OFFSET/	STATION/	ALIGNMENT
DE40109	25.96 R	19+00.00	Glenridge Drive
10120	25.87 R	19+01.78	Glenridge Drive

ARC LENGTH = 110.44
CHORD BEAR = N 17°45'04.7" E
LNTH CHORD = 110.38
RADIUS = 980.08
DEGREE = 5°50'45.6"

DE40114	24.43 R	20+09.60	Glenridge Drive
DE40113	33.00 R	20+09.60	Glenridge Drive

ARC LENGTH = 87.02
CHORD BEAR = S 17°50'33.6" W
LNTH CHORD = 86.98
RADIUS = 833.00
DEGREE = 6°52'41.7"

DE40111	33.00 R	19+26.03	Glenridge Drive
DE40110	33.00 R	19+00.00	Glenridge Drive
DE40109	25.96 R	19+00.00	Glenridge Drive

REQD EASMT AREA = 887.39 SF

PAR 21, AREA 1, 2, 3 & 4
TOTAL TEMP. EASM'T = 3776.92 SF
TOTAL TEMP. EASM'T = 0.087 ACRES

PAR 21 DMESMT REQ'D DRWY. EASM'T. DE506

PNT	OFFSET/	STATION/	ALIGNMENT
DE50026	30.17 R	17+50.01	Glenridge Drive
DE50029	30.23 R	18+10.59	Glenridge Drive
DE50028	46.50 R	18+10.59	Glenridge Drive
DE50027	46.50 R	17+50.01	Glenridge Drive
DE50026	30.17 R	17+50.01	Glenridge Drive

PAR 22 REQD REQ'D R/W DE220

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE20060	34.00 R	483+09.19	Mt Vernon Highway
	5.43	N 27°18'15.3" W	
10066	28.57 R	483+09.28	Mt Vernon Highway
	45.95	N 61°12'00.5" E	
10067	27.94 R	483+55.45	Mt Vernon Highway
	15.00	N 63°30'31.5" E	
10068	28.26 R	483+70.51	Mt Vernon Highway
	5.74	S 28°05'25.0" E	
DE20062	34.00 R	483+70.56	Mt Vernon Highway

ARC LENGTH = 61.02
CHORD BEAR = S 62°03'29.3" W
LNTH CHORD = 61.02
RADIUS = 5896.00
DEGREE = 0°58'18.4"

DE20060	34.00 R	483+09.19	Mt Vernon Highway

REQD R/W = 351.44 SF
REQD R/W = 0.008 ACRES
REMAINDER = +/- 0.13 ACRES

PAR 22 TESMT REQ'D TEMP. EASM'T. DE424

PNT	OFFSET/	STATION/	ALIGNMENT
DE20060	34.00 R	483+09.19	Mt Vernon Highway

ARC LENGTH = 61.02
CHORD BEAR = N 62°03'29.3" E
LNTH CHORD = 61.02
RADIUS = 5896.00
DEGREE = 0°58'18.4"

DE20062	34.00 R	483+70.56	Mt Vernon Highway
DE40088	38.00 R	483+70.59	Mt Vernon Highway

ARC LENGTH = 61.07
CHORD BEAR = S 62°03'28.7" W
LNTH CHORD = 61.07
RADIUS = 5892.00
DEGREE = 0°58'20.8"

DE40087	38.00 R	483+09.13	Mt Vernon Highway
DE20060	34.00 R	483+09.19	Mt Vernon Highway

REQD EASMT AREA = 244.17 SF

PAR 23 REQD REQ'D R/W DE221

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE20062	34.00 R	483+70.56	Mt Vernon Highway
	5.74	N 28°05'25.0" W	
10068	28.26 R	483+70.51	Mt Vernon Highway
	59.34	N 63°30'31.5" E	
10069	29.16 R	484+30.14	Mt Vernon Highway
	4.85	S 28°05'10.4" E	
DE20172	34.00 R	484+30.22	Mt Vernon Highway

ARC LENGTH = 59.32
CHORD BEAR = S 62°38'34.2" W
LNTH CHORD = 59.32
RADIUS = 5896.00
DEGREE = 0°58'18.4"

DE20062	34.00 R	483+70.56	Mt Vernon Highway

REQD R/W = 311.08 SF
REQD R/W = 0.007 ACRES
REMAINDER = +/- 0.13 ACRES

PAR 23 TESMT REQ'D TEMP. EASM'T. DE425

PNT	OFFSET/	STATION/	ALIGNMENT
DE20062	34.00 R	483+70.56	Mt Vernon Highway

ARC LENGTH = 59.32
CHORD BEAR = N 62°38'34.2" E
LNTH CHORD = 59.32
RADIUS = 5896.00
DEGREE = 0°58'18.4"

DE20172	34.00 R	484+30.22	Mt Vernon Highway
DE40089	38.00 R	484+30.29	Mt Vernon Highway

ARC LENGTH = 59.32
CHORD BEAR = S 62°38'36.0" W
LNTH CHORD = 59.32
RADIUS = 5892.00
DEGREE = 0°58'20.8"

DE40088	38.00 R	483+70.59	Mt Vernon Highway
DE20062	34.00 R	483+70.56	Mt Vernon Highway

REQD EASMT AREA = 237.29 SF

PAR 24 REQD REQ'D R/W DE222

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE20172	34.00 R	484+30.22	Mt Vernon Highway
	4.85	N 28°05'10.4" W	
10069	29.16 R	484+30.14	Mt Vernon Highway
	60.60	N 63°30'31.5" E	
10070	29.46 R	484+91.04	Mt Vernon Highway
	4.55	S 28°05'17.9" E	
DE20063	34.00 R	484+91.16	Mt Vernon Highway

ARC LENGTH = 60.59
CHORD BEAR = S 63°13'31.7" W
LNTH CHORD = 60.59
RADIUS = 5896.00
DEGREE = 0°58'18.4"

DE20172	34.00 R	484+30.22	Mt Vernon Highway

REQD R/W = 281.32 SF
REQD R/W = 0.006 ACRES
REMAINDER = +/- 0.13 ACRES

PAR 24 TESMT REQ'D TEMP. EASM'T. DE426

PNT	OFFSET/	STATION/	ALIGNMENT
DE20172	34.00 R	484+30.22	Mt Vernon Highway

ARC LENGTH = 60.59
CHORD BEAR = N 63°13'31.7" E
LNTH CHORD = 60.59
RADIUS = 5896.00
DEGREE = 0°58'18.4"

DE20063	34.00 R	484+91.16	Mt Vernon Highway
DE40090	38.00 R	484+91.28	Mt Vernon Highway

ARC LENGTH = 60.59
CHORD BEAR = S 63°13'35.0" W
LNTH CHORD = 60.59
RADIUS = 5892.00
DEGREE = 0°58'20.8"

DE40089	38.00 R	484+30.29	Mt Vernon Highway
DE20172	34.00 R	484+30.22	Mt Vernon Highway

REQD EASMT AREA = 242.37 SF

KCI TECHNOLOGIES
ENGINEERS
PLANNERS
SCIENTISTS
CONSTRUCTION MANAGERS
2160 Satellite Boulevard
Suite 130
Duluth, GA 30097
Phone: 678-990-6200
Fax: 678-990-6222
www.kci.com

DATE	REVISIONS	DATE	REVISIONS

CITY OF SANDY SPRINGS

RIGHT OF WAY TABLES

PROJECT NO: TS 192
COUNTY: FULTON
LAND LOT NO: 35 & 36
LAND DISTRICT: 17
GMD: N/A
DATE 11/01/19

DRAWING No. 60-0025

7/31/2015 GRWPLN

RESOLUTION NO. _____

STATE OF GEORGIA
COUNTY OF FULTON

A RESOLUTION TO ACCEPT AN AGREEMENT TO PURCHASE FEE SIMPLE RIGHT OF WAY AND TEMPORARY CONSTRUCTION EASEMENT ON THAT CERTAIN TRACT OF LAND LOCATED AT 6272 MT. VERNON OAKS DRIVE (TAX ID# 17-0036-0001-058-9), LOTS 35 AND 36 OF THE 17TH DISTRICT, CITY OF SANDY SPRINGS, FULTON COUNTY, GEORGIA

WHEREAS, the City of Sandy Springs ("City") is currently in the process of constructing the TS-192 Mt. Vernon Highway Corridor Improvements Project ("Project"); and

WHEREAS, to facilitate construction of the Project, the City requires the acquisition of 325.79 square feet of Fee Simple Right-of-Way and 248.80 square feet of Temporary Construction Easement ("Property"), located at 6272 Mt. Vernon Oaks Drive (Tax Id# 17-0036-0001-058-9), in Land Lots 35 and 36 of the 17th District, Fulton County, City of Sandy Springs, Georgia, and owned by Rita J. Beasley and Harold L. Edwards ("Owner"); and

WHEREAS, City staff has reached an amicable settlement with the Owner for purchase of the Property in the amount of $39,000.00; and

WHEREAS, the Department of Public Works, in response to guidance provided by the City Manager, has reviewed and desires that City Council approve the attached Agreement to Purchase Fee Simple Right-of-Way and Temporary Construction Easement ("Agreement") for purchase of the Property in the amount of $39,000.00; and

WHEREAS, the City desires to purchase the Property and to enter into the Agreement;

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

1. That purchase of the Property, as defined above and in the Agreement, is hereby authorized in the amount of $39,000.00;

2. That the attached Agreement is hereby approved;

3. That the Mayor or appropriate City official is hereby authorized to execute the Agreement, subject to approval of the City Attorney and the City Finance Director; and

4. That the City Manager and appropriate City staff are hereby authorized to take such actions as may be deemed necessary to effectuate the intent of this Resolution.

RESOLVED this 20th day of December, 2022.

Approved:

_____
Russell K. Paul, Mayor

Attest:

_____
Raquel D. Gonzalez, City Clerk

(Seal)

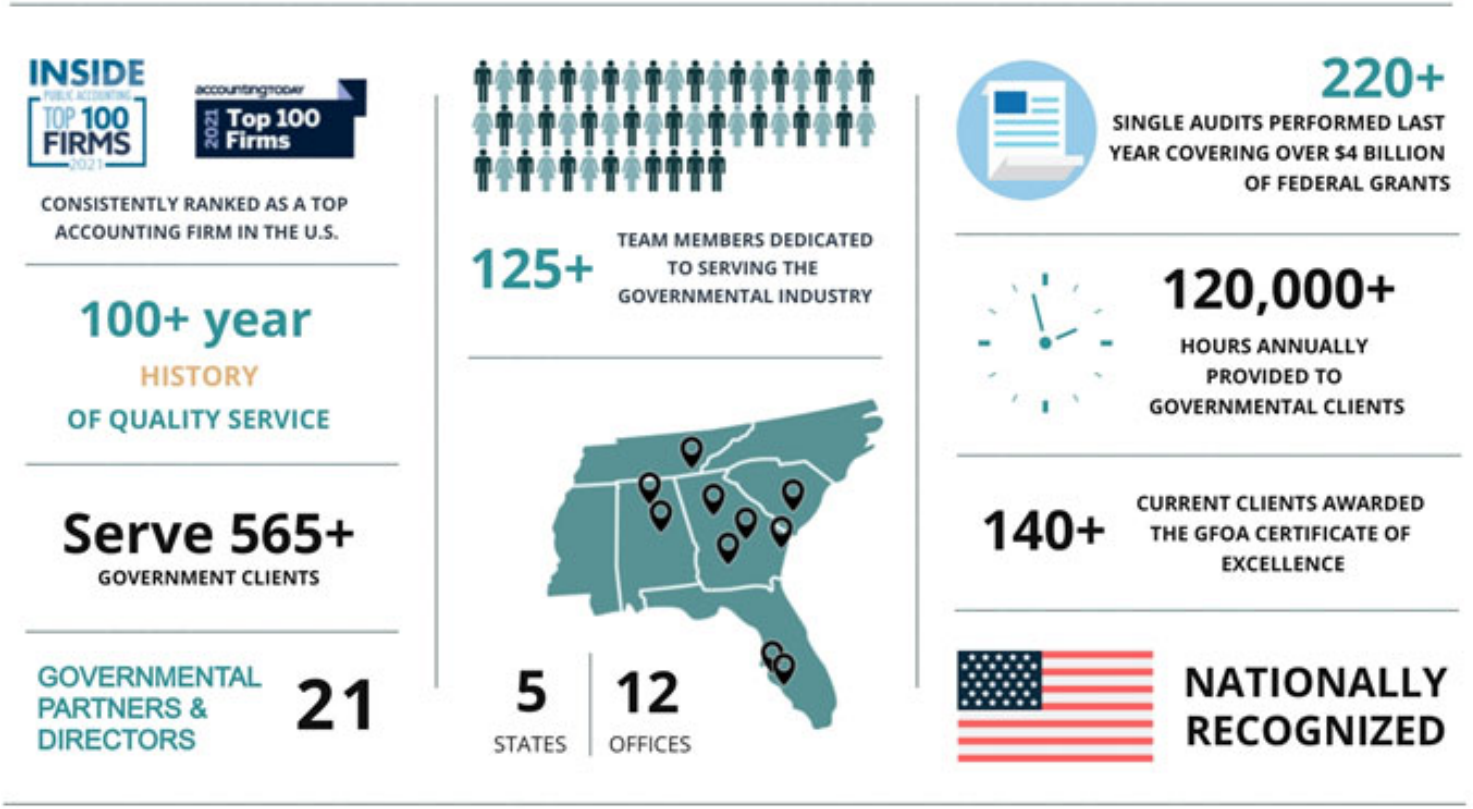


City of Sandy Springs, Georgia

Presentation of Audit Results
June 30, 2022

Agenda

- Engagement Team
- Overview of:
  - Audit Opinion
  - Financial Statements and Footnotes
  - Compliance Report
  - Audit Scopes and Procedures
- Required Communications
- Financial Trends
- Accounting Recommendations, and Related Matters
- Answer Questions



Engagement Team Leaders

- Adam Fraley, Engagement Partner | James Bence, Quality Review Partner | Allison Whitworth, Engagement Manager

Audit Opinion

- **Our Responsibility Under Auditing Standards Generally Accepted in the United States of America (GAAS)**
  - We considered the internal control structure for the purpose of expressing our opinion on the City of Sandy Springs (the "City") basic financial statements and not for the purpose of providing an opinion on the effectiveness of internal controls.
  - Our audit was performed in accordance with GAAS and *Government Auditing Standards*.
  - Our objective is to provide reasonable—not absolute—assurance that the basic financial statements are free of material misstatement.
  - The basic financial statements are the responsibility of the City's management.
- **Report on Basic Financial Statements**
  - Unmodified ("clean") opinion on basic financial statements.
  - Presented fairly in accordance with accounting principles generally accepted in the United States of America.
  - Our responsibility does not extend beyond financial information contained in our report.

Financial Statements and Footnotes

Statement of Net Position – Entity Wide (Full Accrual).

- **Assets.** Total assets and deferred outflows increased from approximately **$759,079,000 to $786,614,000**.

  Cash and cash equivalents increased from approximately **$180,176,000 to $180,773,000**.

  Capital assets net of accumulated depreciation and amortization increased from approximately **$503,348,000 to $522,187,000**.

- **Liabilities.** Total liabilities and deferred inflows decreased from approximately **$274,170,000 to $269,508,000**.

- **Net Position.** The City's net position (or equity) increased from approximately **$484,908,000 to $517,106,000**. This increase is reconciled on the City's "Statement of Revenues, Expenses and Changes in Net Position".

  Approx. **$67,925,000** of the City's net position is restricted.

  Approx. **$330,328,000** of the City's net position represents the City's investment in capital assets, net of related debt.

Financial Statements and Footnotes (Continued)

Operations

Total program revenues increased from approximately **$39,971,000** to **$43,203,000** .

Total program expenses increased from approximately **$119,590,000** to **$128,204,000**.

Total general revenues increased from approximately **$106,119,000** to **$117,199,000**.

The change in net position (i.e., net income) amounted to an increase of approximately $32,198,000.

Compliance Report and Audit Scopes & Procedures

- **Compliance Report**
  - The financial report package contains a report on our tests of the City's internal controls and compliance with laws, regulations, etc. The report is not intended to provide an opinion on internal controls and compliance with applicable rules and regulations.
  - This report and the procedures performed are required by *Government Auditing Standards*.
- **Audit Scopes and Procedures (Governmental Audit Programs Utilized in All Areas)**
  - Confirmed cash, debt and other elements.
  - Vouched substantiated additions of capital assets, balances of construction in progress, and vouched significant retainage payable.
  - Performed a search for unrecorded liabilities via review of unpaid vouchers and subsequent disbursements.

Required Communications

• Significant Accounting Policies

- Management is responsible for the selection and use of appropriate accounting policies.
- The significant accounting policies used by the City are described in Note 1 to the respective basic financial statements.
- During the current year, the City implemented Governmental Accounting Standards Board (GASB) Statement No. 87, *Leases*.
- The policies used by the City are in accordance with generally accepted accounting principles.
- In considering the qualitative aspects of its policies, the City is not involved in any controversial or emerging issues for which guidance is not available.

• Management Judgment/Accounting Estimates

- Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events.
- The City uses various estimates as part of its financial reporting process – including actuarial assumptions.

Required Communications (Continued)

- **Relationship with Management**
  - We received full cooperation from the City's management and staff.
  - There were no disagreements with management on accounting issues or financial reporting matters.
- **Management Representation**
  - We requested, and received, written representations from management relating to the accuracy of information included in the financial statements and the completeness and accuracy of various information requested by us.
- **Consultation with Other Accountants**
  - To the best of our knowledge, management has not consulted with, or obtained opinions from, other independent accountants during the year, nor did we face any issues requiring outside consultation.
- **Significant Issues Discussed with Management**
  - There were no significant issues discussed with management related to business conditions, plans, or strategies that may have affected the risk of material misstatement of the financial statements.

Required Communications (Continued)

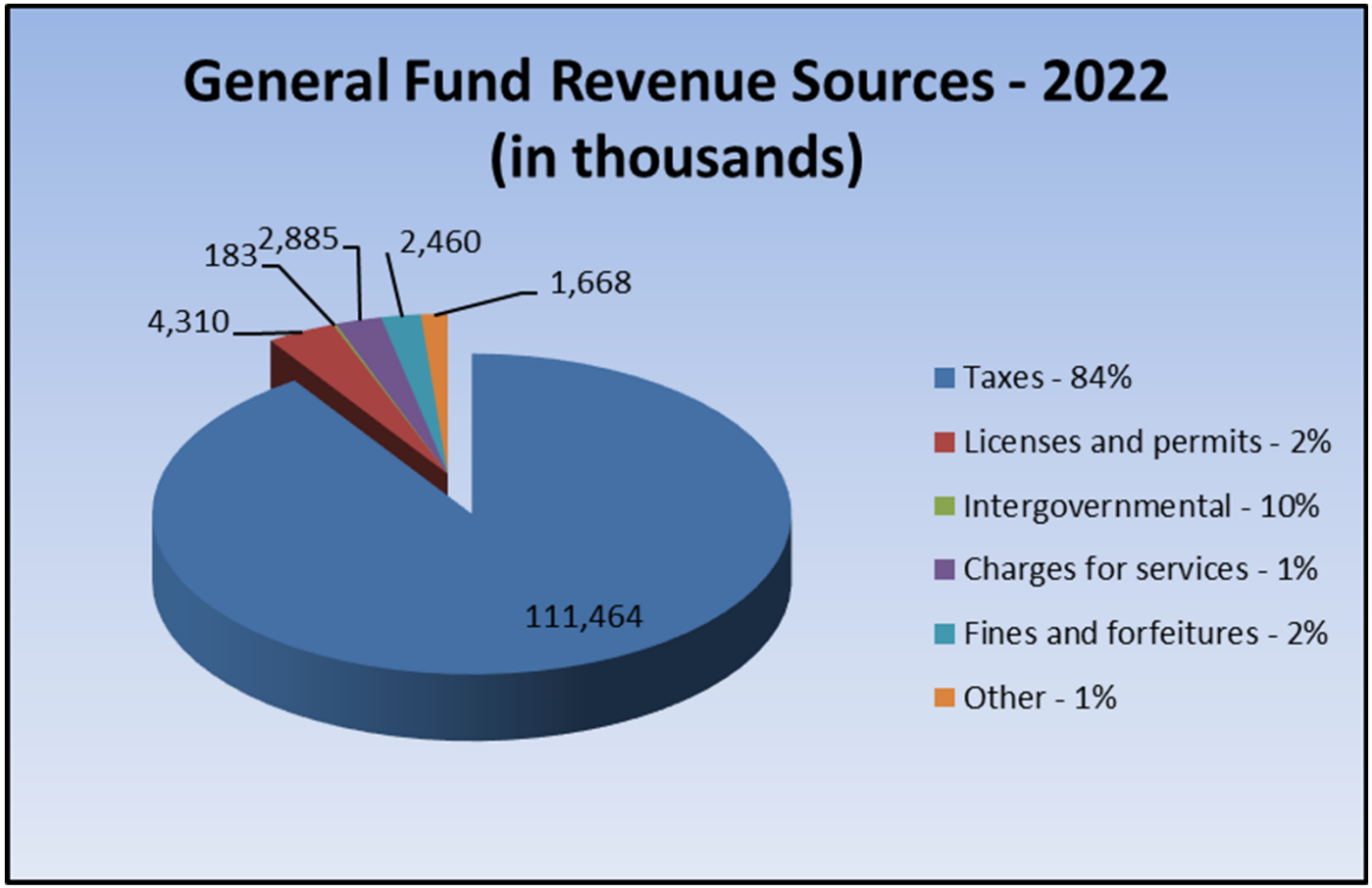
- **Audit Adjustments**
  - There were no unrecorded or passed audit adjustments.

- **Financial Statement Disclosures**
  - The footnote disclosures to the financial statements are also an integral part of the financial statements and the process used by management to accumulate the information included in the disclosures was the same process used in accumulating the statements. The overall neutrality, consistency, and clarity of the disclosures was considered as part of our audit.

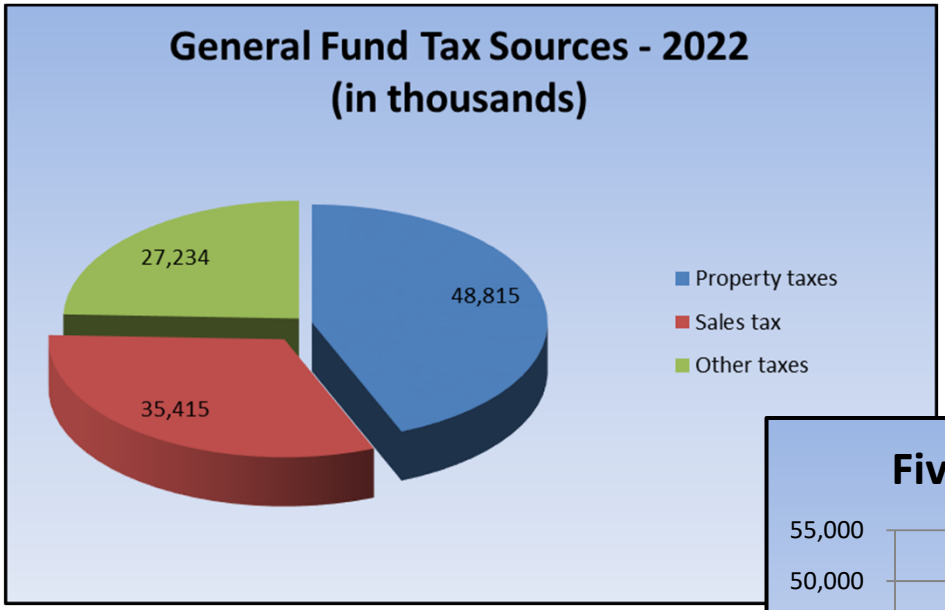
- **Information in Documents Containing Audited Financial Statements**
  - Our responsibility for other information in documents containing the City's basic financial statements and our report thereon does not extend beyond the information identified in our report. If you intend to publish or otherwise reproduce the financial statements and make reference to our firm, we must be provided with printer's proof for our review and approval before printing. You must also provide us with a copy of the final reproduced material for our approval before it is distributed.

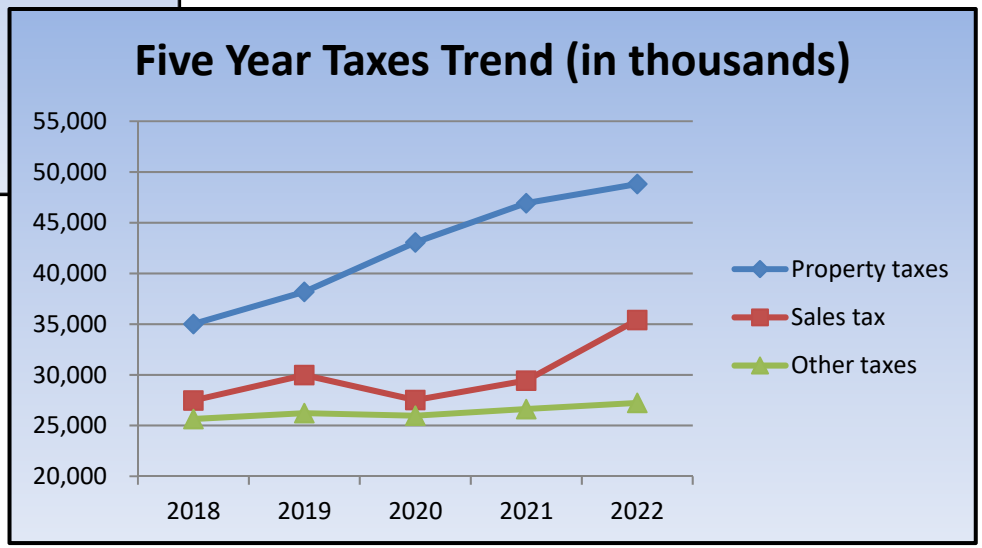
- **Auditor Independence**
  - In accordance with AICPA professional standards, M&J is independent with regard to the City and their financial reporting process.

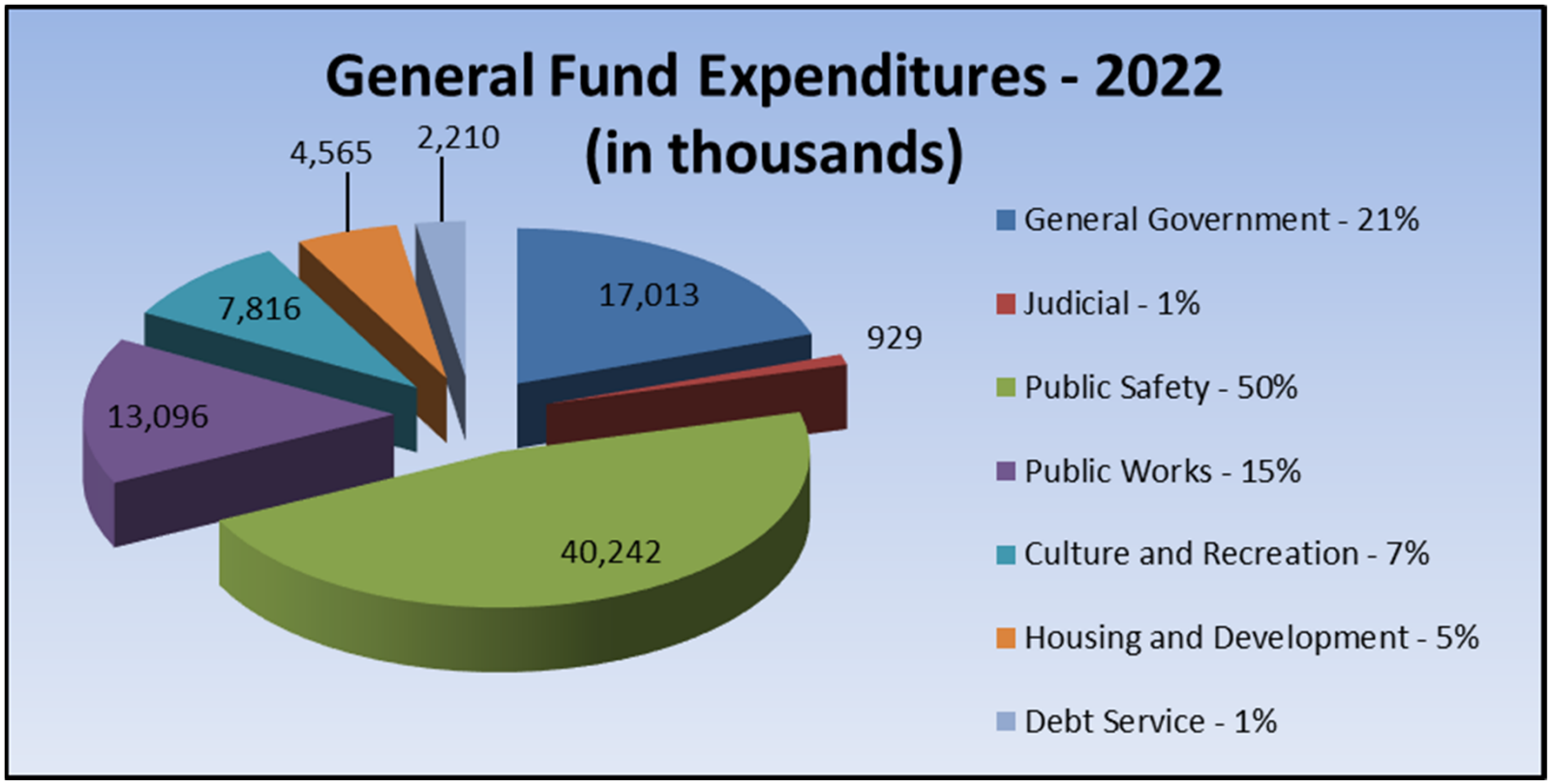
General Fund Revenue Sources

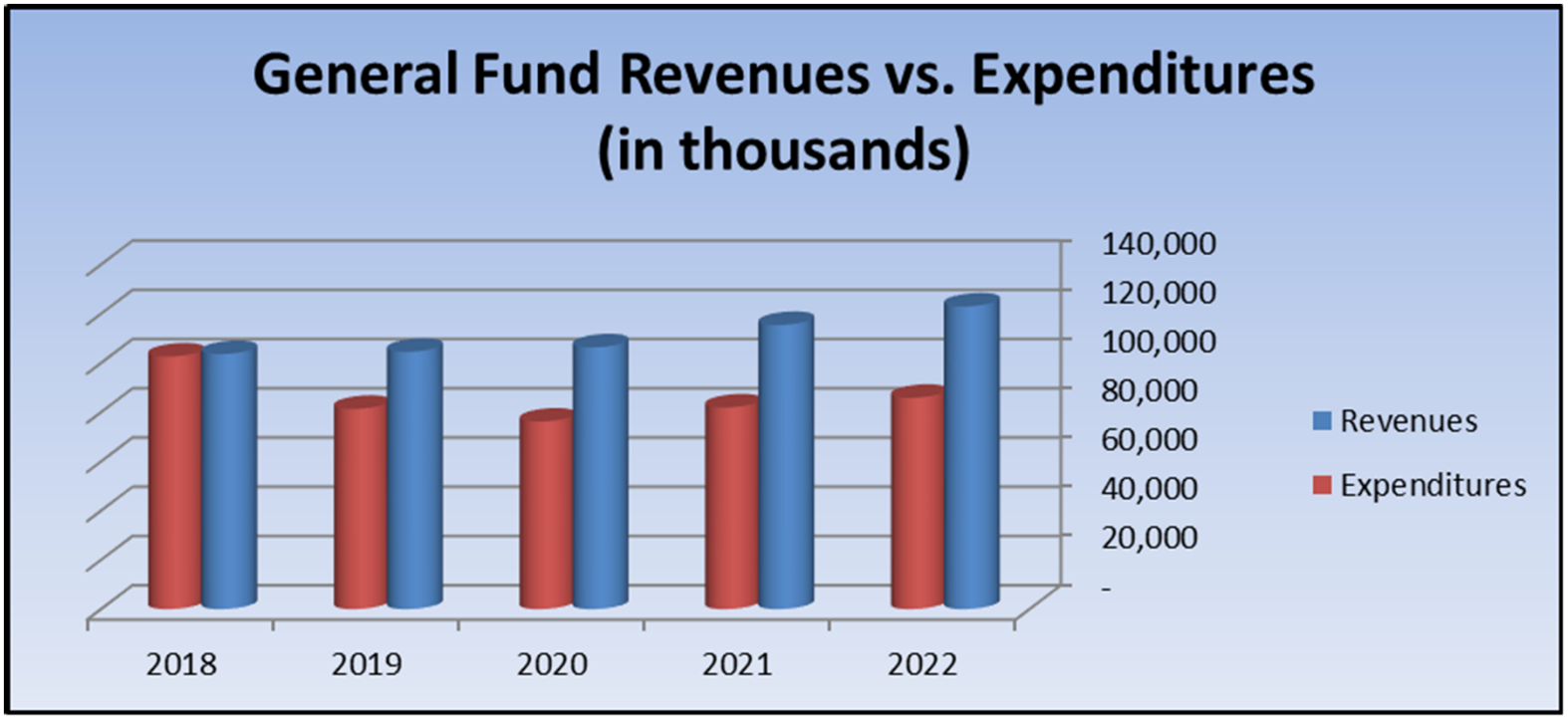


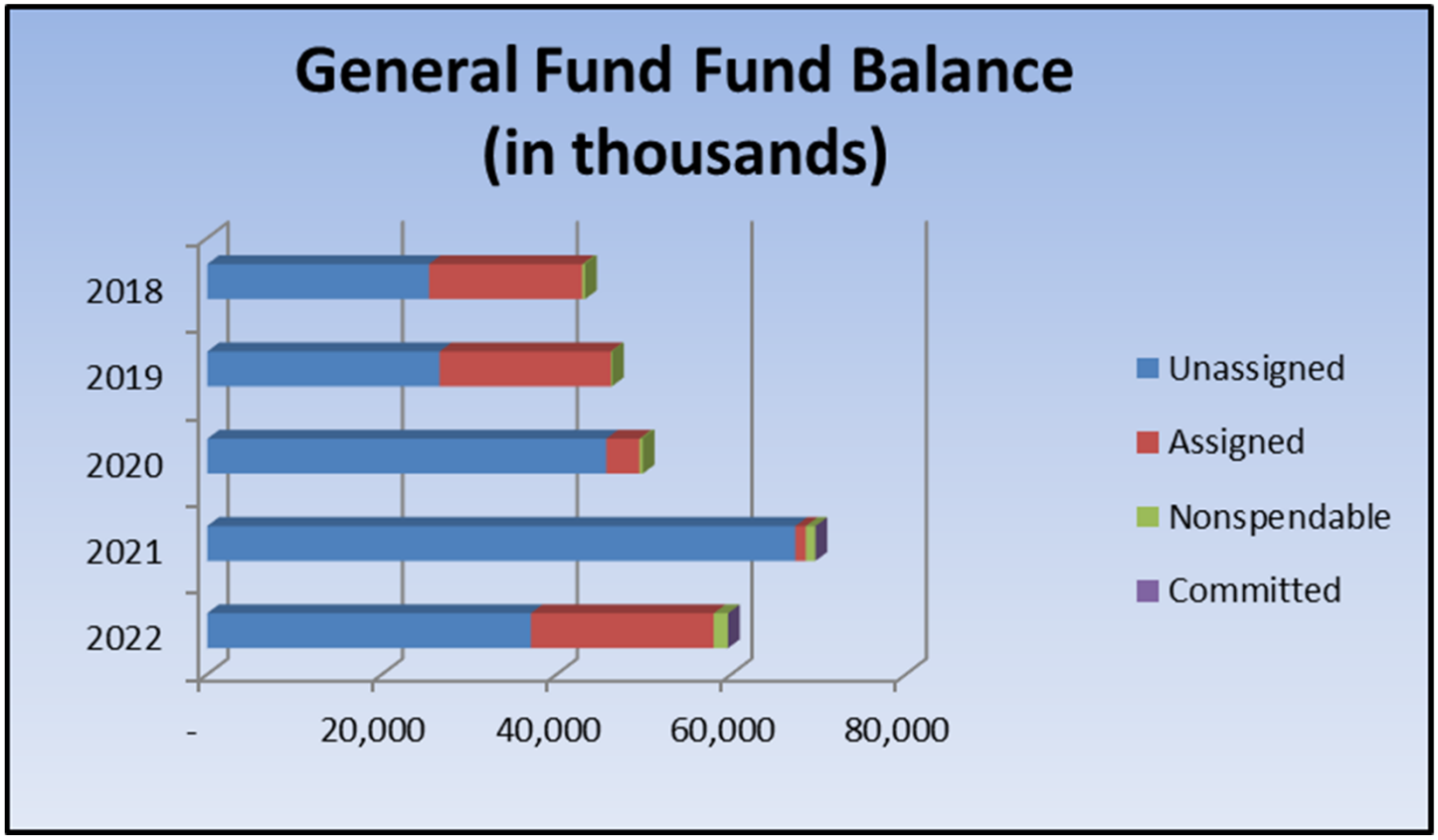
General Fund Tax Sources and Trends






General Fund Expenditures - 2022
(in thousands)
4,565
2,210
7,816
17,013
929
13,096
40,242
General Government - 21%
Judicial - 1%
Public Safety - 50%
Public Works - 15%
Culture and Recreation - 7%
Housing and Development - 5%
Debt Service - 1%


General Fund Revenues vs. Expenditures
(in thousands)
140,000
120,000
100,000
80,000
60,000
40,000
20,000
-
2018
2019
2020
2021
2022
Revenues
Expenditures


General Fund Fund Balance
(in thousands)
2018
2019
2020
2021
2022
-
20,000
40,000
60,000
80,000
Unassigned
Assigned
Nonspendable
Committed

Comments & Other Matters
Findings

Finding 2022-001 Implementation of Governmental Accounting Standards Board Statement No. 87, *Leases*

Condition & Context: During our audit of the financial statements as of and for the year ended June 30, 2022, we noted that the City had not identified certain leases held by the City as leases meeting the criteria for reporting under GASB Statement No. 87, nor had the City recorded the required adjustments to the City's financial statements.

Effects: Audit adjustments were required to accurately report balances under GASB Statement No. 87, as follows:

- Recognition of a $2,546,093 right-to-use lease asset and lease liability as of July 1, 2021.
- Amortization of the lease asset totaling $825,305 for the fiscal year ended June 30, 2022.
- Reclassification of $792,733 from rent expenses to reflect a decrease in the lease liability as of June 30, 2022.

Recommendation: We recommend the City carefully review its financing agreements each year to ensure that all material leases are properly reported in accordance with Generally Accepted Accounting Principles.

Comments & Other Matters
Management Points

1. During our testing of the Municipal Court's detail listing of liabilities, we noted a total of six (6) court cases which have been outstanding for more than one year in the detail listing. The total amount of the liability related to these outstanding court cases totaled approximately $11,000. We recommend management, in conjunction with the Municipal Court, review these cases periodically to ensure amounts are properly reported as a liability as well as disbursed to the appropriate parties subsequent to adjudication by the courts.

2. During our testing of revenues in the Tree Fund we noted the special revenue fund was established by the City pursuant to its Tree Conservation Regulations which stipulates that "funds maintained in the Sandy Springs Tree Bank are administered by the director of the department of community development pursuant to the rules and regulations regarding said funds as established by the Sandy Springs City Council for the purposes of replacing tree canopy/canopy preservation amounts." We noted this portion of the City's code was established several years ago and needs to be updated to bring the reporting of this fund into compliance with Governmental Accounting Standards Board (GASB) Statement No. 54 which defines the requirements of special revenue funds. We recommend the City take formal action to commit the revenue stream in the Tree Fund in accordance with its fund balance policy so that the intent of the City code is updated to comply with the requirements of GASB Statement No. 54 for special revenue funds.

Governmental Advisory Services

Core Offerings

Strategy

Develops and defines the future vision, goals, and objectives

- Innovation
- Long-Term Planning
- Organization Management
- Workforce of the Future Planning
- Internet of Things/Market Disruptors Assessment
- Artificial Intelligence/Robotics
- Service Delivery Model Planning
- Strategy Mapping
- Technology Consulting/ERP
- Technology Solution/Vendor Selection
- Operational Vision
- Business Case

Operational Efficiency and Effectiveness

Ensures business processes and service delivery are provided in a manner maximizing targeted goals

- Cost Containment
- Operations Improvement
- Program Delivery
- Revenue Enhancement
- Staffing Assessments
- Benchmarking
- Technology Utilization
- Governance
- Policy/Procedure Assessments
- Operations/Management Reviews

Transformation

Allows for the successful change from the current state to the desired environment or outcome

- Change Management and Organizational Transformation Strategies
- Customer Service Optimization
- Service Delivery Modeling
- Technology/Workflow Design
- Human Capital Management

Performance Measurement

Ensures outputs and outcomes are producing desired results

- Budget Forecasting & Design
- Cost Accounting
- Data Science
- Grant Strategy
- Risk Assessments
- Internal Controls & Compliance
- KPI Design
- Benchmarking
- Project Management
- Independent Verification & Validation
- Management/Dashboard Reporting

IT and Cybersecurity Solutions

• Cybersecurity Framework Engagements

- Performed as either a SOC for Cybersecurity under AICPA attestation standards, or as a consulting engagement under AICPA consulting standards.

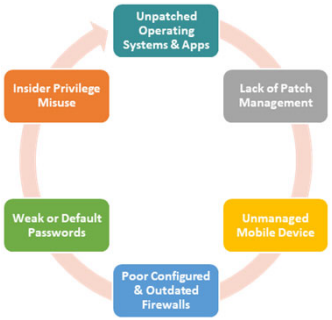


• System Vulnerability Assessment Engagements

- Process of defining, identifying, classifying and prioritizing vulnerabilities in computer systems, applications and networks infrastructures, and providing an assessment with necessary knowledge, awareness and risks to understand the threats to determine appropriate reactions.

• Penetration Testing Engagements

- Practice of testing a computer system to find security vulnerabilities that a hacker/attacker could exploit using automation or manual applications.





New Accounting Pronouncements

• New GASB Pronouncements for Future Years

- **Statement No. 94, Public-Private and Public-Public Partnerships and Availability Payment Arrangements** was issued in March 2020 and is effective for fiscal years beginning after June 15, 2022 which means year ends of June 30, 2023 and following.

- **Statement No. 96, *Subscription-Based Information Technology Arrangements*** was issued in May 2020 and is effective for fiscal years beginning after June 15, 2022 which means year ends of June 30, 2023 and following.

- **Statement No. 99, *Omnibus 2022*** was issued in April 2022 and contains multiple different effective dates for the guidance based on the differing topics. The requirements related to leases, PPPs and SBITAs are effective for fiscal years beginning after June 15, 2022. The requirements related to financial guarantees and the classification and reporting of derivative instruments within the scope of Statement No. 53 are effective for fiscal years beginning after June 15, 2023.

- **Statement No. 100, *Accounting Changes and Error Corrections*** was issued in June 2022 and is effective for accounting changes and error corrections made in fiscal years beginning after June 15, 2023, and all reporting periods thereafter.

New Accounting Pronouncements (Continued)

• New GASB Pronouncements for Future Years (Continued)

- **Statement No. 100, *Accounting Changes and Error Corrections*** was issued in June 2022 and is effective for accounting changes and error corrections made in fiscal years beginning after June 15, 2023, and all reporting periods thereafter.

- **Statement No. 101, *Compensated Absences*** were issued in June 2022 and is effective for fiscal years beginning after December 15, 2023.

New Accounting Pronouncements (Continued)

• New GASB Pronouncements for Future Years (Continued)

- **Re-Examination of the Financial Reporting Model.** GASB has added this project to its technical agenda to make improvements to the existing financial reporting model (established via GASB issued Statement No. 34). Improvements are meant to enhance the effectiveness of the model in providing information for decision-making and assessing a government's accountability. GASB anticipates a final standard expected in early 2022.
- **Conceptual Framework** is a constant matter being looked at by GASB. Current measurement focus statements (for governmental funds) to change to near-term financial resources measurement. May dictate a period (such as 60 days) for revenue and expenditure recognition. May expense things such as supplies and prepaid assets at acquisition. Will look into which balances (at all statement levels) are measured at acquisition and which need to be re-measured at year-end. Final standard is expected in 2022.
- **Revenue and Expense Recognition** is another long-term project where the GASB is working to develop a comprehensive application model for recognition of revenues and expenses from non-exchange, exchange, and exchange-like transactions. The final standard is expected in 2023.

Govt. Clients – Free Quarterly Continuing Education

- **Since March of 2009 – For Over 12 Years !!**
  - Mauldin & Jenkins provides free quarterly continuing education for all of our governmental clients. Topics are tailored to be of interest to governmental entities. In an effort to accommodate our entire governmental client base, we offer the sessions several times per quarter at a variety of client provided locations resulting in greater networking and knowledge sharing among our governmental clients. We normally see approximately 180 people per quarter. Examples of subjects addressed in the past few quarters include:

- Accounting for Debt Issuances
- Achieving Excellence in Financial Reporting
- Best Budgeting Practices, Policies and Processes
- Budget Preparation
- ACFR Preparation (two (2) day hands-on course)
- Capital Asset Accounting Processes and Controls
- Collateralization of Deposits and Investments
- Component Units
- Cybersecurity Risk Management
- Evaluating Financial and Non-Financial Health of a Govt.
- Financial Report Card – Where Does Your Govt. Stand?
- Financial Reporting Model Improvements
- GASB Nos. 74 & 75, OPEB Standards
- GASB No. 77, Tax Abatement Disclosures
- GASB No. 84, Fiduciary Activities
- GASB Projects & Updates (ongoing & several sessions)
- Human Capital Management
- Grant Accounting Processes and Controls
- Internal Controls Over Accounts Payable, Payroll and Cash Disbursements
- Internal Controls Over Receivables & the Revenue Cycle
- IRS Issues, Primarily Payroll Matters
- Legal Considerations for Debt Issuances & Disclosures
- Policies and Procedures Manuals
- Segregation of Duties
- Single Audits for Auditees
- Special Purpose Local Option Sales Tax (SPLOST)
- Accounting, Reporting & Compliance
- Uniform Grant Reporting Requirements and the New Single Audit

» **We appreciate the City's participation in these quarterly sessions.**

Questions & Comments

Thank You for the Opportunity to Serve

MAULDIN & JENKINS
CPAs & ADVISORS

To the Honorable Mayor and Members of the City Council and Management of the City of Sandy Springs, Georgia

In planning and performing our audit of the financial statements of the City of Sandy Springs, Georgia (the "City") as of and for the year ended June 30, 2022, in accordance with auditing standards generally accepted in the United States of America, we considered the City's internal control over financial reporting ("internal control") as a basis for designing auditing procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, we do not express an opinion on the effectiveness of the City's internal control.

However, during our audit we became aware of matters that are opportunities for strengthening internal controls and operating efficiency. This letter includes comments and suggestions with respect to matters that came to our attention in connection with our audit of the financial statements of the City as of and for the year ended June 30, 2022. A separate report dated December 12, 2022, contains our report on material weaknesses and/or significant deficiencies in the City's internal control. This letter does not affect our report dated December 12, 2022, on the financial statements of the City.

The following items are offered as constructive suggestions to be considered part of the ongoing process of modifying and improving the City's practices and procedures:

1. During our testing of the Municipal Court's detail listing of liabilities, we noted a total of six (6) court cases which have been outstanding for more than one year in the detail listing. The total amount of the liability related to these outstanding court cases totaled approximately $11,000. We recommend management, in conjunction with the Municipal Court, review these cases periodically to ensure amounts are properly reported as a liability as well as disbursed to the appropriate parties subsequent to adjudication by the courts.

2. During our testing of revenues in the Tree Fund we noted the special revenue fund was established by the City pursuant to its Tree Conservation Regulations which stipulates that "funds maintained in the Sandy Springs Tree Bank are administered by the director of the department of community development pursuant to the rules and regulations regarding said funds as established by the Sandy Springs City Council for the purposes of replacing tree canopy/canopy preservation amounts." We noted this portion of the City's code was established several years ago and needs to be updated to bring the reporting of this fund into compliance with Governmental Accounting Standards Board (GASB) Statement No. 54 which defines the requirements of special revenue funds. We recommend the City take formal action to commit the revenue stream in the Tree Fund in accordance with its fund balance policy so that the intent of the City code is updated to comply with the requirements of GASB Statement No. 54 for special revenue funds.

We will review the status of these comments during our next audit engagement. We have already discussed these comments and suggestions with various City personnel, and we will be pleased to discuss them in further detail at your convenience, to perform any additional study of these matters or to assist you in implementing our recommendations.

This letter is intended solely for the information and use of the Mayor and City Council of the City of Sandy Springs, Georgia, and its management and other officials and is not intended to be and should not be used by anyone other than these specified parties.

We appreciate serving the City of Sandy Springs, Georgia and again, would be happy to assist you in addressing and implementing any of the suggestions in this letter.

Mauldin & Jenkins, LLC

Atlanta, Georgia
December 12, 2022

CITY OF SANDY SPRINGS, GEORGIA

ANNUAL COMPREHENSIVE FINANCIAL REPORT

FOR THE YEAR ENDED JUNE 30, 2022

Prepared by:
Finance Department

Submitted by:
Eden Freeman
City Manager

CITY OF SANDY SPRINGS, GEORGIA

ANNUAL COMPREHENSIVE FINANCIAL REPORT
FOR THE YEAR ENDED JUNE 30, 2022

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CITY OF SANDY SPRINGS, GEORGIA

ANNUAL COMPREHENSIVE FINANCIAL REPORT
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INTRODUCTORY SECTION

SANDY SPRINGS
GEORGIA

December 12, 2022

Honorable Russell K. Paul, Mayor,
Members of the City Council, and
Citizens of Sandy Springs, Georgia

Ladies and Gentlemen:

The Annual Comprehensive Financial Report of the City of Sandy Springs, Georgia, for the fiscal year ended June 30, 2022, is submitted herewith. Responsibility for both the accuracy of the data and the completeness and fairness of the presentation, including all disclosures, rests with City management. To the best of our knowledge and belief, the enclosed data is accurate in all material respects, and is reported in a manner designed to present fairly the financial position and results of operations of the various funds and account groups of the City of Sandy Springs. The report has been prepared in accordance with generally accepted accounting principles. All disclosures necessary to enable an interested reader to gain an understanding of the government's financial activities have been included.

The City's financial statements have been audited by Mauldin & Jenkins, LLC, a firm of licensed certified public accountants. The goal of the independent audit was to provide reasonable assurance that the financial statements of the City of Sandy Springs for the fiscal year ended June 30, 2022, are free of material misstatement. The independent audit involved examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements assessing the accounting principles used and significant estimates made by management; and evaluating the overall financial statement presentation. The independent auditor concluded, based on the audit, that there was a reasonable basis for rendering an unmodified opinion that the City of Sandy Springs' financial statements for the fiscal year ended June 30, 2022, are fairly presented in conformity with Generally Accepted Accounting Principles (GAAP). The independent auditor's report is presented as the first component of the financial section of the report.

Management's discussion and analysis (MD&A) immediately follows the independent auditors report and provides a narrative introduction, overview, and analysis of the basic financial statements. MD&A complements this letter of transmittal and should be read in conjunction with it.

1 Galambos Way, Sandy Springs, Georgia 30328 • 770-730-5600 • SandySpringsGA.gov

SANDY SPRINGS
GEORGIA

PROFILE OF THE GOVERNMENT

Sandy Springs celebrated its 17th anniversary in 2022, incorporated in December of 2005. The City is positioned in the heart of the metro area in Fulton County, Georgia. It is the second largest city in metropolitan Atlanta and the seventh largest city in the State of Georgia. Sandy Springs is a demographically diverse community and covers a 38 square mile area. Twenty-two miles of the Chattahoochee River flow through Sandy Springs, creating a unique recreational opportunity within a metropolitan setting.

Policymaking and legislative authority of the government is vested in the Mayor and six council members, who are elected for four-year terms. Council members are elected by district, and the Mayor is elected at-large by popular vote. The Mayor and council members serve until their successors are qualified and certified. Terms of office begin after the certification of the election and swearing into office.

The City operates under a council/manager form of government, where the Council is the legislative authority, and the Mayor possesses all of the executive powers granted to the government under the constitution and laws of the State of Georgia and the City of Sandy Springs charter. The City Manager maintains all administrative powers granted to the government under the constitution and laws of the State of Georgia and the City's charter. The City is empowered to levy a property tax on both real and personal property located within its boundaries and is qualified to levy all other taxes granted to municipalities within the State of Georgia.

The City's General Services including Public Works/TSPLOST, Community Development, IT, Finance, Economic Development, Communications, Facilities, Municipal Court, Recreation and Parks, and Performing Arts Center Operations are performed by employees of the City of Sandy Springs. The City's call center and 911 services, as well as Public Works Field Services, Fleet Services, City Attorney's Office and Municipal Court Solicitor are conducted with private sector partners.

Sanitation services are provided through contracts with private carriers. Water and sewer services are delivered to residential and commercial properties by the City of Atlanta and Fulton County. The City created a legally separate entity, the City of Sandy Springs Public Facilities Authority (the "Authority"), to assist with the leasing and multi-year contracting of capital facilities. The Sandy Springs Hospitality Board is a component unit of the City and functions as the tourism and marketing arm of the government. In addition, the City has a joint venture with the City of Johns Creek for Emergency 911 services through the Chattahoochee River E911 Authority (ChatComm) and with the North Fulton Cities of Alpharetta, Milton

and Roswell for a unified radio system through the North Fulton Regional Radio System Authority (NFRRSA).

The annual budget serves as the foundation for the City's financial plan and assists in the control of the financial stability and health of the government. The Mayor and Council are required to adopt a final budget no later than the close of the fiscal year. The budget is prepared by fund, function, and department. Since Fiscal Year 2007, the budgeting process included performance management initiatives. Amounts in this budget may be re-allocated within funds by approval of the City Manager as long as the total budgeted amounts do not exceed the approved appropriations by fund.

LOCAL ECONOMY

Sandy Springs is located at the crossroads of one of the most traveled east-west and north-south vehicular connections with prime access to Interstate 285 and Georgia Highway 400, with Interstate 75 located just west of the City's border. Four stations on the MARTA rail transit system also serve Sandy Springs, creating an attractive transportation location for business. Close to 6,000 businesses, from small, family-owned retailers to world-known corporate headquarters, currently call Sandy Springs home.

The City's largest employers are hospitals and regional corporate headquarters. More than 40 percent of the available hospital beds in the metropolitan Atlanta area are located in Sandy Springs. The City is home to nationally recognized Children's Healthcare of Atlanta, Northside Hospital and Emory Saint Joseph's Hospital. Sandy Springs is also home to a large number of Fortune 500 and 1000 companies. Among those corporate employers are United Parcel Service, WestRock, Veritiv Corp., Newell Brands Inc., Intercontinental Exchange/NYSE, ServiceMaster and Graphic Packaging. In addition, nationally and internationally recognized brands including Cox Communications, Inspire Brands and Mercedes Benz USA call Sandy Springs their corporate home. The City's commercial properties comprise more than 42 percent of the total tax digest by property value, which ensures a strong economic foundation for the government.

Niche ranks Sandy Springs number 22 for Best City to Live in the U.S. and number 21 as Best City for Young Professionals[1]. Sandy Springs is home to a flourishing dining scene and nighttime activities, a place where one can expend energy paddle boarding on the river or enjoy one of the City's many parks and green spaces and enjoy live entertainment.

According to the US Census[2], the estimated population for Sandy Springs is 110,926. There were approximately 54,061 households reported, with an estimated 51 percent recorded as home ownership.

The median value of owner-occupied housing in 2022 was $588,300. The average household size was two (2) people, with a median household income of $94,456.

Quality of life is an important component in attracting and keeping residents and businesses in Sandy Springs. In August 2018, the curtain went up on the Sandy Springs Performing Arts Center and in just a short time; the theatre complex became a prime destination in the metropolitan area. City Springs is intended to be a community gathering spot, and it has exceeded all expectations. In addition to the hub of energy created through the performances and events at City Springs, tremendous redevelopment activity has occurred throughout the city, with many new retailers and restaurants coming online.

NATIONAL ECONOMY

According to the Bureau of Labor Statistics[3] for August 2022, unemployment for the State of Georgia decreased to 2.8 % from 3.3% last year. Citywide the unemployment increased to 3.2 from 3.1% last year. These unemployment rates are reflective of the recovery from the height of the pandemic during the prior years.

According to August 2022 S&P CoreLogic Case-Shiller Home Price Indices[4], home prices continue to increase across the United States. The national index, which covers all nine U.S. census divisions, reported an 18% annual decrease down from 19.9% in the previous month.

LONG TERM FINANCIAL PLANNING

As detailed within the following financial statements, the City's policy is to maintain a minimum General Fund balance reserve of 25% of the next year operating expenditures. Excess fund balances over reserve requirements will be used in subsequent periods for pay-as-you-go capital projects and one-time non-recurring expenditures.

To facilitate the provision of city services, the government is committed to a consistent millage rate for property taxes. The City's operating millage rate of 4.731 mills is statutorily set and cannot be increased without a public referendum. In addition, when residential property is reassessed, if a homeowner has filed for the proper homestead exemption, the assessment cannot be raised more than 3% (or the rate of inflation) in any one year for city taxes. Neighboring jurisdictions are not bound by the 3% cap in the

utilization of increased assessments, where a large proportion of their increased assessments fall on the back of homeowners.

The City is expected to continue developing as an economic hub and preferred location for business and residential investment. Additionally, the commercial community continues to experience significant re-development through builders and investors developing mixed-use areas.

MAJOR INITIATIVES FOR THE YEAR

- Completed and implemented a comprehensive pay plan and job classification study. This study allowed the City to evaluate the duties and responsibilities, scope and complexity of a position description to determine the job title that most appropriately matches the job specifications and standards. The study also aligns the role with the most competitive compensation at market-based rates for work performed
- Implemented a Fleet Fund to ensure adequate funding is available for the retirement of assets and the purchase of new vehicles
- Fire Station #2 was approximately 98% complete with an official opening scheduled early FY23.
- Design and engineering of Trail Segment 2A
- Continued improvements to Ison Springs Elementary, Sandy Springs Middle and Ridgeview Middle School through intergovernmental Agreements with Fulton County Schools
- Completed shoreline restoration and dock expansion at Morgan Falls Overlook Park
- Opened Northwood Park through partnership with a private developer, resurfaced tennis, pickleball, and basketball courts at Hammond Park
- Partnered with Art Sandy Springs to install sculptures at Marsh Creek Rain Garden
- Began the engagement process for the Next Ten Comprehensive Plan and City Springs Master Plan 10-Year update
- Began improvements to the Community Development permitting process

SANDY SPRINGS
GEORGIA

TSPLOST



On November 9, 2021, a referendum passed to continue to impose an additional 0.75 percent Transportation Special Purpose Local Option Sales Tax ("TSPLOST") to begin on April 1, 2022. Approximately $546 million was estimated to be raised by the imposition of this additional tax to improve the County's transportation infrastructure through various capital transportation projects within these cities to be collected through March 31, 2027.

At the close of the fiscal year, one project (a one-time payment to GDOT for enhancements to bridges across GA-400) was completed while the rest were still in pre-planning.

INITIATIVES FOR FUTURE YEARS

- Begin constructing Veterans Park, Public Safety Building, Fire Station #1 and update construction to Fire Station #5
- Construct Trail Segment 2A and complete design for Trail Segment 2E
- Complete the Master Plan for Old Riverside Park
- Implement Abernathy South Greenway enhancements, mitigate erosion and streambank issues along Nancy Creek at Windsor Meadows Park
- Implement major enhancements to the Morgan Falls Overlook Athletic Complex
- Complete the Next Ten Five-Year Update and the City Springs Master 10-Year Update
- Conduct a comprehensive review of the City's Development Code
- Begin the process to create citywide design guidelines
- Update the City's impact fee ordinance, conduct a 5-year update to the Community Development Block Grant Consolidated Plan
- Update the Roswell Road Small Area Plan, focused on the Crossroads Node

FINANCIAL POLICIES

In developing and evaluating the City's accounting system, consideration is given to the adequacy of internal controls. Internal accounting controls are designed to provide reasonable, but not absolute, assurance regarding: 1) the safety of assets against loss from unauthorized use or disposition; and 2) the reliability of financial records for preparing financial statements in conformity with generally accepted accounting principles. The concept of reasonable assurance recognizes that: 1) the cost of a control should not exceed the benefits likely to be derived; and 2) the evaluation of costs and benefits requires

estimates and judgments by management. All internal control evaluations occur within the above framework.

Single Audit - As a recipient of federal and state financial assistance, the City is also responsible for ensuring that an adequate internal control structure is in place to ensure compliance with applicable laws and regulations related to those programs. This internal control structure is subject to periodic evaluation for weaknesses by management and internal staff.

As part of the City's annual single audit, required in conformity with provisions of Title 2 *U.S. Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance), tests are made to determine the adequacy of the internal control structure, including that portion related to federal financial assistance programs as well as to determine that the City has complied with applicable laws and regulations.

Budgetary Controls - The City maintains budgetary controls to ensure compliance with legal provisions of the annual appropriated budget approved by the City Council. Activities of the general fund and special revenue funds are included in the annual appropriated budget. The official level of city budget control (the level on which expenditures may not legally exceed appropriations) for each legally adopted annual operating budget is at the department level. Administrative transfers of appropriations within a department may be authorized by the City Manager to meet unforeseen needs, as long as the total budgeted amounts do not exceed the original appropriations by department. The City's budget procedures, together with such procedures for discretely presented component units, are more fully explained in the accompanying notes to the financial statements. The City maintains an encumbrance accounting system as one means of accomplishing budgetary control. Encumbered amounts at year end are carried forward to the ensuing year's budget on a case by case basis.

OTHER INFORMATION

Awards and Achievements - The Government Finance Officers' Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the City of Sandy Springs for its annual comprehensive financial report for the fiscal year ended June 30, 2021. This was the sixteenth consecutive year that the City has achieved this prestigious award. In order to be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized annual comprehensive financial report. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

SANDY SPRINGS
GEORGIA

A Certificate of Achievement is valid for only one year. We believe that our current annual comprehensive financial report continues to meet the Certificate of Achievement Program's requirements and are submitting it to the GFOA to determine its eligibility for another certificate.

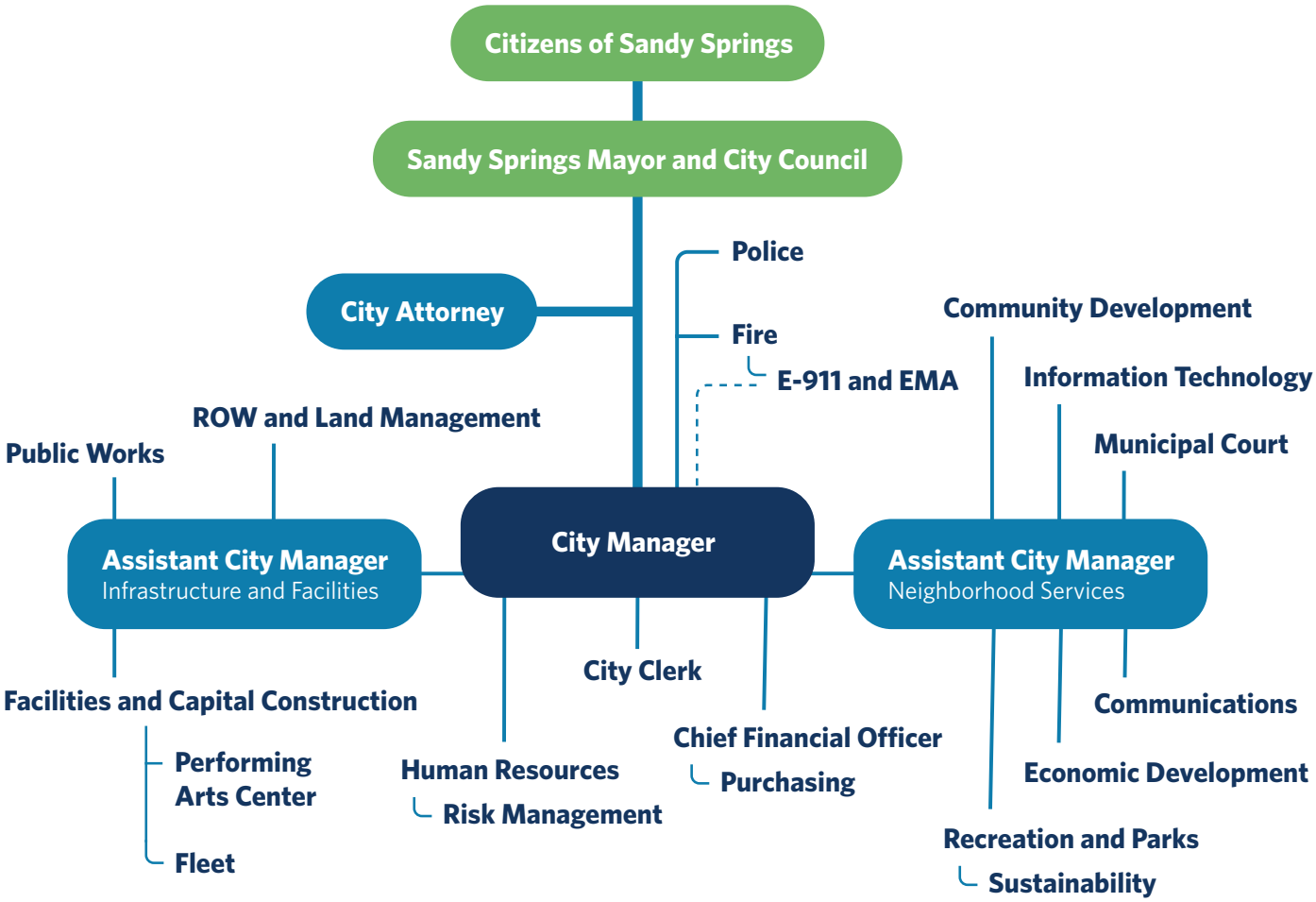
Acknowledgments - The preparation of the report could not have been accomplished without the efficient and dedicated efforts of the staff of the Finance Department, the auditors for the City and its component units, and the cooperation of City staff in various departments. Our sincere appreciation is extended to each individual for the contributions made in the preparation of this report.

Respectfully submitted,

Eden E. Freeman
City Manager

Toni Carlisle
Chief Financial Officer

[1] Source: Niche.com
[2] Source: Census Reporter.org
[3] Source: Bureau of Labor Statistics
[4] Source: SPGlobal.com


Citizens of Sandy Springs
Sandy Springs Mayor and City Council
City Attorney
Police
Fire
E-911 and EMA
Public Works
ROW and Land Management
Assistant City Manager
Infrastructure and Facilities
City Manager
Community Development
Information Technology
Municipal Court
Assistant City Manager
Neighborhood Services
Facilities and Capital Construction
Performing Arts Center
Fleet
Human Resources
Risk Management
City Clerk
Chief Financial Officer
Purchasing
Communications
Economic Development
Recreation and Parks
Sustainability

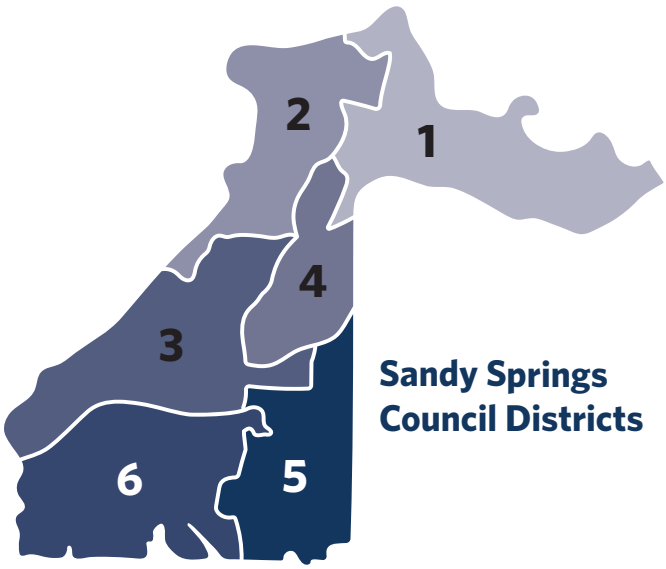
MAYOR AND CITY COUNCIL

Governance in Sandy Springs

The City of Sandy Springs is divided into six Council Districts. Each district is represented by a City Councilmember. The Mayor of Sandy Springs chairs the City Council.



Mayor Rusty Paul
rpaul@sandyspringsga.gov



Sandy Springs Council Districts



DISTRICT 1
John Paulson
jpaulson@sandyspringsga.gov



DISTRICT 2
Melody Kelley
mkelley@sandyspringsga.gov



DISTRICT 3
Melissa Mular
mmular@sandyspringsga.gov



DISTRICT 4
Jody Reichel
jreichel@sandyspringsga.gov



DISTRICT 5
Tiberio "Tibby" DeJulio
tdejulio@sandyspringsga.gov



DISTRICT 6
Andy Bauman
abauman@sandyspringsga.gov

City of Sandy Springs, Georgia

Listing of Principal Officials

City Manager
Eden E. Freeman

Chief Financial Officer
Toni Carlisle

Assistant City Manager
Infrastructure and Facilities
Open

Assistant City Manager
Neighborhood Services
Kristin Byars-Smith

Chief of Fire
Keith Sanders

Chief of Police
Ken DeSimone

City Clerk
Raquel D. Gonzalez

Communications Director
Dan Coffer (Interim)

Community Development Director
Ginger Sottile

Court Administrator
Cheston Roney

Economic Development Director
Open

Facilities and Construction Director
David Wells

Human Resources Director
Jennifer Emery

Information Technology Director
Jonathan Crowe

Performing Arts Center Director
Ramin Djaved (Interim)

Public Works Director
William Martin

Recreation and Parks Director
Michael Perry

Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

City of Sandy Springs
Georgia

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

June 30, 2021

Christopher P. Morrill

Executive Director/CEO

FINANCIAL SECTION

MAULDIN & JENKINS
CPAs & ADVISORS

INDEPENDENT AUDITOR'S REPORT

The Honorable Mayor and Members
of the City Council of the
City of Sandy Springs, Georgia

Report on the Audit of the Financial Statements

Opinions

We have audited the accompanying financial statements of the governmental activities, the aggregate discretely presented component units, each major fund, and the aggregate remaining fund information of the City of Sandy Springs, Georgia (the "City") as of and for the year ended June 30, 2022, and the related notes to the financial statements, which collectively comprise the City's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the aggregate discretely presented component units, each major fund, and the aggregate remaining fund information of the City of Sandy Springs, Georgia, as of June 30, 2022, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards,* issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the City and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Emphasis of Matter – Change in Accounting Principle

As described in Note 7 and Note 8 to the financial statements, the City implemented Governmental Accounting Standards Board (GASB) Statement No. 87, *Leases*, as of July 1, 2021. This standard significantly changed the accounting for the City's leases. Our opinions are not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the City's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.

- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, no such opinion is expressed.

- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.

- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the City's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control–related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis and General Fund – Schedules of Revenues, Expenditures and Changes in Fund Balances – Budget and Actual (GAAP Basis), as listed in the table of contents, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the City's basic financial statements. The combining and individual fund financial statements and schedules and the Schedule of Expenditures of Transportation Special Purpose Local Option Sales Tax (the "supplementary information") are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the supplementary information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Information

Management is responsible for the other information included in the annual report. The other information comprises the introductory and statistical sections but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated December 12, 2022 on our consideration of the City's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control over financial reporting and compliance.

Mauldin & Jenkins, LLC

Atlanta, Georgia
December 12, 2022

As management of the City of Sandy Springs (City), we offer readers of the City's financial statements this narrative overview and analysis of the financial activities of the City for the fiscal year ended June 30, 2022. We encourage readers to consider the information presented here in conjunction with additional information that we have furnished in our letter of transmittal, which can be found in the introductory section of this report.

Financial Highlights

- The assets of the City exceeded its liabilities and deferred inflows of resources at the close of the fiscal year by $517,106,137 (total net position), which represents an increase of $32,198,006 or 6.7% from the prior year. Of the total net position, $118,853,158 (unrestricted net position) is available to meet the ongoing obligations of the government.
- As of the close of the current fiscal year, the City's governmental funds reported combined ending fund balances of $221,557,899. This represents an increase of $6,807,842 from the prior year.
- Total governmental fund revenues were $160,368,695, an increase of $13,980,979 or 9.55%.
- Total governmental fund expenditures were $153,560,853, an increase of $13,952,129 or 9.99% over the prior year.

Overview of the Financial Statements

This discussion and analysis is intended to serve as an introduction to the City's basic financial statements. The City's basic financial statements comprise three components: 1) government-wide financial statements, 2) fund financial statements, and 3) notes to financial statements. This report also contains other supplementary information in addition to the basic financial statements themselves.

Government-wide financial statements: The government-wide financial statements are designed to provide readers with a broad overview of the City's finances, in a manner similar to a private-sector business.

The statement of net position presents information on all of the City's assets, liabilities, and deferred inflows of resources with the difference between them reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the City is improving or deteriorating.

The statement of activities presents information showing how the City's net position changed during the fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses are reported in this statement for some items that will only result in cash flows in future fiscal years (e.g., uncollected taxes and earned but unused vacation leave).

Both of the government-wide financial statements report functions of the City that are principally supported by taxes (governmental activities). The governmental activities of the City include general government, judicial, public safety, public works, culture and recreation, housing and community development.

The government-wide financial statements can be found on pages 16 and 17 of this report.

Fund financial statements: A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. The City, like other state and local governments, uses

fund accounting to ensure and demonstrate compliance with finance-related legal requirements. All of the funds of the City are governmental funds.

Governmental funds Governmental funds are used to account for essentially the same functions reported as governmental activities in the government-wide financial statements. However, unlike the government-wide financial statements, governmental fund financial statements focus on near-term inflows and outflows of spendable resources, as well as on balances of spendable resources available at the end of the fiscal year. Such information may be useful in evaluating the City's near-term financing requirements.

Because the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for governmental funds with similar information presented for governmental activities in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the City's near-term financing decisions. Both the governmental fund balance sheet and the governmental fund statement of revenues, expenditures, and changes in fund balances provide a reconciliation to facilitate this comparison between governmental funds and governmental activities.

The City maintains twelve individual governmental funds. Information is presented separately in the governmental fund balance sheet and in the governmental fund statement of revenues, expenditures, and changes in fund balances. The General Fund, American Recovery Plan Act Fund (ARPA), Capital Projects Fund, TSPLOST Fund and Public Facilities Authority Fund are considered to be major funds.

The City adopts an annual appropriated budget for all its governmental funds, except capital project funds for which project length budgets are adopted. A budgetary comparison statement has been provided for the general fund and each of the special revenue funds to demonstrate compliance with this budget.

The basic governmental fund financial statements can be found on pages 18 through 20 of this report.

Notes to the financial statements: The notes provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements. The notes to the financial statements can be found on pages 21 through 47 of this report.

Other information: In addition to the basic financial statements and accompanying notes, this report also presents certain required supplementary information such as the budgetary comparison schedules as presented on a generally accepted accounting principal basis in this section. These schedules are intended to demonstrate the City's compliance with the legally adopted and amended budgets.

The combining and individual fund statements and schedules, referred to earlier, are presented immediately following the required supplementary information. Combining and individual fund statements and schedules can be found on pages 50 and 51 of this report. Required supplementary information can be found on pages 48 and 49 of this report.

Government-wide Financial Analysis

As noted earlier, net position may serve as a useful indicator of a government's financial position over time. In the City's case, assets exceeded liabilities and deferred inflows of resources by $517,106,137, representing a $32,198,006 or 6.7% increase over last year.

The largest portion of the City's net position, $330,327,766 reflects its investment in capital assets (e.g., buildings, machinery and equipment, roadways, sidewalks, culverts, and signals); less any related debt used to acquire those assets that is still outstanding. The City uses these capital assets to provide services to citizens; consequently, these assets are not available for future spending. Although the City's investment in its capital assets is reported net of related debt, it should be noted that the resources needed to repay this debt must be provided from other sources, since the capital assets themselves cannot be used to liquidate these liabilities.

Other than the amount of net position, $67,925,213, that is restricted as to use by law or agreement, the remaining portion of the City's net position represents unrestricted net position of $118,853,158 that is available to meet the ongoing obligations of the government. This amount represents 92.7% of current governmental expenses.

The City has current and other assets of $249,342,814, an increase of $9,594,947 or 4% over the prior year. These assets include $188,773,380 of cash and investments.

The City's capital assets are $522,186,994, which represents an increase of $18,839,079 or 3.74%. The increase is primarily infrastructure projects.

Long-term liabilities decreased $8,652,527 or 3.63% as debt is repaid.

The table below summarizes the City's Net Position for 2022 and 2021.

City of Sandy Springs Net Position

	Governmental Activities		Dollar Increase	
	2022	2021	(Decrease)	Percent
Assets				
Current assets	$ 249,342,814	$ 239,747,867	$ 9,594,947	4.00 %
Capital assets, net of accumulated depreciation	522,186,994	503,347,915	18,839,079	3.74
Total assets	771,529,808	743,095,782	28,434,026	3.83
Deferred charges on bond refunding	15,084,335	15,983,023	(898,688)	(5.62)
Liabilities				
Current liabilities	39,449,632	35,434,773	4,014,859	11.33
Long-term liabilities	229,938,374	238,590,901	(8,652,527)	(3.63)
Total liabilities	269,388,006	274,025,674	(4,637,668)	(1.69)
Deferred service concession arrangement receipts	120,000	145,000	(25,000)	(17.24)
Net Position				
Net investment in capital assets	330,327,766	316,301,742	14,026,024	4.43
Restricted	67,925,213	59,747,342	8,177,871	13.69
Unrestricted	118,853,158	108,859,047	9,994,111	9.18
Total net position	$ 517,106,137	$ 484,908,131	$ 32,198,006	6.64 %

Governmental activities: Governmental activities are those that have a direct impact on its citizens such as public safety, zoning, recreation, and parks and road improvements. The table below reflects changes in net position for 2022 and 2021.

City of Sandy Springs Changes in Net Position

	Governmental Activities		Dollar Increase	
	2022	2021	(Decrease)	Percent
Revenues				
Program revenues:				
Charges for services	$ 15,554,910	$ 10,899,959	4,654,951	42.71 %
Operating grants and contributions	4,750,388	4,567,629	182,759	4.00
Capital grants and contributions	22,897,495	24,503,340	(1,605,845)	(6.55)
General revenues:				
Property taxes	48,843,037	46,896,331	1,946,706	4.15
Sales and use taxes	35,415,246	29,163,162	6,252,084	21.44
Hotel/motel taxes	4,277,495	2,630,102	1,647,393	62.64
Franchise taxes	9,092,140	9,024,621	67,519	0.75
Business taxes	10,438,099	10,155,354	282,745	2.78
Insurance premium taxes	7,782,186	7,535,304	246,882	3.28
Unrestricted investment earnings	420,041	124,317	295,724	237.88
Miscellaneous revenues	931,294	590,010	341,284	57.84
Total revenues	160,402,331	146,090,129	14,312,202	9.80
Expenses				
General government	23,440,173	23,490,759	(50,586)	(0.22)
Judicial	940,350	1,215,519	(275,169)	(22.64)
Public safety	51,837,529	43,481,583	8,355,946	19.22
Public works	30,916,105	27,268,850	3,647,255	13.38
Health and welfare	-	1,006,918	(1,006,918)	(100.00)
Culture and recreation	10,689,505	12,178,080	(1,488,575)	(12.22)
Housing and development	4,711,685	4,954,816	(243,131)	(4.91)
Interest on long-term debt	5,668,978	5,993,692	(324,714)	(5.42)
Total expenses	128,204,325	119,590,217	8,614,108	7.20
Change in net position	32,198,006	26,499,912	5,698,094	21.50 %
Net position, beginning of year	484,908,131	458,408,219		
Net position, end of year	$ 517,106,137	$ 484,908,131		

Revenues: Charges for services includes fines and forfeitures, E911 telephone service charges, impact fees, and licenses and permits. These revenues increased $4,654,951, or 42.71%, primarily from increased revenue from the performing arts center which had been adversely affected by the pandemic in the prior year. Capital grants and contributions decreased by $1,605,845 or 6.55% as the availability of federal and state funding decreased. Property taxes increased $1,946,706 or 4.15% as assessed property values have increased. Sales and use taxes and Hotel/motel taxes increased $6,252,084 (21.44%) and $1,647,393 (62.64%), respectively, and were driven by recovery in the retail economy and travel economy. Franchise taxes, business taxes and insurance premium taxes were consistent with the prior year and increased 1%, 2.78% and 3.28%, respectively. Unrestricted investment earnings increased $295,724 or 237% as interest rates increase. Miscellaneous revenues increased $341,284 or 57.84% primarily from sales of fixed assets.

Expenses: General government expenses were consistent with the prior year and decreased slightly under 1%. Public safety expenses increased $8,355,946 or 19.22% in line with general economic conditions. Public works expenses increased $3,647,255 or 13.38% because of increased cost of delivering transportation projects. Culture and recreation expenses decreased $1,488,575 or 12.22% as prior year costs included certain debt issuance costs related to recreation projects. Health and welfare costs decreased $1,006,918 as prior year costs were funded by Community Development Block Grants which were not available in the current year. Interest expenses decreased $324,714 or 5.42% as a result of refinancing of certain debt issues.

Financial Analysis of the Government's Funds

As noted earlier, the City uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements.

***Governmental funds*:** The focus of the City's governmental funds is to provide information on near-term inflows, outflows, and balances of spendable resources. Such information is useful in assessing the City's financing requirements. In particular, unassigned fund balance may serve as a useful measure of the City's net resources available for spending at the end of the fiscal year. The table below summarizes governmental revenues for 2022 and 2021.

City of Sandy Springs Governmental Revenues, Expenditures and Changes in Fund Balances

	Governmental Funds		Dollar Increase (Decrease)	Percent
	2022	2021		
Revenues:				
Taxes				
Property taxes	$ 48,814,649	$ 46,926,777	$ 1,887,872	4.02 %
Sales taxes	35,415,246	29,434,154	5,981,092	20.32
Hotel/Motel taxes	4,277,495	2,630,102	1,647,393	62.64
Franchise taxes	9,092,140	9,024,621	67,519	0.75
Business taxes	10,438,099	10,155,354	282,745	2.78
Insurance premium taxes	7,782,186	7,535,304	246,882	3.28
Licenses and Permits	4,310,020	2,769,757	1,540,263	55.61
Intergovernmental Revenues	27,458,676	29,065,918	(1,607,242)	(5.53)
Charges for Services	8,283,089	5,078,542	3,204,547	63.10
Fines and Forfeitures	2,789,934	2,879,793	(89,859)	(3.12)
Interest Income	420,041	124,317	295,724	237.88
Other	1,287,120	763,077	524,043	68.67
Total Revenues	160,368,695	146,387,716	13,980,979	10
Expenditures:				
General Government	17,287,366	17,785,070	(497,704)	(2.80)
Judicial	928,723	1,207,231	(278,508)	(23.07)
Public Safety	51,701,275	57,696,164	(5,994,889)	(10.39)
Public Works	26,935,911	32,377,554	(5,441,643)	(16.81)
Health and Welfare	-	1,006,918	(1,006,918)	(100.00)
Culture and Recreation	9,277,909	9,577,701	(299,792)	(3.13)
Housing and Development	4,702,822	4,912,573	(209,751)	(4.27)
Capital Outlay	27,527,393	-	27,527,393	-
Debt Service	15,199,454	15,045,513	153,941	1.02
Total Expenditures	153,560,853	139,608,724	13,952,129	9.99
Excess of Revenues over Expenditures	6,807,842	6,778,992	28,850	0.43
Other Financing Sources (Uses)				
Proceeds from Financed Purchase	-	2,958,011	(2,958,011)	(100.00)
Proceeds from Bond Issuance	-	214,940,000	(214,940,000)	100.00
Premium on Bonds	-	5,509,473	(5,509,473)	100.00
Payments on Refunding Bond Escrow	-	(159,950,566)	159,950,566	100.00
Net Change in Fund Balance	6,807,842	70,235,910	(63,428,068)	(90.31)
Fund Balance, Beginning of Year	214,750,057	144,514,147	70,235,910	48.60
Fund Balance, End of Year	$ 221,557,899	$ 214,750,057	$ 6,807,842	3.17 %

As of the end of the current fiscal year, the City's governmental funds reported a combined ending fund balance of $221,557,899, an increase of $6,807,842. Of this balance, $1,695,262 is considered nonspendable as these items are not expected to be converted to cash; $107,811,037 is restricted by law or contractual agreement; $1,192,805 is committed by resolution of the City Council; $52,852,861 has been assigned by management for infrastructure projects; $20,929,552 has been assigned to cover budgeted expenditures in excess of revenues for fiscal year 2023; and $37,076,382 is considered unassigned and can be used to meet the near term operating needs of the City.

Total governmental revenues increased $13,980,979 or 10%. Property taxes increased $1,887,872 or 4.02% as assessed property values have increased. Sales taxes and Hotel/motel taxes have increased $5,981,092 (20.32%) and $1,647,393 (62.64%), respectively, as the general economy has improved. Licenses and permits have increased $1,540,263 or 55.61% as the City continues to be a desirable location for new businesses and development. Intergovernmental revenues have decreased only modestly by $1,607,242 or 5.53%. Charges for services increased $3,204,547 or 63.10% as revenues from the performing arts center rebound from the pandemic. Interest income increased $295,724 or 237% as interest rates have increased.

Total governmental expenditures have increased $13,952,129 or 9.99%. General government expenditures decreased $497,704 or 2.8% and is primarily attributable to additional capital expenditures of public buildings and infrastructure in the prior year. Public safety expenditures decreased $5,994,889 or 10.39% spending on building projects was reported in Capital Outlay in fiscal year 2022 Public works expenditures decreased $5,441,643 or 16.81% as construction expenditures for infrastructure projects were reported in Capital Outlay in fiscal year 2022. Culture and recreation expenditures decreased $299,792 or 3.13% as capital related projects were reported in Capital Outlay in fiscal year 2022.

The City refinanced certain debt issues in fiscal 2021 and is reflected under other financing sources (uses). There was no refinancing or issuance of additional debt in fiscal 2022.

General Fund

The general fund is the chief operating fund of the City. At the end of the current fiscal year, the total fund balance was $59,644,401 a decrease of $10,011,149 or 14.37%. As a measure of the liquidity, it may be useful to compare unassigned fund balance to total fund expenditures. Unassigned fund balance at June 30, 2022 was $37,076,382 and represents 43.18% of total general fund expenditures. The following table compares revenues and expenses for the General Fund for fiscal years 2022 and 2021.

City of Sandy Springs General Fund Revenues, Expenditures and Changes in Fund Balances

	General Fund		Dollar Increase		
	2022	2021	(Decrease)	Percent	
Revenues:					
Property taxes	$ 48,814,649	$ 46,926,777	$ 1,887,872	4.02	%
Sales taxes	35,415,246	29,434,154	5,981,092	20.32	
Franchise taxes	9,092,140	9,024,621	67,519	0.75	
Business taxes	10,359,877	10,067,952	291,925	2.90	
Insurance premium tax	7,782,186	7,535,304	246,882	3.28	
Licenses and permits	4,310,020	2,769,757	1,540,263	55.61	
Intergovernmental revenues	183,342	5,560,855	(5,377,513)	(96.70)	
Charges for services	2,884,759	740,582	2,144,177	289.53	
Fines and forfeitures	2,460,443	2,537,398	(76,955)	(3.03)	
Interest earned	411,043	120,186	290,857	242.01	
Other	1,257,120	724,663	532,457	73.48	
Total revenues	122,970,825	115,442,249	7,528,576	6.52	
Expenditures:					
General government	17,012,557	17,086,373	(73,816)	(0.43)	
Judicial	928,723	1,207,231	(278,508)	(23.07)	
Public safety	40,242,860	40,767,316	(524,456)	(1.29)	
Public works	13,096,101	12,384,345	711,756	5.75	
Culture and Recreation	7,815,800	5,844,398	1,971,402	33.73	
Housing and development	4,564,771	3,720,239	844,532	22.70	
Debt service:					
Principal	2,020,914	798,811	1,222,103	152.99	
Interest	189,371	134,854	54,517	40.43	
Total expenditures	85,871,097	81,943,567	3,927,530	4.79	
Excess of revenues over expenditures	37,099,728	33,498,682	3,601,046	10.75	
Proceeds from financed purchases	-	2,958,011	(2,958,011)	(100.00)	
Transfers in	2,980,930	13,062,189	(10,081,259)	(77.18)	
Transfers out	(50,091,807)	(29,725,315)	(20,366,492)	68.52	
Net change in fund balance	(10,011,149)	19,793,567	(29,804,716)	(150.58)	
Fund balance, beginning of year	69,655,550	49,861,983	19,793,567	39.70	
Fund balance, end of year	$ 59,644,401	$ 69,655,550	$ (10,011,149)	(14.37)	%

Total General Fund revenues have increased $7,528,576 or 6.5%. Property taxes have increased $1,887,872 or 4.02% as property values and the tax digest have increased. Franchise taxes remained comparable to prior year and increased less than 1%. Sales taxes have increased $5,981,092, or 20.32%, as the retail economy increased during the fiscal year. Business taxes and Insurance premium taxes increased modestly by 2.9% and 3.28%, respectively. Licenses and permits increased $1,540,263 or 55.61% as several large building permits were issued for the Aria Development, Roswell Assisted Living Facility and Fairfield at Sandy Springs. Intergovernmental revenues decreased $5,377,513 or 96.7% as the prior year benefitted from federal pandemic relief grants. Charges for services increased $2,144,177 or 289% as the performing arts center resumed programs after pandemic restrictions were lifted. Interest revenues have increased $290,857 or 242.01% as interest rates have risen. Other revenues have increased $532,457 or 73.48% primarily from sale of assets.

Total General Fund expenditures increased $3,927,530 or 4.79%. General government expenditures remained consistent with the prior year with a slight decrease of $73,816 or less than 1%. Public safety expenditures decreased $524,456 or 1.29% as prior year expenditures included purchases of fire vehicles not necessary in the current fiscal year. Public works expenditures increased $711,756 or 5.75% primarily due to increased project expenditures. Culture and recreation increased $1,971,402 or 33.73% as the performing arts center resumed operations as pandemic restrictions are lifted. Housing and development costs increased $844,532 or 22.7% based on increases in code enforcement and inspections. Principal and interest increased $1,222,103 and $54,517, as the prior year benefitted from certain debt refunding.

American Recovery Plan Act

The City received $6,934,153 in pandemic relief thru the American Recovery Plan Act (ARPA). These funds will be expended in future years and have been recorded as unearned revenues at June 30, 2022.

Capital Projects Fund

The Capital Projects fund is primarily funded by transfers from the General Fund designated for capital improvements. This fund received transfers of $37,161,265 and $8,173,785 for fiscal 2022 and 2021, respectively. Revenues for 2022 and 2021 were $3,669,702 and $1,514,473, respectively, an increase of $2,155,229 or 142.31%. These revenues are primarily related to federal and state transportation grants and are based upon availability.

Expenditures for 2022 and 2021 were $29,207,643 and $15,954,779, respectively, an increase of $13,252,864 or 83.07% as the pace of completion for city infrastructure and related projects increased.

Public Facilities Authority Fund

The Public Facilities Authority Fund is used to serve as a financing and ownership partner for major city developments. It is primarily funded thru transfers from the General Fund. Transfers for 2022 and 2021 were $13,557,925 and $22,801,530, respectively.

Total expenditures excluding debt service for 2022 and 2021 were $7,024,512 and $13,778,014, respectively, a decrease of $6,753,502. Debt service expenditures for 2022 and 2021 were $12,624,640 and $14,030,631, respectively. Expenditures are primarily related to the construction of public safety facilities.

TSPLOST

The TSPLOST fund is used to account for the proceeds of the transportation special purpose local option sales tax for the various improvement projects as approved by voter referendum. Total revenues for 2022 and 2021 were $22,876,367 and $19,994,974, respectively, an increase of $2,881,393 or 14.41% as the local retail economy improves. Expenditures for 2022 and 2021 were $13,058,741 and $7,042,842, respectively, an increase of $6,015,899 or 85.42% as more TSPLOST projects come online.

General Fund Budgetary Highlights

The General Fund budget versus actual comparison can be found on pages 48 and 49. For fiscal year 2022, the City had an overall favorable budget variance of $18,598,107.

Total revenues were $8,540,369 better than budgeted. Property taxes reflect a favorable budget variance of $3,198,978, or 7.01%, as budgeted tax revenues are based on prior year collections as the tax digest continues to grow. Sales taxes were $9,015,246 or 34.15% better than budgeted as the local economy improves at a faster rate than projected. Franchise taxes were $692,140 or 8.24% better than budgeted and is primarily related to electric

franchise fees which were better than projected due to favorable weather conditions and growth in the electric utilities within the city. Insurance premium taxes were $282,186 better than the budget. Charges for services were $969,461 worse than budgeted as the Performing Art Center had lower than anticipated ticket sales during the year. Interest earned was $311,043 better than budgeted with increased interest rates. All other revenue categories reflect modest variances as the city continues to use very conservative revenue estimates.

Total expenditures were $8,196,808 better than budgeted. Public safety expenditures were $730,539 or 1.78% better than budgeted due to very conservative budget estimates. Public works expenditures were $2,223,436, or 14.51%, better than budgeted due to significantly less in repairs and maintenance of storm water infrastructure than originally projected. Housing and development expenditures were $370,680 better than budgeted, permitting and parking expenditures were significantly less than budgeted along with the related revenues. All other expenditure categories reflect favorable budget variances as the City continues to use very conservative budget models.

Capital Asset and Debt Administration

Capital Assets The City's investment in capital assets for its governmental activities as of June 30, 2022, amounts to $522,186,994 (net of accumulated depreciation). This represents an increase of $18,839,079 or 3.74% over the prior year. The increase is primarily driven by the public works projects. Additional information on the City's capital assets can be found in note 6 on page 37 of this report.

City of Sandy Springs Capital Assets (net of depreciation)

	Governmental Activities		Dollar Increase	
	2022	2021	(Decrease)	Percent
Land	$ 75,856,675	$ 66,922,182	$ 8,934,493	13.35 %
Construction in progress	70,292,138	69,038,710	1,253,428	1.82
Buildings	131,131,282	134,927,739	(3,796,457)	(2.81)
Improvements	83,249,056	81,893,715	1,355,341	1.66
Machinery and equipment	15,806,567	18,553,558	(2,746,991)	(14.81)
Infrastructure	144,130,488	132,012,011	12,118,477	9.18
Lease assets	1,720,788	-	1,720,788	-
	$ 522,186,994	$ 503,347,915	$ 18,839,079	3.74 %

Long-term Debt At the end of fiscal year 2022 and 2021, the City had total debt outstanding of $240,892,375 and $250,812,079, respectively. For the prior fiscal year 2021, the City issued $214.9M of bonds of which $134.9M was used to refinance the Series 2015 bonds. The remaining debt is comprised of leases related to equipment purchases and notes payable for infrastructure improvements. All debt is backed by the full faith and credit of the City.

Additional information on the City's long-term debt can be found in note 8 on page 38 of this report.

Economic Factors and Next Year's Budgets and Rates

All of these factors were considered in preparing the City's budget for the 2022 fiscal year.

- Sustainability of Existing Services – the City has deployed a philosophy of budgetary evaluation, which reviews the needs of the City to the standard, which realizes that services and associated costs should not be appropriated if they are not justified as long-term goals of the organization. This philosophy is solidified during the budget process, with a multi-year financial outlook that provides the conduit to evaluate government priorities, realign and diversify revenue structures, and provide the data for decision making for continued financial success.
- Cost of Government – The operating millage rate of 4.731 mills is statutorily set and cannot be changed without a referendum. As part of the financial strategic plan, the government is committed to a consistent millage rate for property taxes, to facilitate the provision of city services.
- Infrastructure Improvements – The City provided substantial capital funding to continue the work started in prior years to begin to address a significant backlog of existing infrastructure deficiencies. Funding was allocated for repaving program, intersection improvements, parks, buildings, machinery and equipment, roadways, sidewalks, culverts, equipment and signals.
- Economy Impact – The City's revenues and expenditures were implemented with a conservative approach to reflect the economic conditions that are expected to continue through 2022 and in to 2023.
- The City restricts the use of one-time revenues to capital projects.

Requests for Information

This financial report is designed to provide a general overview of the City of Sandy Springs' finances for all those with an interest in the City's finances. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to the Department of Finance, City of Sandy Springs, 1 Galambos Way, Sandy Springs, Georgia, 30328, or by calling 770-730-5600.

CITY OF SANDY SPRINGS, GEORGIA

STATEMENT OF NET POSITION
JUNE 30, 2022

	Primary Government	Component Units	
	Governmental Activities	Sandy Springs Hospitality & Tourism	Development Authority
ASSETS			
Cash and cash equivalents	$ 188,773,380	$ 1,663,911	$ 108,661
Investments	1,250,000	-	-
Taxes receivable, net of allowances	4,930,779	-	-
Accounts receivable, net of allowances	970,509	-	-
Due from other governments, net of allowances	4,912,642	-	-
Due from primary government	-	276,400	-
Restricted:			
Cash and cash equivalents	46,810,242	-	-
Inventories	30,740	-	-
Prepaid items	1,664,522	28,957	-
Capital assets:			
Nondepreciable	146,148,813	-	-
Depreciable, net of accumulated depreciation and amortization	376,038,181	-	-
Total assets	771,529,808	1,969,268	108,661
DEFERRED OUTFLOWS OF RESOURCES			
Deferred charges on bond refunding	15,084,335	-	-
Total deferred outflows of resources	15,084,335	-	-
LIABILITIES			
Accounts payable	17,908,279	47,195	-
Accrued liabilities	3,297,249	-	-
Due to component unit	276,400	-	-
Unearned revenue	7,013,703	-	-
Compensated absences, due within one year	1,338,371	-	-
Financed purchases, due within one year	1,046,271	-	-
Bonds payable, due within one year	7,250,000	-	-
Note payable, due within one year	497,549	-	-
Lease liability, due within one year	821,810	-	-
Compensated absences, due in more than one year	1,338,370	-	-
Financed purchases, due in more than one year	3,470,984	-	-
Bonds payable, due in more than one year	220,520,985	-	-
Note payable, due in more than one year	3,676,485	-	-
Lease liability, due in more than one year	931,550	-	-
Total liabilities	269,388,006	47,195	-
DEFERRED INFLOWS OF RESOURCES			
Deferred service concession arrangement receipts	120,000	-	-
Total deferred inflows of resources	120,000	-	-
NET POSITION			
Net investment in capital assets	330,327,766	-	-
Restricted:			
Infrastructure improvements	65,967,772	-	-
Public safety projects	770,527	-	-
Tourism	-	1,922,073	-
Development	1,186,914	-	108,661
Unrestricted	118,853,158	-	-
Total net position	$ 517,106,137	$ 1,922,073	$ 108,661

The accompanying notes are an integral part of these financial statements.

CITY OF SANDY SPRINGS, GEORGIA

STATEMENT OF ACTIVITIES
FOR THE YEAR ENDED JUNE 30, 2022

Functions/Programs	Expenses	Program Revenues: Charges for Services	Program Revenues: Operating Grants and Contributions	Program Revenues: Capital Grants and Contributions
Primary government:				
Governmental activities:				
General government	$ 23,440,173	$ 886,045	$ -	$ -
Judicial	940,350	2,460,443	-	-
Public safety	51,837,529	3,879,072	4,566,429	-
Public works	30,916,105	1,124,649	30,000	21,944,554
Culture and recreation	10,689,505	2,915,506	153,959	188,428
Housing and development	4,711,685	4,289,195	-	764,513
Interest on long-term debt	5,668,978	-	-	-
Total governmental activities	128,204,325	15,554,910	4,750,388	22,897,495
Total primary government	$ 128,204,325	$ 15,554,910	$ 4,750,388	$ 22,897,495
Component Units				
Sandy Springs Hospitality & Tourism	$ 750,280	$ -	$ 1,464,191	$ -
Development Authority	185,702	-	201,342	-
Total component units	$ 935,982	$ -	$ 1,665,533	$ -
General revenues:				
Property taxes				
Sales taxes				
Hotel/Motel taxes				
Franchise taxes				
Excise taxes				
Business taxes				
Insurance premium tax				
Unrestricted investment earnings				
Miscellaneous revenues				
Total general revenues				
Change in net position				
Net position, beginning of year				
Net position, end of year				

The accompanying notes are an integral part of these financial statements.

Net (Expenses) Revenues and Changes in Net Position		
Primary Government	Component Units	
Governmental Activities	Sandy Springs Hospitality & Tourism	Sandy Springs Development Authority
$ (22,554,128)	$ -	$ -
1,520,093	-	-
(43,392,028)	-	-
(7,816,902)	-	-
(7,431,612)	-	-
342,023	-	-
(5,668,978)	-	-
(85,001,532)	-	-
(85,001,532)	-	-
-	713,911	-
-	-	15,640
-	713,911	15,640
48,843,037	-	-
35,415,246	-	-
4,277,495	-	-
9,092,140	-	-
78,222	-	-
10,359,877	-	-
7,782,186	-	-
420,041	-	-
931,294	184	-
117,199,538	184	-
32,198,006	714,095	15,640
484,908,131	1,207,978	93,021
$ 517,106,137	$ 1,922,073	$ 108,661

CITY OF SANDY SPRINGS, GEORGIA

BALANCE SHEET
GOVERNMENTAL FUNDS
JUNE 30, 2022

ASSETS	General Fund	ARPA Fund	Capital Projects Fund	TSPLOST Fund	Public Facilities Authority	Nonmajor Governmental Funds	Total Governmental Funds
Cash and cash equivalents	$ 55,731,724	$ 6,934,153	$ 55,314,828	$ 58,885,828	$ 1,519,362	$ 10,387,485	$ 188,773,380
Investments	1,250,000	-	-	-	-	-	1,250,000
Taxes receivable, net of allowances	4,486,280	-	-	-	-	444,499	4,930,779
Other receivables, net of allowances	378,596	-	7,710	-	-	464,203	850,509
Intergovernmental receivables, net of allowances	-	-	2,463,449	2,035,586	-	413,607	4,912,642
Restricted:							
Cash and cash equivalents	-	-	-	-	46,810,242	-	46,810,242
Due from other funds	4,258,128	-	294,527	-	-	-	4,552,655
Inventory	30,740	-	-	-	-	-	30,740
Prepaid items	1,607,727	-	56,795	-	-	-	1,664,522
Total assets	$ 67,743,195	$ 6,934,153	$ 58,137,309	$ 60,921,414	$ 48,329,604	$ 11,709,794	$ 253,775,469
LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES							
LIABILITIES							
Accounts payable	$ 6,139,355	$ -	$ 8,027,111	$ 2,219,316	$ 1,037,435	$ 485,062	$ 17,908,279
Accrued liabilities	1,752,643	-	586,644	-	-	-	2,339,287
Due to other funds	-	-	-	-	3,667,667	884,988	4,552,655
Due to component unit	-	-	-	-	-	276,400	276,400
Unearned revenue	79,550	6,934,153	-	-	-	-	7,013,703
Total liabilities	7,971,548	6,934,153	8,613,755	2,219,316	4,705,102	1,646,450	32,090,324
DEFERRED INFLOWS OF RESOURCES							
Unavailable revenue - property taxes	118,147	-	-	-	-	-	118,147
Unavailable revenue - intergovernmental	9,099	-	-	-	-	-	9,099
Total deferred inflow of resources	127,246	-	-	-	-	-	127,246
FUND BALANCES							
Fund balances:							
Nonspendable:							
Inventory	30,740	-	-	-	-	-	30,740
Prepaid items	1,607,727	-	56,795	-	-	-	1,664,522
Restricted:							
Public safety projects	-	-	-	-	-	770,527	770,527
Capital projects	-	-	-	-	42,105,140	-	42,105,140
Infrastructure improvements	-	-	-	58,702,098	-	5,046,358	63,748,456
Housing and development	-	-	-	-	-	1,186,914	1,186,914
Committed:							
Tree replacement	-	-	-	-	-	1,192,805	1,192,805
Assigned:							
Capital projects	-	-	49,466,759	-	1,519,362	-	50,986,121
Public safety projects	-	-	-	-	-	49,500	49,500
Tree replacement	-	-	-	-	-	63,199	63,199
Federal programs	-	-	-	-	-	1,754,041	1,754,041
2023 fiscal year appropriations of fund balance	20,929,552	-	-	-	-	-	20,929,552
Unassigned	37,076,382	-	-	-	-	-	37,076,382
Total fund balances	59,644,401	-	49,523,554	58,702,098	43,624,502	10,063,344	221,557,899
Total liabilities, deferred inflows of resources, and fund balances	$ 67,743,195	$ 6,934,153	$ 58,137,309	$ 60,921,414	$ 48,329,604	$ 11,709,794	
Amounts reported for governmental activities in the statement of net position are different because:							
Capital assets used in governmental activities are not financial resources and, therefore, are not reported in the funds.							522,186,994
Long-term liabilities are not due and payable in the current period and, therefore, are not reported in the funds.							(226,766,002)
Some revenues are not available in the current period and, therefore, are not reported in the funds.							127,246
Net position of governmental activities							$ 517,106,137

The accompanying notes are an integral part of these financial statements.

CITY OF SANDY SPRINGS, GEORGIA

STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES GOVERNMENTAL FUNDS FOR THE YEAR ENDED JUNE 30, 2022

	General Fund	ARPA Fund	Capital Projects Fund	TSPLOST Fund	Public Facilities Authority	Nonmajor Governmental Funds	Total Governmental Funds
Revenues:							
Property taxes	$ 48,814,649	$ -	$ -	$ -	$ -	$ -	$ 48,814,649
Sales taxes	35,415,246	-	-	-	-	-	35,415,246
Hotel/Motel taxes	-	-	-	-	-	4,277,495	4,277,495
Auto excise taxes	-	-	-	-	-	78,222	78,222
Franchise taxes	9,092,140	-	-	-	-	-	9,092,140
Business taxes	10,359,877	-	-	-	-	-	10,359,877
Insurance premium tax	7,782,186	-	-	-	-	-	7,782,186
Licenses and permits	4,310,020	-	-	-	-	-	4,310,020
Intergovernmental	183,342	-	3,639,702	22,876,367	-	759,265	27,458,676
Charges for services	2,884,759	-	-	-	-	5,398,330	8,283,089
Fines and forfeitures	2,460,443	-	-	-	-	329,491	2,789,934
Interest earned	411,043	-	-	-	152	8,846	420,041
Contributions	153,959	-	30,000	-	-	-	183,959
Miscellaneous	1,103,161	-	-	-	-	-	1,103,161
Total revenues	122,970,825	-	3,669,702	22,876,367	152	10,851,649	160,368,695
Expenditures:							
Current:							
General government	17,012,557	-	274,809	-	-	-	17,287,366
Judicial	928,723	-	-	-	-	-	928,723
Public safety	40,242,860	-	728,177	-	7,024,512	3,705,726	51,701,275
Public works	13,096,101	-	13,839,810	-	-	-	26,935,911
Culture and recreation	7,815,800	-	87,322	-	-	1,374,787	9,277,909
Housing and development	4,564,771	-	122,392	-	-	15,659	4,702,822
Capital outlay	-	-	14,155,133	13,058,741	-	313,519	27,527,393
Debt service:							
Principal	2,020,914	-	-	-	7,055,000	287,000	9,362,914
Interest	189,371	-	-	-	5,569,640	77,529	5,836,540
Total expenditures	85,871,097	-	29,207,643	13,058,741	19,649,152	5,774,220	153,560,853
Excess (deficiency) of revenues over expenditures	37,099,728	-	(25,537,941)	9,817,626	(19,649,000)	5,077,429	6,807,842
Other financing sources (uses):							
Transfers in	2,980,930	-	37,161,265	-	13,557,925	-	53,700,120
Transfers out	(50,091,807)	-	-	-	-	(3,608,313)	(53,700,120)
Total other financing sources (uses)	(47,110,877)	-	37,161,265	-	13,557,925	(3,608,313)	-
Net change in fund balances	(10,011,149)	-	11,623,324	9,817,626	(6,091,075)	1,469,116	6,807,842
Fund balances, beginning of year	69,655,550	-	37,900,230	48,884,472	49,715,577	8,594,228	214,750,057
Fund balances, end of year	$ 59,644,401	$ -	$ 49,523,554	$ 58,702,098	$ 43,624,502	$ 10,063,344	$ 221,557,899

The accompanying notes are an integral part of these financial statements.

CITY OF SANDY SPRINGS, GEORGIA
RECONCILIATION OF THE STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES OF GOVERNMENTAL FUNDS TO THE STATEMENT OF ACTIVITIES FOR THE YEAR ENDED JUNE 30, 2022

Amounts reported for governmental activities in the statement of activities are different because:		
Net change in fund balances - total governmental funds	$	6,807,842
Governmental funds report capital outlays as expenditures. However, in the statement of activities the cost of those assets is allocated over their estimated useful lives and reported as depreciation expense or amortization expense. This is the amount by which capital outlays exceeded depreciation expense or amortization expense in the current period.		18,124,575
The effect of disposals of capital assets is to decrease net position.		(1,831,589)
Revenues in the statement of activities that do not provide current financial resources are not reported as revenues in the funds.		33,636
The issuance of long-term debt provides current financial resources to governmental funds, while the repayment of the principal of long-term debt consumes the current financial resources of governmental funds. Neither transaction, however, has any effect on net position. This amount is the repayment of the principal of the City's long-term debt.		9,362,914
Some expenses reported in the statement of activities do not require the use of current financial resources and, therefore, are not reported as expenditures in governmental funds.		(299,372)
Change in net position - governmental activities	$	32,198,006

The accompanying notes are an integral part of these financial statements.

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The financial statements of the City of Sandy Springs, Georgia (the "City") have been prepared in conformity with accounting principles generally accepted in the United States of America (GAAP) as applied to government units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The more significant of the City's accounting policies are described below.

A. Reporting Entity

The City, which was incorporated in 2005, operates under a charter adopted December 1, 2005, as a municipal corporation governed by an elected mayor and a six-member council. The government provides such services as police protection, fire and rescue services, cultural and recreational activities, housing and development and public works.

The accompanying financial statements present the City and its component units, three entities for which the City is considered to be financially accountable. The discretely presented component units are reported in separate columns in the government-wide financial statements to emphasize that they are legally separate from the City.

The Sandy Springs Hospitality & Tourism has been included as a discretely presented component unit in the accompanying financial statements. A voting majority of the Sandy Springs Hospitality & Tourism's governing body is appointed by the City and the City provides a significant amount of funding to the Hospitality & Tourism. The Sandy Springs Hospitality & Tourism does not have the power to levy taxes, determine its own aggregate budget without the approval of the City of Sandy Springs, Georgia, or issue bonded debt. Financial information with regard to the Sandy Springs Hospitality & Tourism can be obtained from their administrative offices at 1 Galambos Way, Sandy Springs, Georgia 30328. Separate financial statements for the Sandy Springs Hospitality & Tourism are not prepared.

The Sandy Springs Development Authority has been included as a discretely presented component unit in the financial statements. The Authority provides taxable and tax-exempt bond financing opportunities pursuant to the Georgia Development Authorities Law to stimulate diverse, high-quality economic development, in accordance with the City's policy for economic development incentives. The Development Authority operates under the direction of a seven member board and meets on an as-needed basis. Members serve four-year terms. Each member is appointed by the Mayor and confirmed by City Council, and the City can impose its will on the Development Authority by influencing the activities undertaken by the Development Authority. Separate financial statements for the Sandy Springs Development Authority are not prepared.

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

A. Reporting Entity (Continued)

The Public Facilities Authority of the City of Sandy Springs (the "Authority") has been included as a blended component unit in the accompanying financial statements. All members of the City Council serve as members for the Authority. Although it is legally separate from the City, its sole purpose is to create a governmental entity by which a municipality can, through contractual relationships, lease space for terms over one year, by using the Authority to serve as a financing and ownership partner for major city developments. The debt and assets of the Authority have been reported as a form of the City's debt and assets and all debt service activity is reported as debt service activity of the City.

B. Government-wide and Fund Financial Statements

The government-wide financial statements (i.e., the statement of net position and the statement of activities) report information on all of the non-fiduciary activities of the primary government and its component units. The primary government is reported separately from its discretely presented component units. The statement of net position includes non-current assets and non-current liabilities. In addition, the government-wide statement of activities reflects depreciation expense on the City's capital assets. As a general rule, the effect of inter-fund activity has been eliminated from the government-wide financial statements. However, any inter-fund services provided and used are not eliminated as this process would distort the direct costs and program revenues reported in the various functions.

The statement of activities demonstrates the degree to which the direct expenses of a given function or segment are offset by program revenues. Direct expenses are those that are clearly identifiable with a specific function or segment. Program revenues include 1) charges to those who purchase, use, or directly benefit from goods, services, or privileges provided by a given function or segment, and 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular function or segment. Taxes and other items not properly included among program revenues are reported instead as general revenues.

Separate financial statements are provided for governmental funds. Major individual governmental funds are reported as separate columns in the fund financial statements.

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

C. Measurement Focus, Basis of Accounting and Financial Statement Presentation

The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting, as are the fiduciary fund financial statements. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of the related cash flows. Property taxes are recognized as revenues in the year for which they are levied. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, the City considers most revenues to be available if they are collected within 60 days of the end of the current fiscal period; however, grant revenues are considered to be available if they are collected within 180 days of the end of the current fiscal period. Expenditures generally are recorded when a liability is incurred, as under accrual accounting. Debt service expenditures, as well as expenditures related to compensated absences, claims and judgments, and other long-term liabilities are recorded only when payment is due. General capital asset acquisitions, including entering into contracts giving the City the right to use leased assets, are reported as expenditures in governmental funds. Issuance of long-term debt and financing through leases are reported as other financing sources.

Property taxes, sales taxes, franchise taxes, licenses, intergovernmental grants, and investment income associated with the current fiscal period are all considered to be susceptible to accrual and so have been recognized as revenues of the current fiscal period if recognition criteria are met. All other revenue items are considered to be measurable and available only when cash is received by the City.

In accordance with GASB Statement No. 33, “Accounting and Financial Reporting for Non-exchange Transactions,” the corresponding assets (receivables) in non-exchange transactions are recognized in the period in which the underlying exchange occurs, when an enforceable legal claim has arisen, when all eligibility requirements have been met, or when resources are received, depending on the revenue source.

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

C. Measurement Focus, Basis of Accounting and Financial Statement Presentation (Continued)

In accordance with GASB Statement No. 34, major individual governmental funds are reported as separate columns in the fund financial statements.

The City reports the following major governmental funds:

The **General Fund** is the City's primary operating fund. It accounts for all financial resources of the general government, except those required to be accounted for in another fund.

The **ARPA Fund** is a special revenue fund used to account for all local fiscal recovery funds received through the American Rescue Plan Act.

The **Capital Projects Fund** is used to account for the capital expenditures made by the City.

The **TSPLOST Fund** is a capital projects fund used to account for the proceeds of the transportation special purpose local option sales tax for the various improvement projects as approved by voter referendum.

The **Public Facilities Authority Fund** is a capital projects fund used to serve as a financing and ownership partner for major city developments.

Additionally, the City reports the following fund types:

The **special revenue funds** are used to account for specific revenues, such as confiscations/forfeitures, emergency telephone system charges, hotel/motel tax revenues, automobile rental tax revenues, and various grants and contributions, which are legally restricted or committed to expenditures for particular purposes.

The **capital projects funds** account for financial resources to be used for the acquisition and construction of major capital projects.

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

D. Encumbrances

The City employed encumbrance accounting during the year. Encumbrances, if existing at the end of the fiscal year, are recorded and appropriations lapse at year end. Open encumbrances would then be an assignment of fund balance since the commitments would be honored in subsequent years. Encumbrances do not constitute expenditures or liabilities. There were no encumbrances outstanding at June 30, 2022, and none were recorded.

E. Budgets

Formal budgetary accounting is employed as a management control device for the general fund, special revenue funds, and capital projects funds of the City. The governmental funds budgets are adopted on a basis consistent with accounting principles generally accepted in the United States of America. Annual operating budgets are adopted each fiscal year through passage of an annual budget ordinance and amended as required for the general fund and special revenue funds. Project-length budgets are adopted for the capital projects funds. During the fiscal year ended June 30, 2022, the original budget was amended through supplemental appropriations. These changes are reflected in the budgetary comparison schedules.

All unencumbered budget appropriations lapse at the end of each year.

F. Deposits and Investments

The City's cash and cash equivalents are considered to be cash on hand, demand deposits, and short-term investments with original maturities of three months or less from the date of acquisition.

The local government investment pool, "Georgia Fund 1," created by OCGA 36-83-8, is a stable asset value investment pool, which follows Standard and Poor's criteria for AAAf/S1+ rated money market funds and is regulated by the Georgia Office of the State Treasurer. The pool is not registered with the SEC as an investment company. The pool's primary objectives are safety of capital, investment income, liquidity and diversification while maintaining principal ($1 per share value). The asset value is calculated weekly to ensure stability. The pool distributes earnings (net of management fees) on a monthly basis and determines participants' shares sold and redeemed based on $1 per share. The pool also adjusts the value of its investments to fair value as of year-end and the City's investment in the Georgia Fund 1 is reported at fair value. The City considers amounts held in Georgia Fund 1 as cash equivalents for financial statement presentation.

The remaining investments are recorded at fair value. Increases or decreases in the fair value during the year are recognized as a component of interest income.

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

G. Receivables

All receivables are reported at their gross value and, where appropriate, are reduced by the estimated portion that is expected to be uncollectible.

H. Interfund Receivables and Payables

Activity between funds that is representative of lending/borrowing arrangements outstanding at the end of the fiscal year as well as all other outstanding balances between funds are reported as “due to/from other funds.”

I. Prepaid Items

Payments made to vendors for services that will benefit periods beyond June 30, 2022, are recorded as prepaid items in both government-wide and fund financial statements and the expenditure is recognized as the benefits are received.

J. Inventories

Inventories are valued at cost using the first-in/first-out (FIFO) method. Inventories consist of expendable supplies held for consumption. The cost is recorded as an asset at the time the individual item is purchased. Inventories reported in the governmental funds are equally offset by nonspendable fund balance, which indicates that they do not constitute “available, spendable resources.”

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NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

K. Capital Assets

Capital assets, which include buildings, improvements, machinery and equipment, infrastructure, and right to use leased assets, are reported in the government-wide financial statements. Capital assets are defined by the City as assets with an initial, individual cost of more than $10,000 and an estimated useful life in excess of three years. Such assets are recorded at historical cost or estimated historical cost if purchased or constructed. The City has reported all infrastructure that it currently owns and has a responsibility for maintaining. Donated capital assets are recorded at estimated acquisition value at the date of donation.

The cost of normal maintenance and repairs that do not add to the value of the asset or materially extend assets' lives is not capitalized.

Capital assets and right to use leased assets of the City are depreciated/amortized using the straight line method over the following useful lives:

Buildings	20-50 years
Right-to-use leased buildings	3-5 years
Improvements	15-40 years
Machinery and equipment	3-20 years
Infrastructure	40-60 years

Fully depreciated assets still in service are carried in the capital asset accounts.

L. Leases

Lessee

The City of Sandy Springs is a lessee for several building leases. The City recognizes a lease liability and an intangible right-to-use lease asset in the government-wide financial statements. The City recognizes lease liabilities with an initial, individual value of $5,000 of more.

At the commencement of a lease, the City initially measures the lease liability at the present value of payments expected to be made during the lease term. Subsequently, the lease liability is reduced by the principal portion of lease payments made. The lease asset is initially measured as the initial amount of the lease liability, adjusted for lease payments made at or before the lease commencement date, plus certain initial direct costs. Subsequently, the lease asset is amortized on a straight-line basis over its useful life.

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

L. Leases (Continued)

Lessee (continued)

Key estimates and judgments related to leases include how the City determines (1) the discount rate it uses to discount the expected lease payments to present value, (2) lease term, and (3) lease payments:

- The City uses the interest rate charged by the lessor as the discount rate. When the interest rate charged by the lessor is not provided, the City generally uses its estimated incremental borrowing rate as the discount rate for leases.
- The lease term includes the noncancellable period of the lease. Lease payments included in the measurement of the lease liability are composed of fixed payments and purchase option prices that the City is reasonably certain to exercise.

The City monitors changes in circumstances that would require a remeasurement of its lease and will remeasure the lease asset and liability if certain changes occur that are expected to significantly affect the amount of the lease liability.

Lease assets are reported with other capital assets and lease liabilities are reported with long-term debt on the statement of net position.

M. Deferred Outflows/Inflows of Resources

In addition to assets, the statement of financial position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, *deferred outflows of resources*, represents consumption of net assets that applies to future period(s) and so will not be recognized as an outflow of resources (expenditure) until that time. The City has one item that qualifies for reporting in this category, which is the deferred charge on refunding. The deferred charge on refunding is reported in the government-wide and proprietary fund statements of net position. A deferred charge on refunding results from the difference in the carrying value of refunded debt and its reacquisition price. This amount is deferred and amortized over the shorter of the life of the refunded debt or the refunding debt.

In addition to liabilities, the statement of financial position will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, *deferred inflows of resources*, represents an acquisition of net assets that applies to future period(s) and so will not be recognized as an inflow of resources (revenue) until that time. The City has two types of items that qualify for reporting in this category.

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

M. Deferred Outflows/Inflows of Resources (Continued)

The government-wide statement of net position reports the *deferred service concession arrangement receipts* as a deferred inflow of resources. This balance includes the effect of deferring the recognition of revenue from the present value of installment payments to be received by the City under the tennis center service concession arrangement. The balance of the deferred inflow of resources as of June 30, 2022 will be recognized as a revenue and increase net position over the remaining life of the contract. As of June 30, 2022 the present value of the service concession arrangement was $120,000 and will be amortized over the life of the agreement ending June 30, 2023. The second item reported as a deferred inflow of resources arises only under a modified accrual basis of accounting. Accordingly, the item, *unavailable revenue*, is reported only in the governmental funds balance sheet. The governmental funds report unavailable revenues from property taxes and intergovernmental revenues as these amounts are deferred and will be recognized as an inflow of resources in the period in which the amounts become available.

N. Compensated Absences

It is the City's policy to permit employees to accumulate earned but unused vacation and sick pay benefits. There is no liability for non-vesting accumulated rights to receive sick pay benefits since the City does not have a policy to pay any amounts when employees separate from service with the City. All vacation pay is accrued when incurred in the government-wide financial statements. A liability for these amounts is reported in the governmental funds only if they have matured, for example, as a result of employee resignations and retirements.

O. Long-Term Obligations

In the government-wide financial statements, long-term debt and other long-term obligations are reported as liabilities in the statement of net position. Bond premiums and discounts are accrued and amortized over the term of the bonds using the effective interest method. Bonds payable are reported net of the applicable discount or premium. Bond issuance costs are expensed in the year of issuance.

In the fund financial statements, governmental fund types recognize bond premiums and discounts during the current period. The face amount of the debt issued is reported as other financing sources. Premiums received on debt issuances are reported as other financing sources while discounts on debt issuances are reported as other financing uses. Issuance costs, whether or not withheld from the actual debt proceeds received, are reported as debt service expenditures.

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

P. Fund Equity

Fund equity at the governmental fund financial reporting level is classified as "fund balance." Fund equity for all other reporting is classified as "net position."

Fund Balance – Generally, fund balance represents the difference between the assets and liabilities and deferred inflows of resources under the current financial resources management focus of accounting. In the fund financial statements, governmental funds report fund balance classifications that comprise a hierarchy based primarily on the extent to which the City is bound to honor constraints on the specific purpose for which amounts in those funds can be spent.

Fund balances are classified as follows:

Nonspendable – Fund balances are reported as nonspendable when amounts cannot be spent because they are either (a) not in spendable form (i.e., items that are not expected to be converted to cash) or (b) legally or contractually required to be maintained intact.

Restricted – Fund balances are reported as restricted when there are limitations imposed on their use either through enabling legislation adopted by the City or through external restrictions imposed by creditors, grantors, laws or regulations of other governments.

Committed – Fund balances are reported as committed when they can be used only for specific purposes pursuant to constraints imposed by the City Council. Approval of a resolution after a formal vote of the City Council is required to establish a commitment of fund balance. Similarly, the City Council may only modify or rescind the commitment by formal vote and adoption of a subsequent resolution.

Assigned – Fund balances are reported as assigned when amounts are constrained by the City's intent to be used for specific purposes, but are neither restricted nor committed. The City Council, through City Ordinance, has expressly delegated to the Finance Director the authority to assign funds for particular purposes.

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

P. Fund Equity (Continued)

Unassigned – Fund balances are reported as unassigned as the residual amount when the balances do not meet any of the above criterion. The City reports positive unassigned fund balance only in the general fund and other governmental funds may only report negative unassigned fund balances. The City has a policy to maintain an unassigned fund balance in the General Fund of twenty-five percent of the subsequent year's budgeted expenditures and outgoing transfers.

Flow Assumptions – When both restricted and unrestricted amounts of fund balance are available for use for expenditures incurred, it is the City's policy to use restricted amounts first and then unrestricted amounts as they are needed. For unrestricted amounts of fund balance, it is the City's policy to use fund balance in the following order: (1) Committed, (2) Assigned, and (3) Unassigned.

Net Position – Net position represents the difference between assets, liabilities and deferred inflows of resources, in reporting which utilizes the economic resources measurement focus. Net investment in capital assets consists of capital assets, net of accumulated depreciation, reduced by the outstanding balances of any borrowing used (i.e., the amount that the City has spent) for the acquisition, construction or improvement of those assets. Net position is reported as restricted using the same definition as used for restricted fund balance as described in the section above. All other net position is reported as unrestricted.

The City applies restricted resources first when an expense is incurred for purposes for which both restricted and unrestricted net position is available.

Q. Use of Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities, the disclosure of contingent assets and liabilities at the date of the financial statements, and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

NOTE 2. RECONCILIATION OF GOVERNMENT-WIDE FINANCIAL STATEMENTS AND FUND FINANCIAL STATEMENTS

A. Explanation of Certain Differences Between the Governmental Fund Balance Sheet and the Government-wide Statement of Net Position

The governmental fund balance sheet includes a reconciliation between fund balance – total governmental funds and net position – governmental activities as reported in the government-wide statement of net position. One element of that reconciliation explains that "long-term liabilities are not due and payable in the current period and therefore are not reported in the funds." The details of this $226,766,002 difference are as follows:

Financed purchases	$	(4,517,255)
Bonds payable, including premiums and discounts		(227,770,985)
Deferred charges on refunding		15,084,335
Notes payable		(4,174,034)
Lease liabilities		(1,753,360)
Compensated absences (i.e., vacation)		(2,676,741)
Accrued interest		(957,962)
Net adjustment to reduce *fund balance - total governmental funds* to arrive at *net position - governmental activities*	$	(226,766,002)

B. Explanation of Certain Differences Between the Governmental Fund Statement of Revenues, Expenditures, and Changes in Fund Balances and the Government-wide Statement of Activities

The governmental fund statement of revenues, expenditures, and changes in fund balances includes a reconciliation between net change in fund balances – total governmental funds and change in net position of governmental activities as reported in the government-wide statement of activities. One element of that reconciliation explains that "Governmental funds report capital outlays as expenditures. However, in the statement of activities the cost of those assets is allocated over their estimated useful lives and reported as depreciation expense or amortization expense." The details of this $18,124,575 difference are as follows:

Capital outlay	$	35,146,311
Depreciation expense		(16,196,431)
Amortization expense - lease assets		(825,305)
Net adjustment to increase *net change in fund balances - total governmental funds* to arrive at *change in net position - governmental activities*	$	18,124,575

NOTE 2. RECONCILIATION OF GOVERNMENT-WIDE FINANCIAL STATEMENTS AND FUND FINANCIAL STATEMENTS (CONTINUED)

B. Explanation of Certain Differences Between the Governmental Fund Statement of Revenues, Expenditures, and Changes in Fund Balances and the Government-wide Statement of Activities (Continued)

Another element of the reconciliation states that "some expenses reported in the statement of activities do not require the use of current financial resources and, therefore, are not reported as expenditures in governmental funds." The details of this $299,372 difference are as follows:

Compensated absences (i.e., vacation)	$	(466,934)
Accrued interest		42,526
Amortization of bond premium		1,023,724
Amortization of deferred charges on refunding		(898,688)
Net adjustment to decrease *net change in fund balances - total governmental funds* to arrive at *change in net position - governmental activities*	$	(299,372)

NOTE 3. LEGAL COMPLIANCE - BUDGETS

The budget is officially adopted by the governing body prior to the beginning of its fiscal year, or a resolution authorizing the continuation of necessary and essential expenditures to operate the City will be adopted. The legal level of budgetary control (i.e., the level at which expenditures may not legally exceed appropriations) is the department level, within the fund.

Transfers of appropriations within a department budget or within a non-departmental expenditure category require only the approval of the Director of Finance and the City Manager. Increases in appropriations in a departmental budget or in a non-departmental expenditure category, require approval of the governing body in the form of amendments to the budget resolution. The following funds had an excess of actual expenditures over appropriations for the fiscal year ended June 30, 2022:

General Fund		
General government: Human resources	$	1,999
Public safety: E911		1,144,762
Debt service: Principal		796,139
Debt service: Interest		35,995
Confiscated Assets Fund		39,454
E911 Fund		466,272
Hotel/Motel Fund		824,787
Impact Fees Fund		15,659
	$	3,325,067

These expenditures in excess of appropriations were funded by greater than anticipated revenues and available fund balance.

NOTE 4. DEPOSITS AND INVESTMENTS

Total deposits as of June 30, 2022 are summarized as follows:

Statement of Net Position:		
Cash and cash equivalents	$	188,773,380
Investments		1,250,000
Restricted cash and cash equivalents		46,810,242
	$	236,833,622
Cash deposited with financial institutions	$	141,227,116
Cash deposited with Georgia Fund 1		94,356,506
Investments		1,250,000
	$	236,833,622

Credit risk. State statutes authorize the City to invest in U.S. Government obligations; U.S. Government agency (or other corporation of the U.S. Government) obligations; obligations fully insured or guaranteed by the U.S. Government or a U.S. Government agency; obligations of the State of Georgia or other states; obligations of other counties, municipal corporations and political subdivisions of the State of Georgia; negotiable certificates of deposit issued by any bank or trust company organized under the laws of any state of the United States of America; prime bankers' acceptances; repurchase agreements; and pooled investment programs sponsored by the State of Georgia for the investment of local government funds.

Operating funds of the City are currently invested in the Georgia Fund 1.

Interest rate risk. The City does not have a formal investment policy that limits investment maturities as a means of managing its exposure to fair value losses arising from increasing interest rates.

At June 30, 2022, information on the credit risk and interest rate risk related to the City's investments is disclosed as follows:

Investment	Weighted Average Maturity (Years)	Credit Rating	Fair Value
Georgia Fund 1	0.12	AAAf/S1	$ 94,356,506
Certificates of Deposit	1.32	(a)	1,250,000
			$ 95,606,506

(a) These certificates of deposit are not rated.

NOTE 4. DEPOSITS AND INVESTMENTS (CONTINUED)

Fair Value Measurements. The City categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; and Level 3 inputs are significant unobservable inputs.

The Georgia Fund 1 is an investment pool which does not meet the criteria of GASB Statement No. 79 and is thus valued at fair value in accordance with GASB Statement No. 31. As a result, the City does not disclose investment in the Georgia Fund 1 within the fair value hierarchy.

The City's certificate of deposit are nonparticipating interest-earning investment contracts and, accordingly, are recorded at cost.

Custodial credit risk - Deposits. Custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, a government will not be able to recover deposits or will not be able to recover collateral securities that are in the possession of an outside party. State statutes require all deposits and investments (other than federal or state government instruments) to be covered by depository insurance or pledged securities. Amounts that exceed standard depository insurance limits are required to be collateralized either (1) individually by the financial institutions through pledged obligations of the U.S. Government, obligations backed by the full faith and credit of the U.S. Government, obligations of the State of Georgia or other states, or obligations of counties, municipalities, or public authorities of the State of Georgia, or (2) participation in the State of Georgia Secure Deposit Program. As of June 30, 2022, the financial institution holding all of the City's deposits is a participant of the State of Georgia Secure Deposit Program, which is administered by the Office of the State Treasurer, and requires participating banks holding deposits of public funds to pledge collateral at varying rates depending on the tier assigned by the State. As of June 30, 2022, all of the City's bank balances were collateralized as defined by GASB and required by State Statutes.

NOTE 5. RECEIVABLES

Property taxes are levied on property values assessed as of January 1, which is also the lien date. The City contracts with Fulton County to bill and collect City of Sandy Springs property taxes. The taxes are levied by August 1 based on the assessed value of property as listed on the previous January 1 and are due on October 15 of each year. Property taxes are recorded as receivables and deferred inflows of resources when assessed. Revenues are recognized when available.

Receivables at June 30, 2022, for the City's individual major funds and aggregate nonmajor funds, including any applicable allowances for uncollectible accounts are as follows:

	General	Capital Projects	TSPLOST	Nonmajor Governmental
Receivables:				
Intergovernmental	$ 9,412,927	$ 2,463,449	$ 2,035,586	$ 413,607
Taxes	4,722,280	-	-	444,499
Other	378,596	7,710	-	464,203
Total receivables	14,513,803	2,471,159	2,035,586	1,322,309
Less allowance for uncollectible	9,648,927	-	-	-
Net total receivable	$ 4,864,876	$ 2,471,159	$ 2,035,586	$ 1,322,309

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NOTE 6. CAPITAL ASSETS

Capital asset activity for the City for the year ended June 30, 2022 is as follows:

	Beginning Balance	Increases	Decreases	Transfers	Ending Balance
Governmental activities:					
Nondepreciable capital assets:					
Land	$ 66,922,182	$ 1,382	$ -	$ 8,933,111	$ 75,856,675
Construction in progress	69,038,710	31,722,903	(1,831,589)	(28,637,886)	70,292,138
Total	135,960,892	31,724,285	(1,831,589)	(19,704,775)	146,148,813
Capital assets, being depreciated:					
Buildings	148,934,690	-	-	-	148,934,690
Improvements	94,035,356	549,703	-	3,728,383	98,313,442
Machinery and equipment	49,313,184	1,687,560	-	99,300	51,100,044
Infrastructure	209,180,969	1,184,763	-	15,877,092	226,242,824
Total	501,464,199	3,422,026	-	19,704,775	524,591,000
Less accumulated depreciation for:					
Buildings	(14,006,951)	(3,796,457)	-	-	(17,803,408)
Improvements	(12,141,641)	(2,922,745)	-	-	(15,064,386)
Machinery and equipment	(30,759,626)	(4,533,851)	-	-	(35,293,477)
Infrastructure	(77,168,958)	(4,943,378)	-	-	(82,112,336)
Total	(134,077,176)	(16,196,431)	-	-	(150,273,607)
Total capital assets being depreciated, net	367,387,023	(12,774,405)	-	19,704,775	374,317,393
Governmental activities capital assets, net excluding lease assets	$ 503,347,915	$ 18,949,880	$ (1,831,589)	$ -	520,466,206
Lease assets, net (Note 7)					1,720,788
Total capital assets, net as reported in the statement of net position					$ 522,186,994

Depreciation expense was charged to functions/programs of the City as follows:

Governmental activities:	
General government	$ 5,741,406
Judicial	10,382
Public safety	2,569,539
Public works	5,430,872
Culture and recreation	2,433,935
Housing and development	10,297
Total depreciation expense - governmental activities	$ 16,196,431

NOTE 7. LEASE ASSETS

A summary of lease asset activity for the City for the year ended June 30, 2022, is as follows:

	Restated Beginning Balance	Additions	Reductions	Ending Balance
Governmental activities:				
Lease assets:				
Buildings	$ 2,546,093	$ -	$ -	$ 2,546,093
Total	2,546,093	-	-	2,546,093
Less accumulated amortization for:				
Buildings	-	(825,305)	-	(825,305)
Total	-	(825,305)	-	(825,305)
Total lease assets, net	$ 2,546,093	$ (825,305)	$ -	$ 1,720,788

NOTE 8. LONG-TERM DEBT

Changes in Long-Term Liabilities

The following is a summary of long-term debt activity of the City for the year ended June 30, 2022:

	Restated Beginning Balance	Additions	Reductions	Ending Balance	Due Within One Year
Governmental activities:					
Bonds payable	$ 229,170,000	$ -	$ (7,055,000)	$ 222,115,000	$ 7,250,000
Plus: Premiums	6,679,709	-	(1,023,724)	5,655,985	-
Total bonds payable	235,849,709	-	(8,078,724)	227,770,985	7,250,000
Financed purchases from direct borrowings	5,538,351	-	(1,021,096)	4,517,255	1,046,271
Notes payable from direct borrowings	4,668,119	-	(494,085)	4,174,034	497,549
Lease liability	2,546,093	-	(792,733)	1,753,360	821,810
Compensated absences	2,209,807	1,591,220	(1,124,286)	2,676,741	1,338,371
Governmental activity Long-term liabilities	$ 250,812,079	$ 1,591,220	$ (11,510,924)	$ 240,892,375	$ 10,954,001

For governmental activities, compensated absences are generally liquidated by the General Fund.

NOTE 8. LONG-TERM DEBT (CONTINUED)

Financed Purchases from Direct Borrowings

During April 2019, the City entered into an agreement with a financial institution to finance the purchase of vehicles and equipment for fire protection services. The vehicles and equipment have an original cost of $4,287,603. Annual payments of $698,336, including interest at a rate of 3.25% began in April 2019 and will continue through April 2025.

During October 2020, the City entered into an agreement to finance the purchase of vehicles and equipment for fire protection services. The vehicles and equipment have an original cost of $2,958,011. Annual payments of $444,484, including interest at a rate 1.28% begin in October 2021 and will continue through October 2027.

The debt service requirements to maturity are as follows:

Year Ending June 30,	Principal	Interest	Total
2023	$ 1,046,271	$ 96,548	$ 1,142,819
2024	1,072,162	70,658	1,142,820
2025	1,098,792	44,029	1,142,821
2026	427,844	16,640	444,484
2027	433,320	11,164	444,484
2028	438,866	5,617	444,483
	$ 4,517,255	$ 244,656	$ 4,761,911

Bonds Payable

During November 2015, the Public Facilities Authority issued $159,475,000 of Series 2015 Revenue Bonds for the purpose of (a) financing the cost of acquiring, constructing and installing certain public buildings in connection with the City Center Project, and (b) paying the cost necessary to accomplish the foregoing. The bonds carry a rate of interest ranging from 2.0% – 5.0% per annum and mature May 1, 2047. The bonds are payable solely from the City through a lease agreement with the Authority, whereby the City agrees to make rental payments in an amount sufficient to enable the Authority to make the annual and semi-annual principal and interest payments. The City has unconditionally agreed to levy taxes, without limitation as to rate or amount, as necessary to meet its obligation under this agreement. During fiscal year 2021, the Public Facilities Authority refunded $129,940,000 of the Series 2015 Bonds through the issuance of the Series 2020 Refunding Revenue Bonds.

NOTE 8. LONG-TERM DEBT (CONTINUED)

In fiscal year 2021, the Public Facilities Authority issued $161,770,000 of Series 2020 Refunding Revenue Bonds to (i) refund the Public Facilities Revenue Bonds, Series 2015, maturing in the years 2027 through 2047 and (ii) paying the costs of issuing the Series 2020 Bonds. The Public Facilities Authority defeased $129,940,000 of the 2015 bonds by placing the proceeds of new bonds in an irrevocable trust to provide for all future debt service payments on the old bonds. The City has pledged its full faith and credit and taxing power to service the debt. The Series 2020 bonds bear interest at rates ranging from 0.22% to 2.58% and are payable semi-annually on May 1 and November 1 beginning in May of 2021 through the maturity date of May 1, 2047. The refunding transaction undertaken by the Public Facilities Authority resulted in aggregate debt service savings of $16,674,801 and an economic gain (net present value of the aggregate debt service savings) of $12,706,737. The current outstanding amount of debt considered legally defeased equals $129,940,000 as of June 30, 2022.

Also during fiscal year 2021, the Public Facilities Authority issued $53,170,000 of Series 2020B Revenue Bonds to (i) acquire, construct, and install certain public buildings, facilities and equipment necessary and convenient for the efficient operation of the City, and (ii) pay expenses necessary to accomplish the foregoing. The City has pledged its full faith and credit and taxing power to service the debt. The Series 2020B bonds bear interest at rates ranging from 2% to 5% and are payable semi-annually on May 1 and November 1 beginning in May of 2021 through the maturity date of May 1, 2040.

The City's debt service requirements to maturity on the revenue bonds are as follows:

Year Ending June 30,	Principal	Interest	Total
2023	$ 7,250,000	$ 5,376,076	$ 12,626,076
2024	7,510,000	5,113,318	12,623,318
2025	7,690,000	4,936,132	12,626,132
2026	7,975,000	4,645,378	12,620,378
2027	8,295,000	4,334,498	12,629,498
2028-2032	44,420,000	18,699,086	63,119,086
2033-2037	49,135,000	13,982,166	63,117,166
2038-2042	47,510,000	8,624,048	56,134,048
2043-2047	42,330,000	3,331,684	45,661,684
Total	$ 222,115,000	$ 69,042,386	$ 291,157,386

NOTE 8. LONG-TERM DEBT (CONTINUED)

Notes Payable from Direct Borrowings

The City has executed a note payable agreement with the State Road and Tollway Authority (SRTA). The note, financed through the Georgia Transportation Infrastructure Bank (GTIB), allowed the City to borrow $2,750,000 for the Windsor Parkway Realignment Project. The project was completed and the note finalized in August 2016. Monthly payments of principal and interest in the amount of $19,611 are due until the note matures on August 1, 2029. The note bears interest at 1.66%.

The City's debt service requirements to maturity on the note are as follows:

Year Ending June 30,	Principal	Interest	Total
2023	$ 210,549	$ 24,781	$ 235,330
2024	214,070	21,259	235,329
2025	217,650	17,678	235,328
2026	221,292	14,038	235,330
2027	224,993	10,336	235,329
2028-2030	500,480	9,400	509,880
Total	$ 1,589,034	$ 97,492	$ 1,686,526

The City has executed a note payable agreement with the U.S. Department of Housing and Urban Development under the Section 108 Loan Guarantee Program. The note, financed through Suntrust Bank, allowed the City to borrow $2,872,000 for the South Roswell Road Sidewalk Project. The City intends to pay back this note using future CDBG grant revenues. Annual principal payments in the amount of $287,000 begin August 1, 2021 and are due until the note matures on August 1, 2030. Interest payments are due semi-annually beginning August 1, 2019 until maturity. The note bears interest at a variable rate of 0.2% above the applicable LIBOR rate for the first day of each month.

The City's debt service requirements to maturity on the note are as follows:

Year Ending June 30,	Principal	Interest	Total
2023	$ 287,000	$ 70,186	$ 357,186
2024	287,000	62,774	349,774
2025	287,000	55,189	342,189
2026	287,000	47,431	334,431
2027	287,000	39,398	326,398
2028-2031	1,150,000	72,543	1,222,543
Total	$ 2,585,000	$ 347,521	$ 2,932,521

NOTE 8. LONG-TERM DEBT (CONTINUED)

Leases

City as a Lessee

In July 2020, the City entered into a lease agreement as lessee for the use of 7840 Roswell Road Building 300 for a term of four (4) years. The initial lease liability was recorded in the amount of $662,997. As of June 30, 2022, the value of the lease liability was $450,128. The City is required to make variable monthly principal and interest payments from $18,589 to $19,340. The City used its incremental borrowing rate of 2.0%. The building has a useful life equal to the remaining lease term of three years and the value of the right-to-use asset as of the end of the current fiscal year was $662,997 and had accumulated amortization of $220,999.

In July 2020, the City entered into a lease agreement as lessee for the use of 7840 Roswell Road Building 400 for a term of four (4) years. The initial lease liability was recorded in the amount of $826,067. As of June 30, 2022, the value of the lease liability was $560,842. The City is required to make variable monthly principal and interest payments from $23,161 to $24,097. The City used its incremental borrowing rate of 2.0%. The building has a useful life equal to the remaining lease term of three years and the value of the right-to-use asset as of the end of the current fiscal year was $826,067 and had accumulated amortization of $275,356.

In July 2020, the City entered into a lease agreement as lessee for the use of 7840 Roswell Road Suites 501 and 510 for a term of four (4) years. The initial lease liability was recorded in the amount of $806,389. As of June 30, 2022, the value of the lease liability was $547,481. The City is required to make variable monthly principal and interest payments from $22,609 to $23,523. The City used its incremental borrowing rate of 2.0%. The building has a useful life equal to the remaining lease term of three years and the value of the right-to-use asset as of the end of the current fiscal year was $806,389 and had accumulated amortization of $268,796.

In August 2020, the City entered into a lease agreement as lessee for the use of a building located at 4410 Bankers Circle for a term of five (5) years. The initial lease liability was recorded in the amount of $250,640. As of June 30, 2022, the value of the lease liability was $194,909. The City is required to make variable monthly principal and interest payments from $4,875 to $5,487. The City used its incremental borrowing rate of 2.0%. The building has a useful life equal to the remaining lease term of four years and the value of the right-to-use asset as of the end of the current fiscal year was $250,640 and had accumulated amortization of $60,154.

NOTE 8. LONG-TERM DEBT (CONTINUED)

Leases (Continued)

City as a Lessee (continued)

The City's debt service requirements to maturity on the leases are as follows:

Year Ending June 30,	Principal	Interest	Total
2023	$ 821,810	$ 27,565	$ 849,375
2024	856,164	10,814	866,978
2025	64,440	923	65,363
2026	10,946	27	10,973
Total	$ 1,753,360	$ 39,329	$ 1,792,689

NOTE 9. INTERFUND RECEIVABLES, PAYABLES AND TRANSFERS

The composition of interfund balances as of June 30, 2022 is as follows:

Receivable Entity	Payable Entity	Amount
General Fund	Public Facilities Authority	$ 3,667,667
General Fund	Nonmajor governmental funds	590,461
Capital Projects Fund	Nonmajor governmental funds	294,527
		$ 4,552,655

All interfund balances resulted from the time lag between the dates that (1) interfund goods and services are provided or expenditures occur, (2) transactions are recorded in the accounting system, and (3) payments between funds are made.

The composition of amounts due from/to the primary government and its component unit is as follows:

Receivable Entity	Payable Entity	Amount
Hospitality & Tourism	Nonmajor governmental funds	$ 276,400

NOTE 9. INTERFUND RECEIVABLES, PAYABLES AND TRANSFERS (CONTINUED)

Interfund transfers:

Transfers In	Transfers Out	Amount
General Fund	Nonmajor governmental funds	$ 2,980,930
Capital Projects Fund	General Fund	36,533,882
Capital Projects Fund	Nonmajor governmental funds	627,383
Public Facilities Authority	General Fund	13,557,925
		$ 53,700,120

Transfers are used to (1) move revenues from the fund that statute or budget requires to collect them to the fund that statute or budget requires to expend them, and (2) use unrestricted revenues collected in the General Fund to finance various programs accounted for in other funds in accordance with budgetary authorizations.

NOTE 10. COMMITMENTS AND CONTINGENT LIABILITIES

In addition to the liabilities enumerated in the statement of net position, at June 30, 2022, the City has contractual commitments on uncompleted contracts of $14,928,990.

The City has received federal and state grants for specific purposes that are subject to review and audit by the grantor agencies. Such audits could lead to the disallowance of certain expenditures previously reimbursed by those agencies. Based upon prior experience, management of the City believes such disallowances, if any, will not be significant.

The City is a defendant in various lawsuits. Although the outcome of these lawsuits is not presently determinable, in the opinion of management and legal counsel, the resolution of these matters will not have a material adverse effect on the financial condition of the City.

NOTE 11. DEFINED CONTRIBUTION PENSION PLAN

The City of Sandy Springs' Profit Sharing Plan is a single employer defined contribution plan established and administered by the City of Sandy Springs for all full time employees. At June 30, 2022, there were 459 plan members. The City contributes 12% of each employee's salary directly to the Plan. Additionally, the City offers to match 100% for each dollar of employee contributions up to 5% of the employee's salary. Employees are not required to contribute to the Plan. Employees are eligible after one month of employment and are fully vested after three months. Plan provisions and contribution requirements are established and may be amended by the City's Council. For the fiscal year ending June 30, 2022, the City's contribution to the Plan, which was also the City's pension expense, was $3,651,432 and employees contributed $1,508,049.

NOTE 12. JOINT VENTURES

Under Georgia law, the City, in conjunction with other cities around the Metropolitan Atlanta, Georgia area, is a member of the Atlanta Regional Commission (ARC) and is required to pay annual dues thereto, which Fulton County has paid on behalf of the City of Sandy Springs. Membership in ARC is required by the Official Code of Georgia Annotated (OCGA) Section 50-8-34, which provides for the organization structure of ARC. ARC Board membership includes the chief elected official of each county and municipality of the area. OCGA 50-8-39.1 provides that the member governments are liable for any debts or obligations of the ARC. Separate financial statements may be obtained from ARC, 229 Peachtree St NE, STE 100, Atlanta, Georgia 30303.

The Chattahoochee River 911 Authority (ChattComm) was created pursuant to the provisions of the Official Code of Georgia Annotated (OFGA) Section 36-75-1 by the cities of Sandy Springs and Johns Creek. ChattComm Board membership includes the City Manager from each participating city, or their designee. ChattComm was created by the two cities contributing a pre-determined capital amount necessary to equip the facility. In accordance with GASB 14: *The Financial Reporting Entity*, ChattComm was determined to be a joint venture; however, the City does not have an equity interest in the joint venture. The cities have also pledged their future E911 revenues to ChattComm to pay for the operation of the emergency 911 answering facility. Additionally, the two cities will be responsible for funding any operating deficits as well as any future capital purchases of ChattComm. For the year ended June 30, 2022, the City of Sandy Springs has collected and remitted $3,466,272 of E911 revenues. Since the inception of ChattComm, the City of Sandy Springs has contributed approximately $8,251,000 to cover the capital and operating needs. While the General Fund of the City reports a receivable for this amount, management has evaluated the ability of the City to collect the receivable and determined the need to allow for 100% of the outstanding receivable as of June 30, 2022. At June 30, 2022, ChattComm had a negative net position of ($11,443,675). Separate financial statements may be obtained from the City of Sandy Springs, who has been contracted by ChattComm to serve as the accountants, at 1 Galambos Way, Sandy Springs, Georgia 30328.

NOTE 12. JOINT VENTURES (CONTINUED)

In July 2013 the cities of Alpharetta, Milton, Roswell, and Sandy Springs created the North Fulton Regional Radio System Authority (the "Authority"), which was established by Georgia House Bill 526. The Authority will provide an interoperable, high quality, and reliable and uninterrupted communication signal for public safety and public services within the area in which the Authority has operational capability. The Authority's Board membership includes the City Manager or City Administrator, or his or her designee, from each participating city. The Authority was created by the cities contributing a pre-determined capital amount necessary to fund the construction and equipping of the radio system. In accordance with GASB 14: *The Financial Reporting Entity*, the Authority was determined to be a joint venture; however, the City does not have an equity interest in the joint venture. For the fiscal year ended June 30, 2022, the City of Sandy Springs contributed $602,027 to the Authority. Separate financial statements may be obtained from the City of Milton, who has been contracted by the Authority to serve as the accountants, at 2006 Heritage Walk, Milton, Georgia 30004.

NOTE 13. HOTEL/MOTEL LODGING TAX

The City has levied a 7% lodging tax. The Official Code of Georgia Annotated 48-13-50 requires that all lodging taxes levied of 5% or more be expended or obligated contractually for the promotion of tourism, conventions, or trade shows. During the year ended June 30, 2022, the City received $4,277,495 in hotel/motel taxes. Of this amount, $3,055,843, or 71.4%, was used for the promotion of tourism, conventions, or trade shows.

NOTE 14. MOTOR VEHICLE EXCISE TAX

The City has levied an excise tax on the rental of motor vehicles. The Official Code of Georgia Annotated 48-13-93 requires that all motor vehicle excise taxes be expended or obligated contractually, in accordance with the City's ordinance, for the acquisition, construction, renovating, improving, maintenance and equipping of pedestrian walkways, installation of traffic lights, and street lights associated with public safety facilities or public improvements for sports and recreational facilities. During the period ended June 30, 2022, the City received $78,222 in motor vehicle excise taxes. Of this amount, $78,222, or 100%, was used for these purposes.

NOTE 15. RISK MANAGEMENT

The City is exposed to various risks of losses related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. The City has joined together with other municipalities in the state as part of the Georgia Municipal Association Group Self-Insurance Workers' Compensation Fund public entity risk pool currently operating as common risk management and insurance programs for member local governments.

As part of this risk pool, the City is obligated to pay all contributions and assessments as prescribed by the pool, to cooperate with the pool's agents and attorneys, to follow loss reduction procedures established by the fund, and to report as promptly as possible, and in accordance with any coverage descriptions issued, all incidents which could result in the funds being required to pay any claim of loss. The City is also to allow the pool's agents and attorneys to represent the City in investigations, settlement discussions and all levels of litigation arising out of any claim made against the City within the scope of loss protection furnished by the fund.

The fund is to defend and protect the members of the fund against liability or loss as prescribed in the member government contract and in accordance with the workers' compensation law of Georgia. The funds are to pay all cost taxed against members in any legal proceeding defended by the members, all interest accruing after entry of judgment, and all expenses incurred for investigation, negotiation or defense.

Settled claims have not exceeded the coverages in the past three years.

The City carries commercial insurance for other risks of losses. For insured programs, there have been no significant reductions in insurance coverage. Settlement amounts have not exceeded insurance coverage in the past three years.

REQUIRED SUPPLEMENTARY INFORMATION

CITY OF SANDY SPRINGS, GEORGIA
GENERAL FUND
SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES - BUDGET AND ACTUAL (GAAP BASIS)
FOR THE YEAR ENDED JUNE 30, 2022

	Budget			Variance With
	Original	Final	Actual	Final Budget
Revenues:				
Property taxes	$ 41,600,000	$ 45,615,671	$ 48,814,649	$ 3,198,978
Sales taxes	26,400,000	26,400,000	35,415,246	9,015,246
Franchise taxes	8,400,000	8,400,000	9,092,140	692,140
Business taxes	8,340,000	8,673,413	10,359,877	1,686,464
Insurance premium tax	7,500,000	7,500,000	7,782,186	282,186
Licenses and permits	2,580,000	2,580,000	4,310,020	1,730,020
Intergovernmental	7,534,152	7,634,152	183,342	(7,450,810)
Charges for services	3,854,220	3,854,220	2,884,759	(969,461)
Fines and forfeitures	2,200,000	2,200,000	2,460,443	260,443
Interest earned	100,000	100,000	411,043	311,043
Contributions	750,000	750,000	153,959	(596,041)
Miscellaneous	723,000	723,000	1,103,161	380,161
Total revenues	109,981,372	114,430,456	122,970,825	8,540,369
Expenditures:				
Current:				
General government:				
Mayor and council	231,227	231,227	215,049	16,178
City manager	1,002,647	1,281,566	1,104,093	177,473
General operations	5,350,186	5,556,745	4,397,299	1,159,446
Legal services	1,205,955	1,319,482	996,927	322,555
Human resources	618,688	636,729	638,728	(1,999)
Facilities and buildings	5,352,518	5,616,297	4,709,099	907,198
City clerk	811,187	824,085	581,822	242,263
Data processing/MIS	2,757,351	2,832,769	2,750,989	81,780
Public information	1,657,232	1,692,696	1,618,551	74,145
Total general government	18,986,991	19,991,596	17,012,557	2,979,039
Judicial	1,247,724	1,280,077	928,723	351,354
Public safety:				
Police department	22,956,861	25,294,871	23,713,203	1,581,668
Fire department	13,576,046	14,459,863	14,166,230	293,633
E911	1,213,389	1,218,665	2,363,427	(1,144,762)
Total public safety	37,746,296	40,973,399	40,242,860	730,539
Public works:				
Public works	12,091,172	12,296,312	11,546,096	750,216
Sanitation and wastewater	2,602,367	2,426,367	1,269,441	1,156,926
Storm drainage	420,858	596,858	280,564	316,294
Total public works	15,114,397	15,319,537	13,096,101	2,223,436
Culture and recreation				
Recreation	3,825,164	3,878,986	3,337,198	541,788
Special facilities	6,333,269	6,310,708	4,478,602	1,832,106
Total culture and recreation	10,158,433	10,189,694	7,815,800	2,373,894

Continued

CITY OF SANDY SPRINGS, GEORGIA

GENERAL FUND
SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES - BUDGET AND ACTUAL (GAAP BASIS)
FOR THE YEAR ENDED JUNE 30, 2022

	Budget			Variance With
	Original	Final	Actual	Final Budget
Housing and development				
Building/inspection/code enforcement	$ 4,115,805	$ 4,572,115	$ 4,425,846	$ 146,269
Economic development	352,108	363,336	138,925	224,411
Total housing and development	4,467,913	4,935,451	4,564,771	370,680
Debt service				
Principal	1,224,775	1,224,775	2,020,914	(796,139)
Interest	153,376	153,376	189,371	(35,995)
Total debt service	1,378,151	1,378,151	2,210,285	(832,134)
Total expenditures	89,099,905	94,067,905	85,871,097	8,196,808
Excess of revenues over expenditures	20,881,467	20,362,551	37,099,728	16,737,177
Other financing sources (uses):				
Transfers in	217,168	1,120,000	2,980,930	1,860,930
Transfers out	(25,087,198)	(50,091,807)	(50,091,807)	-
Total other financing sources (uses)	(24,870,030)	(48,971,807)	(47,110,877)	1,860,930
Net change in fund balances	(3,988,563)	(28,609,256)	(10,011,149)	18,598,107
Fund balance, beginning of year	69,655,550	69,655,550	69,655,550	-
Fund balance, end of year	$ 65,666,987	$ 41,046,294	$ 59,644,401	$ 18,598,107

Note: See footnotes 1 and 3 of the basic financial statements for budgetary policies.

NONMAJOR GOVERNMENTAL FUNDS

Confiscated Assets Fund – To account for the use of confiscated drug money by the City's Police Department, which are restricted by State law in purpose.

E911 Fund – To account for the collection and expenditures of E911 fees, which are restricted by state law.

Tree Fund – This fund is used to account for the charges for services collected by the City from third parties who remove trees during the land development process pursuant to the City's Tree Replacement Ordinance. The revenues in this fund are committed by an Ordinance passed by the City Council.

Federal Grants Fund – To account for the expenditures and revenues of federal grants.

CDBG Fund – To account for the expenditures and revenues of the Community Development Block Grant, which are restricted under the terms of the grant agreements.

Hotel/Motel Fund – To account for the 7% lodging tax levied in the City, which are restricted by state law.

Auto Excise Tax Fund – To account for automobile rental excise taxes levied in the City, which are restricted by state law.

Impact Fees Fund – To account for fees assessed upon development activity that are collected to pay for system improvements (recreation/parks, streets, and public safety) as detailed within the government's impact fee ordinance.

CITY OF SANDY SPRINGS, GEORGIA

COMBINING BALANCE SHEET
NONMAJOR GOVERNMENTAL FUNDS
JUNE 30, 2022

	Special Revenue Funds			
ASSETS	**Confiscated Assets Fund**	**E911 Fund**	**Tree Fund**	**CDBG Fund**
Cash	$ 830,565	$ -	$ 1,544,247	$ 2,528,818
Taxes receivable	-	-	-	-
Intergovernmental receivable	-	-	-	413,607
Other receivable	-	464,203	-	-
Total assets	$ 830,565	$ 464,203	$ 1,544,247	$ 2,942,425
LIABILITIES AND FUND BALANCES				
LIABILITIES				
Accounts payable	$ 10,538	$ 464,203	$ -	$ 1,470
Due to other funds	-	-	288,243	-
Due to component unit	-	-	-	-
Total liabilities	10,538	464,203	288,243	1,470
FUND BALANCES				
Restricted:				
Public safety projects	770,527	-	-	-
Infrastructure improvements	-	-	-	-
Housing and development	-	-	-	1,186,914
Committed:				
Tree replacement	-	-	1,192,805	-
Assigned:				
Public safety projects	49,500	-	-	-
Tree replacement	-	-	63,199	-
Federal programs	-	-	-	1,754,041
Total fund balances	820,027	-	1,256,004	2,940,955
Total liabilities and fund balances	$ 830,565	$ 464,203	$ 1,544,247	$ 2,942,425

Special Revenue Funds				
Hotel/ Motel Fund	Auto Excise Tax Fund	Impact Fees Fund	Total Nonmajor Governmental Funds
$ 422,362	$ -	$ 5,061,493	$ 10,387,485
437,626	6,873	-	444,499
-	-	-	413,607
-	-	-	464,203
$ 859,988	$ 6,873	$ 5,061,493	$ 11,709,794
$ -	$ -	$ 8,851	$ 485,062
583,588	6,873	6,284	884,988
276,400	-	-	276,400
859,988	6,873	15,135	1,646,450
-	-	-	770,527
-	-	5,046,358	5,046,358
-	-	-	1,186,914
-	-	-	1,192,805
-	-	-	49,500
-	-	-	63,199
-	-	-	1,754,041
-	-	5,046,358	10,063,344
$ 859,988	$ 6,873	$ 5,061,493	$ 11,709,794

CITY OF SANDY SPRINGS, GEORGIA
COMBINING STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES
NONMAJOR GOVERNMENTAL FUNDS
FOR THE YEAR ENDED JUNE 30, 2022

	Special Revenue Funds			
	Confiscated Assets Fund	E911 Fund	Tree Fund	CDBG Fund
REVENUES				
Taxes	$ -	$ -	$ -	$ -
Intergovernmental	-	-	-	759,265
Charges for services	-	3,466,272	807,409	-
Fines and forfeitures	329,491	-	-	-
Interest income	-	-	-	8,846
Total revenues	329,491	3,466,272	807,409	768,111
EXPENDITURES				
Current:				
Public safety	239,454	3,466,272	-	-
Culture and recreation	-	-	-	-
Housing and development	-	-	-	-
Capital outlay	-	-	-	313,519
Debt service:				
Principal	-	-	-	287,000
Interest	-	-	-	77,529
Total expenditures	239,454	3,466,272	-	678,048
Excess of revenues over expenditures	90,037	-	807,409	90,063
OTHER FINANCING USES				
Transfers out	-	-	(288,243)	-
Total other financing uses	-	-	(288,243)	-
Net change in fund balances	90,037	-	519,166	90,063
FUND BALANCES, beginning of year	729,990	-	736,838	2,850,892
FUND BALANCES, end of year	$ 820,027	$ -	$ 1,256,004	$ 2,940,955

Special Revenue Funds			
Hotel/ Motel Fund	Auto Excise Tax Fund	Impact Fees Fund	Total Nonmajor Governmental Funds
$ 4,277,495	$ 78,222	$ -	$ 4,355,717
-	-	-	759,265
-	-	1,124,649	5,398,330
-	-	-	329,491
-	-	-	8,846
4,277,495	78,222	1,124,649	10,851,649
-	-	-	3,705,726
1,374,787	-	-	1,374,787
-	-	15,659	15,659
-	-	-	313,519
-	-	-	287,000
-	-	-	77,529
1,374,787	-	15,659	5,774,220
2,902,708	78,222	1,108,990	5,077,429
(2,902,708)	(78,222)	(339,140)	(3,608,313)
(2,902,708)	(78,222)	(339,140)	(3,608,313)
-	-	769,850	1,469,116
-	-	4,276,508	8,594,228
$ -	$ -	$ 5,046,358	$ 10,063,344

CITY OF SANDY SPRINGS, GEORGIA

CONFISCATED ASSETS FUND
SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES - BUDGET AND ACTUAL (GAAP BASIS)

FOR THE YEAR ENDED JUNE 30, 2022

	Budget			Variance With
	Original	Final	Actual	Final Budget
Revenues:				
Fines and forfeitures	$ 200,000	$ 200,000	$ 329,491	$ 129,491
Total revenues	200,000	200,000	329,491	129,491
Expenditures:				
Public safety	200,000	200,000	239,454	(39,454)
Total expenditures	200,000	200,000	239,454	(39,454)
Net change in fund balances	-	-	90,037	90,037
Fund balances, beginning of year	729,990	729,990	729,990	-
Fund balances, end of year	$ 729,990	$ 729,990	$ 820,027	$ 90,037

CITY OF SANDY SPRINGS, GEORGIA

E911 FUND
SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES - BUDGET AND ACTUAL (GAAP BASIS)
FOR THE YEAR ENDED JUNE 30, 2022

	Budget			Variance With
	Original	Final	Actual	Final Budget
Revenues:				
Charges for services	$ 3,000,000	$ 3,000,000	$ 3,466,272	$ 466,272
Total revenues	3,000,000	3,000,000	3,466,272	466,272
Expenditures:				
Public safety	3,000,000	3,000,000	3,466,272	(466,272)
Total expenditures	3,000,000	3,000,000	3,466,272	(466,272)
Net change in fund balances	-	-	-	-
Fund balances, beginning of year	-	-	-	-
Fund balances, end of year	$ -	$ -	$ -	$ -

CITY OF SANDY SPRINGS, GEORGIA

TREE FUND
SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES - BUDGET AND ACTUAL (GAAP BASIS)
FOR THE YEAR ENDED JUNE 30, 2022

	Budget			Variance With
	Original	Final	Actual	Final Budget
Revenues:				
Charges for services	$ 150,000	$ 150,000	$ 807,409	$ 657,409
Total revenues	150,000	150,000	807,409	657,409
Excess of revenues over expenditures	150,000	150,000	807,409	657,409
Other financing uses:				
Transfers out	(331,000)	(331,000)	(288,243)	42,757
Total other financing uses	(331,000)	(331,000)	(288,243)	42,757
Net change in fund balances	(181,000)	(181,000)	519,166	700,166
Fund balances, beginning of year	736,838	736,838	736,838	-
Fund balances, end of year	$ 555,838	$ 555,838	$ 1,256,004	$ 700,166

CITY OF SANDY SPRINGS, GEORGIA

CDBG FUND
SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES - BUDGET AND ACTUAL (GAAP BASIS)

FOR THE YEAR ENDED JUNE 30, 2022

	Budget			Variance With
	Original	Final	Actual	Final Budget
Revenues:				
Intergovernmental	$ -	$ 849,439	$ 759,265	$ (90,174)
Interest income	-	-	8,846	8,846
Total revenues	-	849,439	768,111	(81,328)
Expenditures:				
Capital outlay	-	600,000	313,519	286,481
Debt service:				
Principal	-	653,208	287,000	366,208
Interest	81,217	81,217	77,529	3,688
Total expenditures	81,217	1,334,425	678,048	656,377
Net change in fund balances	(81,217)	(484,986)	90,063	575,049
Fund balances, beginning of year	2,850,892	2,850,892	2,850,892	-
Fund balances, end of year	$ 2,769,675	$ 2,365,906	$ 2,940,955	$ 575,049

CITY OF SANDY SPRINGS, GEORGIA

HOTEL/MOTEL FUND
SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES - BUDGET AND ACTUAL (GAAP BASIS)
FOR THE YEAR ENDED JUNE 30, 2022

	Budget			Variance With
	Original	Final	Actual	Final Budget
Revenues:				
Taxes	$ 1,600,000	$ 1,600,000	$ 4,277,495	$ 2,677,495
Total revenues	1,600,000	1,600,000	4,277,495	2,677,495
Expenditures:				
Culture and recreation	550,000	550,000	1,374,787	(824,787)
Total expenditures	550,000	550,000	1,374,787	(824,787)
Excess of revenues over expenditures	1,050,000	1,050,000	2,902,708	1,852,708
Other financing uses:				
Transfers out	(1,050,000)	(1,050,000)	(2,902,708)	(1,852,708)
Total other financing uses	(1,050,000)	(1,050,000)	(2,902,708)	(1,852,708)
Net change in fund balances	-	-	-	-
Fund balances, beginning of year	-	-	-	-
Fund balances, end of year	$ -	$ -	$ -	$ -

CITY OF SANDY SPRINGS, GEORGIA

AUTO EXCISE TAX FUND
SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES - BUDGET AND ACTUAL (GAAP BASIS)
FOR THE YEAR ENDED JUNE 30, 2022

	Budget			Variance With
	Original	Final	Actual	Final Budget
Revenues:				
Taxes	$ 70,000	$ 70,000	$ 78,222	$ 8,222
Total revenues	70,000	70,000	78,222	8,222
Excess of revenues over expenditures	70,000	70,000	78,222	8,222
Other financing uses:				
Transfers out	(70,000)	(70,000)	(78,222)	(8,222)
Total other financing uses	(70,000)	(70,000)	(78,222)	(8,222)
Net change in fund balances	-	-	-	-
Fund balances, beginning of year	-	-	-	-
Fund balances, end of year	$ -	$ -	$ -	$ -

CITY OF SANDY SPRINGS, GEORGIA

IMPACT FEES FUND
SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES - BUDGET AND ACTUAL (GAAP BASIS)
FOR THE YEAR ENDED JUNE 30, 2022

	Budget			Variance With
	Original	Final	Actual	Final Budget
Revenues:				
Charges for services	$ 200,000	$ 200,000	$ 1,124,649	$ 924,649
Total revenues	200,000	200,000	1,124,649	924,649
Expenditures:				
Housing and development	-	-	15,659	(15,659)
Total expenditures	-	-	15,659	(15,659)
Excess of revenues over expenditures	200,000	200,000	1,108,990	908,990
Other financing uses:				
Transfers out	(200,000)	(904,832)	(339,140)	565,692
Total other financing uses	(200,000)	(904,832)	(339,140)	565,692
Net change in fund balances	-	(704,832)	769,850	1,474,682
Fund balances, beginning of year	4,276,508	4,276,508	4,276,508	-
Fund balances, end of year	$ 4,276,508	$ 3,571,676	$ 5,046,358	$ 1,474,682

CITY OF SANDY SPRINGS, GEORGIA
SCHEDULE OF PROJECTS CONSTRUCTED WITH PROCEEDS FROM TRANSPORTATION SPECIAL PURPOSE LOCAL OPTION SALES TAX
TSPLOST 2016
FOR THE YEAR ENDED JUNE 30, 2022

PROJECT	ESTIMATED COST ORIGINAL	ESTIMATED COST CURRENT		EXPENDITURES PRIOR	EXPENDITURES CURRENT	EXPENDITURES TOTAL	PROJECT COMPLETION
TSPLOST TIER 1							
Traffic Efficiency Improvements	$ 18,000,000	$ 18,566,765		$ 7,876,851	$ 2,113,983	$ 9,990,834	21.66 %
Perimeter Transit Last Mile Connectivity, Sidewalk Program, Mt. Vernon Highway Multiuse Path	28,500,000	28,950,743		7,278,739	5,955,018	13,233,757	14.93 %
Johnson Ferry Road/Mt. Vernon Highway Efficiency Improvements, Hammond Drive, Phase 1 Efficiency Improvements	41,649,009	41,947,504		14,726,463	1,786,740	16,513,203	33.65 %
TSPLOST TIER 2							
Perimeter Transit Last Mile Connectivity, Sidewalk Program, Mt. Vernon Highway Multiuse Path, SR 400 Trail System, Roberts Drive Multiuse Path	12,500,000	-	(1)	-	-	-	100.00 %
Johnson Ferry Road/Mt. Vernon Highway Efficiency Improvements	350,991	-	(1)	-	-	-	100.00 %
Johnson Ferry Road/Mt. Vernon Highway Efficiency Improvements	2,704,716	-	(1)	-	-	-	100.00 %
TSPLOST TIER 3							
Roadway Maintenance and Paving	15,617,086	-	(1)	-	-	-	100.00 %
TOTAL TSPLOST	$ 119,321,802	$ 89,465,012		$ 29,882,053	$ 9,855,741	$ 39,737,794	

Notes:
(1) - In 2021 the City determined that the funding from these taxes would not be sufficient to reach tiers 2 and 3; therefore, the City moved all budgets up to tier 1.

CITY OF SANDY SPRINGS, GEORGIA
SCHEDULE OF PROJECTS CONSTRUCTED WITH PROCEEDS FROM TRANSPORTATION SPECIAL PURPOSE LOCAL OPTION SALES TAX
TSPLOST 2021
FOR THE YEAR ENDED JUNE 30, 2022

PROJECT	ESTIMATED COST		EXPENDITURES			PROJECT COMPLETION
	ORIGINAL	CURRENT	PRIOR	CURRENT	TOTAL	
TSPLOST TIER 1						
Operations and Safety Improvements	$ 18,325,000	$ 18,325,000	$ -	$ -	$ -	0.00 %
Pedestrian and Bike Improvements	21,779,153	21,779,153	-	-	-	0.00 %
Bridges	6,160,000	6,160,000	-	3,203,000	3,203,000	52.00 %
Congestion Relief	38,500,000	38,500,000	-	-	-	0.00 %
TSPLOST TIER 2						
Pedestrian and Bike Improvements	14,958,380	14,958,380	-	-	-	0.00 %
TSPLOST TIER 3						
Pedestrian and Bike Improvements	4,958,380	4,958,380	-	-	-	0.00 %
Maintenance and Safety Enhancements	10,000,000	10,000,000	-	-	-	0.00 %
TOTAL TSPLOST	$ 114,680,913	$ 114,680,913	$ -	$ 3,203,000	$ 3,203,000	

COMPONENT UNITS

Sandy Springs Hospitality & Tourism – To account for the revenue and expenditures of promoting tourism within the City as funded by Hotel/Motel tax revenue.

Sandy Springs Development Authority – To account for the development activities undertaken throughout the City.

CITY OF SANDY SPRINGS, GEORGIA

BALANCE SHEET
COMPONENT UNIT - SANDY SPRINGS HOSPITALITY & TOURISM
JUNE 30, 2022

ASSETS	
Cash	$ 1,663,911
Due from primary government	276,400
Prepaid items	28,957
Total assets	$ 1,969,268
LIABILITIES AND FUND BALANCE	
LIABILITIES	
Accounts payable	$ 47,195
Total liabilities	47,195
FUND BALANCE	
Nonspendable - prepaid items	28,957
Restricted for tourism	1,893,116
Total fund balance	1,922,073
Total liabilities and fund balance	$ 1,969,268

CITY OF SANDY SPRINGS, GEORGIA

STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
COMPONENT UNIT - SANDY SPRINGS HOSPITALITY & TOURISM
FOR THE YEAR ENDED JUNE 30, 2022

REVENUES	
Intergovernmental	$ 1,374,787
Miscellaneous	184
Total revenues	1,374,971
EXPENDITURES	
Current:	
Housing and development	750,280
Total expenditures	750,280
Net change in fund balance	624,691
FUND BALANCE, beginning of year	1,297,382
FUND BALANCE, end of year	$ 1,922,073

CITY OF SANDY SPRINGS, GEORGIA

BALANCE SHEET
COMPONENT UNIT - DEVELOPMENT AUTHORITY
JUNE 30, 2022

ASSETS	
Cash	$ 108,661
Total assets	$ 108,661
FUND BALANCE	
Restricted for development	$ 108,661
Total fund balance	$ 108,661

CITY OF SANDY SPRINGS, GEORGIA

STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
COMPONENT UNIT - DEVELOPMENT AUTHORITY
FOR THE YEAR ENDED JUNE 30, 2022

REVENUES	
Miscellaneous	$ 201,342
Total revenues	201,342
EXPENDITURES	
Current:	
Community development	185,702
Total expenditures	185,702
Net change in fund balance	15,640
FUND BALANCE, beginning of year	93,021
FUND BALANCE, end of year	$ 108,661

STATISTICAL SECTION

STATISTICAL SECTION

This part of the City of Sandy Springs' Annual Comprehensive Financial Report presents detailed information as a context for understanding what the information in the financial statements, note disclosures, and required supplementary information says about the City's overall financial health.

Page

Financial Trends **65**

These schedules contain trend information to help the reader understand how the City's financial performance and well-being have changed over time.

Revenue Capacity **70**

These schedules contain information to help the reader assess the City's most significant local revenue source, property tax.

Debt Capacity **75**

These schedules present information to help the reader assess the affordability of the City's current levels of outstanding debt and the City's ability to issue additional debt in the future.

Demographic and Economic Information **78**

These schedules offer demographic and economic indicators to help the reader understand the environment within which the City's financial activities take place.

Operating Information **81**

These schedules contain service and infrastructure data to help the reader understand how the information in the City's financial report relates to the services the City provides and the activities it performs.

Sources: Unless otherwise noted, the information in these schedules is derived from the annual comprehensive financial report for the relevant year.

CITY OF SANDY SPRINGS, GEORGIA

NET POSITION BY COMPONENT
LAST TEN FISCAL YEARS
(accrual basis of accounting)

	2022	2021	2020	2019	2018
Primary government:					
Net investment in capital assets	$ 330,327,766	$ 316,301,742	$ 318,342,207	$ 297,446,240	$ 276,338,164
Restricted	67,925,213	59,747,342	48,435,304	44,985,095	61,044,391
Unrestricted	118,853,158	108,859,047	91,630,708	81,376,670	52,871,010
Total primary government net position	$ 517,106,137	$ 484,908,131	$ 458,408,219	$ 423,808,005	$ 390,253,565

2017	2016	2015	2014	2013
$ 253,053,379	$ 243,216,434	$ 216,411,054	$ 189,462,862	$ 170,948,189
8,476,972	5,755,644	3,658,688	3,394,508	2,706,067
87,470,740	84,692,787	84,692,787	87,581,276	82,177,486
$ 349,001,091	$ 333,664,865	$ 304,762,529	$ 280,438,646	$ 255,831,742

CITY OF SANDY SPRINGS, GEORGIA

CHANGES IN NET POSITION
LAST TEN FISCAL YEARS
(accrual basis of accounting)

	2022	2021	2020	2019	2018
Expenses					
General government	$ 23,440,173	$ 23,490,759	$ 22,032,642	$ 20,570,073	$ 14,774,462
Judicial	940,350	1,215,519	1,350,747	1,500,223	1,621,822
Public safety	51,837,529	43,481,583	40,247,937	40,621,132	37,471,210
Public works	30,916,105 (5)	27,268,850	21,716,386	17,614,378	22,343,592
Health and welfare	-	1,006,918 (4)	-	-	-
Culture and recreation	10,689,505	12,178,080	8,668,399	11,784,629	12,125,056
Housing and development	4,711,685	4,954,816	4,525,417	6,249,077	5,750,697
Interest on long-term debt	5,668,978	5,993,692	6,275,574	6,489,771	6,317,627
Total expenses	$ 128,204,325	$ 119,590,217	$ 104,817,102	$ 104,829,283	$ 100,404,466
Program revenues					
Charges for services:					
General government	$ 886,045	$ 869,166	$ 853,600	$ 1,721,471	$ 871,594
Judicial	2,460,443	2,537,398	2,203,624	2,543,046	2,650,421
Public safety	3,879,072	3,907,187	4,207,705	4,127,827	3,653,718
Public works	1,124,649	676,095	915,039	1,598,758	7,040,817 (2)
Culture and recreation	2,915,506	771,329	1,318,119	1,480,729	644,594
Housing and development	4,289,195	2,138,784	2,210,204	2,130,066	4,019,473
Operating grants and contributions	4,750,388	4,567,629 (3)	76,200	1,933	151,259
Capital grants and contributions	22,897,495	24,503,340	22,994,707	22,994,063	22,775,443
Total program revenues	$ 43,202,793	$ 39,970,928	$ 34,779,198	$ 36,597,893	$ 41,807,319
Net (expense)/revenue	$ (85,001,532)	$ (79,619,289)	$ (70,037,904)	$ (68,231,390)	$ (58,597,147)
General Revenues and Other Changes in Net Position					
Taxes					
Property taxes	$ 48,843,037	$ 46,896,331	$ 42,913,155	$ 38,192,028	$ 34,803,725
Sales taxes	35,415,246 (6)	29,163,162	27,790,829	28,981,123	27,474,424
Other taxes	31,589,920	29,345,381	29,938,267	32,009,808	31,285,973
Unrestricted investment earnings	420,041	124,317	1,521,138	1,852,629	912,960
Miscellaneous revenues	931,294	590,010	2,474,729	750,242	2,811,263
Gain on sale of capital assets	-	-	-	-	2,561,276
Total	$ 117,199,538	$ 106,119,201	$ 104,638,118	$ 101,785,830	$ 99,849,621
Change in Net Position	$ 32,198,006	$ 26,499,912	$ 34,600,214	$ 33,554,440	$ 41,252,474

Notes:

(1) - In 2016 the City (through its Public Facilities Authority) issued $159,475,000 Series 2015 Revenue Bonds.

(2) - In 2018 the City increased impact fees and there were several new projects and developments.

(3) - In 2021 the City received COVID-19 relief funding from the Coronavirus Relief Fund.

(4) - In 2021 the City experienced significant costs associated with community health initiatives responding to the COVID -19 pandemic.

(5) - In 2022 the City experienced a significant increase in non-depreciable road resurfacing projects.

(6) - In 2022 the City experienced an increase in sales tax revenue resulting from businesses re-opening following the pandemic.

2017	2016	2015	2014	2013
$ 12,198,772	$ 11,497,805	$ 10,882,951	$ 11,467,033	$ 10,830,697
1,530,501	1,480,915	1,580,859	1,660,176	1,691,681
35,514,365	34,184,497	37,612,816	33,310,061	39,889,067
18,888,072	16,052,761	18,784,694	21,225,313	19,079,592
-	-	-	-	-
8,545,292	15,500,207	6,506,492	6,086,076	5,803,498
5,872,460	5,294,454	3,953,501	3,733,446	3,238,942
6,421,029	4,541,961 (1)	105,166	122,202	90,881
$ 88,970,491	$ 88,552,600	$ 79,426,479	$ 77,604,307	$ 80,624,358
$ 839,593	$ 788,373	$ 795,720	$ 746,020	$ 826,641
2,611,790	2,850,289	3,295,524	3,417,669	3,324,956
3,585,456	3,486,436	3,493,548	3,122,072	3,554,021
3,004,014	1,403,124	945,755	1,127,751	465,425
682,874	779,550	774,113	848,996	945,132
4,441,424	3,157,280	2,847,881	2,061,439	1,663,665
5,625	3,091	33,619	34,733	25,462
2,665,236	3,292,060	3,779,357	6,503,664	7,024,050
$ 17,836,012	$ 15,760,203	$ 15,965,517	$ 17,862,344	$ 17,829,352
$ (71,134,479)	$ (72,792,397)	$ (63,460,962)	$ (59,741,963)	$ (62,795,006)
$ 33,556,314	$ 33,240,654	$ 32,196,455	$ 30,945,648	$ 29,173,500
29,989,575	25,812,125	25,513,897	24,444,122	23,727,126
30,980,394	30,749,432	28,949,996	27,864,930	26,793,423
1,091,867	489,424	200,608	113,666	147,672
790,598	614,813	923,889	980,501	482,999
850,242	-	-	-	12,675
$ 97,258,990	$ 90,906,448	$ 87,784,845	$ 84,348,867	$ 80,337,395
$ 26,124,511	$ 18,114,051	$ 24,323,883	$ 24,606,904	$ 17,542,389

CITY OF SANDY SPRINGS, GEORGIA

GOVERNMENTAL ACTIVITIES TAX REVENUES BY SOURCE
LAST TEN FISCAL YEARS
(accrual basis of accounting)

Fiscal Year	Property Taxes	Sales Taxes	Hotel/Motel Taxes	Franchise Taxes	Business Taxes	Total
2013	$ 29,173,500	$ 23,727,126	$ 3,763,907	$ 9,311,894	$ 13,717,622	$ 79,694,049
2014	30,945,648	24,444,122	3,866,704	9,164,266	14,833,960	83,254,700
2015	32,196,455	25,513,897	4,462,241	9,671,503	14,816,252	86,660,348
2016	33,240,654	25,812,125	5,262,170	9,842,953	15,644,309	89,802,211
2017	33,556,314	29,989,575	5,492,264	9,715,393	15,772,737	94,526,283
2018	34,803,725	27,474,424	5,531,780	9,224,562	16,529,631	93,564,122
2019	38,192,028	28,981,123	5,681,086	9,626,740	16,701,982	99,182,959
2020	42,913,155	27,790,829	3,873,529	9,875,047	16,189,691	100,642,251
2021	46,896,331	29,163,162	2,630,102	9,024,621	17,690,658	105,404,874
2022	48,843,037	35,415,246	4,277,495	9,092,140	18,220,285	115,848,203

CITY OF SANDY SPRINGS, GEORGIA

FUND BALANCES OF GOVERNMENTAL FUNDS
LAST TEN FISCAL YEARS
(modified accrual basis of accounting)

	2022	2021	2020	2019	2018
General Fund					
Nonspendable - Prepaids	$ 1,607,727	$ 1,072,666	$ 332,096	$ 111,045	$ 308,894
Nonspendable - Inventory	30,740	20,536	26,590	32,944	-
Assigned - Stormwater projects	-	-	1,225,000	1,750,000	3,058,310
Appropriations of fund balance for next fiscal year's budget	20,929,552	1,212,505	2,567,605	17,866,830	14,526,344
Unassigned	37,076,382	67,349,843	45,710,692	26,616,192	25,373,013
Total general fund	$ 59,644,401	$ 69,655,550	$ 49,861,983	$ 46,377,011	$ 43,266,561
All Other Governmental Funds					
Nonspendable - Prepaids	$ 56,795	$ -	$ -	$ -	$ -
Restricted:					
Public safety	770,527	729,990	699,370	274,645	454,191
Tourism	-	-	-	-	-
Recreation	-	-	-	-	100,522
Infrastructure improvements	63,748,456	53,160,980	40,782,753	36,126,144	27,106,782 (b)
Housing and development	1,186,914	2,850,892	2,928,130	2,804,178	-
Debt service	-	-	-	-	-
Capital projects	42,105,140	49,715,577 (c)	5,413,633	4,179,490	25,388,237
Committed:					
Tree replacement	1,192,805	736,838	661,527	480,219	284,427
Recreation	-	-	-	-	285,325
Assigned:					
Capital projects	50,986,121	37,900,230	43,182,939	35,111,789	11,812,923
Recreation	-	-	983,812	2,225,000	-
Community development	-	-	-	-	-
Public safety projects	49,500	-	-	-	-
Tree replacement	63,199	-	-	-	-
Federal programs	1,754,041	-	-	-	-
Appropriations of fund balance for next fiscal year's budget	-	-	-	-	-
Total all other governmental funds	$ 161,913,498	$ 145,094,507	$ 94,652,164	$ 81,201,465	$ 65,432,407

(a) In 2016 the City (through its Public Facilities Authority) issued $159,475,000 Series 2015 Revenue Bonds.
(b) In 2018 the City TSPLOST program began.
(c) In 2021 the Public Facilities Authority issued Series 2020 and Series 2020B bonds, the proceeds of which were restricted for capital projects.

2017	2016		2015	2014	2013
$ 835,278	$ 133,121		$ -	$ 2,003	$ 4,894,352
-	-		-	-	-
2,993,250	2,551,567		989,978	467,379	906,466
16,775,312	12,758,427		9,532,370	7,056,652	7,266,222
21,894,817	22,341,887		25,341,826	26,400,192	20,522,843
$ 42,498,657	$ 37,785,002		$ 35,864,174	$ 33,926,226	$ 33,589,883
$ -	$ -		$ -	$ -	$ -
367,997	243,874		680,588	826,567	867,578
-	-		1,101	1,101	1,075
31,278	121,603		123,385	106,448	122,086
8,077,697	2,989,421		2,853,614	2,384,926	1,715,328
-	-		-	-	-
-	3,657,953	(a)	-	-	-
55,340,593	145,089,744	(a)	-	-	-
250,357	-		-	-	-
-	-		-	-	-
31,805,684	31,887,995		49,572,700	54,276,325	52,729,595
-	-		-	-	-
-	41,678		41,678	38,469	41,595
-	-		-	-	-
-	-		-	-	-
-	-		-	-	-
-	-		-	-	-
$ 95,873,606	$ 184,032,268		$ 53,273,066	$ 57,633,836	$ 55,477,257

CITY OF SANDY SPRINGS, GEORGIA

CHANGES IN FUND BALANCES OF GOVERNMENTAL FUNDS
LAST TEN FISCAL YEARS
(modified accrual basis of accounting)

	2022	2021	2020	2019	2018
Revenues					
Taxes	$ 115,819,815	$ 105,706,312	$ 100,517,135	$ 99,174,113	$ 93,780,228
Licenses and permits	4,310,020	2,769,757	2,823,665	2,977,714	4,984,317
Intergovernmental	27,458,676	29,065,918 (4)	22,911,157	22,830,155	22,775,443
Charges for services	8,283,089	5,078,542	5,678,785	7,532,520	11,016,993
Fines and forfeitures	2,789,934	2,879,793	3,033,974	2,919,796	2,879,306
Contributions	183,959	1,200	76,200	1,933	151,259
Interest earned	420,041	124,317	1,684,604	1,936,622	912,960
Miscellaneous	1,103,161	761,877	2,646,596	922,109	714,941
Total revenues	160,368,695	146,387,716	139,372,116	138,294,962	137,215,447
Expenditures					
Current:					
General government	17,287,366	17,785,070	20,692,633	18,336,795	21,743,685
Judicial	928,723	1,207,231	1,342,742	1,492,453	1,619,227
Public safety	51,701,275	57,696,164 (5)	41,065,976	42,329,360	36,932,141
Public works	26,935,911	32,377,554	33,310,882	31,428,914	30,090,874
Health and welfare	-	1,006,918	-	-	-
Culture and recreation	9,277,909	9,577,701	10,461,625	16,105,238	65,731,006 (3)
Housing and development	4,702,822	4,912,573	4,399,163	6,206,702	5,713,276
Capital outlay	27,527,393 (6)	-	-	-	-
Debt service:					
Principal	9,362,914	5,793,811	3,915,241	4,632,679	3,581,612
Interest	5,836,540	6,752,795	7,248,183	7,379,407	7,335,973
Costs of issuance	-	2,498,907	-	81,915	-
Total expenditures	153,560,853	139,608,724	122,436,445	127,993,463	172,747,794
Excess (deficiency) of revenues over (under) expenditures	6,807,842	6,778,992	16,935,671	10,301,499	(35,532,347)
Other Financing Sources (Uses)					
Issuance of long term debt	-	60,498,907	-	2,872,000	-
Proceeds from sale of capital assets	-	-	-	1,418,406	5,859,052
Proceeds from financed purchases	-	2,958,011	-	4,287,603	-
Transfers in	53,700,120	44,037,504	35,645,853	32,954,060	37,190,638
Transfers out	(53,700,120)	(44,037,504)	(35,645,853)	(32,954,060)	(37,190,638)
Total other financing sources (uses)	-	63,456,918	-	8,578,009	5,859,052
Net change in fund balances	$ 6,807,842	$ 70,235,910	$ 16,935,671	$ 18,879,508	$ (29,673,295)
Debt service as a percentage of noncapital expenditures	12.8%	11.5%	12.0%	13.0%	11.3%

(1) In 2014 the City made several large capital outlays for a large infrastructure project, land acquisitions, and park improvements, as well as purchased several new fire trucks. All together capital outlays increase approximately $17 million from the prior year, thus resulting in increase of functional expenditures and decreases in the change in fund balance.

(2) In 2015 the City began construction on the new city center development project, then moved the activity to Culture and Recreation in 2016.

(3) In 2018 the City made several large capital outlays and expenditures for the City Center Project and the building opened in May 2018.

(4) In 2021 the City received COVID-19 relief funding from the Coronavirus Relief Fund.

(5) In 2021 the Public Facilities Authority had construction in progress on several fire stations.

(6) In 2022 several of the City's construction projects started back up following significant delays due to the pandemic.

2017	2016	2015	2014	2013
$ 94,499,719	$ 89,787,515	$ 86,357,021	$ 83,324,826	$ 79,868,967
5,284,871	4,069,503	3,817,492	2,906,357	2,482,713
2,380,642	3,887,278	3,931,859	5,480,553	6,528,813
6,914,186	5,288,144	4,596,207	4,767,729	4,264,512
2,966,094	3,107,404	3,738,842	3,649,861	4,032,615
328,994	3,091	55,785	34,733	25,462
1,091,867	489,424	200,608	113,666	147,672
790,598	614,813	971,677	980,501	482,999
114,256,971	107,247,172	103,669,491	101,258,226	97,833,753
18,482,980	15,900,684	28,833,479 (2)	18,791,585 (1)	12,105,333
1,531,040	1,477,948	1,577,453	1,657,894	1,691,077
34,853,005	33,733,508	36,818,536	36,939,432 (1)	31,338,228
26,117,779	27,296,011	26,276,197	25,725,759	24,765,819
-	-	-	-	-
102,723,830	67,514,805 (2)	6,815,373	12,018,423 (1)	6,414,601
6,441,126	5,357,955	4,931,583	4,474,792	3,556,669
-	-	-	-	-
4,016,664	791,182	776,790	978,094	2,928,142
7,470,230	3,810,937	107,079	121,562	97,087
-	914,011	-	-	-
201,636,654	156,797,041	106,136,490	100,707,541	82,896,956
(87,379,683)	(49,549,869)	(2,466,999)	550,685	14,936,797
388,305	182,196,838	-	725,000	3,507,449
3,546,371	33,061	44,177	1,217,237	59,612
-	-	-	-	-
30,672,451	52,802,746	31,191,169	26,177,079	29,057,954
(30,672,451)	(52,802,746)	(31,191,169)	(26,177,079)	(29,057,954)
3,934,676	182,229,899	44,177	1,942,237	3,567,061
$ (83,445,007)	$ 132,680,030	$ (2,422,822)	$ 2,492,922	$ 18,503,858
13.5%	6.8%	1.2%	1.5%	4.3%

CITY OF SANDY SPRINGS, GEORGIA

GENERAL GOVERNMENTAL TAX REVENUES BY SOURCE
LAST TEN FISCAL YEARS
(modified accrual basis of accounting)

Fiscal Year	Property Taxes	Sales Taxes	Hotel/Motel Taxes	Franchise Taxes	Business Taxes	Total
2013	$ 29,348,418	$ 23,727,126	$ 3,763,907	$ 9,311,894	$ 13,717,622	$ 79,868,967
2014	31,015,774	24,444,122	3,866,704	9,164,266	14,833,960	83,324,826
2015	31,893,128	25,513,897	4,462,241	9,671,503	14,816,252	86,357,021
2016	33,225,958	25,812,125	5,262,170	9,842,953	15,644,309	89,787,515
2017	33,529,750	29,989,575	5,492,264	9,715,393	15,772,737	94,499,719
2018	35,019,831	27,474,424	5,531,780	9,224,562	16,529,631	93,780,228
2019	38,183,182	28,981,123	5,681,086	9,626,740	16,701,982	99,174,113
2020	43,059,031	27,519,837	3,873,529	9,875,047	16,189,691	100,517,135
2021	46,926,777	29,434,154	2,630,102	9,024,621	17,690,658	105,706,312
2022	48,814,649	35,415,246	4,277,495	9,092,140	18,220,285	115,819,815

CITY OF SANDY SPRINGS, GEORGIA

ASSESSED VALUE AND ESTIMATED ACTUAL VALUE OF TAXABLE PROPERTY
LAST TEN CALENDAR YEARS

Calendar Year	Real Property				Personal Property	
	Residential Property	Commercial Property	Industrial Property	Agricultural Property	Motor Vehicles	Other (1)
2012	$ 3,756,986,980	$ 2,681,350,440	$ 9,188,790	$ 411,200	$ 286,683,680	$ 50,794,652
2013	3,833,666,050	2,796,044,990	9,452,520	417,120	311,678,440	51,788,000
2014	3,890,836,390	2,692,498,250	8,588,690	312,520	267,150,490	68,968,965
2015	4,143,679,220	3,004,411,100	7,995,190	113,480	187,532,150	79,418,444
2016	4,274,611,200	3,178,568,040	9,964,420	113,480	128,485,280	58,405,806
2017	4,287,740,310	3,346,676,380	9,233,920	113,480	84,974,890	55,208,940
2018	5,209,552,730	3,542,347,870	8,934,839	232,280	57,197,080	53,479,113
2019	5,569,524,370	4,062,572,960	10,010,190	87,520	40,913,220	90,693,443
2020	5,754,347,030	4,045,474,710	10,963,440	97,960	30,398,740	85,978,670
2021	6,226,269,420	4,165,935,530	13,957,880	103,080	22,570,250	99,626,230

Source: Fulton County Tax Commissioner

(1) Reflects conservation use.

Less: Tax Exempt Real Property	Total Taxable Assessed Value	Total Direct Tax Rate	Estimated Actual Taxable Value	Assessed Value as a Percentage of Actual Value
$ 550,368,934	$ 6,235,046,808	4.731	$ 15,587,617,020	40%
537,793,108	6,465,254,012	4.731	16,163,135,030	40%
523,071,081	6,405,284,224	4.731	16,013,210,560	40%
603,418,507	6,819,731,077	4.731	17,049,327,693	40%
626,029,331	7,024,118,895	4.731	17,560,297,238	40%
565,443,801	7,218,504,119	4.731	18,046,260,298	40%
889,548,811	7,982,195,101	4.731	19,955,487,753	40%
974,401,936	8,799,399,767	4.731	21,998,499,418	40%
947,687,936	8,979,572,614	4.731	22,448,931,535	40%
1,191,907,854	9,336,554,536	4.731	23,341,386,340	40%

CITY OF SANDY SPRINGS, GEORGIA

PROPERTY TAX RATES
DIRECT AND OVERLAPPING GOVERNMENTS
LAST TEN CALENDAR YEARS

(rate per $1,000 of assessed value)

	Direct	Overlapping					
			School District				Total Direct &
Calendar Year	Sandy Springs (1)	Fulton County	Operating Millage	Debt Service Millage	Total School District Millage	State	Overlapping Rates
2012	4.731	10.551	18.502	-	18.502	0.250	34.034
2013	4.731	10.551	18.502	-	18.502	0.200	33.984
2014	4.731	10.551	18.502	-	18.502	0.200	33.984
2015	4.731	10.500	18.502	-	18.502	0.050	33.783
2016	4.731	10.700	18.483	-	18.483	0.000	33.914
2017	4.731	10.630	18.483	-	18.483	0.000	33.844
2018	4.731	10.430	17.796	-	17.796	0.000	32.957
2019	4.731	10.119	17.796	-	17.796	0.000	32.646
2020	4.731	9.996	17.796	-	17.796	0.000	32.523
2021	4.731	9.776	17.590	-	17.590	0.000	32.097

Source: Fulton County Tax Commissioner

Note: As set forth in the City's Charter, the millage rate cannot exceed 4.731 mills unless a higher limit is approved through a referendum by a majority of qualified voters of the City.

(1) Total rate is for M&O. No components to separately display.

CITY OF SANDY SPRINGS, GEORGIA

PRINCIPAL PROPERTY TAXPAYERS
CURRENT CALENDAR YEAR AND NINE FISCAL YEARS AGO
JUNE 30, 2022

	2022			2013		
Taxpayer	Taxable Assessed Value	Rank	Percentage of Total Taxable Assessed Value	Taxable Assessed Value	Rank	Percentage of Total Taxable Assessed Value
Development Authority of Fulton County	$ 163,798,786	1	1.75 %	$ 118,417,338	1	1.83 %
Cousins Northpark 500/600 LLC	91,565,217	2	0.98			
REJV Concourse Atlanta LLC	71,395,169	3	0.76			
Georgia Power Company	62,059,839	4	0.66	45,501,025	4	0.70
SPUS8 CCC LP	58,404,878	5	0.63			
Cousins Northpark Owner 400 LLC	58,150,650	6	0.62			
Concourse Owner V/VI LLC	55,162,363	7	0.59			
US REIF Lakeside Commons Georgia	48,747,053	8	0.52			
Piedmont Operating Partnership LP	44,020,873	9	0.47			
POP Property Owner LLC	41,222,472	10	0.44			
FULCOPROP Fifty Six LLC				64,679,630	2	1.00
485 Properties LLC				59,938,341	3	0.93
BT Property, LLC				33,990,911	5	0.53
FULLCOPROP 400, LLC				32,602,731	6	0.50
Highwoods DLF 97 26 DFL 99 32				31,560,000	7	0.49
Teachers Concourse				31,246,479	8	0.48
Ctech Holdings LLC				29,049,740	9	0.45
FEF V Atlanta Portfolio SPE LLC				28,048,480	10	0.43
Totals	$ 694,527,300		7.44 %	$ 475,034,675		7.34 %

Source: Fulton County Tax Commissioner

CITY OF SANDY SPRINGS, GEORGIA

PROPERTY TAX LEVIES AND COLLECTIONS
LAST TEN FISCAL YEARS

Fiscal Period Ended June 30,	Taxes Levied for the Fiscal Year	Collected within the Fiscal Year of the Levy		Collections in Subsequent Years	Total Collections to Date	
		Amount	Percentage of Levy		Amount	Percentage of Levy
2013	$ 27,145,118	$ 26,489,079	97.6	$ 634,873	$ 27,123,952	99.92 %
2014	27,612,718	27,453,075	99.4	131,384	27,584,459	99.90
2015	28,502,532	28,290,291	99.3	181,097	28,471,388	99.89
2016	30,754,398	30,678,557	99.8	54,078	30,732,635	99.93
2017	31,940,164	31,638,544	99.1	278,918	31,917,462	99.93
2018	32,925,336	32,533,102	98.8	385,183	32,918,285	99.98
2019	36,117,676	35,807,887	99.1	291,473	36,099,360	99.95
2020	39,557,447	39,337,612	99.4	208,883	39,546,495	99.97
2021	41,123,937	40,908,215	99.5	205,431	41,113,646	99.97
2022	42,792,126	42,552,344	99.4	-	42,552,344	99.44

Source: Fulton County Tax Commissioner

CITY OF SANDY SPRINGS, GEORGIA

RATIOS OF OUTSTANDING DEBT BY TYPE
LAST TEN FISCAL YEARS

Fiscal Period Ended June 30,	Governmental Activities					Percentage of Personal Income (1)	Per Capita (1)
	Bonds Payable	Notes Payable	Financed Purchases Payable	Lease Liability	Total		
2013	$ -	$ 212,060	$ 5,447,268	$ -	$ 5,659,328	0.12 %	$ 56.92
2014	-	-	5,406,234	-	5,406,234	0.11	54.19
2015	-	-	4,629,444	-	4,629,444	0.09	45.43
2016	179,186,870	2,497,296	3,838,262	-	185,522,428	3.50	1,761.34
2017	175,738,334	2,590,946	2,556,253	-	180,885,533	3.30	1,711.26
2018	172,229,890	2,397,156	1,678,431	-	176,305,477	3.19	1,651.74
2019	168,635,288	5,072,124	4,140,387	-	177,847,799	3.21	1,634.68
2020	164,918,678	4,871,797	3,175,473	-	172,965,948	3.13	1,589.80
2021	235,849,709	4,668,119	5,538,351	-	246,056,179	4.12	2,223.45
2022	227,770,985	4,174,034	4,517,255	1,753,360	238,215,634	3.36	2,152.60

Note: Details regarding the City's outstanding debt can be found in the notes to the financial statements.

(1) See the Schedule of Demographic and Economic Statistics for personal income and population data.

CITY OF SANDY SPRINGS, GEORGIA

RATIOS OF NET GENERAL BONDED DEBT OUTSTANDING
LAST SEVEN FISCAL YEARS

Fiscal Year	Bonds Payable	Less: Amounts Restricted to Repaying Principal	Total	Percentage of Estimated Actual Taxable Value of Property (1)	Per Capita (2)
2016	$ 179,186,870	$ 3,657,953	$ 175,528,917	1.00%	$ 1,661
2017	175,738,334	-	175,738,334	0.97%	1,663
2018	172,229,890	-	172,229,890	0.86%	1,614
2019	168,635,288	-	168,635,288	0.77%	1,580
2020	164,918,678	-	164,918,678	0.73%	1,516
2021	235,849,709	-	235,849,709	1.05%	2,131
2022	227,770,985	-	227,770,985	0.98%	2,053

Note: Details regarding the City's outstanding debt can be found in the notes to the financial statements. The City had no bonded debt prior to 2016.

(1) See the Schedule of Assessed Value and Estimated Actual Value of Taxable Property for property value data.
(2) See the Schedule of Demographic and Economic Statistics for population data.

CITY OF SANDY SPRINGS, GEORGIA

DIRECT AND OVERLAPPING GOVERNMENTAL ACTIVITIES DEBT
AS OF JUNE 30, 2022

Governmental Unit	Debt Outstanding		Estimated Percentage Applicable (1)	Estimated Share of Overlapping Debt
Overlapping general obligation debt:				
Fulton County	$ 234,408,000	(2)	11.489 %	$ 26,931,415
Total overlapping debt	234,408,000			26,931,415
City direct debt:				
Bonds payable	227,770,985		100	227,770,985
Notes payable	4,174,034		100	4,174,034
Financed purchases	4,517,255		100	4,517,255
Lease liability	1,753,360		100	1,753,360
Total direct debt	238,215,634			238,215,634
Total direct and overlapping debt	$ 472,623,634			$ 265,147,049

Source: Assessed value date used to estimate applicable percentages and debt outstanding obtained from Fulton County School District.

Note: Overlapping governments are those that coincide, at least in part, with the geographic boundaries of the City. This schedule estimates the portion of the outstanding debt of those overlapping governments that is borne by the residents and businesses of the City. This process recognizes that, when considering the government's ability to issue and repay long-term debt, the entire debt burden borne by the residents and businesses should be taken into account. However, this does not imply that every taxpayer is a resident, and therefore responsible for repaying the debt, of each overlapping government.

(1) The percentage of overlapping debt applicable is estimated using taxable assessed property values. Applicable percentages were estimated by determining the portion of the County's taxable assessed value that is within the City's boundaries and dividing it by the County's total taxable assessed value.

(2) Obtained from the fiscal year 12/31/2020 Fulton County Annual Comprehensive Financial Report. The fiscal year 12/31/2021 was not available.

CITY OF SANDY SPRINGS, GEORGIA

DEMOGRAPHIC AND ECONOMIC STATISTICS
LAST TEN FISCAL YEARS

Fiscal Period	Population (1)	Personal Income (amounts expressed in thousands) (1)	Per Capita Personal Income (1)	Median Age (1)	Unemployment Rate (2)
2013	99,419	$ 4,805,815	$ 48,339	33.4	8.8 %
2014	99,770	5,115,208	51,270	35.0	5.8
2015	101,908	5,091,731	49,964	35.6	4.4
2016	105,330	5,307,263	50,387	35.4	4.2
2017	105,703	5,478,269	51,827	35.6	3.7
2018	106,739	5,531,962	51,827	35.7	2.8
2019	108,797	5,966,101	54,837	36.4	3.7
2020	110,779	6,074,788	54,837	36.4	3.7
2021	110,664	6,068,482	54,837	36.5	3.1
2022	110,926	7,091,166	63,927	36.7	3.2

(1) Source: U. S. Census Bureau

(2) Georgia Department of Labor

CITY OF SANDY SPRINGS, GEORGIA

PRINCIPAL EMPLOYERS
CURRENT YEAR AND NINE YEARS AGO

	2022			2013		
Employer	Employees (1)	Rank	Percentage of Total City Employment (2)	Employees (1)	Rank	Percentage of Total City Employment (2)
United Parcel Service General	2,294	1	3.5%	1,620	4	3.1%
Onetrust LLC	1,750	2	2.7%			
Optomi, LLC	1,750	3	2.7%	3,674	1	7.0%
IBM Corporation	1,719	4	2.6%			
Intercontinental Exchange, Inc.	1,084	5	1.6%	875	7	1.7%
Inspire Brands, Inc. & Subsidiaries	999	6	1.5%			
Newell Brands Inc.	980	7	1.5%			
Westrock Shared Services, LLC	847	8	1.3%			
Cox Enterprises, Inc.	838	9	1.3%	1,754	2	3.3%
Prestige Staffing	800	10	1.2%			
Cisco Systems, Inc.				1,750	3	3.3%
Oracle America Inc				1,054	5	2.0%
Airwatch LLC				912	6	1.7%
AT&T Mobility				730	8	1.4%
National Account Svc, Co.				690	9	1.3%
Walden Security				690	10	1.3%
Totals	13,061		19.8%	13,749		26.2%

(1) Source: City of Sandy Springs employer's business license filing
(2) Source: U.S. Bureau of Labor Statistics

CITY OF SANDY SPRINGS, GEORGIA

FULL-TIME EQUIVALENT CITY GOVERNMENT EMPLOYEES BY FUNCTION
LAST TEN FISCAL YEARS

Function	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
General government	80	65	72	73	53	50	50	49	46	46
Judicial	10	8	11	11	12	12	12	12	13	13
Public safety										
Police										
Officers	169	143	153	149	142	137	133	129	124	129
Civilians	17	21	21	25	37	22	22	22	14	17
Fire										
Firefighters (1)	117	110	110	113	113	109	115	96	138	133
Civilians	5	6	6	5	7	4	1	1	1	2
Emergency Management	1	1	1	-	-	-	-	-	-	-
Public works										
Highways and streets	44	38	42	37	34	32	32	31	30	30
Culture and recreation (3)	38	64	103	78	(2) 12	11	11	10	7	7
Housing and development	45	33	39	36	40	39	39	34	30	30
Total	526	489	558	527	450	416	415	384	403	407

Source: City of Sandy Springs Human Resources Department

(1) Includes the full time equivalents for the part time positions.
(2) Increase due to the Performing Arts Center at the new City Springs facility opening at the end of fiscal year 2018.
(3) Consists of R&P and CSS FT & PT.

CITY OF SANDY SPRINGS, GEORGIA

OPERATING INDICATORS BY FUNCTION
LAST TEN FISCAL YEARS

Function	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
General government										
Ordinances approved	26	31	21	31	30	35	38	48	32	26
Court cases	20,267	18,434	20,267	18,024	18,529	19,550	18,323	18,323	22,313	22,943
Grants managed	13		6	14	9	12	13	17	26	16
Police										
Calls for service	100,111	113,838	135,868	129,057	111,374	121,704	93,201	95,138	99,525	102,319
Part 1 crimes reported (1)	1,802	1,814	1,963	2,205	2,312	2,744	2,727	2,766	3,012	2,924
Traffic citations issued	19,293	12,654	17,835	13,059	35,979	23,936	24,125	21,274	22,877	21,519
Fire										
Incident responses	14,368	14,138	13,875	11,812	12,049	13,251	10,853	11,347	12,177	12,069
Average response time	6.24 min	7.15 min	7.04 min	7.02 min	7.01 min	7	7	7	7.5 minutes	7 minutes
Fire safety programs conducted	143	48	551	633	285	622	369	463	378	403
Inspections conducted	7,297	7,316	5,511	5,336	6,981	5,617	4,448	5,729	4,160	3,449
Highways and streets										
Traffic signals timed	131	132	132	136	136	132	130	126	124	123
Average days to repair pothole	3-days	1-2 days	1-2 days	1-2 days	1-3 days	1-3 days	1-3 days	1-5 days	1-5 days	1-5 days
Community development										
Stormwater plans reviewed	80	57	80	91	85	87	68	57	42	55
New building permits issued	4,064	2,083	2,033	2,025	2,418	2,197	2,127	2,749	1,442	1,458
Parcels annexed	0	0	0	0	0	0	0	0	0	0
Culture and recreation										
Park acres maintained	295	276	272	272	272	272	220	220	220	227
Park & facilities	27	27	26	26	26	17	17	17	17	16
Annual program registrants	89,229	60,157	73,832	115,071	94,996	50,206	52,268	45,110	45,110	83,857

Sources: Various City departments.
(1) Stats are reported using NIBRS (National Incident-Based Reporting System). Sandy Springs transitioned to NIBRS in February 2019. NIBRS captures single crime incident details and information on any other offense within the same incident. For more info on NIBRS – see: https://www.fbi.gov/services/cjis/ucr/nibrs

CITY OF SANDY SPRINGS, GEORGIA

CAPITAL ASSET STATISTICS BY FUNCTION
LAST TEN FISCAL YEARS

Function/Program	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
Police										
Stations (1)	1	1	1	1	1	1	1	1	1	1
Patrol Units	226	226	220	210	205	191	191	176	156	137
Patrol Zones	9	9	9	9	9	8	8	8	8	8
Fire stations										
Leased (1)	-	-	-	1	1	1	1	1	1	1
Owned	5	4	4	3	3	3	3	3	3	3
Public Works										
Streets (miles)	302	302	302	302	302	302	360	360	360	360
Traffic Signals	132	132	132	136	136	132	126	126	123	123
Culture and recreation										
Park acreage	295	272	272	272	272	272	220	220	220	227
Recreational facilities	27	26	26	26	26	17	17	17	17	16

Source: Various City departments.

(1) Reflects building operating lease.

Capital asset indicators are not available for the following functions: general government, judicial, and housing and development.

CITY OF SANDY SPRINGS, GEORGIA

REPORT OF INDEPENDENT CERTIFIED PUBLIC ACCOUNTANTS IN ACCORDANCE WITH THE UNIFORM GUIDANCE AND *GOVERNMENT AUDITING STANDARDS*

FOR THE YEAR ENDED JUNE 30, 2022

CITY OF SANDY SPRINGS, GEORGIA

FOR THE YEAR ENDED JUNE 30, 2022

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MAULDIN & JENKINS

CPAs & ADVISORS

INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*

The Honorable Mayor and Members
of the City Council of
Sandy Springs, Georgia

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, the aggregate discretely presented component units, each major fund, and the aggregate remaining fund information of the City of Sandy Springs, Georgia (the "City") as of and for the year ended June 30, 2022, and the related notes to the financial statements, which collectively comprise the City's basic financial statements, and have issued our report thereon dated December 12, 2022. Our report includes a reference to the change in accounting principle resulting from the implementation of Governmental Accounting Standards Board Statement No. 87, *Leases*.

Report on Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the City's internal control over financial reporting ("internal control") as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, we do not express an opinion on the effectiveness of the City's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and, therefore, material weaknesses or significant deficiencies may exist that were not identified. We did identify a certain deficiency in internal control, described in the accompanying schedule of findings and questioned costs as item 2022-001 that we consider to be a material weakness.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the City's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

The City's Response to Finding

Government Auditing Standards requires the auditor to perform limited procedures on the City's response to the finding identified in our audit and described in the accompanying schedule of findings and questioned costs. The City's response was not subjected to the auditing procedures applied in the audit of the financial statements, and, accordingly, we express no opinion on the response.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Mauldin & Jenkins, LLC

Atlanta, Georgia
December 12, 2022

MAULDIN & JENKINS

CPAs & ADVISORS

INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR FEDERAL PROGRAM; REPORT ON INTERNAL CONTROL OVER COMPLIANCE; AND REPORT ON SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS REQUIRED BY THE UNIFORM GUIDANCE

The Honorable Mayor and Members
of the City Council of
Sandy Springs, Georgia

Report on Compliance for Each Major Federal Program

Opinion on Each Major Federal Program

We have audited the City of Sandy Springs, Georgia's (the "City's") compliance with the types of compliance requirements identified as subject to audit in the OMB *Compliance Supplement* that could have a direct and material effect on each of the City's major federal programs for the year ended June 30, 2022. The City's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, the City complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2022.

Basis for Opinion on Each Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the City and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination of the City's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules and provisions of contracts or grant agreements applicable to the City's federal programs.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the City's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the City's compliance with the requirements of each major federal program as a whole.

In performing an audit in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.

- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the City's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.

- Obtain an understanding of the City's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control Over Compliance

A *deficiency in internal control* over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Report on Schedule of Expenditures of Federal Awards Required by the Uniform Guidance

We have audited the financial statements of the governmental activities, the aggregate discretely presented component units, each major fund, and the aggregate remaining fund information of the City as of and for the year ended June 30, 2022, and the related notes to the financial statements, which collectively comprise the City's basic financial statements. We issued our report thereon dated December 12, 2022, which contained unmodified opinions on those financial statements. Our audit was performed for the purpose of forming opinions on the financial statements that collectively comprise the basic financial statements. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by the Uniform Guidance and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated in all material respects in relation to the basic financial statements as a whole.

Mauldin & Jenkins, LLC

Atlanta, Georgia
December 12, 2022

CITY OF SANDY SPRINGS, GEORGIA

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
FOR THE YEAR ENDED JUNE 30, 2022

Federal Grantor/Pass-Through Grantor/Program Title	Assistance Listing Number	Agency or Pass-through Grantor Number	Total Expenditures
U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT			
CDBG - Entitlement Grants Cluster			
Community Development Block Grant	14.218	B-20-MC-13-0016	$ 236,683
Community Development Block Grant	14.218	B-21-MC-13-0016	441,365
Total CDBG - Entitlement Grants Cluster			678,048
Total U.S. Department of Housing and Urban Development			678,048
U.S. DEPARTMENT OF TRANSPORTATION			
Passed through Georgia Department of Transportation			
Highway Planning and Construction	20.205	PI 0010385	951,128
Highway Planning and Construction	20.205	GA-2019-015	372,776
Highway Planning and Construction	20.205	PI 0015023	286,089
Passed through Atlanta Regional Commission			
Highway Planning and Construction	20.205	T0070	241,172
Highway Planning and Construction	20.205	002CAS	57,731
Total Highway Planning and Construction Cluster			1,908,896
Total U.S. Department of Transportation			1,908,896
Total Expenditures of Federal Awards			$ 2,586,944

See note to schedule of expenditures of federal awards.

CITY OF SANDY SPRINGS, GEORGIA

NOTE TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
FOR THE YEAR ENDED JUNE 30, 2022

(1) Summary of Significant Accounting Policies

Basis of Presentation and Accounting

The accompanying Schedule of Expenditures of Federal Awards is presented using the modified accrual basis of accounting. Under the modified accrual basis of accounting, expenditures are recognized when the related liability is incurred.

In instances where the grant agreement requires the City to match grant awards with local funds, such matching funds are excluded in the accompanying Schedule of Expenditures of Federal Awards.

The City did not utilize the 10% de minimus indirect cost rate.

Federal grant programs which are administered through State agencies (pass-through awards) have been included in this report. These programs are operated according to Federal regulations promulgated by the Federal agency providing the funding.

The information in this schedule is presented in accordance with the requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*. Therefore, some amounts presented in this schedule may differ from amounts presented in, or used in the preparation of the financial statements.

CITY OF SANDY SPRINGS, GEORGIA

SCHEDULE OF FINDINGS AND QUESTIONED COSTS
FOR THE YEAR ENDED JUNE 30, 2022

SECTION I
SUMMARY OF AUDITOR'S RESULTS

Financial Statements

Type of report the auditor issued on whether the financial statements audited were prepared in accordance with GAAP:	Unmodified
Internal control over financial reporting:	
Material weakness(es) identified?	X yes ____ no
Significant deficiency(ies) identified?	____ yes X none reported
Noncompliance material to financial statements noted?	____ yes X no

Federal Awards

Internal control over major federal programs:	
Material weakness(es) identified?	____ yes X no
Significant deficiency(ies) identified?	____ yes X none reported
Type of auditor's report issued on compliance for major federal programs	Unmodified
Any audit findings disclosed that are required to be reported in accordance with 2 CFR 200.516(a)?	____ yes X no

Identification of major federal programs:

Assistance Listing Number	Name of Federal Program or Cluster
20.205	Highway Planning & Construction Cluster

Dollar threshold used to distinguish between Type A and Type B programs:	$750,000
Auditee qualified as low-risk auditee?	____ yes X no

SECTION II
FINANCIAL STATEMENT FINDINGS AND RESPONSES

2022-001 Implementation of Governmental Accounting Standards Board Statement No. 87, *Leases*

Criteria: Effective for the beginning of the City's fiscal year ended June 30, 2022, Governmental Accounting Standards Board Statement No. 87, *Leases* ("GASB 87"), was required to be implemented.

Condition & Context: During our audit of the financial statements as of and for the year ended June 30, 2022, we noted that the City had not identified certain leases held by the City as leases meeting the criteria for reporting under GASB 87, nor had the City recorded the required adjustments to the City's financial statements.

Effects: Audit adjustments were required to accurately report balances under GASB 87, as follows:

- Recognition of a $2,546,093 right-to-use lease asset and lease liability as of July 1, 2021.
- Amortization of the lease asset totaling $825,305 for the fiscal year ended June 30, 2022.
- Reclassification of $792,733 from rent expenses to reflect a decrease in the lease liability as of June 30, 2022.

Recommendation: We recommend the City carefully review its financing agreements each year to ensure that all material leases are properly reported in accordance with Generally Accepted Accounting Principles.

Auditee's Response: Management will review finance agreements quarterly to ensure all financed purchases are recorded properly as debt and capital assets in accordance with GAAP.

CITY OF SANDY SPRINGS, GEORGIA

SCHEDULE OF FINDINGS AND QUESTIONED COSTS
FOR THE YEAR ENDED JUNE 30, 2022

SECTION III
FEDERAL AWARDS FINDINGS AND QUESTIONED COSTS

None reported.

CITY OF SANDY SPRINGS, GEORGIA

SCHEDULE OF PRIOR AUDIT FINDINGS
FOR THE YEAR ENDED JUNE 30, 2022

2021-001 Recording of Financed Purchases

Criteria: Internal controls over financial reporting should be in place to ensure financed purchases and related capital assets are reported within the financial statements in accordance with Generally Accepted Accounting Principles.

Condition: Internal controls were not sufficient to ensure financed purchases and related capital assets were recorded.

Status: Resolved in current fiscal year.

2021-002 Revenue and Receivables

Criteria: Internal controls over financial reporting should be in place to ensure that revenue is recorded in the period in which it is earned and available in accordance with Generally Accepted Accounting Principles (GAAP).

Condition: Internal controls were not sufficient to ensure that all revenue and related receivables were recorded in accordance with GAAP.

Status: Resolved in current fiscal year.

2021-003 Expenditure Recognition

Criteria: Internal controls over financial reporting should be in place to ensure that expenditures are recorded in the period in which they are incurred in accordance with Generally Accepted Accounting Principles (GAAP).

Condition: Internal controls were not sufficient to ensure that all expenditures were recorded in accordance with GAAP.

Status: Resolved in current fiscal year.

SANDY SPRINGS
GEORGIA

CORRECTIVE ACTION PLAN FOR AUDIT FINDING
FY22 ANNUAL AUDIT

FINDING: 2022-001 Implementation of GASB No. 87, Leases

CORRECTIVE ACTION PLAN

- We will review all financing agreements quarterly to ensure all financed purchases are recorded properly as debt and capital assets in accordance with GAAP.
- We are also looking to acquire Debtbook (a SaaS solution) as a new tool to assist us with the appropriate recording as required by GASB 87.

ANTICIPATED COMPLETION DATE

- March 30, 2023.

Respectfully,

Toni Carlisle
Chief Financial Officer

Going Further.

Sandy Springs, Georgia

Auditor's Discussion & Analysis

Financial & Compliance Audit Summary

June 30, 2022

Presented by:
Adam Fraley, CPA
(770)-955-8600

mjcpa.com

SANDY SPRINGS

GEORGIA

City of Sandy Springs, Georgia

Auditor's Discussion & Analysis (AD&A)

June 30, 2022

PURPOSE OF ANNUAL AUDITOR'S DISCUSSION & ANALYSIS

- Engagement Team and Firm Information:
  - The Governmental Practice
  - Additional Information Regarding Other Industries & Services

- Overview of:
  - Independent Auditor's Report
  - Review of the Annual Comprehensive Financial Report
  - Overview of the Financial Statements, Footnotes, and Supplementary Information
  - Compliance Reports (Internal Controls and Laws & Regulations)
  - Audit Scopes and Procedures

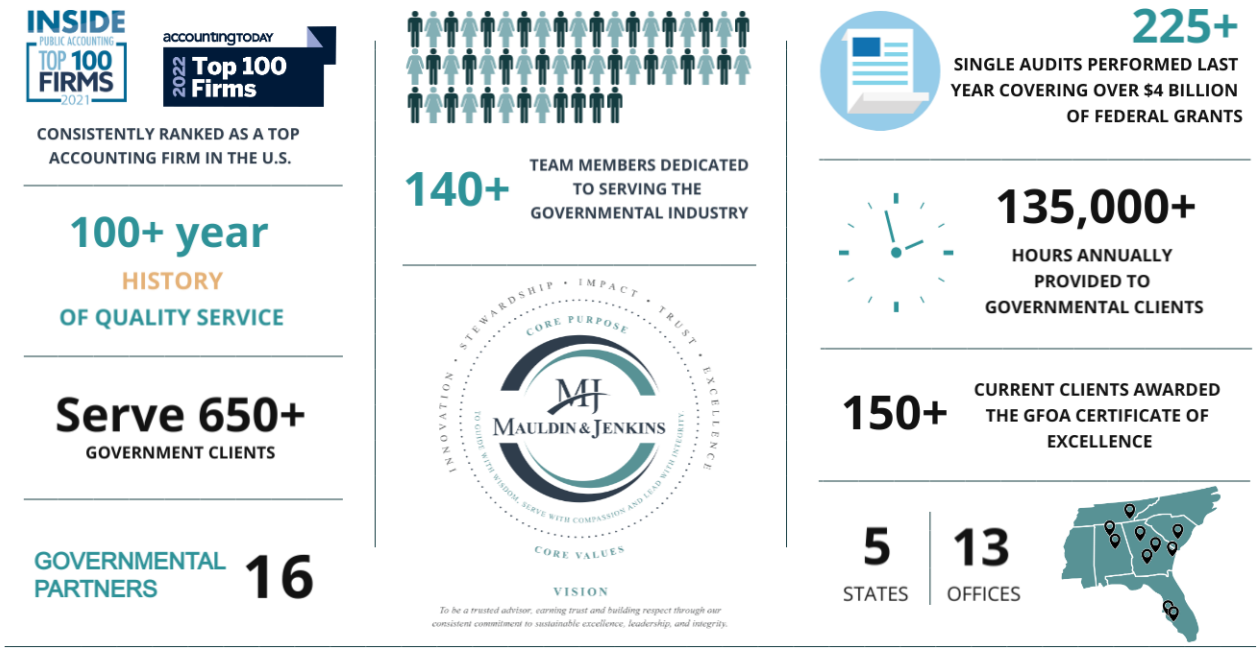
- Required Communications under Government Auditing Standards

- Accounting Recommendations and Related Matters:
  - Recommendations for Improvement
  - Material Weakness
  - Management Points
  - Other Matters for Communication

- Free Continuing Education and Newsletters

- Closing Thoughts

- Answering Your Questions



Engagement Team Leaders Include:

- Adam Fraley, Engagement Partner – 25+ years of experience, 100% governmental
- Allison Whitworth – Engagement Manager – 6 years of experience

MAULDIN & JENKINS – ADDITIONAL INFORMATION

Other Industries & Services by Mauldin & Jenkins:

Each of Mauldin & Jenkins' offices provides a wide variety of services to a broad range of clientele. We have partners and managers who are responsible for specialized practice areas of auditing and accounting, taxes and management advisory services. Their purpose, as leaders in the particular practice area, is to establish policies with respect to technical matters in these specific areas and ensure that the quality of the Firm's practice is maintained.

Industries Served: Over the years, our partners have developed expertise in certain industries representative of a cross section of the Georgia economy, including:

- Governmental Entities (state entities, cities, counties, school systems, business type operations, libraries, and other special purpose entities)
- SEC Registrants
- Wholesale Distribution
- Agri-Businesses
- Manufacturing
- Professional Services
- Employee Benefit Plans
- Financial Institutions (community banks, savings and loans, thrifts, credit unions, mortgage companies, and finance companies)
- Non-Profit Organizations
- Retail Businesses
- Long-term Healthcare
- Construction & Development
- Individuals, Estates and Trusts
- Real Estate Management

Services Provided: This diversity of practice enables our personnel to experience a wide variety of business, accounting and tax situations. We provide the traditional and not-so-traditional services such as:

- Financial Audit/Review/Compilation
- Compliance Audits and Single Audits
- Agreed-Upon Procedures
- Forensic Audits
- Bond Issuance Services
- Performance Audits
- State Sales Tax Matters
- International Tax Matters
- Business and Strategic Planning
- Profitability Consulting
- Budgeting
- Buy-Sell Agreements and Business Valuation Issues
- Income Tax Planning and Preparation
- Multi-State Income Tax Issues
- Information Systems Consulting
- Cost Accounting Analysis
- Healthcare Cost Reimbursement
- Outsourced Billing Services
- Fixed Asset Inventories
- Succession and Exit Strategy Consulting
- Estate Planning
- Management Information Systems
- Employee Benefit Plan Administration
- Merger/Acquisition and Expansion Financing

INDEPENDENT AUDITOR'S REPORT

The independent auditor's report has specific significance to readers of the financial report.

Management's Responsibility for the Financial Statements

The financial statements are the responsibility of management.

Auditor's Responsibility

Our responsibility, as external auditors, is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. We planned and performed our audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

Opinion

We have issued an unmodified audit report (i.e., "clean opinion"). The respective financial statements are considered to present fairly the financial position and results of operations as of, and for the year ended.

Emphasis of Matter

The financial statements reflect the implementation of certain new pronouncements (GASB Statement No. 87), and our opinions are not modified with respect to this.

Other Matters

Certain required supplementary information and other information is included in the financial report, and as directed by relevant auditing standards, we have not expressed an opinion or provided any assurance on the respective information.

Other Reporting

Government Auditing Standards require auditors to issue a report on our consideration of internal control over financial reporting and on our tests of compliance with certain provisions of laws, regulations, contracts and grant agreements and other matters. We have issued such a report and reference to this report is included in the independent auditor's report.

REVIEW OF ANNUAL COMPREHENSIVE FINANCIAL REPORT (ACFR)

General Information About the ACFR

The Annual Comprehensive Financial Report ("ACFR") goes beyond the normal financial reporting required by accounting principles generally accepted in the United States. The ACFR includes, at a minimum, the following elements/sections:

- **Introductory Section:** general information on the City's structure and the services it provides.
  - Letter of Transmittal
  - Organizational Chart
  - Directory of Officials
  - Certificate of Achievement for Excellence in Financial Reporting

- **Financial Section:** basic financial statements, footnotes and required supplementary information along with the auditor's report.
  - Independent Auditor's Report
  - Management Discussion & Analysis (MD&A)
  - Financial Statements and Footnotes

- **Statistical Section:** broad range of financial, demographic information useful in assessing the City's economic condition, and this information covers multiple years.
  - Financial Trends Information
  - Revenue Capacity Information
  - Debt Capacity Information
  - Operating Information

The ACFR goes far beyond the basic requirements of annual financial reporting, and the City should be commended for going beyond the minimum and providing such a report.

Recognition and Award

Once completed, the fiscal year 2021 ACFR was submitted to the Government Finance Officers Association ("GFOA") for determination if the report would merit the GFOA's Certificate of Achievement for Excellence in Financial Reporting. We are happy to inform everyone that the GFOA did indeed review the ACFR and awarded the City with the sought after Certificate.

The GFOA Certificate has been made a part of the City's 2022 fiscal year ACFR, and is included in the Introductory Section.

OVERVIEW OF FINANCIAL STATEMENTS

The City's basic financial statements include three components:

1) Government-wide financial statements;
2) Fund financial statements; and
3) Notes to the financial statements.

The **government-wide financial statements** provide a broad overview of all of the City's funds, as well as its discretely presented component units – Sandy Springs Hospitality Board and the Development Authority. The *Statement of Net Position* presents information on all assets (and deferred outflows) and liabilities (and deferred inflows) of the City, with the resulting difference reported as net position. The *Statement of Activities* presents information showing how the City's net position changed during the most recent fiscal year. Revenues are categorized as program revenues or general revenues. Expenses are categorized by function.

The **fund financial statements** more closely resemble the financial statements as presented prior to the adoption of GASB Statement No. 34. All of the funds of the City can be divided into two categories: governmental funds and fiduciary funds.

The City also includes, as part of the ACFR, the following information:

1) Transportation Special Purpose Local Option Sales Tax (TSPLOST) Schedules
2) Single Audit schedules and reports

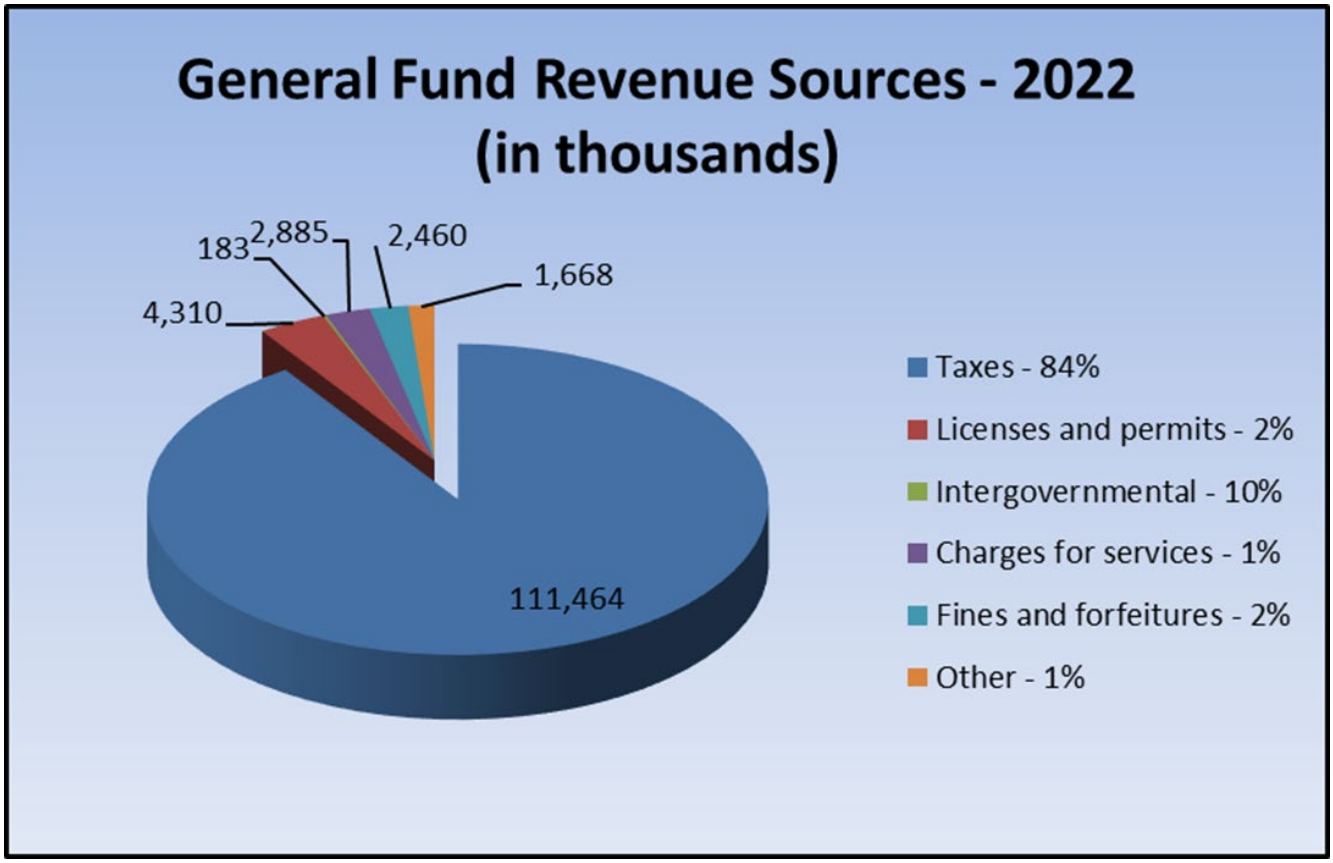
Government-Wide (Full-Accrual) Financial Statements

As noted above, the financial report of the Government includes two (2) entity-wide financial statements: a *Statement of Net Position*; and a *Statement of Activities*. Highlights of the government-wide statements notes total assets (and deferred outflows of resources) of approximately $786,614,000 offset by liabilities (and deferred inflows of resources) of approximately $269,508,000. This results in the Government reported net position (or equity) of approximately $517,106,000. Also, a substantial element of the net position is composed of a net investment in capital assets in the approximate amount of $330,328,000. Restricted net position amounts to approximately $67,925,000 leaving unrestricted net position at $118,853,000. The *Statement of Activities* attempts to report expenses in the first column with direct offsetting program revenues to the adjacent columns to arrive at a net cost of the functional areas of operation. General revenues (primarily property taxes and sales taxes) come to the rescue of the net cost functional areas resulting in the Government reporting a change in net position of approximately $32,198,000 for the fiscal year ended June 30, 2022.

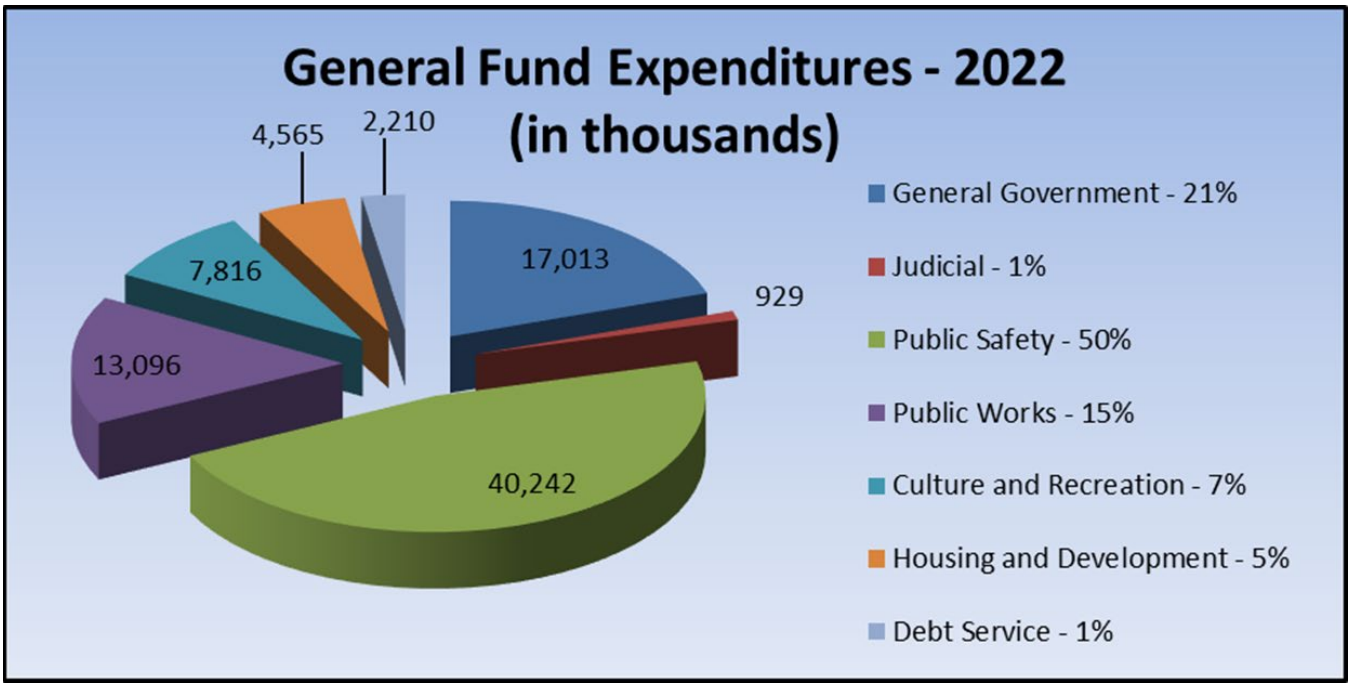
General Fund

Of primary interest to the City is the **General Fund**, which accounts for the majority of revenues received and funds expended in the operations of the City, including general government activities, tax assessment and collection, courts and law enforcement, public safety, transportation and development, planning and zoning, libraries, parks and recreation, and health and welfare.

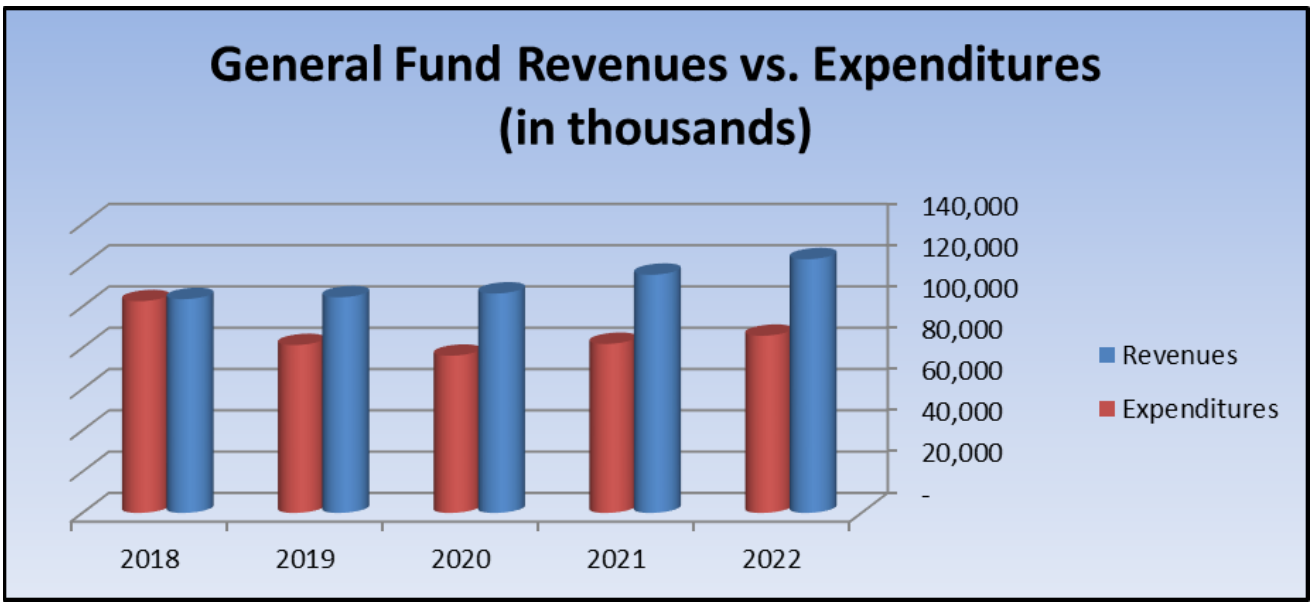
General Fund Revenues: The following chart depicts the primary revenue sources of the General Fund for the 2022 fiscal year. Property taxes represent a key component of revenue.



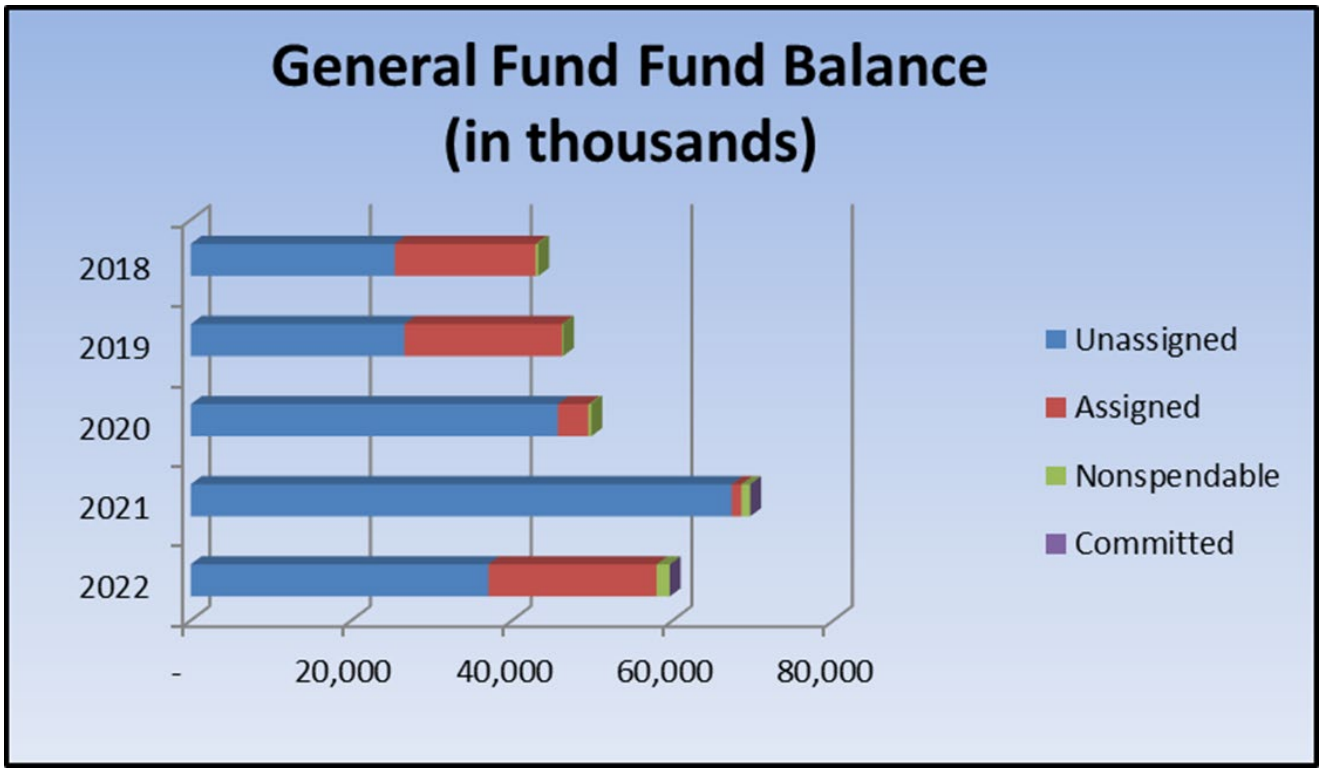
General Fund Expenditures: The following chart presents the General Fund's expenditures by major function for the fiscal year ended June 30, 2022:



The following chart demonstrates General Fund revenues versus expenditures for a five (5) year period:



The following chart presents the annual net change in fund balance of the General Fund for the past five (5) fiscal years. Most years have resulted in a negative change (or use of) fund balance.



Other Governmental Funds

The City also maintains nine (9) *special revenue funds.* These funds account for revenues derived from specific sources which are legally restricted to finance particular functions or activities. The City also maintains three (3) *capital projects funds* to be used to account for revenues and expenditures related to the renovation and/or construction of major capital assets.

Footnotes

Note 1 – Accounting Policies

This footnote discusses the overall organization of the City and the nature of its operations. This note also discloses pertinent information regarding the governing body of the City.

This footnote continues by sharing with a reader of the financial statements the significant accounting policies and principles utilized in the preparation of the financial statements.

Footnotes (Continued)

Note 2 – Reconciliation of Government-wide Financial Statements and Fund Financial Statements

This footnote provides additional detailed information that is not already shown within the financial statements themselves, on the differences between the City's fund level financial statements and its government-wide financial statements.

Note 3 – Legal Compliance – Budgets

This footnote discloses the City's procedures in establishing its annual budget and discloses the City's excesses of actual expenditures over appropriations for the year.

Note 4 – Deposits and Investments

The Governmental Accounting Standards Board (GASB) Statement No. 40, Deposit and Investment Risk Disclosure, an amendment of GASB Statement No. 3, which significantly changed the disclosure in the financial statements of the City related to deposits and investments. The disclosure addresses common deposit and investment risks related to credit risk, concentration of credit risk, interest rate risk, and foreign currency risk. In addition, this footnote presents the fair value information related to the City's investments required by GASB Statement No. 72.

Note 5 – Receivables

This footnote discloses the City's property tax calendar and detailed information on various receivable (and allowances for doubtful receivables) balances.

Note 6 – Capital Assets

This footnote discloses the City's capital asset activity and its related accumulated depreciation for the year.

Note 7 – Lease Assets

This footnote discloses the City's leased assets and its related accumulated amortization for the year.

Note 8 – Long-Term Debt

This footnote discloses the City's long-term debt activity for the year, and other information and maturities for this long-term debt.

Note 9 – Interfund Receivables, Payables, and Transfers

This footnote discloses detailed information on the City's interfund balances and transfers and the purpose of these balances and transactions.

Note 10 – Commitments and Contingent Liabilities

This footnote discloses the contingencies from potential litigation, claims, and assessments filed against the City and significant contractual commitments of the City at year-end.

Note 11 – Defined Contribution Pension Plan

This footnote discloses the details of the City's Deferred Compensation Plan.

Note 12 – Joint Venture and Related Organizations

This footnote discloses the City's relationship with the Atlanta Regional Commission, the Chattahoochee River 911 Authority, and the North Fulton Regional Radio System Authority.

Note 13 – Hotel/Motel Lodging Tax

This footnote discloses the City's tax rate for hotel/motel taxes, along with the amounts and nature of these revenues and expenditures.

Note 14 – Motor Vehicle Excise Tax

This footnote discloses the City's tax rate for the rental of motor vehicles, along with the amounts and nature of these revenues and expenditures.

Note 15 – Risk Management

This footnote discloses the City's various risks of loss and the measures the City has taken to mitigate those potential losses.

COMPLIANCE REPORTS

The financial report package contains two (2) compliance reports.

Yellow Book Report: The first compliance report is a report on our tests of the City's internal controls and compliance with laws, regulations, etc. The tests of internal controls were those we determined to be required as a basis for designing our financial statement auditing procedures. Such tests also considered the City's compliance with certain provisions of laws, regulations, contracts and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. In accordance with the respective standards, the report is **not** intended to provide an opinion, but to provide a form of negative assurance as to the City's internal controls and compliance with applicable rules and regulations.

Single Audit Report: The second compliance report is a report on our tests of the City's internal controls and compliance with laws, regulations, etc. relative to certain Federal grant programs and the respective expenditures. Our tests were performed on the City's major programs (as defined by the relevant Federal guidelines), and were not applied to each and every Federal grant expended by the Government. In accordance with the respective standards, we did provide an unmodified (or positive) opinion on the City's compliance based on our audit. However, we were not required to provide an opinion on the relevant internal controls, but to provide a form of negative assurance on such controls.

MAULDIN & JENKINS

CPAs & ADVISORS

REQUIRED COMMUNICATIONS

The Auditor's Responsibility Under *Government Auditing Standards* and Auditing Standards Generally Accepted in the United States of America

Our audit of the financial statements of City of Sandy Springs, Georgia (the "City") for the year ended June 30, 2022, was conducted in accordance with auditing standards generally accepted in the United States of America and *Government Auditing Standards* issued by the Comptroller General of the United States. Those standards require we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement, whether caused by error, fraudulent financial reporting or misappropriation of assets. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. Accordingly, the audit was designed to obtain reasonable, rather than absolute, assurance about the financial statements. We believe our audit accomplishes that objective.

In accordance with *Government Auditing* Standards, we have also performed tests of controls and compliance with laws and regulations that contribute to the evidence supporting our opinion on the financial statements. However, they do not provide a basis for opining on the City's internal control or compliance with laws and regulations.

Accounting Policies

Management has the ultimate responsibility for the selection and use of appropriate accounting policies used by the City. During the current year, the Authority implemented Governmental Accounting Standards Board (GASB) Statement No. 87. In addition, there are several new accounting standards which will be required to be implemented in the coming years. These are discussed later in this document.

In considering the qualitative aspects of the City's accounting policies, we did not identify any significant or unusual transactions or significant accounting policies in controversial or emerging areas for which there is a lack of authoritative guidance or consensus. The City's policies relative to the timing of recording of transactions are consistent with GAAP and typical government organizations.

Management Judgments and Accounting Estimates

Accounting estimates are an integral part of the preparation of financial statements and are based upon management's current judgment. The process used by management encompasses their knowledge and experience about past and current events and certain assumptions about future events. Management has informed us they used all the relevant facts available to them at the time to make the best judgments about accounting estimates and we considered this information in the scope of our audit. We considered this information and the qualitative aspects of management's calculations in evaluating the City's significant accounting policies. Estimates significant to the financial statements include such items as: the estimated lives of depreciable assets; actuarial assumptions and concepts relative to the benefit plans; deferred revenues; valuation of financial and non-financial instruments; the estimated incurred-but-not-reported liabilities; conservation commitments; extraordinary items; and the estimated allowance for uncollectible accounts.

Financial Statement Disclosures

The footnote disclosures to the financial statements are also an integral part of the financial statements. The process used by management to accumulate the information included in the disclosures was the same process used in accumulating the financial statements, and the accounting policies described above are included in those disclosures. The overall neutrality, consistency, and clarity of the disclosures were considered as part of our audit and in forming our opinion on the financial statements.

Significant Difficulties Encountered in Performing the Audit

We encountered no difficulties in dealing with management relating to the performance of the audit.

Disagreements with Management

We encountered no disagreements with management over the application of significant accounting principles, the basis for management's judgments on significant matters, the scope of the audit or significant disclosures to be included in the financial statements.

Representation from Management

We requested written representations from management relating to the accuracy of information included in the financial statements and the completeness and accuracy of various information requested by us, during the audit. Management provided those written representations without a problem.

Management's Consultations with Other Accountants

We are not aware of any consultations management had with other accountants about accounting or auditing matters.

Significant Issues Discussed with Management

There were no significant issues discussed with management related to business conditions, plans, or strategies that may have affected the risk of material misstatement of the financial statements. We are not aware of any consultations management had with us or other accountants about accounting or auditing matters. No major issues were discussed with management prior to our retention to perform the aforementioned audit.

Audit Adjustments

During our audit of the City's basic financial statements as of and for the year ended June 30, 2022, we recorded certain audit adjustments. These audit adjustments have been delivered to and discussed with management. Additionally, we have provided these adjustments as an attachment to this document for your review and discussion.

Uncorrected Misstatements

We had no passed adjustments.

Independence

We are independent of the City, and all related organizations, in accordance with auditing standards promulgated by the American Institute of Public Accountants and *Government Auditing Standards*, issued by the Comptroller General of the United States.

Other Information in Documents Containing Audited Financial Statements

We are not aware of any other documents that contain the audited basic financial statements. If such documents were to be published, we would have a responsibility to determine that such financial information was not materially inconsistent with the audited statements of the City.

ACCOUNTING RECOMMENDATIONS AND RELATED MATTERS

Recommendations for Improvement and Other Matters

During our audit of the financial statements as of and for the year ended June 30, 2022, we noted some areas within the accounting and internal control systems that we believe can be improved. We have reported one finding (material weakness). Additionally, we noted certain items management should consider as part of its decision making process. Further, we noted other matters which we wish to communicate to you in an effort to keep the City abreast of accounting matters that could present challenges in financial reporting in future periods. Our recommendations and proactive thoughts and communications are presented in the following paragraphs.

Item Cited in the City's Financial Statements as a Material Weakness

1) Implementation of Governmental Accounting Standards Board Statement No. 87, *Leases*

During our audit of the financial statements as of and for the year ended June 30, 2022, we noted that the City had not identified certain leases held by the City as leases meeting the criteria for reporting under GASB Statement No. 87, nor had the City recorded the required adjustments to the City's financial statements. Audit adjustments were required to accurately report balances under GASB Statement No. 87, as follows:

- Recognition of a $2,546,093 right-to-use lease asset and lease liability as of July 1, 2021.
- Amortization of the lease asset totaling $825,305 for the fiscal year ended June 30, 2022.
- Reclassification of $792,733 from rent expenses to reflect a decrease in the lease liability as of June 30, 2022.

We recommend the City carefully review its financing agreements each year to ensure that all material leases are properly reported in accordance with Generally Accepted Accounting Principles.

Recommendations for Improvement (Management Points)

1. During our testing of the Municipal Court's detail listing of liabilities, we noted a total of six (6) court cases which have been outstanding for more than one year in the detail listing. The total amount of the liability related to these outstanding court cases totaled approximately $11,000. We recommend management, in conjunction with the Municipal Court, review these cases periodically to ensure amounts are properly reported as a liability as well as disbursed to the appropriate parties subsequent to adjudication by the courts.

2. During our testing of revenues in the Tree Fund we noted the special revenue fund was established by the City pursuant to its Tree Conservation Regulations which stipulates that "funds maintained in the Sandy Springs Tree Bank are administered by the director of the department of community development pursuant to the rules and regulations regarding said funds as established by the Sandy Springs City Council for the purposes of replacing tree canopy/canopy preservation amounts." We noted this portion of the City's code was established several years ago and needs to be updated to bring the reporting of this fund into compliance with Governmental Accounting Standards Board (GASB) Statement No. 54 which defines the requirements of special revenue funds. We recommend the City take formal action to commit the revenue stream in the Tree Fund in accordance with its fund balance policy so that the intent of the City code is updated to comply with the requirements of GASB Statement No. 54 for special revenue funds.

New Governmental Accounting Standards Board (GASB) Standards

As has been the case for the past 10 years, GASB has issued several other new pronouncements which will be effective in future years. The following is a brief summary of the new standards:

a) **Statement No. 94, *Public-Private and Public-Public Partnerships and Availability Payment Arrangements*** was issued in March 2020 and is effective for fiscal years beginning after June 15, 2022 which means year ends of June 30, 2023 and following.

   This statement was issued by the GASB to address a gap in generally accepted accounting principles: how do we account for these type arrangements that do not meet the definition of a service concession arrangement ("SCA") covered by GASB Statement No. 60?

   Statement No. 94 requires that Public-Private Partnerships and Public-Public Partnerships ("PPPs") that meet the definition of a lease apply the guidance in Statement No. 87, *Leases* if: (a) existing assets of the transferor are the only underlying PPP assets, (b) improvements are not required to be made by the operator to those existing assets as part of the PPP arrangement, and (c) the PPP does not meet the definition of an SCA. All other PPPs that will not apply the guidance in Statement No. 87 will generally use the accounting guidance contained in Statement No. 60 which was superseded by this new standard.

   Statement No. 94 also establishes accounting and financial reporting requirements for availability payment arrangements ("APAs"). As defined in this statement, an APA is an arrangement in which a government compensates an operator for services that may include designing, constructing, financing, maintaining, or operating an underlying non-financial asset for a period of time in an exchange or exchange-like transaction. An APA

that is related to designing, constructing, and financing a non-financial asset in which ownership of the asset transfers by the end of the contract should be accounted for by the government as a financed purchase of the underlying asset.

b) Statement No. 96, *Subscription-Based Information Technology Arrangements* was issued in May 2020 and is effective for fiscal years beginning after June 15, 2022 which means year ends of June 30, 2023 and following.

This statement provides guidance on the accounting and financial reporting for subscription-based information technology arrangements ("SBITAs") for government end users (governments). This statement: 1) defines a SBITA; 2) establishes that a SBITA results in a right-to-use subscription asset—an intangible asset—and a corresponding subscription liability; 3) provides the capitalization criteria for outlays other than subscription payments, including implementation costs of a SBITA; and 4) requires note disclosures regarding a SBITA. To the extent relevant, the standards for SBITAs are based on the standards established in Statement No. 87, *Leases*, as amended.

A SBITA is defined as a contract that conveys control of the right to use another party's (a SBITA vendor's) information technology ("IT") software, alone or in combination with tangible capital assets (the "underlying IT assets"), as specified in the contract for a period of time in an exchange or exchange-like transaction.

The subscription term includes the period during which a government has a non-cancellable right to use the underlying IT assets. The subscription term also includes periods covered by an option to extend (if it is reasonably certain that the government or SBITA vendor will exercise that option) or to terminate (if it is reasonably certain that the government or SBITA vendor will not exercise that option).

Under this statement, a government generally should recognize a right-to-use subscription asset—an intangible asset—and a corresponding subscription liability. A government should recognize the subscription liability at the commencement of the subscription term, which is when the subscription asset is placed into service. The subscription liability should be initially measured at the present value of subscription payments expected to be made during the subscription term. Future subscription payments should be discounted using the interest rate the SBITA vendor charges the government, which may be implicit, or the government's incremental borrowing rate if the interest rate is not readily determinable. A government should recognize amortization of the discount on the subscription liability as an outflow of resources (for example, interest expense) in subsequent financial reporting periods.

The subscription asset should be initially measured as the sum of: 1) the initial subscription liability amount, 2) payments made to the SBITA vendor before commencement of the subscription term, and 3) capitalizable implementation costs, less any incentives received from the SBITA vendor at or before the commencement of the subscription term. A government should recognize amortization of the subscription asset as an outflow of resources over the subscription term.

Activities associated with a SBITA, other than making subscription payments, should be grouped into the following three stages, and their costs should be accounted for accordingly:

- Preliminary Project Stage, including activities such as evaluating alternatives, determining needed technology, and selecting a SBITA vendor. Outlays in this stage should be expensed as incurred.
- Initial Implementation Stage, including all ancillary charges necessary to place the subscription asset into service. Outlays in this stage generally should be capitalized as an addition to the subscription asset.
- Operation and Additional Implementation Stage, including activities such as subsequent implementation activities, maintenance, and other activities for a government's ongoing operations related to a SBITA. Outlays in this stage should be expensed as incurred unless they meet specific capitalization criteria.

In classifying certain outlays into the appropriate stage, the nature of the activity should be the determining factor. Training costs should be expensed as incurred, regardless of the stage in which they are incurred.

c) Statement No. 99, *Omnibus 2022* was issued in April 2022 and contains multiple different effective dates for the guidance based on the differing topics. The practice issues addressed by this statement are as follows:

- Classification and reporting of derivative instruments within the scope of Statement No. 53, *Accounting and Financial Reporting for Derivative Instruments*, that do not meet the definition of either an investment derivative instrument or a hedging derivative instrument.
- Clarification of provisions in Statement No. 87, *Leases*, as amended, related to the determination of the lease term, classification of a lease as a short-term lease, recognition and measurement of a lease liability and a lease asset, and identification of lease incentives.
- Clarification of provisions in Statement No. 94, *Public-Private and Public-Public Partnerships and Availability Payment Arrangements*, related to the determination

of the public-private and public-public partnership (PPP) term and recognition and measurement of installment payments and the transfer of the underlying PPP asset.

- Clarification of provisions in Statement No. 96, *Subscription-Based Information Technology Arrangements*, related to the subscription-based information technology arrangement (SBITA) term, classification of a SBITA as a short-term SBITA, and recognition and measurement of a subscription liability.
- Extension of the period during which the London Interbank Offered Rate (LIBOR) is considered an appropriate benchmark interest rate for the qualitative evaluation of the effectiveness of an interest rate swap that hedges the interest rate risk of taxable debt.
- Accounting for the distribution of benefits as part of the Supplemental Nutrition Assistance Program (SNAP).
- Disclosures related to nonmonetary transactions.
- Pledges of future revenues when resources are not received by the pledging government.
- Clarification of provisions in Statement No. 34, *Basic Financial Statements— and Management's Discussion and Analysis—for State and Local Governments*, as amended, related to the focus of the government-wide financial statements.
- Terminology updates related to certain provisions of Statement No. 63, *Financial Reporting of Deferred Outflows of Resources, Deferred Inflows of Resources, and Net Position*.
- Terminology used in Statement No. 53 to refer to resource flows statements.

The requirements of Statement No. 99 are effective as follows:

- The requirements related to extension of the use of LIBOR, accounting for SNAP distributions, disclosures of nonmonetary transactions, pledges of future revenues by pledging governments, clarification of certain provisions in Statement No. 34, as amended, and terminology updates related to Statement No. 53 and Statement No. 63 are effective upon issuance.
- The requirements related to leases, PPPs, and SBITAs are effective for fiscal years beginning after June 15, 2022, and all reporting periods thereafter.
- The requirements related to financial guarantees and the classification and reporting of derivative instruments within the scope of Statement No. 53 are effective for fiscal years beginning after June 15, 2023, and all reporting periods thereafter.

d) Statement No. 100, *Accounting Changes and Error Corrections* was issued in June 2022 and is effective for accounting changes and error corrections made in fiscal years beginning after June 15, 2023, and all reporting periods thereafter.

The primary objective of this statement is to enhance accounting and financial reporting requirements for accounting changes and error corrections to provide more understandable, reliable, relevant, consistent, and comparable information for making decisions or assessing accountability.

This statement defines *accounting changes* as changes in accounting principles, changes in accounting estimates, and changes to or within the financial reporting entity and describes the transactions or other events that constitute those changes. As part of those descriptions, for (1) certain changes in accounting principles and (2) certain changes in accounting estimates that result from a change in measurement methodology, a new principle or methodology should be justified on the basis that it is preferable to the principle or methodology used before the change. That preferability should be based on the qualitative characteristics of financial reporting—understandability, reliability, relevance, timeliness, consistency, and comparability. This statement also addresses corrections of errors in previously issued financial statements.

This statement prescribes the accounting and financial reporting for (1) each type of accounting change and (2) error corrections. This statement requires that (a) changes in accounting principles and error corrections be reported retroactively by restating prior periods, (b) changes to or within the financial reporting entity be reported by adjusting beginning balances of the current period, and (c) changes in accounting estimates be reported prospectively by recognizing the change in the current period. The requirements of this statement for changes in accounting principles apply to the implementation of a new pronouncement in absence of specific transition provisions in the new pronouncement. This statement also requires that the aggregate amount of adjustments to and restatements of beginning net position, fund balance, or fund net position, as applicable, be displayed by reporting unit in the financial statements.

This statement requires disclosure in notes to financial statements of descriptive information about accounting changes and error corrections, such as their nature. In addition, information about the quantitative effects on beginning balances of each accounting change and error correction should be disclosed by reporting unit in a tabular format to reconcile beginning balances as previously reported to beginning balances as restated.

Furthermore, this statement addresses how information that is affected by a change in accounting principle or error correction should be presented in required supplementary information (RSI) and supplementary information (SI). For periods that are earlier than those included in the basic financial statements, information presented in RSI or SI should be restated for error corrections, if practicable, but not for changes in accounting principles.

e) Statement No. 101, *Compensated Absences* was issued in June 2022 and is effective for fiscal years beginning after December 15, 2023, and all reporting periods thereafter.

This statement requires that liabilities for compensated absences be recognized for (1) leave that has not been used and (2) leave that has been used but not yet paid in cash or settled through noncash means. A liability should be recognized for leave that has not been used if (a) the leave is attributable to services already rendered, (b) the leave accumulates, and (c) the leave is more likely than not to be used for time off or otherwise paid in cash or settled through noncash means. Leave is attributable to services already rendered when an employee has performed the services required to earn the leave. Leave that accumulates is carried forward from the reporting period in which it is earned to a future reporting period during which it may be used for time off or otherwise paid or settled. In estimating the leave that is more likely than not to be used or otherwise paid or settled, a government should consider relevant factors such as employment policies related to compensated absences and historical information about the use or payment of compensated absences. However, leave that is more likely than not to be settled through conversion to defined benefit postemployment benefits should not be included in a liability for compensated absences.

This statement requires that a liability for certain types of compensated absences—including parental leave, military leave, and jury duty leave—not be recognized until the leave commences. This statement also requires that a liability for specific types of compensated absences not be recognized until the leave is used.

This statement also establishes guidance for measuring a liability for leave that has not been used, generally using an employee's pay rate as of the date of the financial statements. A liability for leave that has been used but not yet paid or settled should be measured at the amount of the cash payment or noncash settlement to be made. Certain salary-related payments that are directly and incrementally associated with payments for leave also should be included in the measurement of the liabilities.

f) Other Pending or Current GASB Projects. As noted by the numerous pronouncements issued by GASB over the past decade, the GASB continues to research various projects of interest to governmental units. Subjects of note include:

- **Re-Examination of the Financial Reporting Model.** GASB has added this project to its technical agenda to make improvements to the existing financial reporting model (established via GASB Statement No. 34). Improvements are meant to enhance the effectiveness of the model in providing information for decision-making and assessing a government's accountability. GASB anticipates issuance of a final standard in late 2023 or early 2024.
- **Revenue and Expense Recognition** is another long-term project where the GASB is working to develop a comprehensive application model for recognition of revenues and expenses from non-exchange, exchange, and exchange-like transactions. The final standard is expected in mid-2027.
- **Going Concern Uncertainties and Severe Financial Stress** is a major project where the goal is to address issues related to disclosures regarding going concern uncertainties and severe financial stress. The project will consider (1) improvements to existing guidance for going concern considerations to address diversity in practice and clarify the circumstances under which disclosure is appropriate, (2) developing a definition of severe financial stress and criteria for identifying when governments should disclose their exposure to severe financial stress, and (3) what information about a government's exposure to severe financial stress is necessary to disclose. This technical topic is being examined by the GASB due to a wide diversity in practice regarding required presentation on the face of the financial statements, disclosures, etc. An exposure draft on this topic is expected by mid-2025.

Summations of Thoughts Noted Above

We believe the implementation of these suggestions will enhance both the control environment and the financial reporting process, making both more effective. We also believe these recommendations can be easily implemented, and all problems resolved quite timely should management elect to employ the corrective measures.

FREE QUARTERLY CONTINUING EDUCATION AND NEWSLETTERS FOR GOVERNMENTAL CLIENTS

Free Continuing Education. We provide free quarterly continuing education for all of our governmental clients. Each quarter, we pick a couple of significant topics tailored to be of interest to governmental entities, and offer the sessions several times per quarter at a variety of client provided locations resulting in greater networking among our governmental clients. We normally see approximately 100 people per quarter. We obtain the input and services of experienced outside speakers along with our in-house professionals.

> ***"I've been a CPA for 32 years. Today's CPE class by Mauldin & Jenkins has been the best of my career".*** ***Terry Nall, CPA, City of Dunwoody (GA) Council Member***
>
> ***"They are always on top of new accounting pronouncements and provide training well before implementation deadlines. This is a very valuable resource for our organization".*** ***Laurie Puckett, CPA, CPFO, Gwinnett County (GA), Accounting Director***

Examples of subjects addressed in past quarters include:

- Accounting for Debt Issuances
- Achieving Excellence in Financial Reporting
- Best Budgeting Practices, Policies and Processes
- Best Practices in Banking
- Budget Preparation
- ACFR Preparation (several times including a two (2) day hands-on course)
- Capital Asset Accounting Processes and Controls
- Closing Out and Audit Preparation
- Collateralization of Deposits and Investments
- Component Units
- Cybersecurity Risk Management
- Evaluating Financial and Non-Financial Health of a Local Government
- Financial Report Card – Where Does Your Government Stand?
- Financial Reporting Model Improvements
- GASB No. 74 & 75, New OPEB Standards
- GASB No. 77, Tax Abatement Disclosures
- GASB No. 84, Fiduciary Activities
- GASB No. 87, Leases



- GASB Projects & Updates (ongoing and several sessions)
- Grants (Accounting and Auditing)
- Human Capital Management
- Information Technology (IT) Risk Management
- Internal Controls Over Accounts Payable, Payroll and Cash Disbursements
- Internal Controls Over Receivables & the Revenue Cycle
- Internal Revenue Service (IRS) Compliance Issues, Primarily Payroll Matters
- Legal Considerations for Debt Issuances & Disclosure Requirements
- Policies and Procedures Manuals
- Presenting Financial Information to Non-Financial People
- Procurement Card Red Flags
- Risk, Efficiency, & Effectiveness in Governments
- Segregation of Duties
- Single Audits for Auditees
- SPLOST Accounting, Reporting & Compliance
- Uniform Grant Guidance

Governmental Newsletters. We periodically produce newsletters tailored to meet the needs of governments. The newsletters have addressed a variety of subjects and are intended to be timely in their subject matter. The newsletters are authored by Mauldin & Jenkins partners and managers, and are not purchased from an outside agency. The newsletters are intended to keep you informed of current developments in the government finance environment.

In the past several years, the following topics have been addressed in our monthly newsletters:



- Are Your Government's Funds Secure?
- COVID-19 Updates (several)
- Cybersecurity Awareness
- Deposit Collateralization
- Employee vs Independent Contractor
- Escheat Laws on Unclaimed Property
- Federal Funding and Accountability Transparency Act
- Forensic Audit or Financial Audit?
- Form PT 440
- GASB Invitation to Comment – the New Financial Reporting Model
- GASB No. 72, Fair Value, It is Not Totally About Disclosure
- GASB Nos. 74 & 75, Other Postemployment Benefits (OPEB)

- GASB No. 77, Abatements – Go Viral with GASB No. 77
- GASB No. 84 Fiduciary Activities (Series)
- GASB No. 87, Leases
- GASB No. 89, Accounting for Interest Cost Incurred Before the End of Construction
- GASB No. 91, Conduit Debt Obligations
- GASB No. 93, Replacement of Interbank Offered Rates
- General Data Protection Regulation (GDPR)
- Grants Management
- OMB Compliance Supplements
- OPEB, What You Need to Know
- Public Funds and Secure Deposit Program
- Rotating or Not Rotating Auditors
- Property Tax Assessments
- Remote Auditing Best Practices
- Refunding Debt
- Sales & Use Taxes on Retail Sales of Jet Fuel
- Sales Tax Collections and Remittances by the State
- SAS Clarity Standards and Group Audits
- Single Audit, including Uniform Guidance (several)
- Social Security Administration (SSA) Incentive Payments
- Special Purpose Local Option Sales Taxes (SPLOST) Expenditures
- Subrecipient Risk Assessment Tool
- Supplemental Social Security for Inmates
- The New Tax Cuts and Jobs Act – Impact on Bond Refunding
- The Return of the Component Unit – GASB No. 61
- Uniform Guidance & New Procurement Requirements
- What's Happening with Property Tax Assessments

You are the best auditors I have ever worked with over my career. It is a big difference having a group that is dedicated to governmental accounting.

Wesley Ropp,
Charleston Water System,
Chief Financial Officer

Communication. In an effort to better communicate our free continuing education plans and newsletters, please email Paige Vercoe at pvercoe@mjcpa.com (send corresponding copy to afraley@mjcpa.com), and provide individual names, mailing addresses, email addresses and phone numbers of anyone you wish to participate and be included in our database.

Governmental Advisory Services

Beyond traditional audit and accounting services and IT services, we provide advisory services that are wide-ranging in nature. Our experienced government advisory team helps governments, governmental agencies and special purpose governmental organizations balance fiscal responsibility with the latest business strategies to achieve targeted and overarching objectives. Our advisory services can be summarized via the following bubbles.



David Roberts
Partner, Governmental Advisory Services



David Roberts has more than 22 years of experience as a consultant and trusted advisor providing operational/organizational assessments and similar transformational projects for federal, state, and local governments across the country. David's experience includes leading numerous enterprise-wide/departmental/functional assessments and transformations over his career measuring the efficiency and effectiveness of organizational structures and culture, performance management, technology systems and strategies, staffing models, service delivery models, and customer satisfaction.

David helps his clients turn visions and goals into reality. He has helped multiple clients win national government industry awards for innovation, transformation, and cost savings.

David leads our Government Advisory practice, where he focuses on helping governments and individual agencies fulfill and exceed their financial, operational, and regulatory obligations to the public.

David has completed hundreds of projects over his career. Below are representative sample management consulting projects demonstrating David's depth and breadth completed within the past 12 months:

Operational and Performance Assessment – *Walton County, Georgia*
David led a multi-department Operational and Performance Assessment for Walton County. The scope included assessing organizational structure, operational efficiency, staffing levels and resource utilization, comparison to leading practices, and observations and recommendations to assist the County in achieving the desired future state. The final report included numerous observations with associated recommendations and a detailed Roadmap/Implementation Plan.

Outsourcing Feasibility Study – *City of Rocky Mount, North Carolina*
David led a feasibility study for the City of Rocky Mount to assess its current service delivery model for providing parks maintenance and landscaping services. City operations used a hybrid model of both internal resources and third-party contractors to provide parks maintenance and landscaping. The project evaluated the pros and cons (both financial and non-financial) of 1) maintaining the hybrid model, 2) performing all services in-house, and 3) performing all services externally.

Finance Functional Assessment – *Richland County Library, South Carolina*
David led a functional assessment of the Library's finance department. The project consisted of understanding the current state – current service provision, performance, workflow, business processes, internal controls, organizational structure, reporting, and communications. The current state was compared to leading practices and gaps were identified. An implementation roadmap was created that aligned recommendations to leaderships' vision to help the organization achieve its desired future state.

Technology Utilization Assessment – Mt. Pleasant Waterworks (South Carolina)
David led an objective evaluation of the organization's system usage and governance related to the existing financial system (Microsoft Dynamics) and the existing workorder management system (Maximo). The organization wanted to maximize the efficiency and effectiveness of both systems while maintaining internal controls and system of record. The project consisted of numerous interviews, data review, system mapping, and a collaborative workshop among stakeholders to define a future state.

Grant Compliance Audit – *Decide DeKalb (Georgia)*

David led a Grant Compliance Assessment of various development projects for Decide DeKalb. The project reviewed the established grant and contractual criteria to be maintained by developers and compared with tenant information related to low income occupants. The project identified areas of compliance, non-compliance, and recommendations for remediation.

Forensic Audit – *Confidential City*

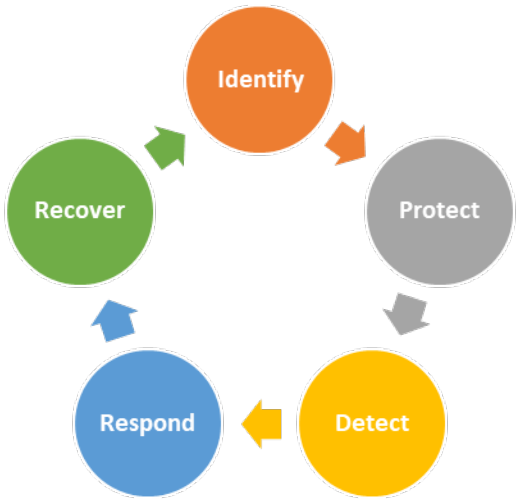
David led a forensic investigation into questionable cash management activity for a City Parks and Recreation department. The project reviewed bank account activity, cancelled checks, cash withdrawals, and purchased item documentation as well as conducted interviews with account cardholders to determine the collection, handling, and use of several hundred thousand dollars collected in fees, sponsorships, and contributions made to the City. Numerous observations and corresponding recommendations were developed to enhance internal controls, written policies, and procedures to correct conflicts of interest, mishandling of funds, and misappropriation of funds.

Governmental IT Solutions

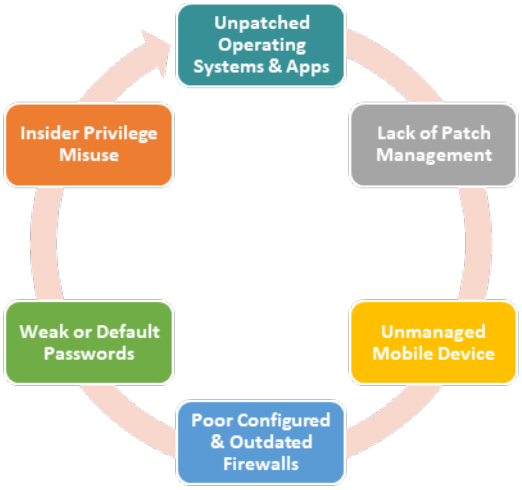
Beyond traditional audit and accounting services, Mauldin & Jenkins performs various IT attestation and non-attestation services. The following are three such services.

Cybersecurity Framework Engagements

With governments dealing with IT ransoms, cybersecurity is one of the top issues on the minds of nearly every government (large and small). Managing this business issue is especially challenging. A government with a highly mature cybersecurity risk management program still has a residual risk that a material cybersecurity breach could occur and not be detected in a timely manner.



Services can be provided via: 1) attestation engagements or 2) consulting engagements. The AICPA has established standards for performing attestation engagements in this arena with the issuance of the SOC for Cybersecurity as part of its suite of System and Organization Controls (SOC) reporting. Consulting services can be provided while not compromising auditor independence.



System Vulnerability Assessments Engagements

This is the process of defining, identifying, classifying and prioritizing vulnerabilities in computer systems, applications and networks infrastructures, and providing an assessment with necessary knowledge, awareness and risks to understand the threats to determine appropriate reactions. Using specialized tools and applications, we can access networks to scan with automated tools and interrogate every device connected to a City network with the objective of searching for misconfigurations, unsupported software, missing software updates and patches, etc.

Penetration Testing Engagements

This is the practice of testing a computer system to find security vulnerabilities that a hacker/attacker could exploit using automation or manual applications. The process involves gathering information about the target before the test, identifying possible entry points, attempting to break in – actually or virtually – and reporting back the findings. Tests come from external or internal angles of entry. Our main objective is to identify security weaknesses. Penetration testing can also be used to: test an organization's security policy; its adherence to compliance requirements; its employees' security awareness; and, the government's ability to identify and respond to security incidents.



CLOSING

We believe the implementation of these suggestions will enhance both the control environment and the financial reporting process, making both more effective. We also believe these recommendations can be easily implemented, and all problems resolved quite timely should management elect to employ the corrective measures. If you have any questions regarding any comments, suggestions or recommendations set forth in this memorandum, we will be pleased to discuss it with you at your convenience.

This information is intended solely for the use of the City's management, and others within the City's organization and is not intended to be and should not be used by anyone other than these specified parties.

We appreciate the opportunity to serve Sandy Springs, Georgia and look forward to serving the City in the future. Thank you.

MAULDIN & JENKINS

CPAs & ADVISORS

Client:	***03000989 - City of Sandy Springs, Georgia***
Engagement:	***03000989 - City of Sandy Springs***
Period Ending:	***6/30/2022***
Trial Balance:	***0200.100 - General Fund TB Database***
Workpaper:	***0204.100 - General Fund Adjusting Journal Entries Report***

Account	Description	W/P Ref	Debit	Credit
Adjusting Journal Entries JE # 1		**PBC**		
Entry to reclass various taxes out of Other Receivable account				
100 -0000-00-111540-	L.O.S.T. RECEIVABLE-CURRENT		3,079,772.51	
100 -0000-00-111560-	FRANCHISE TAXES RECEIVABLE		1,090,182.61	
100 -0000-00-111570-	ALCOHOL TAXES RECEIVABLE		104,223.27	
100 -0000-00-115100-	OTHER RECEIVABLES			104,223.27
100 -0000-00-115100-	OTHER RECEIVABLES			1,090,182.61
100 -0000-00-115100-	OTHER RECEIVABLES			3,079,772.51
Total			**4,274,178.39**	**4,274,178.39**
Adjusting Journal Entries JE # 2		**PBC**		
Immaterial entry to reconcile equity				
100 -1500-10-531100-	GENERAL OPERATING SUPPLIES		178.00	
100 -0000-00-134200-	FUND BALANCE-UNRESERVED			178.00
Total			**178.00**	**178.00**
Adjusting Journal Entries JE # 3		**5007.020**		
Entry to reclass building lease payments to principal and lease reduction.				
100 -9000-90-581400-	BUILDING LEASE PRINCIPAL		792,733.00	
100 -9000-90-582400-	BUILDING LEASE INTEREST		39,403.00	
100 -1565-10-522310-	BUILDING OPERATING LEASE			320,526.00
100 -3210-30-522310-	BUILDING OPERATING LEASE			39,403.00
100 -3210-30-522310-	BUILDING OPERATING LEASE			472,207.00
Total			**832,136.00**	**832,136.00**
Adjusting Journal Entries JE # 4		**PBC**		
Entry to reclass negative pooled cash in Public Facilities Authority to interfund receivable.				
100 -0000-00-113147-	DUE FROM MVRET (280)		6,872.68	
100 -0000-00-113165	DUE FROM PUBLIC FACILITIES FUND (360)		3,667,667.31	
100 -0000-00-111100-	OPERATING ACCOUNT			6,872.68
100 -0000-00-111100-	OPERATING ACCOUNT			3,667,667.31
Total			**3,674,539.99**	**3,674,539.99**
Adjusting Journal Entries JE # 5		**PBC**		
Entry to record an allowance for Chatt Comm receivable.				
100 -3810-30-573000-	BAD DEBTS		1,161,889.97	
100 -0000-00-113189-	ALLOWANCE FOR CHATT COMM			1,161,889.97
Total			**1,161,889.97**	**1,161,889.97**

Client: ***03000989 - City of Sandy Springs, Georgia***
Engagement: ***03000989 - City of Sandy Springs***
Period Ending: ***6/30/2022***
Trial Balance: ***0200.230 - ARPA Fund Database***
Workpaper: ***0204.230 - ARPA AJE Report***

Account	Description	W/P Ref	Debit	Credit
Adjusting Journal Entries				
Adjusting Journal Entries JE # 1		**PBC**		
Entry to remove the receivable since the payment was received in August 2022 and no eligible expenditures were incurred.				
230 -0000-00-122500-	DEFERRED REVENUE		6,934,152.50	
230 -0000-00-112700-	INTERGOVERNMENTAL REC			6,934,152.50
Total			**6,934,152.50**	**6,934,152.50**
	Total Adjusting Journal Entries		**6,934,152.50**	**6,934,152.50**
	Total All Journal Entries		**6,934,152.50**	**6,934,152.50**

Client: ***03000989 - City of Sandy Springs, Georgia***
Engagement: ***03000989 - City of Sandy Springs***
Period Ending: ***6/30/2022***
Trial Balance: ***0200.280 - Auto Excise Tax Fund TB Database***
Workpaper: ***0204.280 - Auto Excise AJE Report***

Account	Description	W/P Ref	Debit	Credit
Adjusting Journal Entries				
Adjusting Journal Entries JE # 1		**PBC**		
Entry to reclass pooled cash to interfund payable				
280 -0000-00-111100-	POOLED CASH OPERATING ACCT		6,872.68	
280 -0000-00-123100-	DUE TO GENERAL FUND (100)			6,872.68
Total			**6,872.68**	**6,872.68**
	Total Adjusting Journal Entries		**6,872.68**	**6,872.68**
	Total All Journal Entries		**6,872.68**	**6,872.68**

Client:	***03000989 - City of Sandy Springs, Georgia***
Engagement:	***03000989 - City of Sandy Springs***
Period Ending:	***6/30/2022***
Trial Balance:	***0200.360 - Public Facilities Authority Database***
Workpaper:	***0204.360 - Public Facilities Authority AJE Report***

Account	Description	W/P Ref	Debit	Credit
Adjusting Journal Entries				
Adjusting Journal Entries JE # 1		**PBC**		
Immaterial entry to reconcile equity				
360 -0000-00-134200-	FUND BALANCE-UNRESERVED		200.00	
360 -3100-00-541300-PF002	BUILDINGS			200.00
Total			**200.00**	**200.00**
Adjusting Journal Entries JE # 2		**PBC**		
Entry to reclass negative pooled cash to interfund payable				
360 -0000-00-111100-	POOLED CASH OPERATING ACCT		3,667,667.31	
360 -0000-00-121800	DUE TO GENERAL FUND			3,667,667.31
Total			**3,667,667.31**	**3,667,667.31**
	Total Adjusting Journal Entries		**3,667,867.31**	**3,667,867.31**
	Total All Journal Entries		**3,667,867.31**	**3,667,867.31**

SANDY SPRINGS

CITY CLERK'S OFFICE

TO: Eden Freeman, City Manager

FROM: Caroline Davis, Economic Development Manager

DATE: October 26, 2022 Submission for the December 20, 2022 City Council Meeting

ITEM: Request for Mayor and City Council Consideration of Adoption of the City Springs Master Plan Update

---

Recommendation:

Staff recommends approval of the resolution to adopt the City Springs Master Plan Update.

Background:

The City Springs Master Plan Update kicked off in January of 2022 to serve as the ten-year update to the original 2012 City Center Master Plan. The City retained the professional consulting services of Pond & Company to assist the staff planning team and the community with identifying the appropriate projects, policies and programs to continue to build on the success of City Springs.

Since the original plan, City Springs has been built from the ground up and has become the heartbeat of the Sandy Springs community. The district now includes City Hall, the Performing Arts Center, City Green, as well as new residential units, retail and restaurants.

Public engagement opportunities included two in-person public open houses, two online engagement activities, one in-person Farmers' Market pop-up event, and two rounds of stakeholder discussions with commercial property owners, business owners, and residents in the District. The feedback gathered from these events has informed the recommendations for the City Springs Master Plan Update.

Discussion:

The City Springs Master Plan Update provides an action plan with policies and programs that are rooted in a market analysis and vetted by the public that will guide future development and growth for the City Springs District.

The Planning Commission passed a motion to approve the City Springs Master Plan Update as it was presented to them at their November 16, 2022 meeting.

Financial Impact:

N/A

Alternatives:

N/A

Review:

Kristin Byars Smith, Assistant City Manager	Created/Initiated - 12/8/2022
Caroline Davis, Economic Development Manager	Approved - 12/8/2022
Ginger Sottile, Director of Community Development	Approved - 12/8/2022
Kristin Byars Smith, Assistant City Manager	Approved - 12/14/2022
Toni Carlisle, Chief Financial Officer	Approved - 12/15/2022
Kathy Williams, Staff Attorney	Approved - 12/15/2022
Eden Freeman, City Manager	Final Approval - 12/16/2022

Attachments:

1. City Springs MP Presentation
2. City Springs MP Overview
3. City Springs MP Report
4. City Springs MP Technical Addendum
5. Resolution - City Springs Master Plan Update 2022



CITY COUNCIL HEARING

Tuesday, December 20, 2022

CITY COUNCIL HEARING

Tuesday, December 20, 2022

- Plan Overview
- Our Process
- Plan Framework
- Implementation

PROJECT TEAM

CITY OF SANDY SPRINGS

SANDY SPRINGS
GEORGIA

STAKEHOLDERS

RESIDENTS

PROPERTY OWNERS

BUSINESS OWNERS

CONSULTANT TEAM

POND

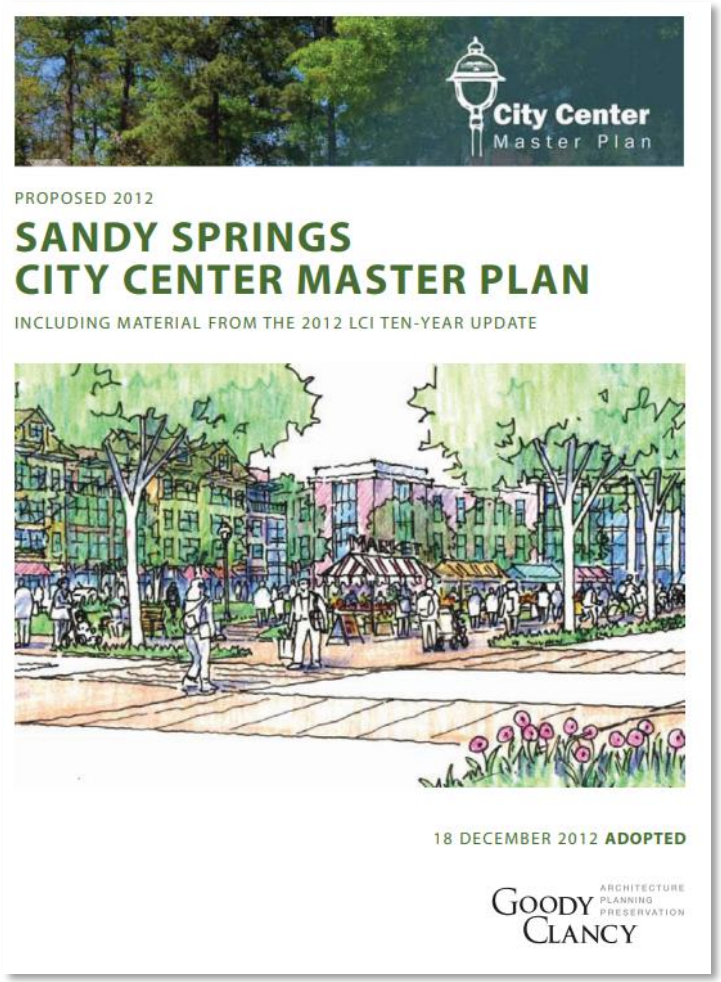
MXD
DEVELOPMENT STRATEGISTS

DESMAN
Design Management

CITY SPRINGS
MASTER PLAN

PLAN OVERVIEW

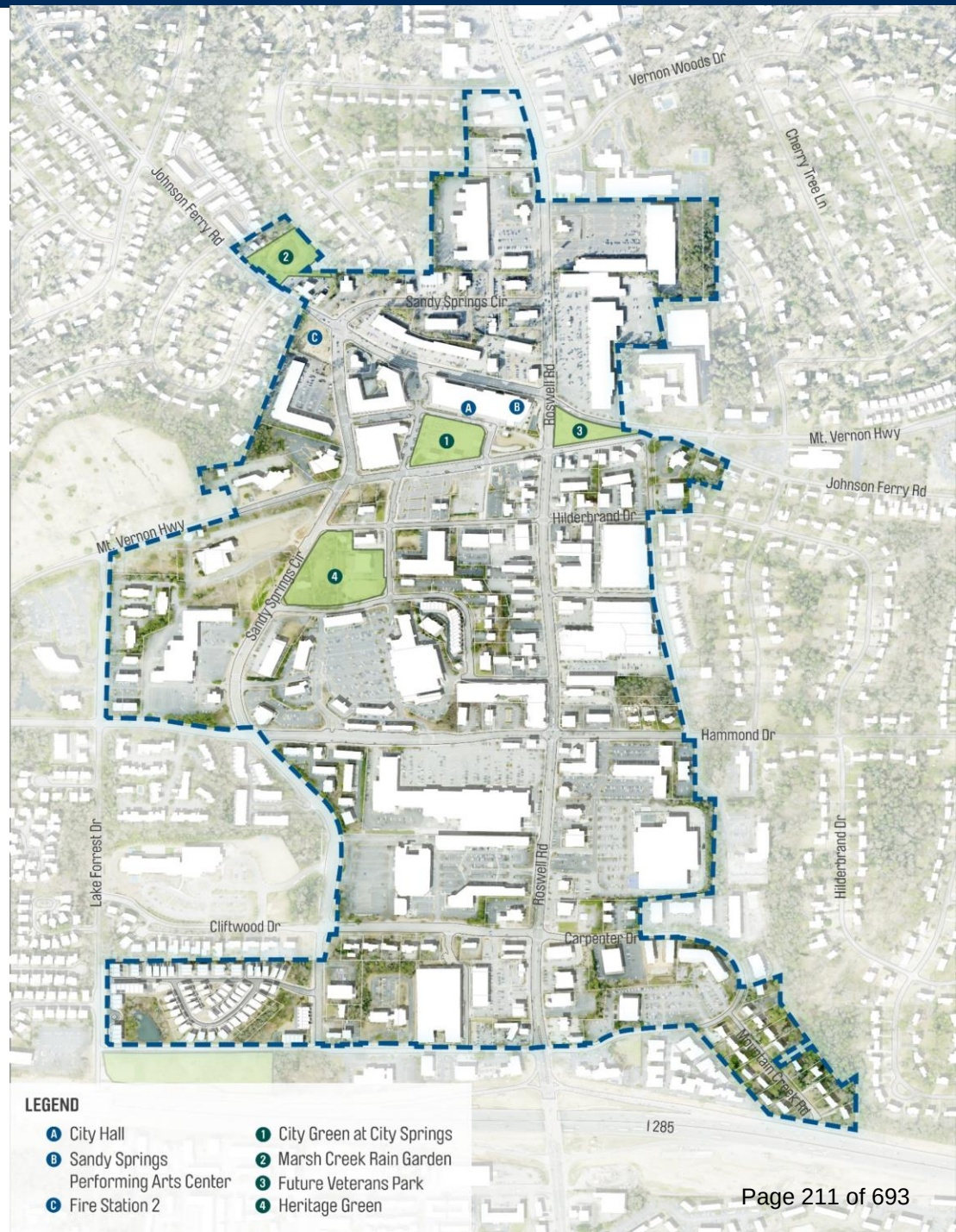
PROJECT BACKGROUND



- Building upon the legacy of the Sandy Springs City Center Master Plan and accomplishments of the City of Sandy Springs over the past 10 years.
- Next Ten Comprehensive Plan further envisions City Springs as a walkable, connected, and livable regional center.
- City Center was created from the ground up, creating urban elements, new City Hall, Performing Arts Center, and City Green.

CITY SPRINGS MASTER PLAN STUDY AREA

- Focus Area: City Springs
- Includes the Roswell Road Corridor from I-285 to Vernon Woods Drive.
- Sandy Springs Circle and adjacent properties to the west.
- Abutting single family neighborhoods to the east.

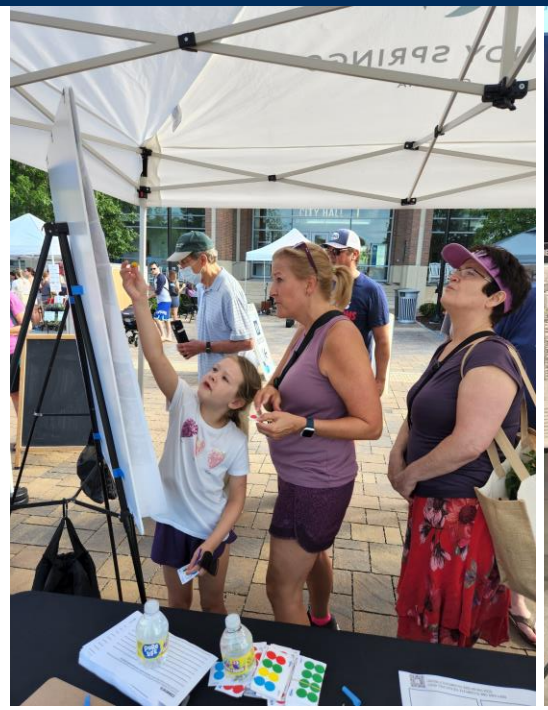


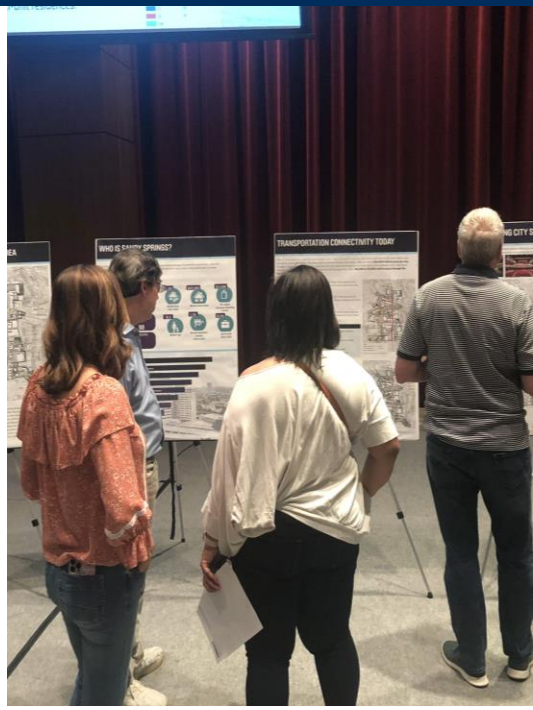
TOPICS THIS PLANNING PROCESS COVERED

- Land Use & Opportunity Site Development
- Placemaking Opportunities
- Economic Development & Market Realities
- Transportation Improvements, Mobility, Connectivity & Parking Strategies

ENGAGEMENT OPPORTUNITIES

- **Stakeholder Roundtables #1 (April)**
- **Public Open House #1 (May 10)**
- **Online Engagement #1 (May)**
- **Stakeholder Roundtables #2 (June)**
- **Farmers' Market Pop-Up (June 25)**
- **Public Open House #2 (November 7)**
- **Online Engagement #2 (November)**














PUBLI
MARKE








Sugar Creek










285
285

OUR PROCESS

THE PLANNING PROCESS

1 Existing Conditions

Reviewed past and current planning efforts and created a series of maps to communicate the current conditions of the City Springs study area

2 Market Analysis

Real estate study and assessment of residential, retail, service, and employment opportunities for City Springs to ensure recommended land uses are complementary and implementable

3 Parking Strategy

Policy guidance necessary for efficient and effective parking systems for future development within the City Springs District

4 Develop Vision

Vision statement and planning principles informed by community input on issues, needs, and opportunities

5 Create the Plan!

Plan recommendations vetted with the community used to form development strategy for the City Springs District

THE MASTER PLAN IS...

- A framework document to help the City of Sandy Springs proactively plan for future development in the City Springs District.
- An opportunity to engage the public and help create something that will truly represent Sandy Springs.
- A method to identify opportunity projects and to begin thinking about how to distinguish City Springs from other communities regionally.
- A 10-year vision for the City Springs District.

THE MASTER PLAN **IS NOT**...



A detailed site design effort.



A zoning or other regulatory document.



An absolute and definitive vision for City Springs. It must remain flexible to account for changing market conditions, new technologies, and changing demographics.

VISION STATEMENT & PLANNING PRINCIPLES

VISION STATEMENT

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

PLANNING PRINCIPLES

1 Leverage existing and new infrastructure opportunities to promote safe, multi-modal connectivity.

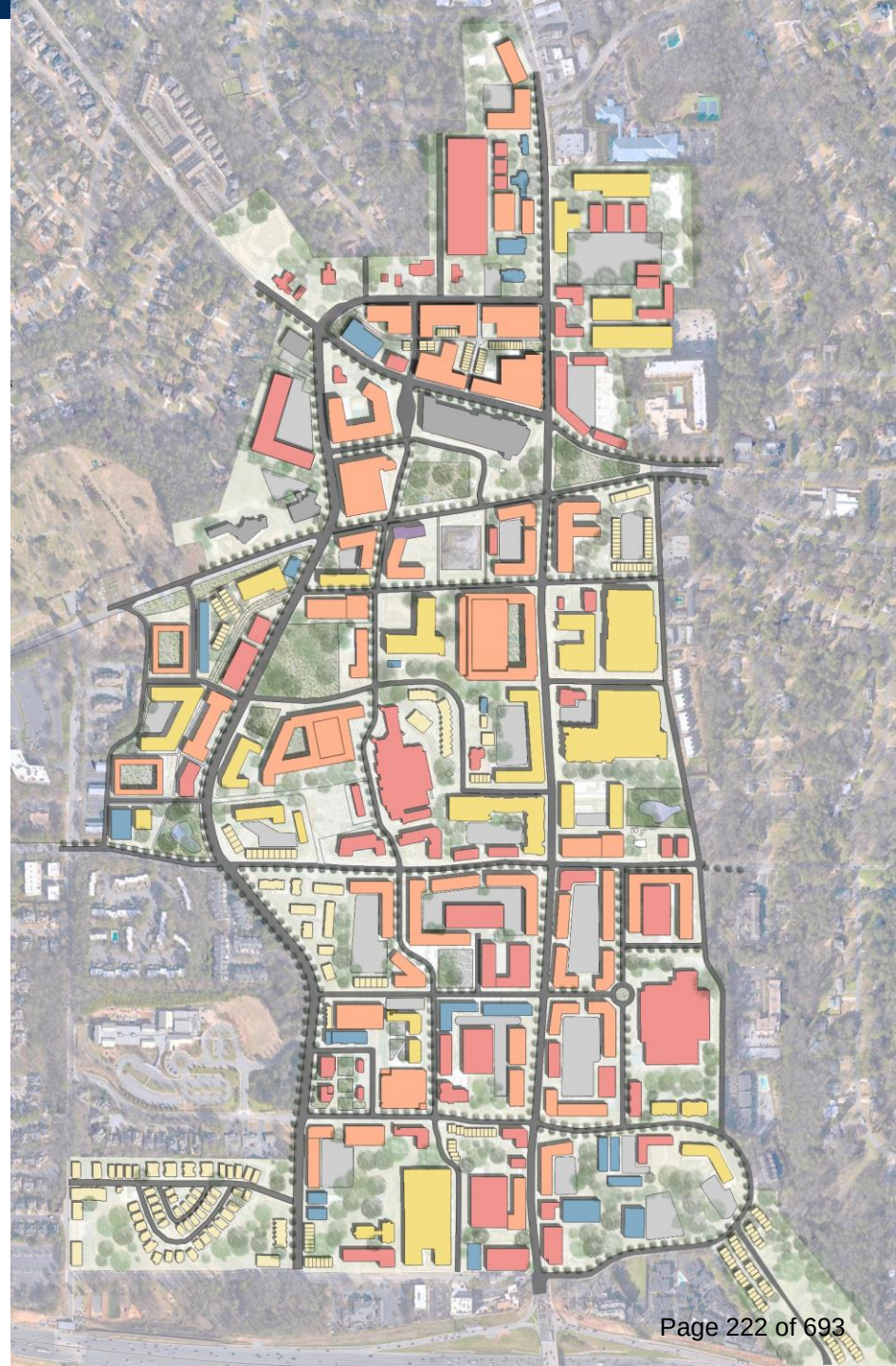
2 Invigorate the District's built environment by encouraging high quality development and implementing pedestrian-scale urban design practices.

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.

Plan Elements

- Expanded open space opportunities
- Sustainable Infrastructure
- Main Street concepts
- Walkable Streetscapes and experiential pedestrian network
- Active efforts to further establish community identity
- Near-term growth in proximity to City Springs campus to spark development opportunity



PLAN FRAMEWORK

MARKET OPPORTUNITIES

Retail

- Neighborhood-oriented shopping
- Upscale conveniences
- New-to-market restaurants
- Entertainment/ recreation concepts
- Increased boutique/ independent retailer shopping

Office

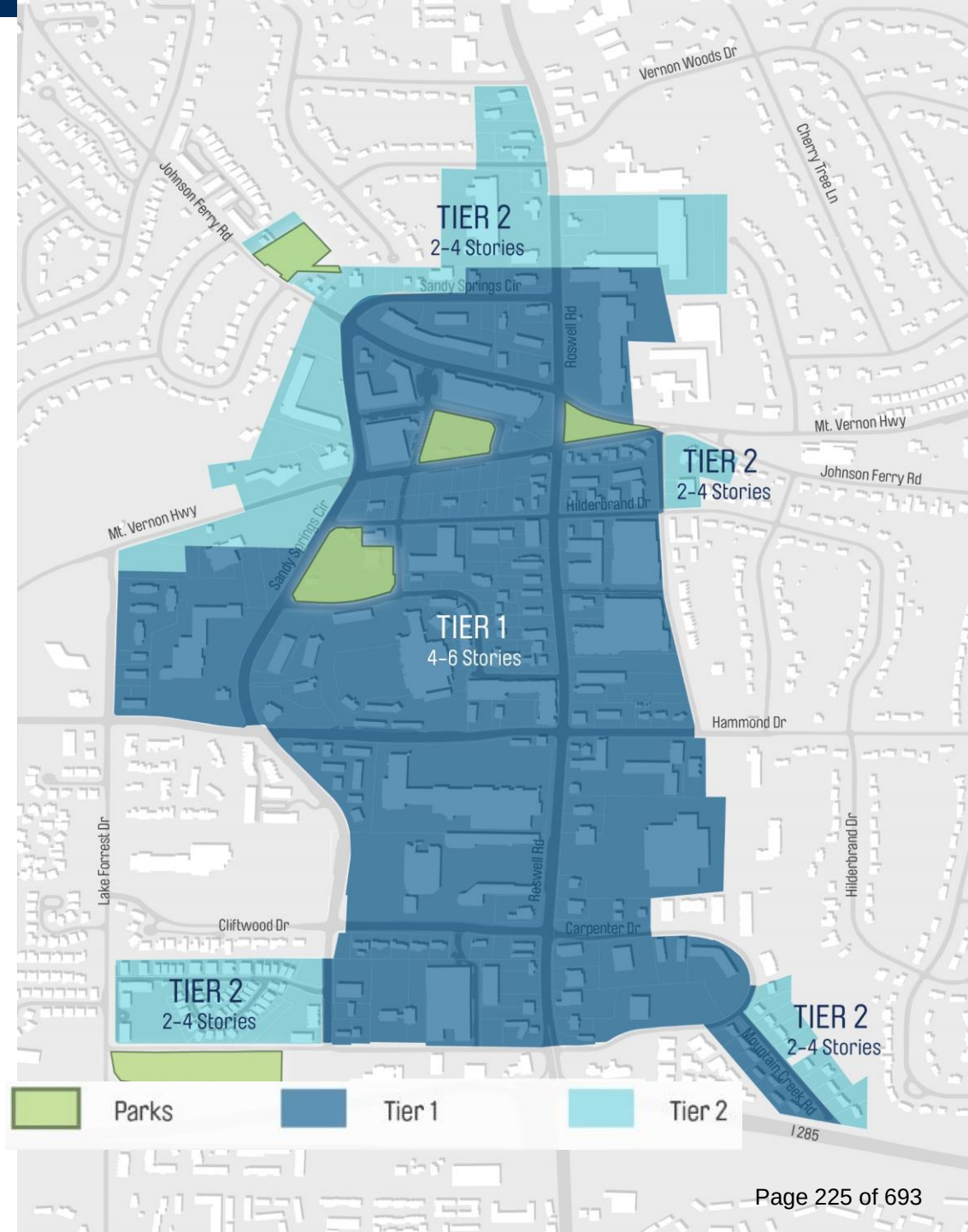
- Appeal to smaller firms seeking relatively affordable rents
- High-amenity, walkable area located in the highly-educated, higher-income north Metro suburbs

Residential

- Strong market support for higher-end single unit and multi-unit developments in City Springs
- Catering to young professionals who desire a more authentic urban/ suburban setting with amenities

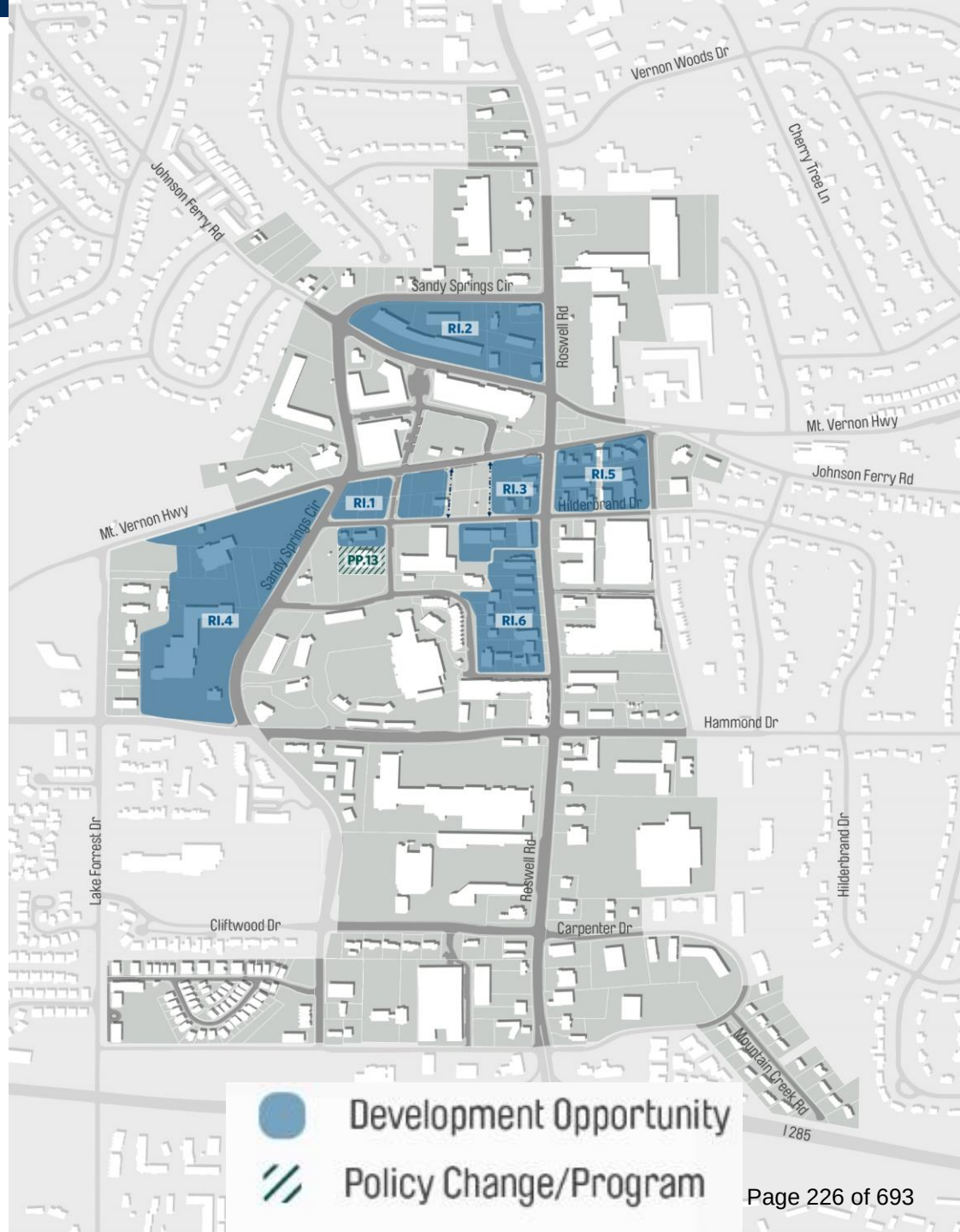
POLICIES & PROGRAMS

- Regulations and actions designed to guide decision-making
  - Design Guidelines
  - Development and Property Enhancement
  - Building Height
  - Wayfinding Signage
  - Open Space
  - Transportation Improvements
  - Street Network
  - Parking
  - Stormwater Management



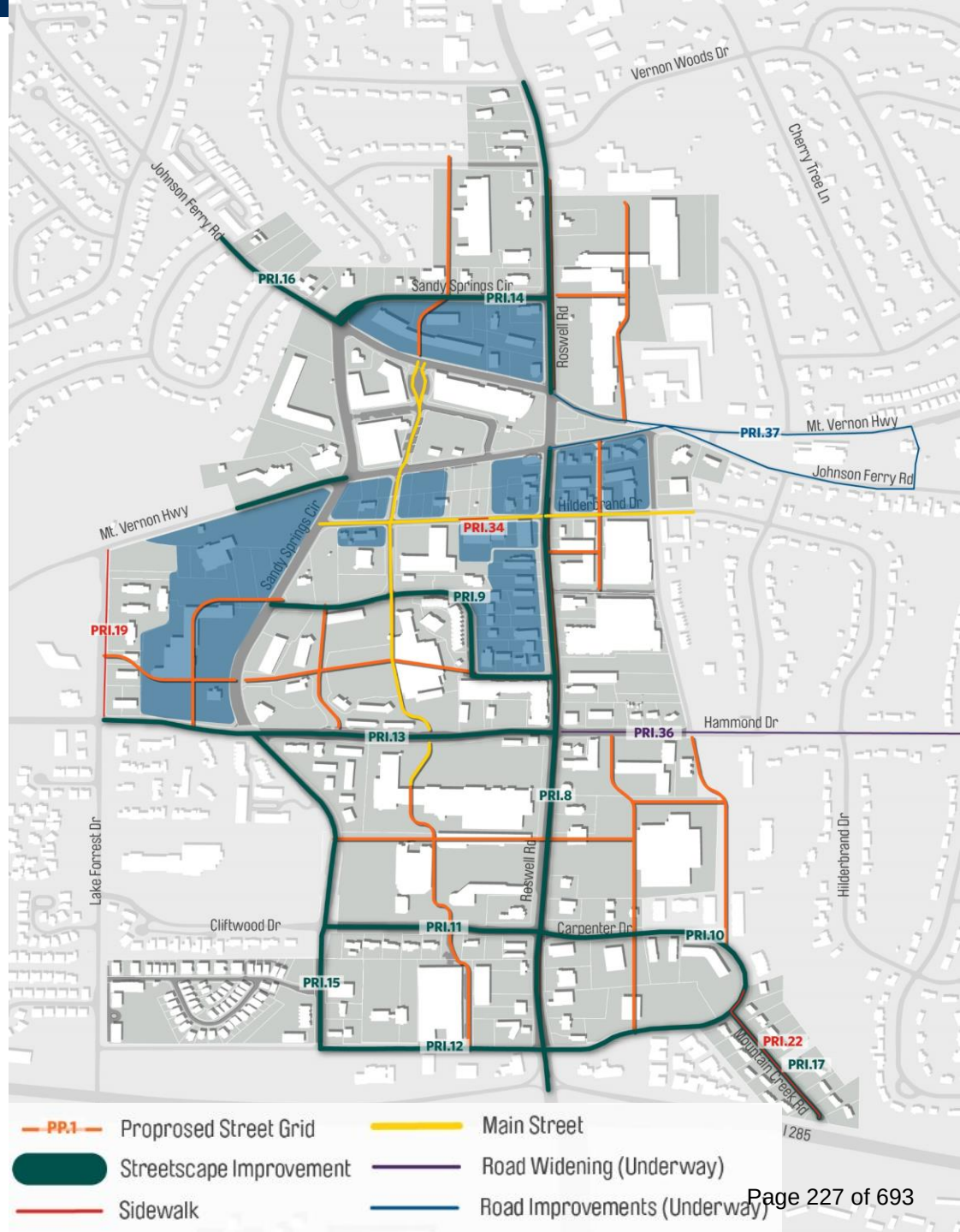
REDEVELOPMENT & INVESTMENT

- Opportunity Sites
  - Near-term property rehabilitation
  - Long-term redevelopment opportunities
- Potential Uses
  - Destination Restaurants
  - Brewery Cluster
  - Artist Studios & Co-working Spaces
  - Townhomes
  - Boutique Hotel
  - Mixed-use Office, Services, Food & Beverage
  - Mid-rise Condos/Apartments
  - Active Adult Living & Medical/Wellness Cluster



PUBLIC REALM IMPROVEMENTS

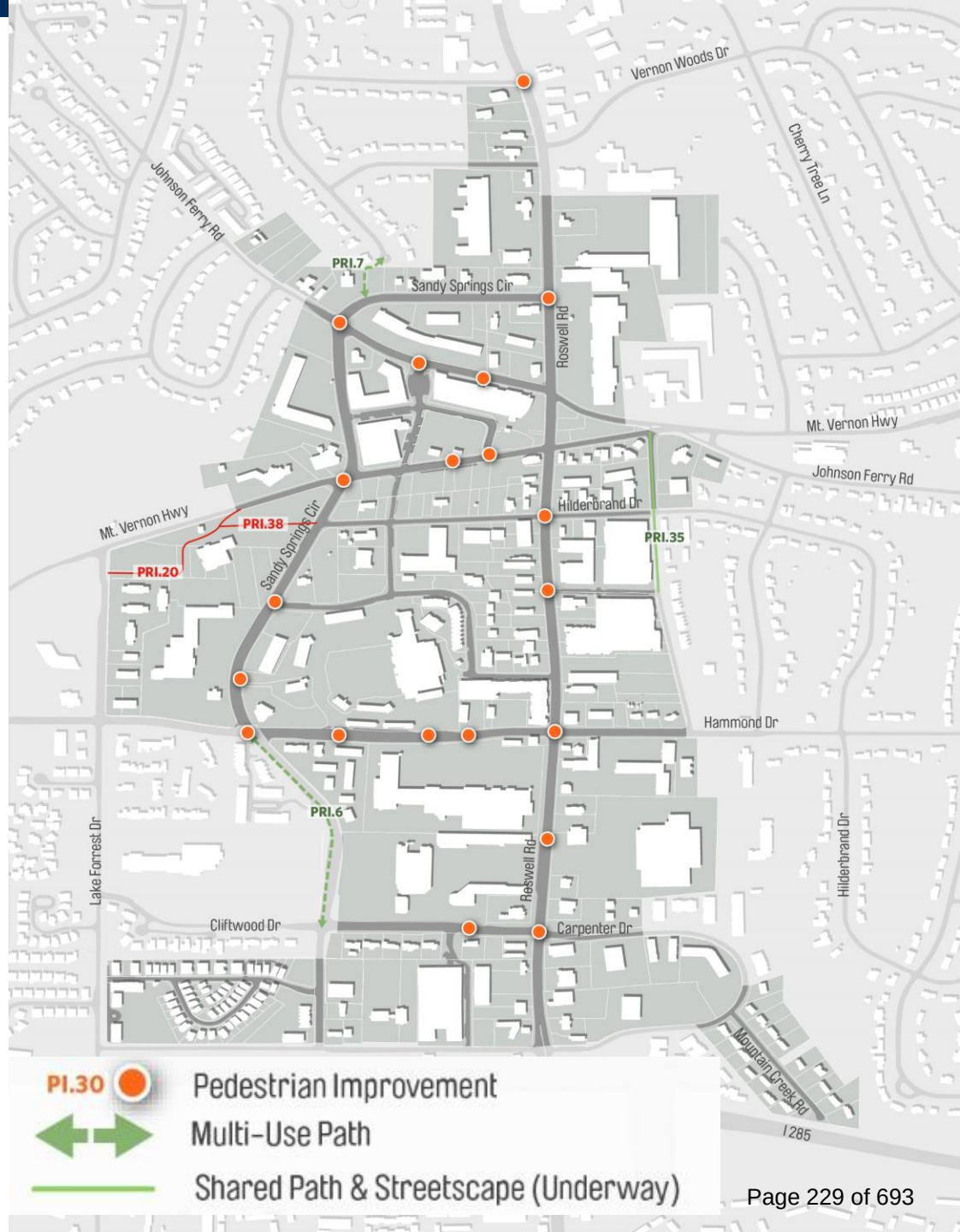
- Streetscape Enhancements
  - Sidewalk connections
  - Walkable streets & street enhancements to accompany new development projects
  - Active Main Streets along Bluestone Road and Hilderbrand Drive




MAY USE
FULL LANE

PUBLIC REALM IMPROVEMENTS

- Multi-modal Enhancements
  - Partnerships with private developers to create pedestrian and bicycle connections
  - Multi-use paths
  - Enhance pedestrian crossings across the study area
  - MARTA coordination



PUBLIC REALM IMPROVEMENTS

- Placemaking & Identity
  - Near-term and long-term art walk opportunities
  - Parks that double as stormwater facilities
  - City Springs gateway improvements

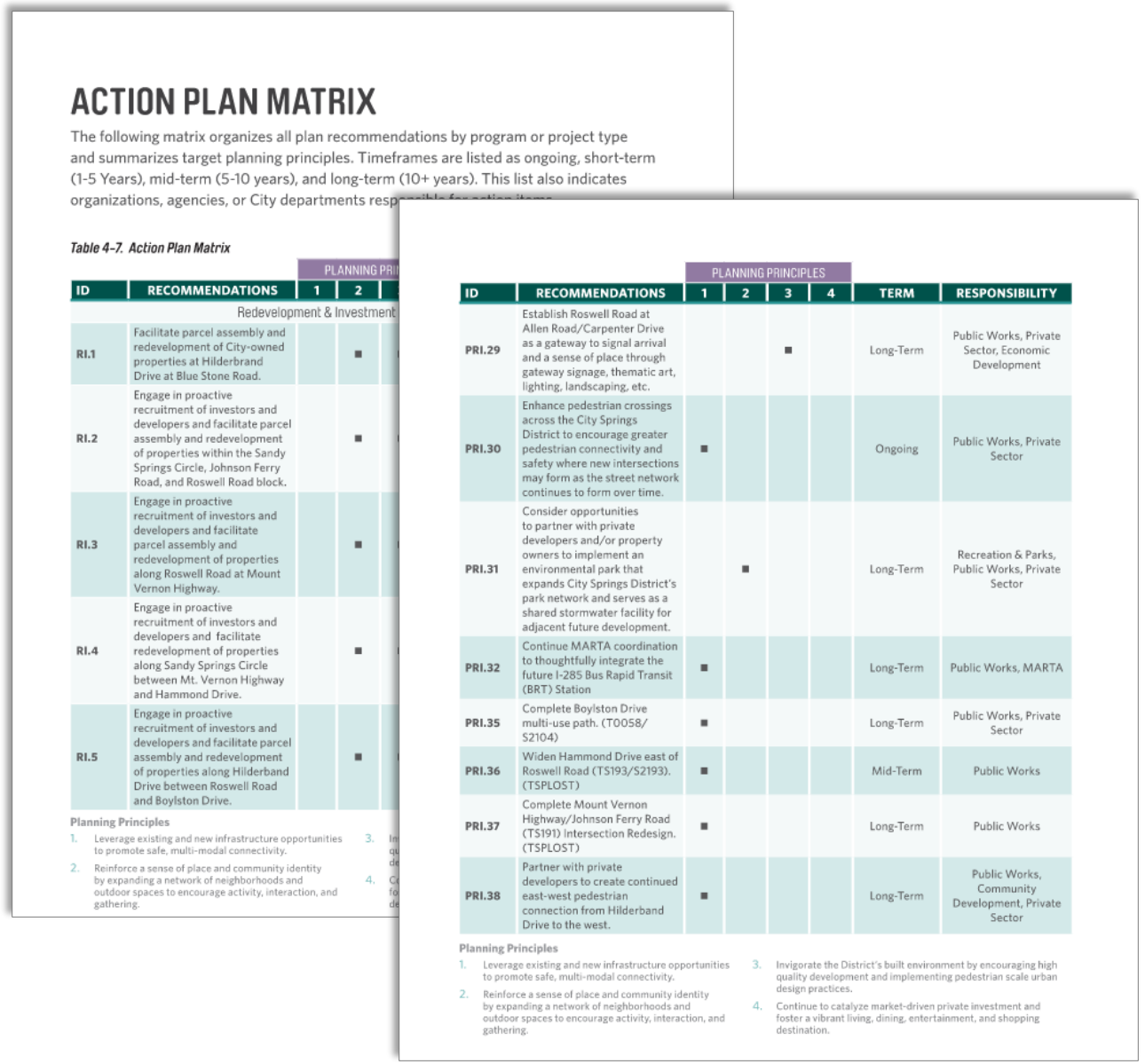




IMPLEMENTATION

IMPLEMENTATION

- Action Plan Matrix
  - Action Items
  - Associated Planning Principles
  - Term (short-, mid-, long-)
  - Organization/Agency/ Department Responsibility



ACTION PLAN MATRIX

The following matrix organizes all plan recommendations by program or project type and summarizes target planning principles. Timeframes are listed as ongoing, short-term (1-5 Years), mid-term (5-10 years), and long-term (10+ years). This list also indicates organizations, agencies, or City departments responsible for action items.

Table 4-7. Action Plan Matrix

ID	RECOMMENDATIONS	PLANNING PRINCIPLES 1	2	3	4	TERM	RESPONSIBILITY
	Redevelopment & Investment						
RI.1	Facilitate parcel assembly and redevelopment of City-owned properties at Hilderbrand Drive at Blue Stone Road.		■				
RI.2	Engage in proactive recruitment of investors and developers and facilitate parcel assembly and redevelopment of properties within the Sandy Springs Circle, Johnson Ferry Road, and Roswell Road block.		■				
RI.3	Engage in proactive recruitment of investors and developers and facilitate parcel assembly and redevelopment of properties along Roswell Road at Mount Vernon Highway.		■				
RI.4	Engage in proactive recruitment of investors and developers and facilitate redevelopment of properties along Sandy Springs Circle between Mt. Vernon Highway and Hammond Drive.		■				
RI.5	Engage in proactive recruitment of investors and developers and facilitate parcel assembly and redevelopment of properties along Hilderband Drive between Roswell Road and Boylston Drive.		■				
PRI.29	Establish Roswell Road at Allen Road/Carpenter Drive as a gateway to signal arrival and a sense of place through gateway signage, thematic art, lighting, landscaping, etc.			■		Long-Term	Public Works, Private Sector, Economic Development
PRI.30	Enhance pedestrian crossings across the City Springs District to encourage greater pedestrian connectivity and safety where new intersections may form as the street network continues to form over time.	■				Ongoing	Public Works, Private Sector
PRI.31	Consider opportunities to partner with private developers and/or property owners to implement an environmental park that expands City Springs District's park network and serves as a shared stormwater facility for adjacent future development.		■			Long-Term	Recreation & Parks, Public Works, Private Sector
PRI.32	Continue MARTA coordination to thoughtfully integrate the future I-285 Bus Rapid Transit (BRT) Station	■				Long-Term	Public Works, MARTA
PRI.35	Complete Boylston Drive multi-use path. (T0058/ S2104)	■				Long-Term	Public Works, Private Sector
PRI.36	Widen Hammond Drive east of Roswell Road (TS193/S2193). (TSPLOST)	■				Mid-Term	Public Works
PRI.37	Complete Mount Vernon Highway/Johnson Ferry Road (TS191) Intersection Redesign. (TSPLOST)	■				Long-Term	Public Works
PRI.38	Partner with private developers to create continued east-west pedestrian connection from Hilderband Drive to the west.	■				Long-Term	Public Works, Community Development, Private Sector

Planning Principles

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

QUESTIONS?

ABOUT THE MASTER PLAN

CITY SPRINGS
MASTER PLAN

The *City Springs Master Plan* is a result of a collaborative process that has engaged residents, business owners, property owners, and members of the public in a conversation about the future of City Springs. This plan forms a framework for continued conversations and consensus-building around how the District looks and feels over the next ten years. As the City builds momentum in attracting desired development and implementing improvements to the public realm, maintaining consistency will be key to ensuring a *vibrant*, *active*, and *connected* experience for residents and visitors.

Built by the community's input, the City Springs Master Plan Vision and Planning Principles, below, are thematic strategies that informed the creation policies, projects, and initiatives that provide an overarching approach for transportation improvements, implementing amenities, and guiding future development. Over the 10-year planning horizon, the Planning Principles and associated actions will provide City leadership with a means to measure the progress of realizing the vision for the City Springs District. **Read the Plan to learn more about its methodology, its findings, and recommendations for future growth!**

THE CITY SPRINGS VISION

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

PLANNING PRINCIPLES

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



SANDY SPRINGS™
GEORGIA

POND

MXD
DEVELOPMENT STRATEGISTS

DESMAN
Design Management

CITY SPRINGS

MASTER PLAN

DRAFT REPORT | DECEMBER 2022



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CITY SPRINGS

MASTER PLAN

DRAFT REPORT | DECEMBER 2022

SANDY SPRINGS™
GEORGIA

POND MXD DESMAN Design Management

DRAFT

ACKNOWLEDGEMENTS

This plan is a result of the community's collaborative efforts to envision the future of City Springs, including contributions from community members, elected officials, City staff, and the planning team:

MAYOR & CITY COUNCIL

Rusty Paul, Mayor
John Paulson, District 1
Melody Kelley, District 2
Melissa Mular, District 3
Jody Reichel, District 4
Tibby DeJulio, District 5
Andy Bauman, District 6

CITY OF SANDY SPRINGS

Eden Freeman, City Manager
Kristin Byars Smith, Assistant City Manager
Caroline Davis, Project Manager & Economic Development Manager
Ginger Sottile, Community Development Director
Michele McIntosh-Ross, Planning & Zoning Manager
Matthew Anspach, Senior Planner
Catherine Mercier-Baggett, Sustainability Manager
Caitlin Shankle, Senior Transportation Planner
John Cheek, Senior Architect/Urban Designer
Dan Coffer, Community Relations Manager
Jason Green, Visual Communications Manager
Samantha Dulac, Senior Management Analyst

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Chris Barnum, Planner
Kat Maines, Planner
Allison Bishop, Designer
Stephanie Griffith, Designer
David Morgan, Civil Engineer
Matthew Felts, Civil Engineer

MXD DEVELOPMENT STRATEGISTS

Andrew Fayn, Economic Development Consultant
Martin Anstey, Economic Development Consultant

DESMAN DESIGN MANAGEMENT

Christian Luz, Parking Consultant
Michael Connor, Parking Consultant

A special thanks to all the other partners, interviewees, and survey participants for their input.

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CHAPTER

1.

Introduction

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INTRODUCTION

Located in northern Fulton County within the metropolitan Atlanta area, the City of Sandy Springs is currently home to approximately 108,000 residents. The City incorporated in 2005 and is now the seventh largest city in Georgia. Sandy Springs boasts strategic access to the metro-Atlanta region, safety, high performing schools, and a culturally diverse citizenry– all contributing factors to the growth of the city. These community attributes are especially attractive to young people and families who are looking for a vibrant city to put down roots.

Upon incorporation, the City lacked a defined core. Just six years later – in 2011 – leadership and staff embraced the opportunity to retrofit its existing suburban fabric by beginning the creation of a long-term plan to build a unique, walkable, and livable city center from the ground up. City Springs is now the heart of Sandy Springs that enjoys a strategic location along the metro Atlanta area's northern perimeter. Direct connectivity to I-285 at four locations, along with five access points to Georgia 400, and three MARTA rail stations with additional bus access throughout the city, makes the study area a desirable place to live, work, and play. This update to the original City Center Master Plan looks to build upon the current success within the City Springs District by providing a framework for expansion that improves pedestrian safety and mobility, identifies catalytic development sites and creative placemaking opportunities, and is based upon the realities of the current and future retail, office, and multifamily markets.

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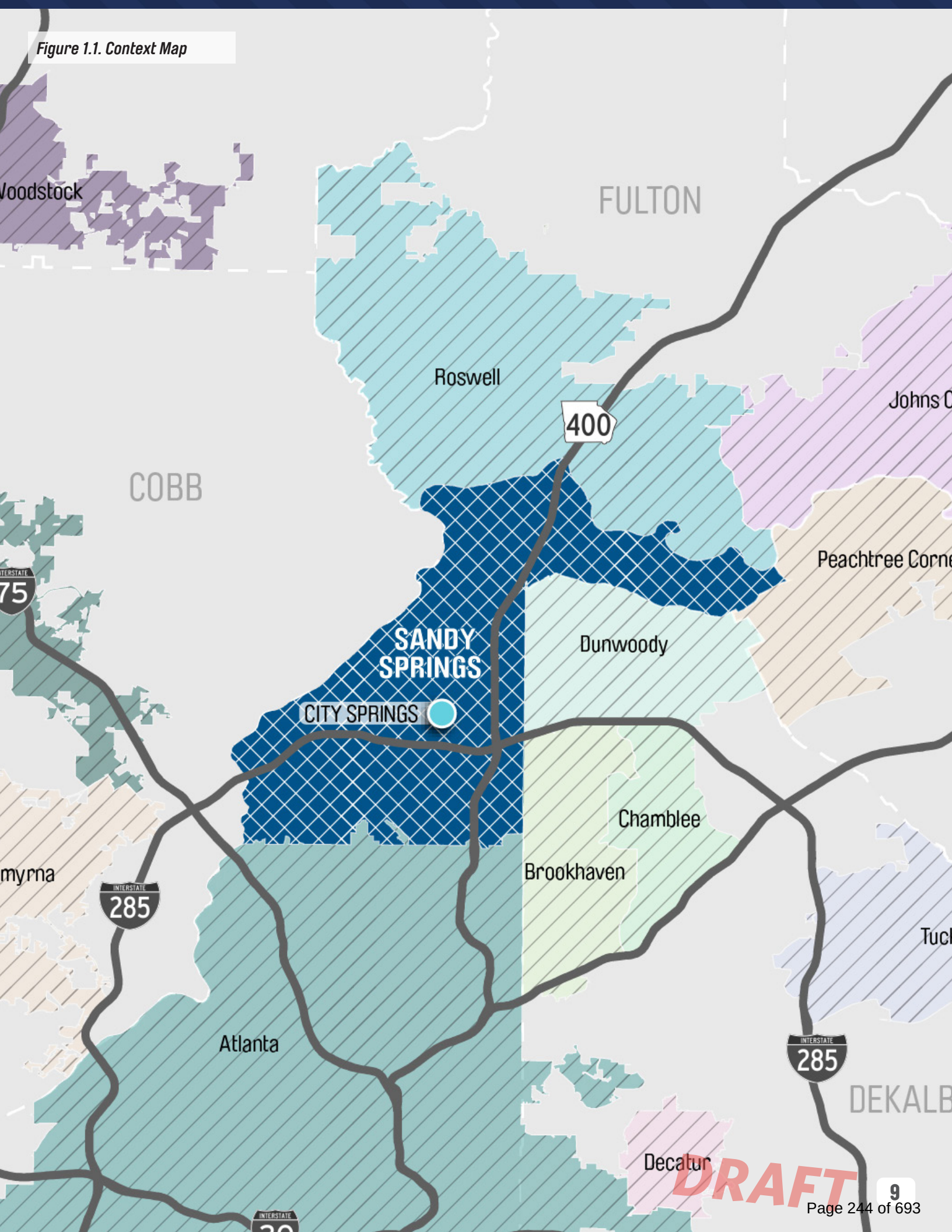
Figure 1.1. Context Map



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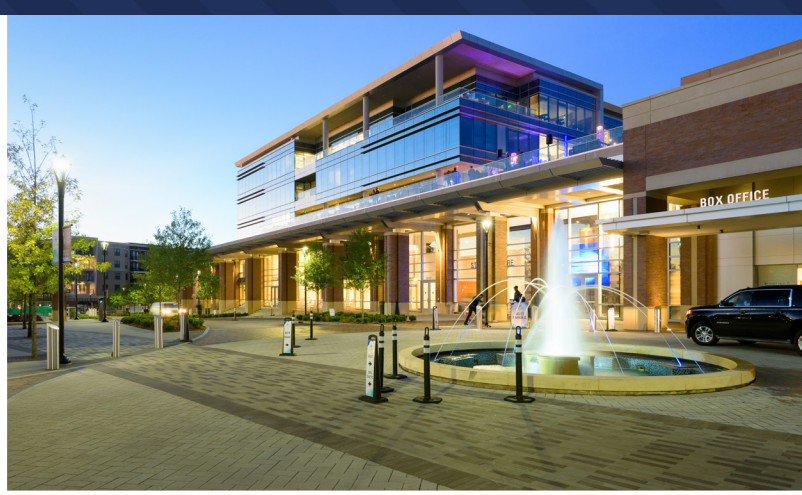



STUDY AREA

The focus of the City Springs Master Plan is primarily the City Springs Character Area identified in *The Next Ten*, the City's 2017 Comprehensive Plan. At its core lies the extraordinary results of the 2012 City Center Master Plan, including City Hall, the state-of-the-art Sandy Springs Performing Arts Center, City Green, new housing options, retail, and unique restaurants for residents and visitors to enjoy. The spine of City Springs stretches along Roswell Road from I-285 in the south to the crossroads of Mount Vernon Highway and Johnson Ferry Road, continuing north to Chaseland Road.

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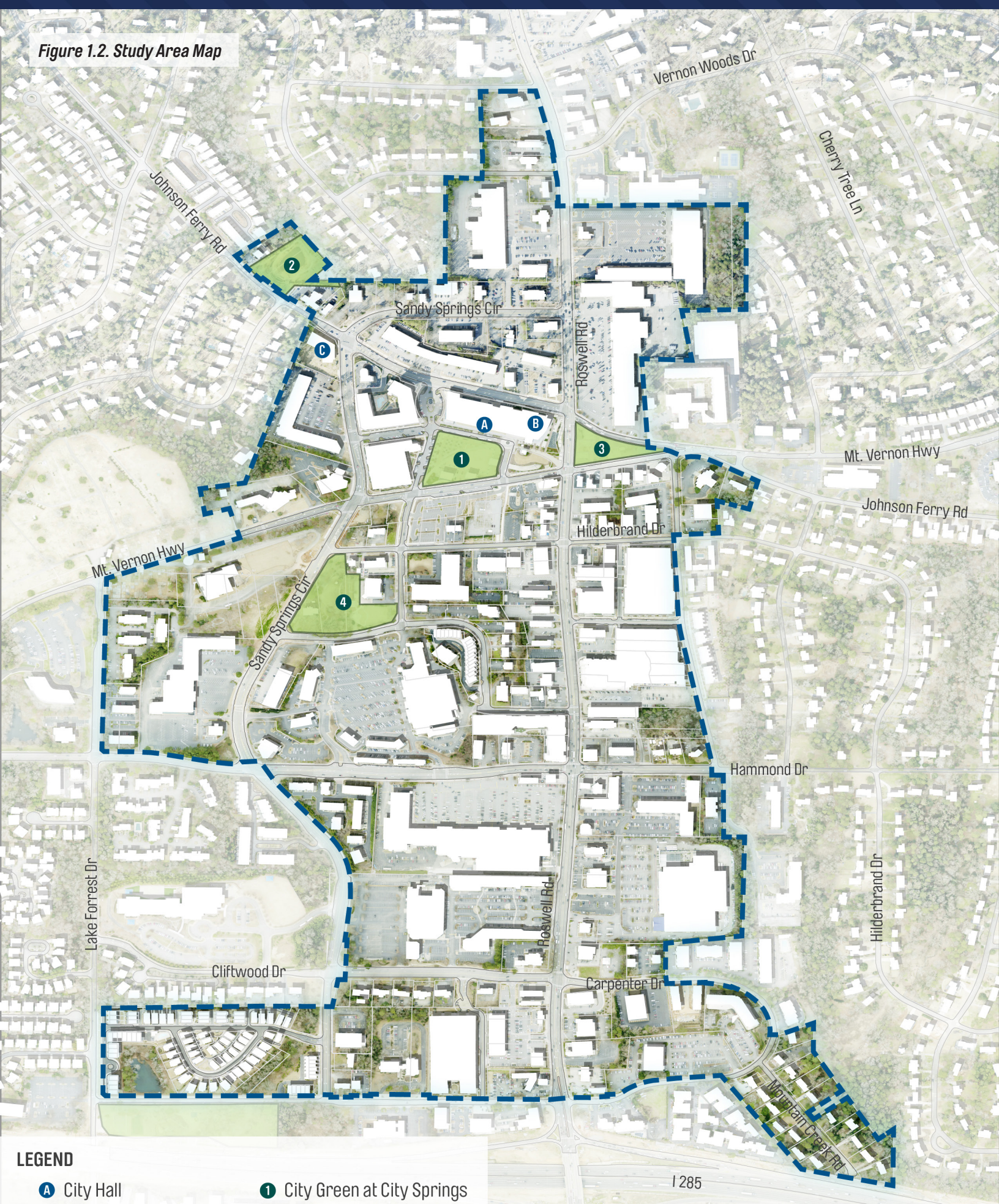
Figure 1.2. Study Area Map



LEGEND

- A City Hall
- B Sandy Springs Performing Arts Center
- C Fire Station 2
- 1 City Green at City Springs
- 2 Marsh Creek Rain Garden
- 3 Future Veterans Park
- 4 Heritage Green

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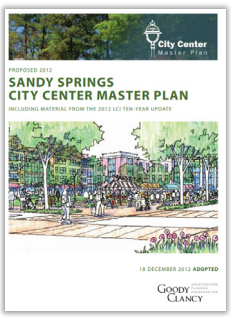
PREVIOUS PLANNING EFFORTS

The City Springs Master Plan seeks to consolidate previous plans to holistically plan for the future of City Springs. The following plans have been reviewed for key themes, initiatives, and achievements:

- Sandy Springs City Center Master Plan, 2012
- The Next Ten Comprehensive Plan, 2017
- Recreation & Parks System Comprehensive Plan, 2019
- Trail Master Plan, 2019
- Art in Public Places Plan, 2020
- Housing Needs Assessment, 2020
- Strategic Economic Development Plan, 2020
- Transportation Master Plan, 2021

Each plan is described in a sidebar throughout this chapter, indicating goals, objectives, and projects relevant to the City Springs study area. Previous works address various topics including placemaking opportunities, economic goals, and transportation and connectivity improvements which help to establish a foundation for this plan update. Across the board, the City seeks to institute short, middle, and long-term strategies that will maintain the established vitality of the district and create renewal in various areas to form a cohesive and connected livable center. This master plan will validate and build upon various elements of these previous plans while offering additional recommendations for the City of Sandy Springs to pursue.

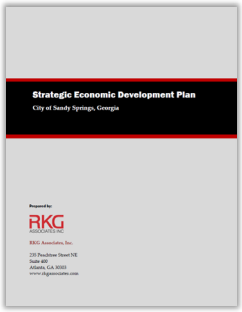
















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WHY WE PLAN

Purpose

The success of City Springs thus far has driven the City to invest in an updated master planning effort that considers appropriate growth and supporting amenities. This planning process has been undertaken to build upon the success of the 2012 Sandy Springs City Center Master Plan by taking a fresh approach to help manage change and growth. It will also provide the City with a blueprint to address land development, housing, and infrastructure needs through new programs, policies, and projects. This plan will guide the City in proactively responding to changing trends by leveraging existing assets such as the City's parks and programming; transportation access to I-285, GA-400, and MARTA; and excellent community facilities.

Methodology

Aligning key economic and market considerations with the needs and desires of the community is the cornerstone to the City Springs Master Plan process. Consensus-building through a community-based involvement program helped to develop the synergy needed to identify needs and opportunities. This highly vetted community input process paired with market forecasts guides the community in envisioning "what's next" for City Springs. The outcome of this plan is a set of strategies that unlocks redevelopment and rehabilitation potential to attract private property owners and new private sector prospects to pursue appropriate investment opportunities in City Springs.

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CITY CENTER MASTER PLAN (2012)

The 2012 City Center Master Plan set the stage for the development we currently see in the City Springs study area. The combination of the real estate market, public interest, the City's interest to update development policies and make infrastructure investments, and the potential benefits of a City Center created conditions that encouraged the plan's creation and for the City to implement the strategies identified. The community vision for the area was:

- Promote community interaction
- Expand green spaces
- Invite spontaneous fun
- Nurture unique local identity
- Make it walkable



The 2012 plan laid out the opportunities for new neighborhood housing, walkable retail, and the creation of vibrant community in the City Springs area, and since its adoption, the City has executed several of the strategies recommended in the Master Plan. One clear example of this is the construction of the municipal facility, City Hall, City Green, and Performing Arts Center. Two of the initial development scenarios found in the 2012 Master Plan recommended a proposed civic facility in the Johnson Ferry/Roswell Road/ Mount Vernon Highway block – exactly where it sits today. The influx of new development in the last ten years, including mixed use, commercial, office, and single-family homes as well as the inventory of acquired city property shows Sandy Springs' dedication to implementation of its long-range planning efforts.

A unique part of the 2012 Master Plan included dividing the City Center study area into six Character Areas, also referred to as neighborhoods in the plan. The idea is that it allows the City to create neighborhood identity that the area lacked in 2012. However, over the last ten years, the City has taken a more holistic approach to development, infrastructure investment, and branding. The Record of Accomplishments in Appendix A illustrates what goals and strategies the City has pursued and implemented since the adoption of the plan.

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Community Outreach

The project team undertook a robust public involvement process in which community members were given several opportunities to provide input on their vision for the future of the City Springs District. City staff arranged roundtable discussions with a representative assortment of residents, property owners, and business owners within the study area. These stakeholder roundtable discussions fostered advocacy and awareness around the planning process and represented the broader community in discussions regarding concerns, issues, and opportunities. The general public was invited to participate in two community open house events, one pop-up event at the Sandy Springs Farmers' Market, and two online engagement activities. A detailed public engagement summary can be found in Chapter 3 of this document.







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The Market Analysis

A major element of the Master Plan includes a thorough real estate market study and assessment of residential, retail, service, and employment opportunities for City Springs to ensure recommended land uses are complementary and implementable. This plan includes a 10-year redevelopment program which will inform the recommendations on development formats and positioning of housing and retail as well as supportive land uses that complement the primary land use typologies.

Parking Management

This plan also addresses parking by updating short-term and long-term recommendations for on- and off- street parking. Strategizing current trends and non-capital-intensive parking access and revenue control, last-mile options, smart parking technology, mobility on demand and mobility as a service recommendations aid in identifying options to respond to modal contraction and expansion to accommodate changing societal needs and technology. As City Springs grows over the next twenty years, parking management policies will play a crucial role in eliminating redevelopment barriers.

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THE PLANNING PROCESS

The City Springs Master Plan assesses a range of topics from urban design and placemaking to transportation and mobility. The planning team followed the process below to develop a community vision for the future and ways to achieve it through actionable tasks in the near and long term.

EXISTING CONDITIONS

The planning team performed an existing conditions assessment, including a review of past and current planning efforts, and created a series of maps to communicate the current conditions of the City Springs study area.

COMMUNITY ENGAGEMENT

Input from the community, including residents, property owners, key stakeholder groups and the City of Sandy Springs was imperative to the planning process. Several opportunities were provided to share their vision for the future of the City Springs District, and to give feedback on the final recommendations of the Master Plan.

MARKET ANALYSIS

The planning team completed a thorough real estate study and assessment of residential, retail, service, and employment opportunities for City Springs to ensure recommended land uses are complementary and implementable.

PARKING STRATEGY

Parking specialists conducted a case study and reviewed how the parking code impacts development. The parking strategy provides policy guidance necessary for parking systems for future development within the City Springs District.

DEVELOP VISION

Stakeholders and community members provided their input on needs, opportunities, and ideas for the future of City Springs. The community's thoughts were distilled into a cohesive community vision statement and planning principles that guided the remainder of the planning process and will continue to guide the City in its steps toward plan implementation.

CREATE THE PLAN!

The planning team drafted plan recommendations, vetted them with the community and formed a development strategy for the City Springs District for years to come.

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CHAPTER

II.

Understanding the City Springs District

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OVERVIEW

To grasp a comprehensive understanding of the City Springs District, the planning team summarized findings regarding Demographic & Household Trends, Land Use & Development, Transportation & Mobility, and Placemaking & Open Space. Sandy Springs continues to be a growing city with endless potential, affording its residents with opportunities to experience a high quality of life, enjoy nature, and work at top-tier places of employment inside and outside of the city.

DEMOGRAPHIC & HOUSEHOLD TRENDS

Centrally located in the affluent northern suburbs of the metro Atlanta area, the city is characterized by median household income levels of $80,998, above the Metro Atlanta average of $71,193. Consumer spending levels, home values, and home rental rates are commensurately higher as well (the home value in Sandy Springs is $471,800 versus $430,000 in metro Atlanta).

Education levels are significantly higher than the metro average. Over 67% of adults aged 25 or over have a bachelor's degree or higher level of education, compared to 39.5% of the entire metro. The average age in Sandy Springs is 36.5 years old, essentially the same as the metro 36.6 years.

Anticipated population growth, which is discussed below, coupled with the appealing demographic profile, suggests the potential demand for the development of additional commercial and residential uses. More in-depth discussion of market forces and market demand is included in Appendix F.

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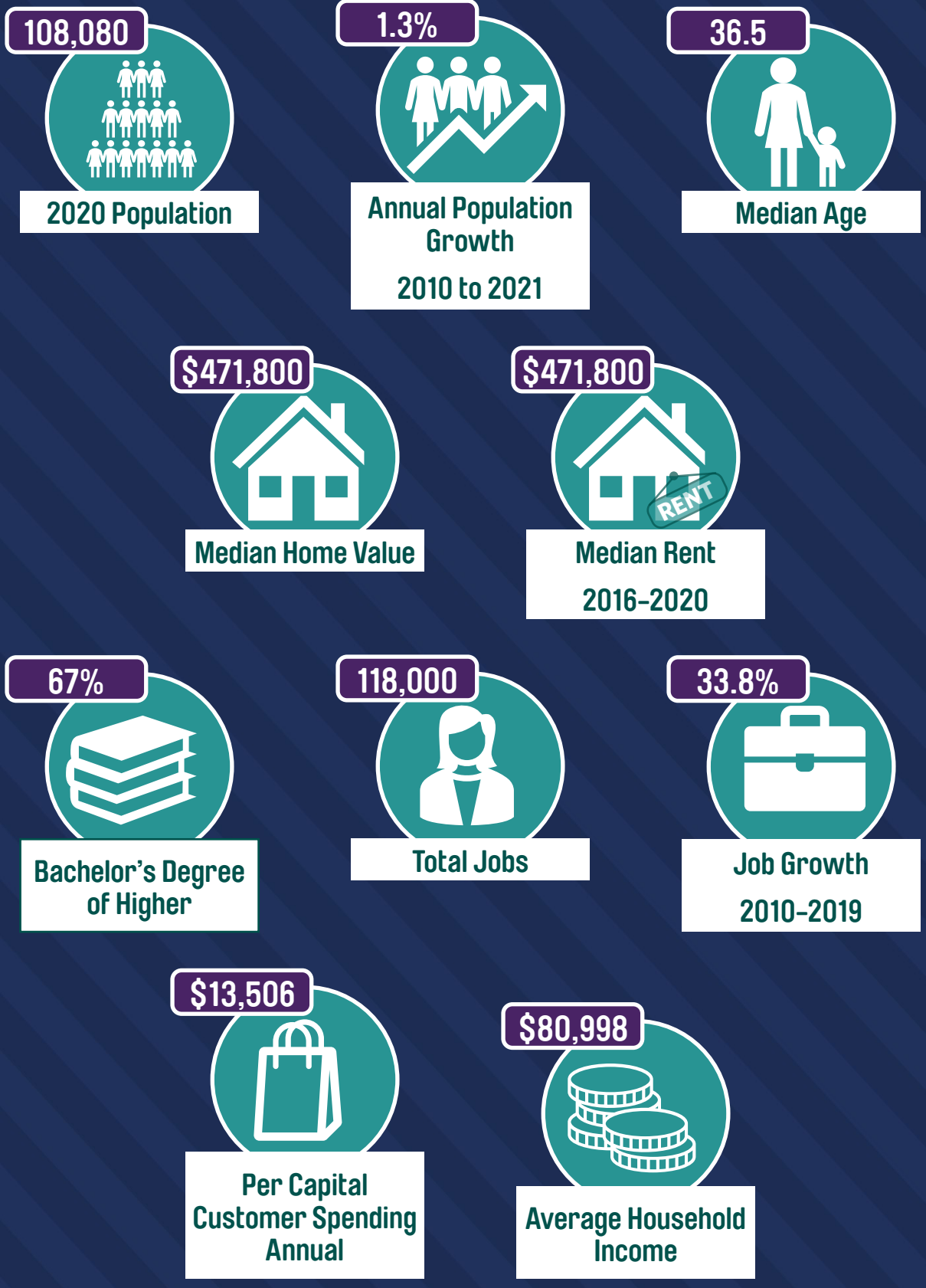
Figure 2.1. Demographic Snapshot



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Population

Currently 94,730 people live within three miles of City Springs, and this number is anticipated to grow by 1.5% per year to 109,730 people by 2032, a pace that is close to the national population growth rate.

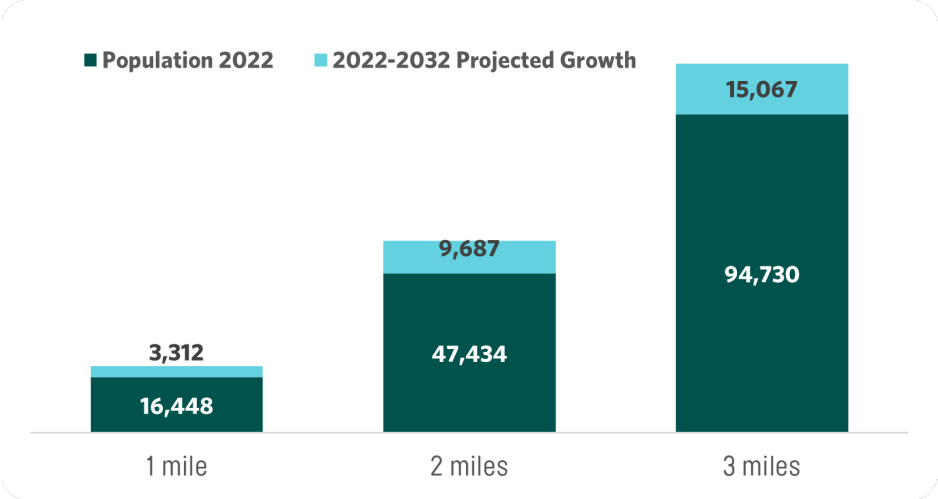

Figure 2.2. Population Growth Projections *ESRI Business Data, 2022*

Household Income

Household incomes average $132,686 within a three-mile radius of City Springs, well above the average household income of $99,541 in Metro Atlanta and $97,026 for the entire U.S. Additional analysis of income distribution reveals that there is a much higher concentration of households earning more than $200,000 than found nationally, with a lesser but still significant cluster of households earning $125,000 to $199,999. Conversely there are significantly fewer lower-income households that earn less than $50,000 per year than found nationally.

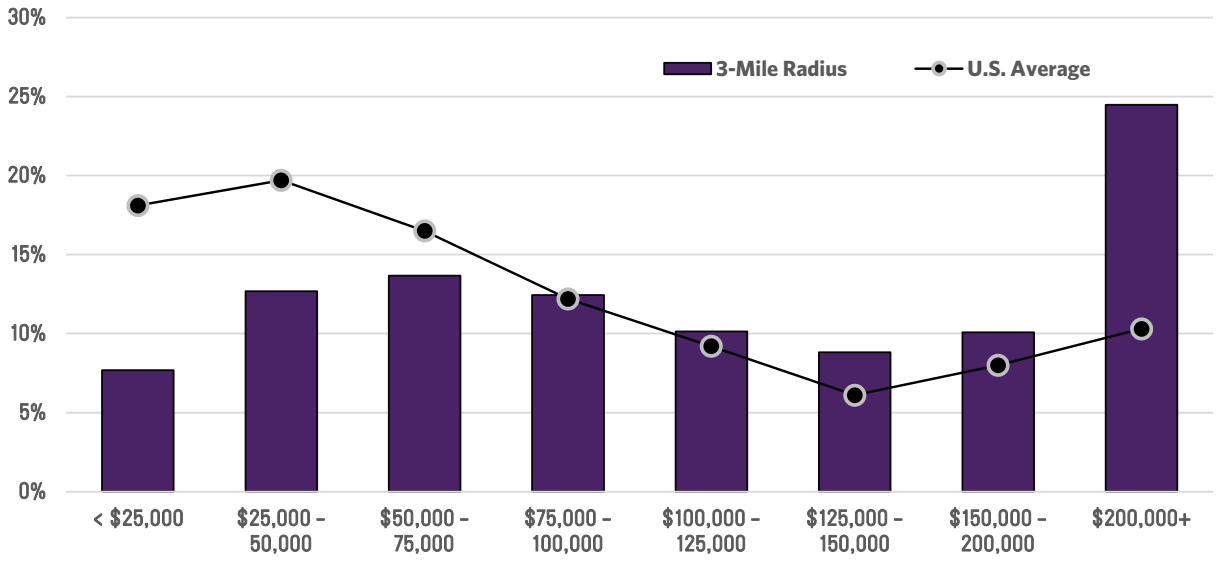

Figure 2.3. Average Household Income *ESRI Business Data, 2022*

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Educational Profile

When looking at adults 25 years or older living within three miles of City Springs, there is a pronounced highly educated profile. Specifically, 36% have a bachelor's degree and 25% an advanced degree compared to 24% and 15% respectively as a national average.

Level of education affects a person's spending profile; two individuals of similar age, gender and income will likely exhibit profound differences if they have highly different educational backgrounds. A more highly educated person spends greater amounts on full-service restaurants, services, books, electronics and travel.

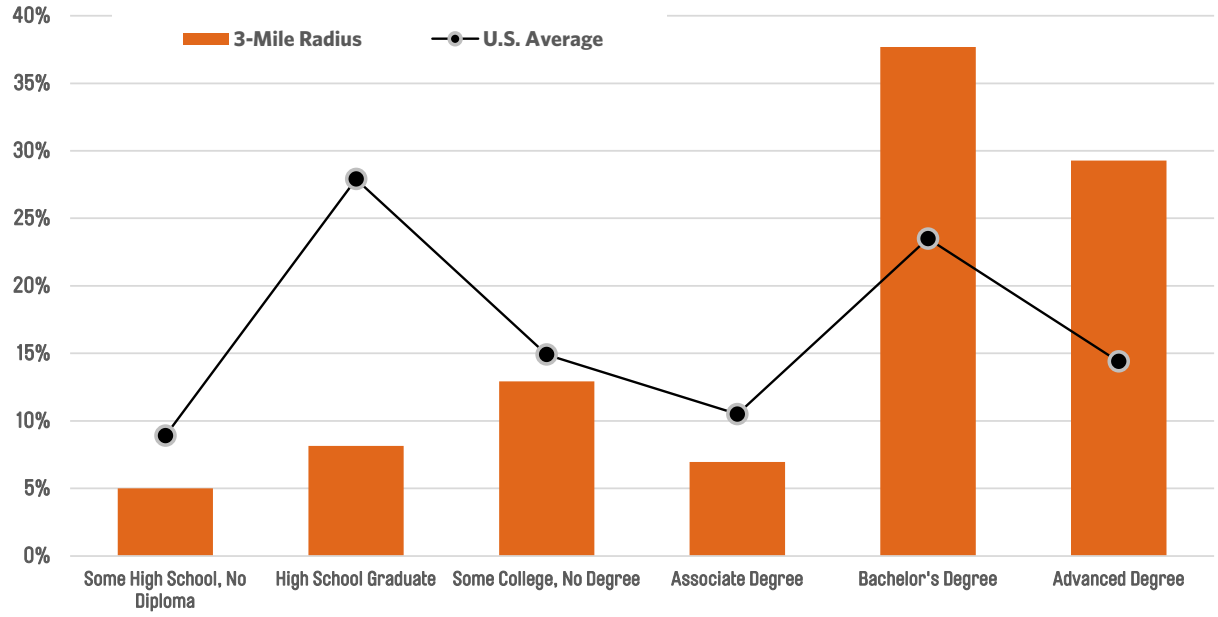

Figure 2.4. Educational Attainment

ESRI Business Data, 2022

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Age Profile

There is a clear concentration of younger adults aged 25 to 39 in the City Springs vicinity. 23,000 individuals between the ages of 25 and 39 reside within three miles of City Springs (23% more concentrated than the U.S. average). Conversely, there are relatively fewer children, adults in the early 20s, and people aged 60 years+ than found nationally.

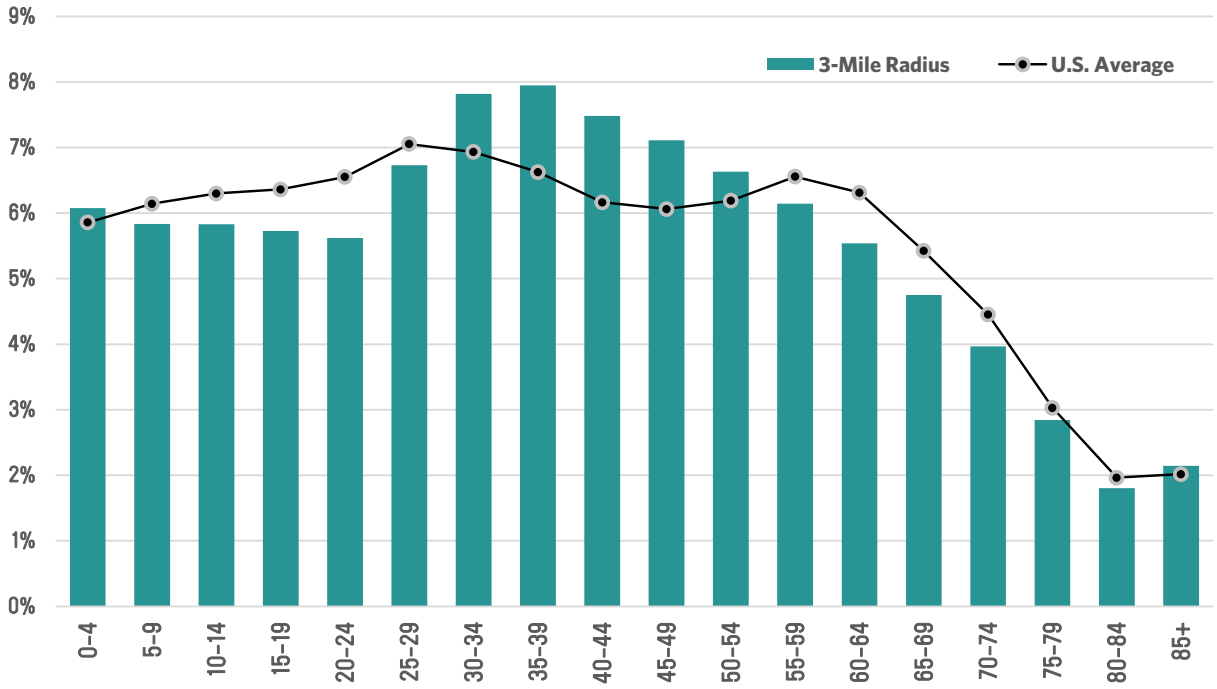

Figure 2.5. Percent Population by Age Cohort

ESRI Business Data, 2022

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Household Profile

The City Springs area is characterized by smaller households. Over 40% of households within one mile of City Springs are single-occupant households, well above the national average of 28.5%. Locals spend $4,332 per capita on "Food Away from Home" annually (i.e. restaurants, cafes, etc.) compared to the national average of $3,526. Similarly, they spend $459 on "Entertainment Fees & Admissions" compared to $380 nationally, and $763 on "Alcohol" compared to $579 nationally.

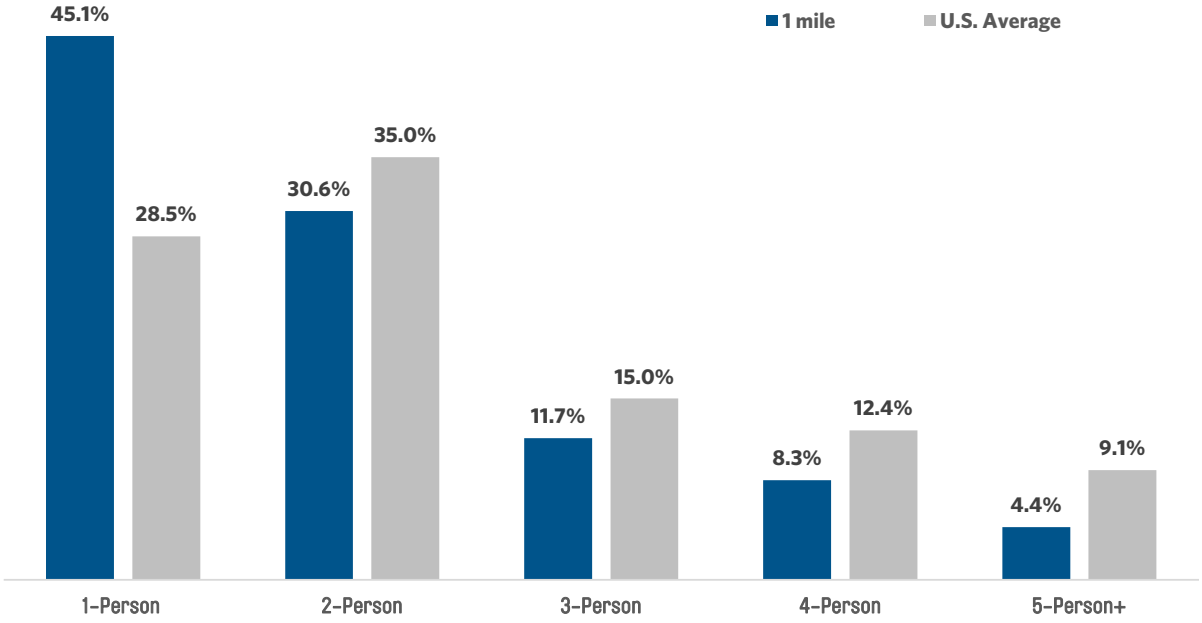

Figure 2.6. Household Size

ESRI Business Data, 2022

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ECONOMIC & EMPLOYMENT TRENDS

Sandy Springs is a major employment hub within Metro Atlanta. Prior to Covid-19, over 110,000 people traveled into the city for work daily and 7,976 were both working and living in the city for a total of 118,001 jobs. While the rise of teleworking has modified how many workers flow into the city each day, the number of jobs based in Sandy Springs has not decreased.

The large daytime population provides an important source of business for retail and restaurants in the city as well as supportable demand for new housing development for workers seeking shorter commutes or options to commute via walking or biking.

Employment is concentrated along the highway network with large clusters in Perimeter Center and Medical Center. While the City Springs District does have some clustering of employment, these jobs are largely Retail, Food & Beverage, and Services. A key challenge to diversifying the range of activities in the City Springs District will be to successfully market the area as a desirable location for professional employment based on the growing amenities available in the district.

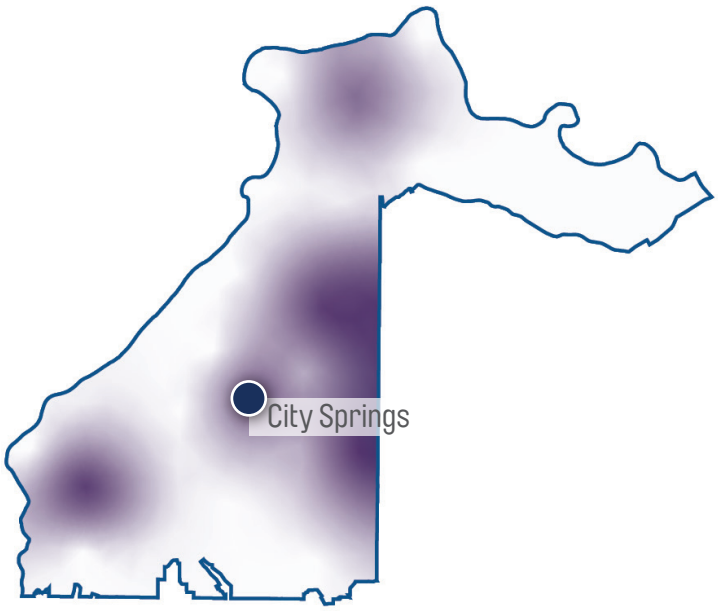

Figure 2.7. Sandy Springs Employment Density *US Census, OntheMap, 2019*

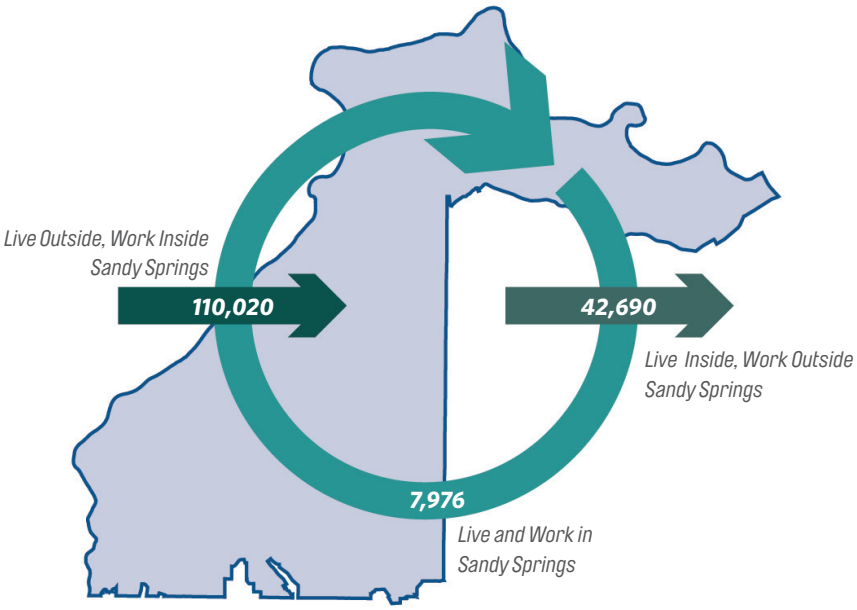

Figure 2.8. Daily Inflow/Outflow of Workers *US Census, OntheMap, 2019*

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Sandy Springs Employment Inflow/Outflow

A study of the workforce living in Sandy Springs compared to the jobs located in Sandy Springs provides insight on the local economy and potential development opportunities. Overall, Sandy Springs is an employment center with significantly more jobs than resident workers. According to 2019 data, slightly more than 50,000 workers live in Sandy Springs, there are just over 118,000 jobs in the city. As a result, there is a net inflow of over 67,000 workers each day.

There are only two major employment sectors that experience a net outflow of workers from Sandy Springs to other jurisdictions: Transportation & Warehousing, and Public Administration.

There are 5,252 Sandy Springs residents working in the Health Care sector, yet over 18,800 such jobs exist in the city. Similarly, Finance & Insurance experiences a net inflow of over 10,000 workers per day, and Professional, Scientific & Technical Services over 9,000 workers.

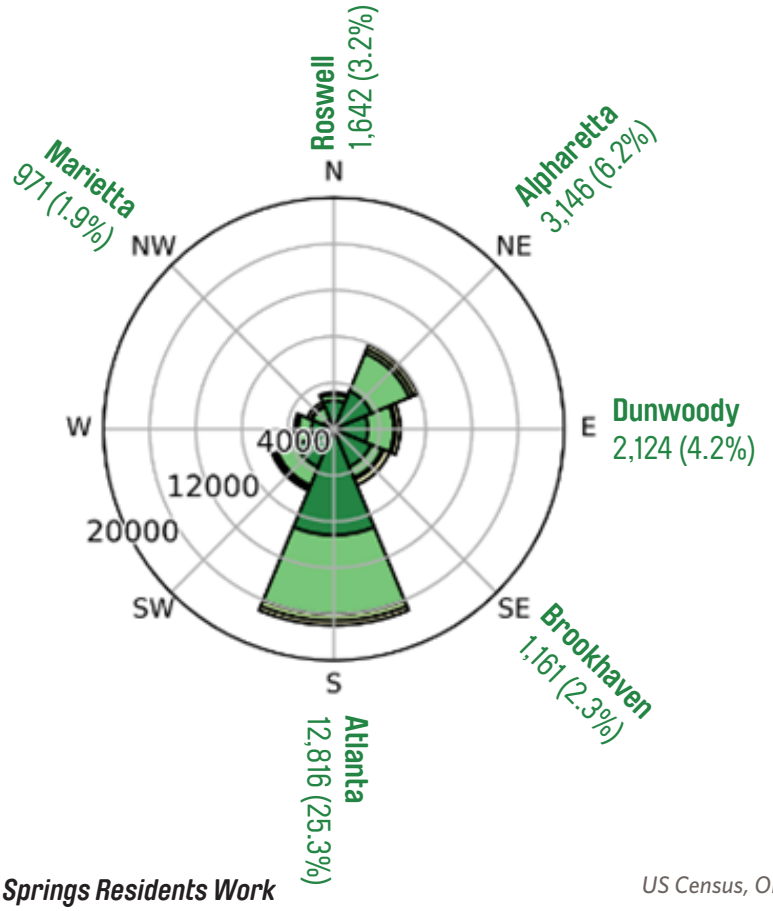

Figure 2.9. Where Sandy Springs Residents Work

US Census, OntheMap, 2019

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Table 1-1. Sandy Springs Employment Inflow/Outflow

EMPLOYMENT SECTOR	WORKERS LIVING IN SANDY SPRINGS	JOBS IN SANDY SPRINGS	DAILY INFLOW OR OUTFLOW OF WORKERS TO SANDY SPRINGS
Transportation & Warehousing	1,380	521	-859
Public Administration	990	678	-312
Utilities	103	63	-40
Agriculture, Forestry, Fishing, & Hunting	20	13	-7
Mining, Quarrying, and Oil & Gas Extraction	17	113	96
Arts, Entertainment & Recreation	828	1,162	334
Other Services	1,390	2,179	789
Manufacturing	1,542	2445	903
Educational Services	2,960	4,221	1,261
Construction	1,425	2703	1,278
Accommodation & Food Services	4,282	6,129	1,847
Retail Trade	4,593	7101	2,508
Real Estate	1,368	3,916	2,548
Information	3,086	6495	3,409
Wholesale Trade	2,628	6847	4,219
Management of Companies & Enterprises	2,386	7,779	5,393
Professional, Scientific & Technical Services	7,681	16,844	9,163
Finance & Insurance	3,989	14554	10,565
Administration & Support	4,746	15,396	10,650
Health Care & Social Assistance	5,252	18,842	13,590
TOTAL:	50,666	118,001	67,335

US Census, OntheMap, 2019

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Largest Employers

Within Sandy Springs, the largest employers in 2022 are almost all within the Professional, Scientific, and Technical Services category. These companies are located outside of the City Springs District study area and are concentrated near GA-400.

Cox Enterprises is currently the largest employer in the city with 3,211 employees. The headquarters of the United Parcel Service is second in employment as of 2022 with 2,081 employees. Other top employers include the OneTrust, IBM Corporation, and Mercedes-Benz USA, which moved its national headquarters from Montvale, New Jersey to Sandy Springs.

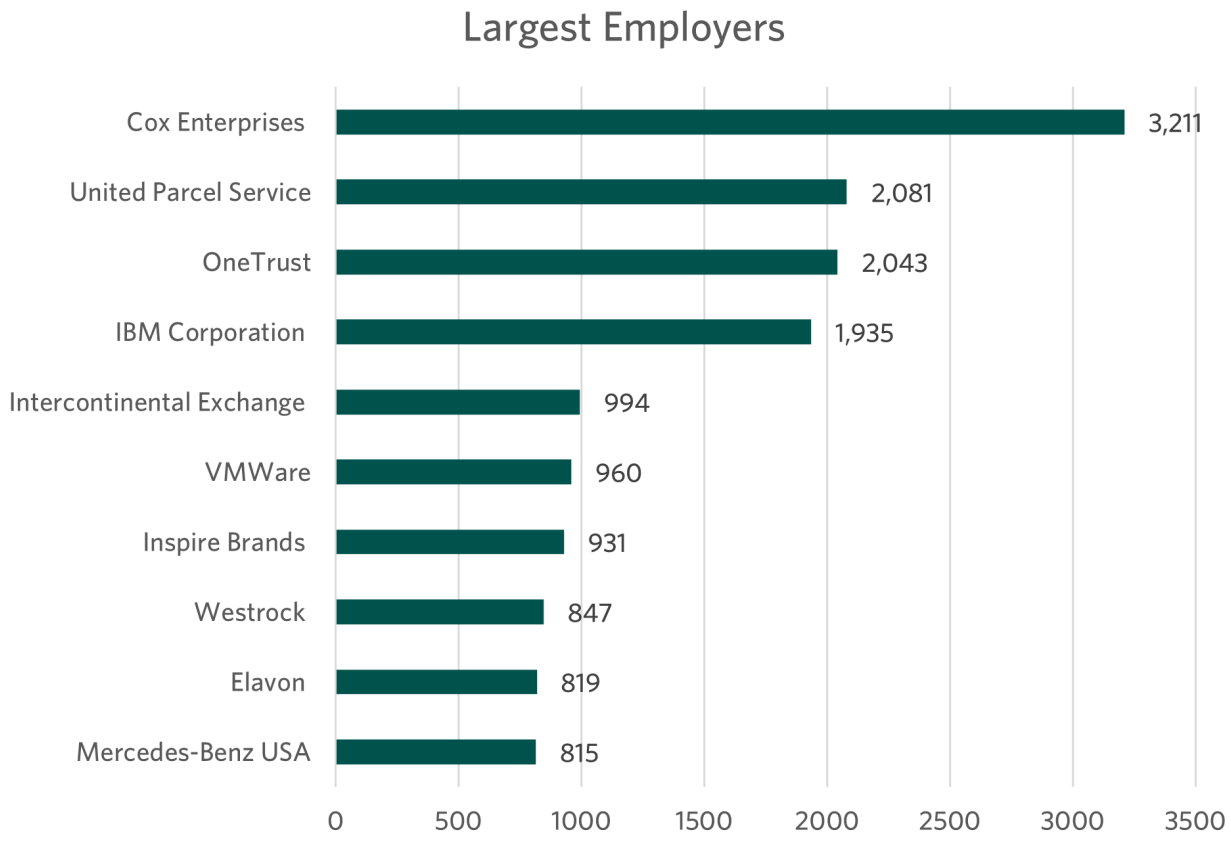

Figure 2.10. Number of Employees at Largest Employers

Sandy Springs Economic Development, 2022

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SANDY SPRINGS STRATEGIC ECONOMIC DEVELOPMENT PLAN

The Strategic Economic Development Plan ("SEDP"), completed in 2020, outlines the steps Sandy Springs should take to enhance economic development programs and services and to solidify the city's status as a competitive destination for business to locate and grow. The plan conducted a real estate, business development, and opportunity site analysis for six commercial districts – including the City Springs District. The City Springs Master Plan will consider the strategies recommended in this document to provide more housing types and higher quality development so that employees are attracted to the area and economic development opportunities continue to grow in the City Springs District. The findings and analysis below represent the commercial area where the City Springs District is located.

Real Estate Analysis findings:

- Roswell Road is starting to transform, but there are still several opportunities for redevelopment and infill.
- Major regional retail nodes surrounding Sandy Springs present a challenge to the market in the City Springs District. The retail market in the study area will be driven by locally oriented businesses.
- Companies are looking to rent, not own, space and potential employees are looking for living quarters close to their work. Walkability is important to meet this need.
- In 2020, the average price per square foot for office space was $5.60 higher than the region, ranging from $9/ square foot in older buildings to $40/ square foot in new, stand-alone spaces.

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Business Development findings:

- Sandy Springs has cemented its status as an economic leader in the Metropolitan Atlanta region as the home to national headquarters and a large employment base.
- Sandy Springs has developed robust employment niches which must be studied and understood to sustain and promote their growth.
- Sandy Springs' aging workforce and resident base creates a unique economic development threat that must be addressed.
- The mismatch between the current local workforce and the diversified skills needed will increase the challenge for businesses.

Site Opportunity Analysis:

The short and mid-term strategies outlined in the SEDP for the City Springs District revolve around infill and redevelopment. Specifically, redevelopment on the south side of Mount Vernon Highway, and of the Hammond Exchange Shopping Center at Hammond Drive and Sandy Springs Circle. Infill is suggested to promote walkability with an opportunity identified at the Kroger-anchored City Walk shopping center and at the Parkside Shopping Center. Since the SEDP was adopted, 8 acres of the Parkside Shopping Center have been rezoned to allow for a mixed-use development of up to 6 stories that could include townhomes, condos, apartments, a parking deck, dog park, green space, and new retail and restaurants. The long-term strategy is to create assemblages along Roswell Road, Hammond Drive, and Cliftwood Drive to encourage appropriate infill that is complementary to the City Springs District development.

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LAND USE & DEVELOPMENT

Commercial development in Sandy Springs is focused along the highway system, running east-west along I-285 and north-south along GA-400 and Roswell Road, which is the primary commercial artery running north and south through the city, including the City Springs study area. There is a large Medical Center area on the southeastern edge of the city that includes three hospitals, outpatient centers, and doctors' offices. With a wide variety of land uses in the city, and development opportunity in the master plan study area, the City Springs District is favorable to continue growing as a hub for those who live and work nearby.

The Perimeter Center area that borders GA-400 at I-285 has a significant concentration of office, hotel, and retail uses. In recent years, the area has experienced increased development of multi-family projects on underutilized sites, including sites along Hammond Drive and Abernathy Road. The area is one of the largest employment and hotel districts in Metro Atlanta.

On the north side of the city at Dunwoody Place is a mix of older flex light industrial and office buildings as well as the Coca-Cola Bottling Plant, one of the few industrial uses in Sandy Springs. This part of the city also includes the area addressed in the 2020 North End Redevelopment Plan. The goals of the plan are to encourage and implement reinvestment along Roswell Road and to enhance the quality of life for residents through redevelopment of strategic properties.

There are three MARTA rail stations in the city: Medical Center Station, Sandy Springs Station, and North Springs Station. The North Springs station serves as the terminus for the Red Line and a primary transportation hub with a park-and-ride garage and bus loop connecting to other cities in north Fulton County. All three stations are located east of Georgia 400 and are anticipated to redevelop into transit-oriented hubs over time. Just outside of the Sandy Springs city limits (approximately 1,000 feet) is the Dunwoody MARTA Station. This station is connected to the City of Sandy Springs and the City Springs study area through three major bus routes and accessible by several Xpress Routes that serve the Perimeter area. Routes 5 and 87 provide service along Roswell Road and to the other MARTA stations in the area. Route 148 connects City Springs to the Sandy Springs MARTA Station via Mount Vernon Highway.

Until incorporation in 2005, Sandy Springs was guided by planning and policies of Fulton County. Constrained by suburban development patterns and topography, the city's 2017 Next Ten Comprehensive Plan recommended changes to policy and strategy to help target specific areas for more compact and walkable development. Following recommendations from the Next Ten, the city adopted an entirely new Development Code and comprehensively rezoned the city to align with the vision set forth within the Plan.

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NEXT TEN COMPREHENSIVE PLAN

The 2017 Next Ten Comprehensive Plan focuses on the city's vision for the future and informed the subsequent Development Code rewrite and comprehensive rezoning of the city. This allowed the city to take a holistic approach to creating implementation tools for the vision established through the planning process. The community goals for the Next Ten Comprehensive Plan are:

- Preserve and sustain quality of life in existing neighborhoods
- Improve citywide mobility
- Create a connected city
- Expand parks and open space and make them more accessible
- Create a balanced, welcoming, and inclusive community that serves all generations and income levels
- Continue to thrive economically
- Maximize the potential of the city's transit infrastructure
- Promote redevelopment to achieve walkable compact development patterns
- Create unique places to enhance quality of life
- Develop tools to manage development through a revision of the zoning code and subdivision regulations

Key Action Items for the City Springs District Study Area:

- Revitalize Roswell Road through mixed-use redevelopment and the continued transformation of the City Springs District.
- Take a proactive role in managing parking in designated districts.
- Increase access to existing and planned rail transit stations.
- Continue to study long-term enhancements to Hammond Drive and Mount Vernon Highway.
- Increase the supply and range of housing choices for middle income households.
- Plan, design and implement key corridors as efficient and complete streets with enhanced person-capacity.
- Maximize the city's investment in the City Springs District.
- Focus transit-oriented uses around MARTA stations and improve access to MARTA through bus and shuttle services that connect the City Springs District.
- Create great urban public places and spaces.
- Link to and along the Chattahoochee River by establishing pedestrian and bicycle connections to the City Springs District.
- Connect the green space network within Sandy Springs.

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Next Ten Comprehensive Plan (Continued)

An important part of the Comprehensive Plan is the Character Area Map, identifying areas of Sandy Springs with unique characteristics. The City Springs Master Plan study area is primarily in the City Springs Character Area (see Fig. 8) defined as a civic and cultural center for Sandy Springs. The following implementation measures are identified:

- Prepare new development regulations for the City Springs District as part of a new Sandy Springs Development Code.
- Implement improvements to transform Roswell Road into an urban boulevard.
- Complete Phase I construction per the City Center Phase I Implementation Plan.
- Continue future buildout per the recommendations of the City Center Master Plan and companion Livable Communities Initiative (LCI) update.
- Refer to the City Center Master Plan and 10-year LCI Update for more detailed development plans, design guidelines and implementation strategies.
- Create an expanded and connected street grid in this character area.

Since the adoption of the comprehensive plan and the 2012 Sandy Springs City Center Master Plan, the city has carried out several of these measures, including creating City Springs zoning district regulations, implementing improvements to Roswell Road, constructing City Center Phase I, and pursuing strategic land acquisition opportunities within the City Springs District.

Four Small Area Studies that provide a more detailed look at recommendations for specific geographic locations within the city were conducted as part of the comprehensive planning process. Although these plans do not specifically address the study area for the City Springs Master Plan, it is important they are considered as implications from them will impact the study area. The Small Area Plans include:

- MARTA Station Areas
- Perimeter Center
- Powers Ferry Small Area
- Roswell Road

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Roswell Road

The vision for Roswell Road is that it will become a multimodal boulevard that connects mixed-use neighborhoods. This plan focuses only on the transitions between City Springs and Roswell Road North and South, not Roswell Road within the City Springs District. Key elements for accomplishing this goal are:

- Street Connectivity
- Raised landscape medians
- Network strategy for intersections
- Incorporate transit into the boulevard
- Improve the public realm areas and create great complete streets

Perimeter Center

The study area in the Perimeter Center small area plan is just east of the City Springs District. The key takeaway for the City Springs planning effort is to focus on enhancing Hammond Drive as an important east-west connector between two city centers. The stated goal for Hammond Drive between Roswell Road and Glenridge Drive is to acquire right-of-way and plan for typical sections to allow bikes, pedestrians, and transit to have safe circulation.

MARTA Station Areas

The MARTA Stations small area plan focuses on the existing North Springs MARTA station and a potential Northridge MARTA station. Although the North Springs MARTA station is outside of the City Springs District, development and enhancements recommended in this Master Plan update may impact the MARTA station. It is important to consider how future residents will access the MARTA station. Since the completion of this small area plan, a Northridge MARTA station is no longer being considered for the Ga 400 BRT.

Powers Ferry

The Powers Ferry small area plan focuses on the need to enhance the Powers Ferry Road area and provide retail/commercial uses so that residents there can minimize their trips east to the Perimeter Center and City Springs District. The study area for this plan is entirely outside of the study are for the City Springs Master Plan.

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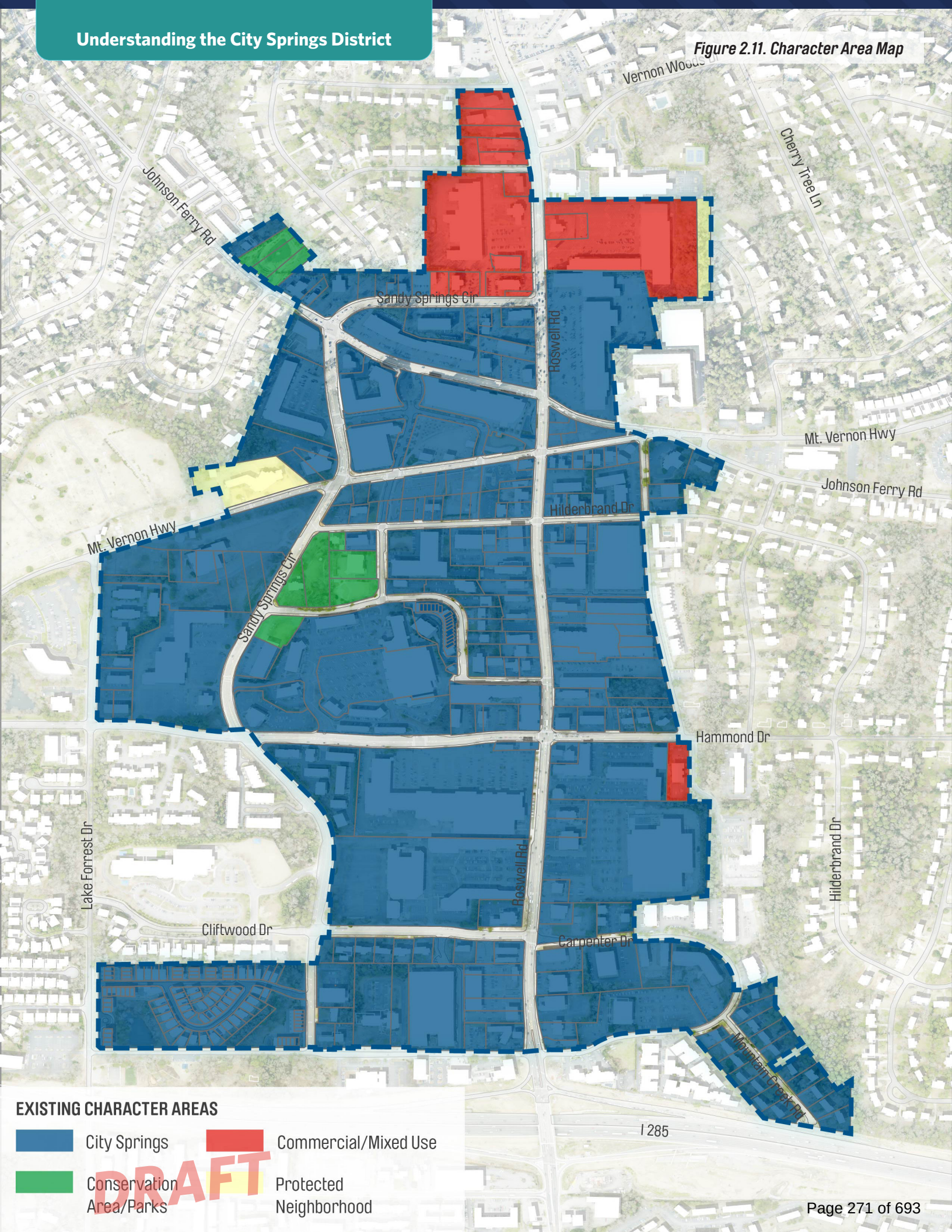
Figure 2.11. Character Area Map



Zoning and Development Regulations

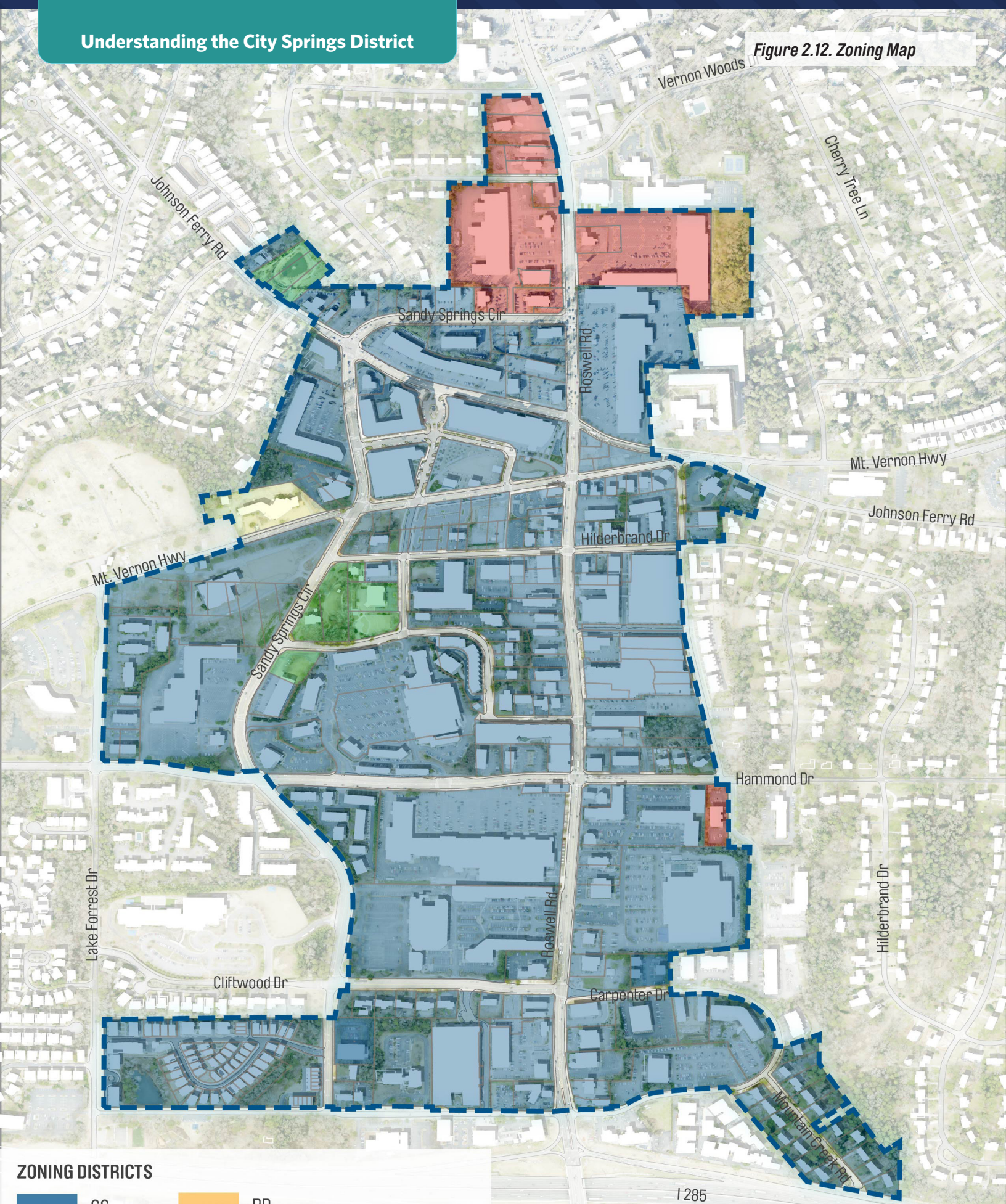
A city's development and zoning codes are tools that can aid in the implementation of long-range plans. Development and zoning codes typically regulate parcel sizes, building placement, uses, streetscape requirements, and many other development related parameters. These aspects of development can encourage or discourage the type of development and overall aesthetics and feeling of a community, so it is important that they are reviewed in conjunction with planning efforts.

Sandy Springs Development Code

The current Development Code and Zoning Map were adopted in 2017 which included the addition of the City Springs zoning districts and development regulations. The Development Code describes the City Springs District as *The City Springs districts are intended to implement the Sandy Springs City Center Master Plan, which is formed around a nucleus of civic facilities.* The development code outlines lot parameters, building placement, height and mass, activation, and district standards for the City Springs zoning districts.

The development standards require a 7,500 square foot lot for all development other than single unit attached in the City Springs zoning districts and encourages street activation by requiring at least 70% of the building façade to be in the Build-to Zone (3'-20'). Most of the study area is in the City Springs-3 (CS-3) zoning district where the maximum height permitted is three (3) stories; however, there are some areas, like Parkside Shopping Center (5920 Roswell Rd), that are zoned City Springs – six (6) (CS-6) which allows up to 6 stories. To encourage human-scale activation, pedestrian entrances are required along primary streets and nonresidential development requires 50% minimum ground level fenestration, or glass and door area.

Figure 2.12. Zoning Map



Other small portions of the study area are zoned CX-3 (Commercial Mixed Use-3), CON (Conservation), RD-18 (Residential Detached-18), and RE-2 (Residential Estate–2). The development standards for CX-3 are generally congruent with the CS districts' in that up to three (3) stories are permitted, pedestrian access is required from the primary street, and buildings must be constructed close to the streets. Parcels currently zoned CX are concentrated in the northern part of the study area are occupied by shopping centers while the parcels in the CON district are city parks, public spaces, and facilities.

In 2016, the City of Sandy Springs approved a code amendment that requires all buildings over 3 stories and over 100,000 square feet in size to be constructed with steel or masonry materials, instead of wood framing in an effort to make the structures safer during construction (Ordinance 2016-08-23). This requirement allows for a higher quality product, but can be seen as a barrier to development due to costs, especially in the City Springs District where higher density, green space, and walkability are encouraged.

Permitted uses are also described in the Development Code. The City Springs District allows a wide variety of retail, commercial, civic, and residential uses. Regulations limit the location of new fuel stations to three zoning districts (CX-, CC-, IX-), none of which are found within the City Springs District. Site swapping, and renovation and expansion (not including fuel pump count expansion) for an existing fuel station location is permitted.

Other regulations throughout the Development Code that foster the implementation of the City Springs Master Plan include limiting ground floor retail to under 30,000 square feet, required interparcel connectivity, and street standards and specific to the City Springs District that help create a connected community.

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Recent & Planned Development

Recent redevelopments have been undertaken to transform the area into a modern, mixed-use district that includes residential opportunities, retail and restaurants, entertainment, and other amenities. The anchor City Springs development opened in 2018 and includes the new City Hall, Performing Arts Center, City Green Park, apartments, retail, and restaurants. This development, coupled with new multifamily and retail built along Roswell Road, demonstrates considerable evolution in land use type and urban form for the area.

Recent developments have introduced new residential units, retail, and restaurants to the study area and demonstrated investment viability on redevelopment sites for the private sector. These projects have ground floor retail and services fronting the street with three to five stories of residential above. They feature a mix of podium and structured parking, improving walkability and how the building interacts with the street to create a better sense of place in the corridor.

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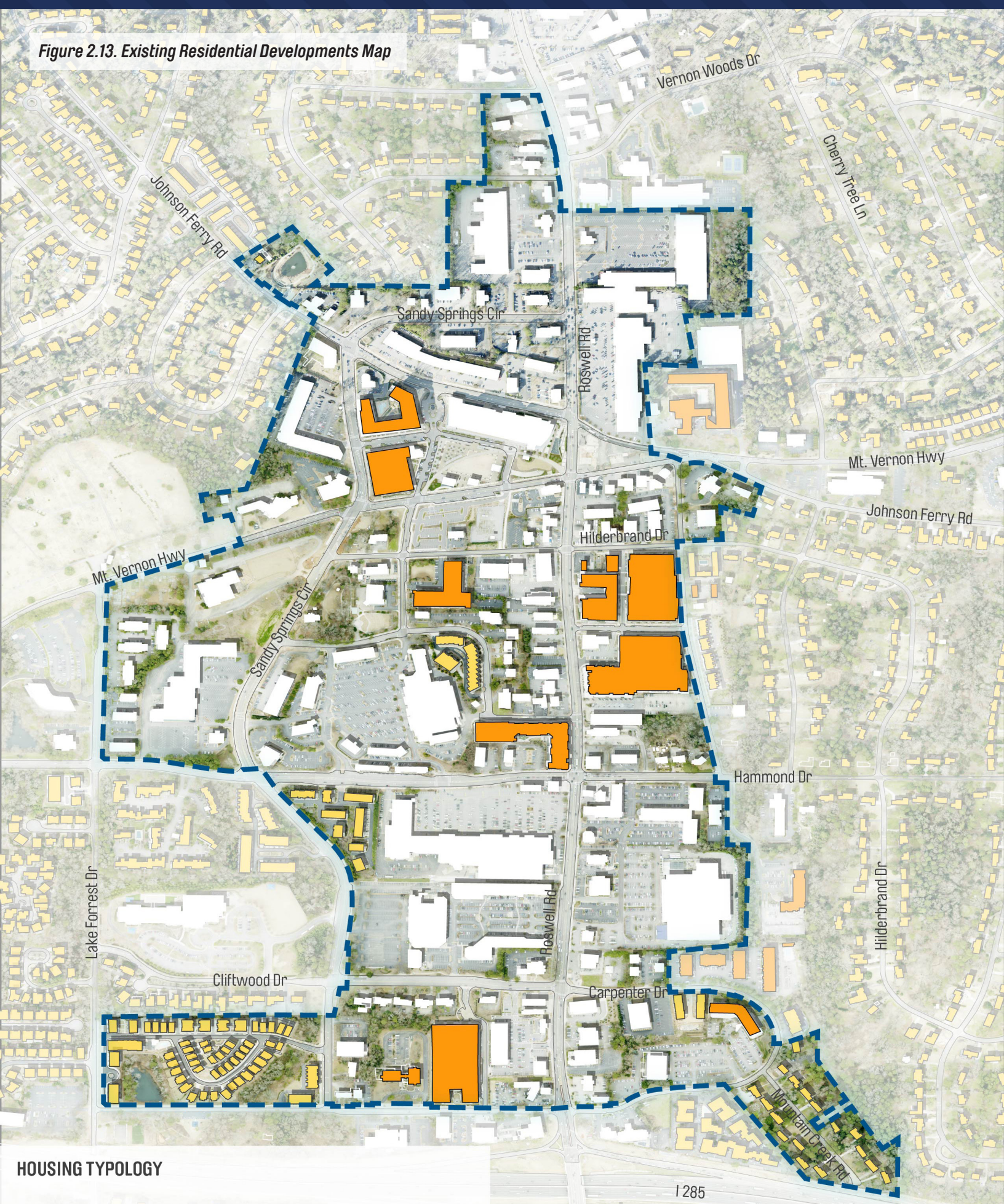
Figure 2.13. Existing Residential Developments Map



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SANDY SPRINGS HOUSING NEEDS ASSESSMENT

The goals of the 2020 Housing Needs Assessment were to provide an understanding of housing needs and conditions across all household incomes and housing typologies, and to establish a baseline of local housing market conditions to guide future policy decisions. The plan divided the entire city into eight submarkets with subareas 3 and 4 covering the City Springs District study area.

Between 2011 and 2018, the City of Sandy Springs saw a substantial growth in renter households, more than the growth of owner-occupied households. Subareas 3 and 4, housing by tenure is summarized in the table to the right:

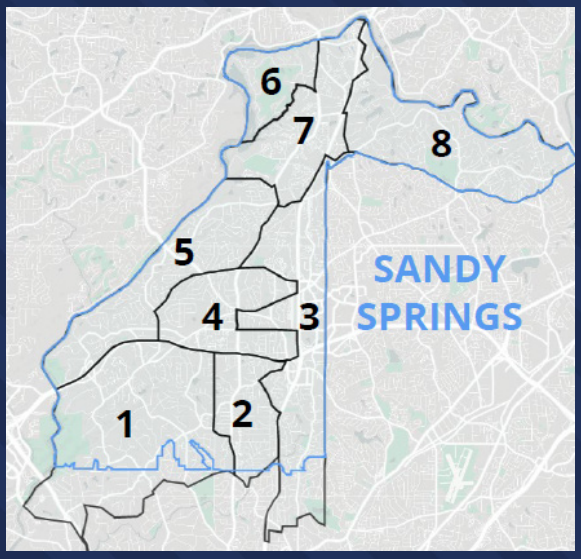

Table 1-2. Occupied Units by Tenure (2018)

	OWNER-OCCUPIED HOUSEHOLDS	RENTER-OCCUPIED HOUSEHOLDS
Subarea 3	5,047	5,421
Subarea 4	3,020	1,618

Homeowner Key Findings

- Entry Level Housing: Sandy Springs lacks "entry-level" single-family homeownership opportunities. The 2018 median home values in subareas 3 and 4 were $399K and $422K respectively. Between 2017 and 2019, only 373 units (attached and detached) were sold for under $400K in subareas 3 and 4.
- Aging Population: Sandy Springs homeowners are increasingly becoming older and wealthier as for-sale housing in the city is becoming less accessible to young and middle-aged families. Citywide, households of most age groups are increasing while homeownership is only growing for those aged 55 and over.

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Renter Key Findings

- Displacement Concerns: Sandy Springs is losing housing for its most vulnerable renters. This is driven by the demolition and replacement of older market-rate housing over the past decade and renovations of older multifamily stock which causes rent increases. As a result, renters earning less than $50K annually are leaving Sandy Springs due to increasing housing costs and decreasing housing supply.
- Limited New Development: A 2017 building code amendment, which requires concrete construction for buildings over three stories and over 100,000 square feet, often causes new, affordable apartment development to be financially infeasible.

Employer Key Findings

- Workforce Attraction: Service/essential industry employers are facing significant recruitment and retention challenges due to high housing costs and limited public transportation.
- Regional Employment Center: Sandy Springs' status as a net workforce importer is threatened by increased housing costs. The city's quality of life advantages, valued highly by employers, are at risk if lower – and moderate-income households cannot afford housing in Sandy Springs and therefore have to commute into the city.

It is important to note that as the City Springs District works to become more of an economic driver in the city and the region, housing that residents can afford continues to be a major goal to strive for. As the Housing Needs Assessment states, the trend of having high ownership prices and rental prices could negatively affect the economic impact of the area.

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Study Area Planned and Under Construction Projects

The City Springs District features several major projects that are either under construction, in plan review and permitting, or in the planning process. The list of projects includes many small-scale and compact residential proposals, under one acre in size.

The most significant proposed redevelopment involves 8 acres of the Parkside Shops, a 25-acre parcel at the northwest corner of Roswell Road and Cliftwood Drive. The current shopping center, built in 1987, was recently purchased and rezoned in December 2021 from three stories to six stories, with conceptual plans depicting a mixed-use concept of boutique office, retail, multifamily, and townhomes. The preliminary concept also includes amenities like an outdoor gathering place, dog park, parking structure, and retention of the existing on-site movie theatre, The Springs Cinema & Taphouse. The success of the initial 8-acre redevelopment would have a positive impact in the study area and could spark more improvements on the 25-acre site. The conceptual plans project opportunities for condo, townhome, and apartment dwellings. This diversity of new housing stock is crucial to ensuring that housing captures different target markets and user profiles including young families, professionals, and people who want to downsize from their current single-family homes.

Overall, there are more than 536 units of various forms of residential development being conceptualized, planned, or even under construction in the study area, along with 68,500 square feet of office, 68,200 square feet of retail.

The numbers in the table on page 46 correspond with those in Figure 2.14.

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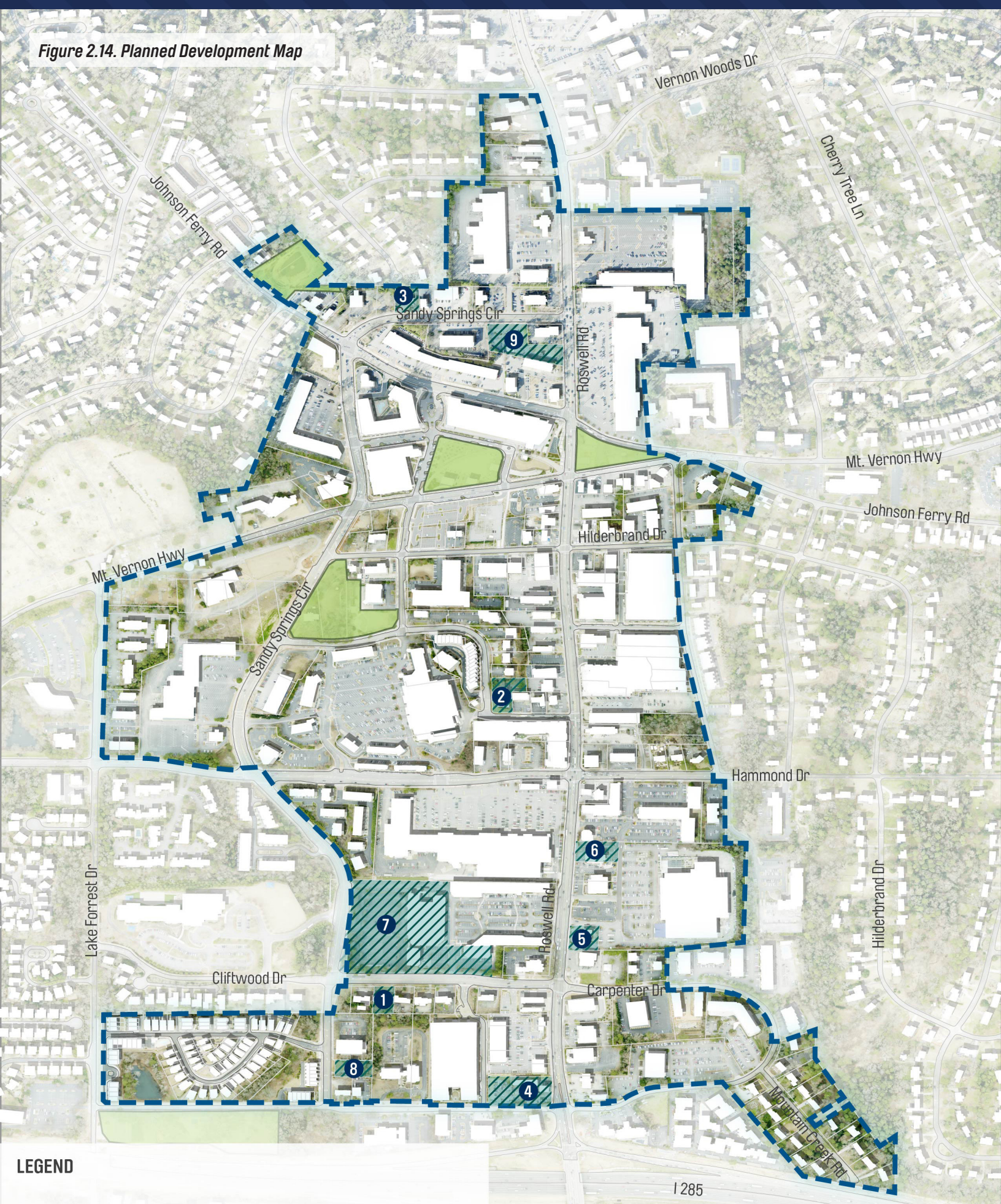
Figure 2.14. Planned Development Map



LEGEND

Planned/Upcoming Development

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Table 1–3. Planned Developments

MAP #	LOCATION	CONCEPT	ACREAGE	TOWN-HOMES	MULTI-UNITS	OFFICE (SQ.FT.)	RETAIL (SQ.FT.)
1	145 Cliftwood Drive	6 Story Multi-Unit Condos	0.84		36		
2	208 Sandy Springs Place	5 Townhomes and 16 Multi-Units	0.64	5	16		
3	318 Sandy Springs Circle	Multi-Unit/Condos	0.45		18		
4	5810 Roswell Road; at Allen Road	6 Story Multi-Unit, Restaurant or Retail on Ground	1.35		180	5,000	3,000
5	5903 Roswell Road	New Sonic Restaurant	0.52				2,000
6	5925 Roswell Road	Chick Fil A redevelopment	0.6				5,000
7	5920 Roswell Road at Cliftwood Drive and Sandy Springs Circle	Redevelopment of Up to 40% of Property 4 Stories or More, Remaining Movie Theater; Parking Garage, Outdoor Space, Dog Park, Office, Retail, Restaurants, Condos, Apartments, Townhomes	7.95	5	250	63,500	51,400
8	5825 Sandy Springs Circle	Multi-Unit	0.42		26		
9	369 Sandy Springs Circle	2 Story Restaurant, Office	1.33				6,800
	TOTALS:		**14.1**	**10**	**526**	**68,500**	**68,200**

Sandy Springs Community Development, accurate as of December 2022

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TRANSPORTATION & MOBILITY

Sandy Springs is home to many residents who commute outside of the city for work, and the area serves as a job center for many who live outside of Sandy Springs. While development patterns in metro Atlanta, including Sandy Springs, have historically been car-centric, Sandy Springs is taking steps to increase and enhance pedestrian and bicycle infrastructure through the construction of wide sidewalks, side paths, and trails in addition to reducing the access points along Roswell Road. Capital improvements currently underway can be seen on page 119.

The City Springs Master Plan study area's southern border runs along I-285, on which 236,000 vehicles pass per day. However, despite lengthy frontage, visibility from this major thoroughfare is currently limited due to the highway traffic passing at below grade and the perpendicular direction of the City Springs

District from I-285. The visibility may change when the managed lanes are constructed over Roswell Road. Every day 30,000 to 43,000 vehicles pass through the heart of the City Springs District along Roswell Road.

The City Springs District study area is developed in such a way that even most of those who live or work within and nearby the area often still choose to get around by personal vehicle, whether it's a trip to the grocery store, the bank, a restaurant, or to get to events at City Green or one of the district's parks. This was shared in the stakeholder meetings, and 'drive' was the top response in the community survey when participants were asked how they move to and through the City Springs District.

Direct access to I-285 and proximity to GA-400 gives the City Springs District the potential to grow as a desirable destination for workers and visitors. Its location is central to many activity and population centers in the north Atlanta region, easily accessible from communities like Roswell, Alpharetta, Dunwoody, Chamblee, Brookhaven, Buckhead, Smyrna, Marietta, and East Cobb. In fact, 760,000 people live within a 20-minute drive to the City Springs District study area (barring traffic-related congestion), and 6,640 people live within a 20-minute walkshed of the City Springs campus.

Local accessibility benefits from Roswell Road, Hammond Drive, Mount Vernon Highway, and Johnson Ferry Road, facilitating convenient access from many of the subdivisions within Sandy Springs located within a 15-minute drive to the City Springs District.

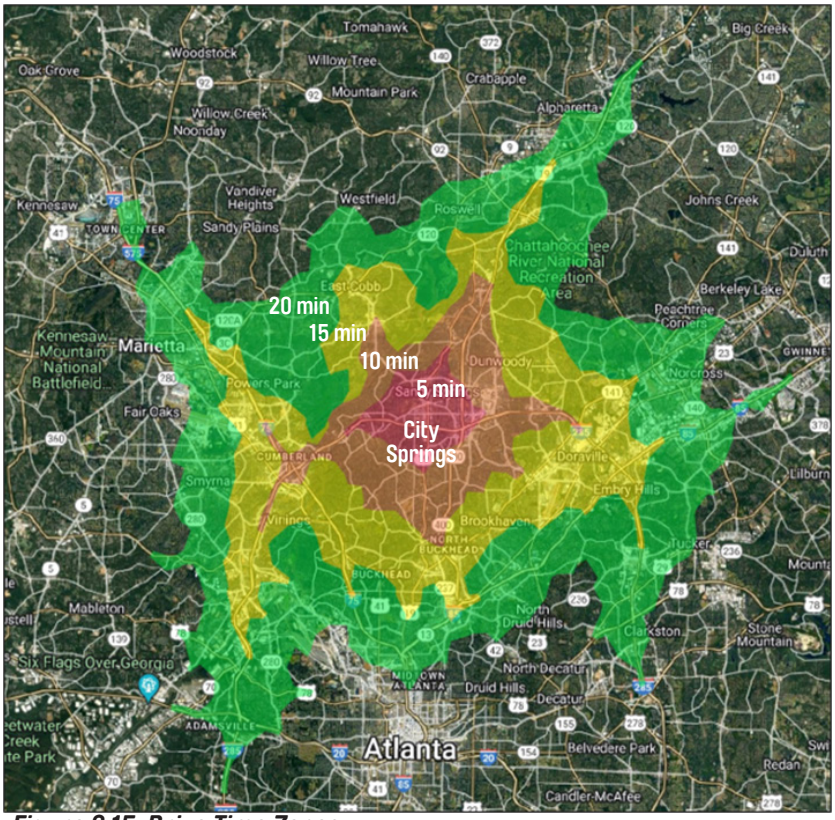

Figure 2.15. Drive Time Zones

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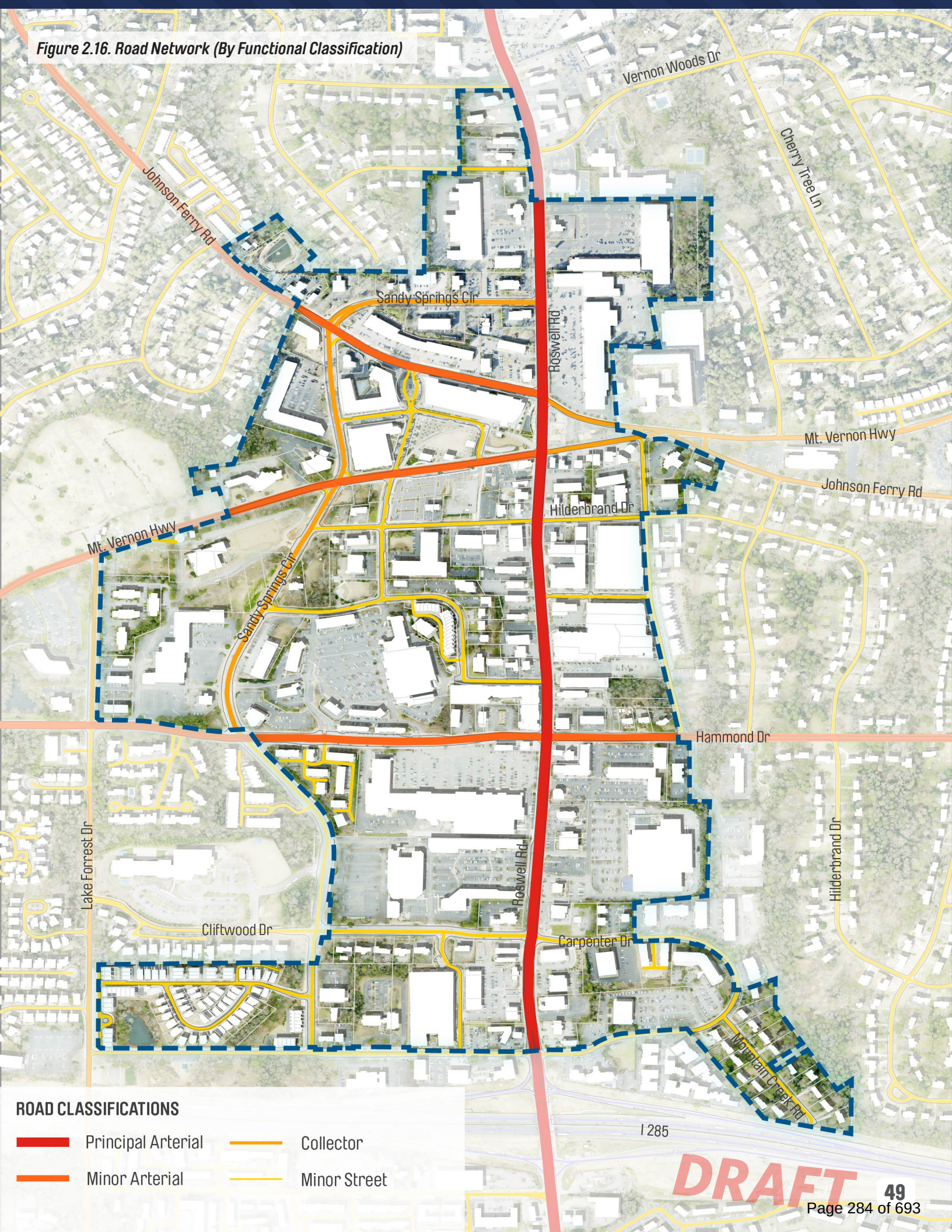
Figure 2.16. Road Network (By Functional Classification)



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Vehicular Mobility

The main north-south thoroughfare within the City Springs District is Roswell Road. Alternative north-south routes are limited to Sandy Springs Circle and Lake Forrest Drive. East-west travel in the district is constrained to I-285, Hammond Drive, Mount Vernon Highway, and Johnson Ferry Road, which are all undergoing operational improvements

Internal circulation within the City Springs District occurs along the major routes listed above as well as minor streets such as Sandy Springs Circle, Allen Road, Blue Stone Road, Boylston Drive, Carpenter Drive, Cliftwood Drive, Denmark Drive, Hilderbrand Drive, and Sandy Springs Place. The previous Sandy Springs City Center Master Plan encouraged the formation of a street grid to aid local circulation and to alleviate congestion.

The city is addressing vehicle congestion in the city's core by constructing multi-use paths and sidewalks within and to City Springs, and by implementing the Johnson Ferry Road/ Mount Vernon Highway Improvements, a 2016 TSPLOST (Transportation Special Purpose Local Option Sales Tax) project. This improvement will eliminate the compacted series of intersections at Roswell Road, Johnson Ferry Road, and Mount Vernon Highway, restoring Johnson Ferry Road and Mount Vernon Highway to two-way operations east of Roswell Road. This project intends on relieving congestion on all three thoroughfares, providing additional capacity to address future traffic volume, while simultaneously improving pedestrian safety and access within the City Springs District.

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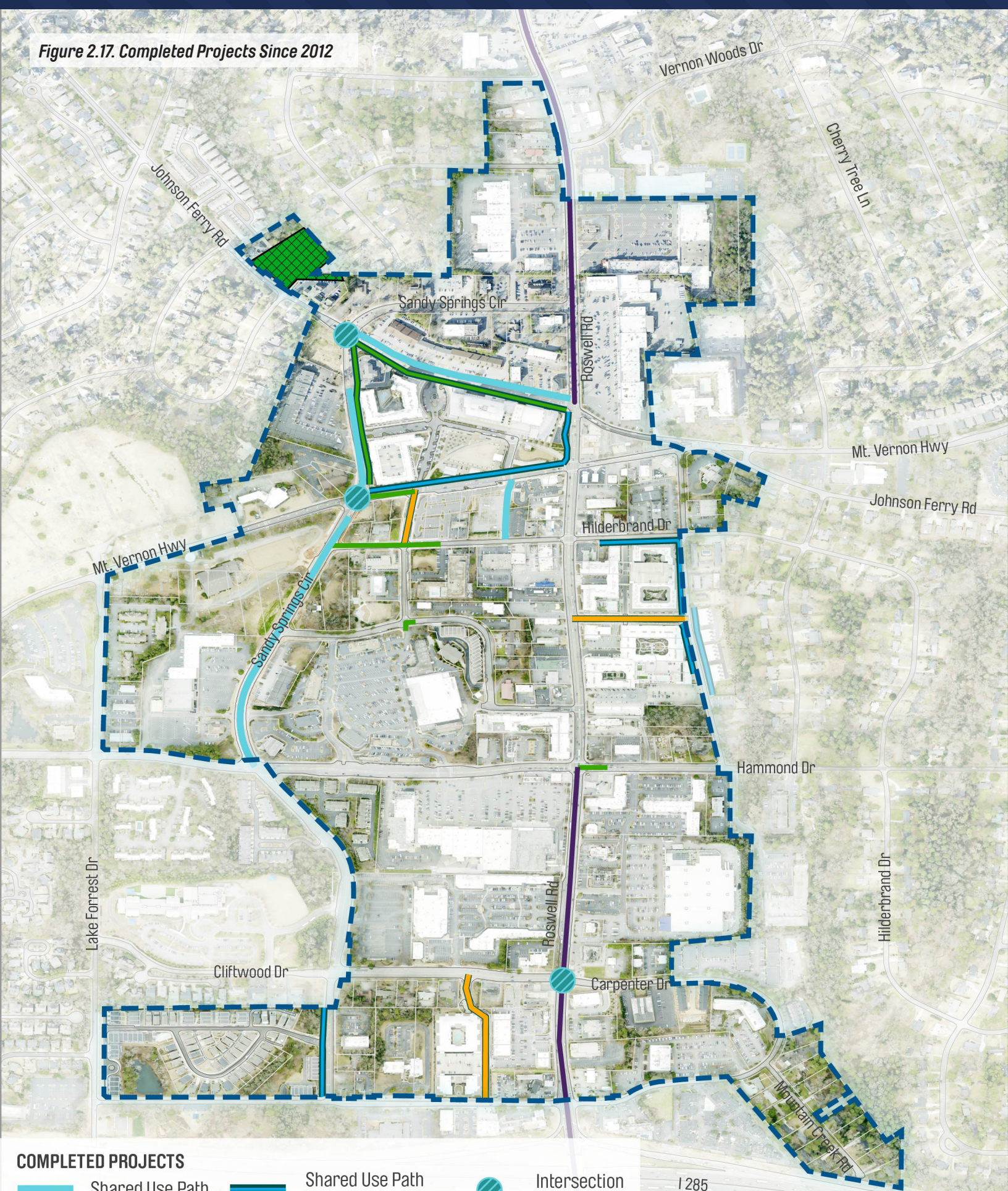
Figure 2.17. Completed Projects Since 2012



COMPLETED PROJECTS

- Shared Use Path
- Sidewalk
- Sidewalk with Development
- Shared Use Path with Development
- New Road
- Streetscape
- Intersection Improvement
- Stormwater

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Parking

Parking infrastructure is an integral component of economic development and land planning. Historically, the City of Sandy Springs has recognized the value of parking and has developed certain policies that meet this need. The consultant team conducted a review of the 2014 City Center Parking Study to better understand current parking patterns, a review of parking related codes and ordinances, and the results of a case study of emerging parking demographics that are likely associated with newer, mixed-use development.





Land use-based parking demand ratios are influenced by the land use type and the travel patterns of those tenants, employees, and visitors who will frequent those uses. Changes to travel demographics associated with a new tenant mix, introduction of a new transit stop, and/or increases in the cost to park a vehicle will affect parking demand calculations and the number of spaces required to support economic development. This assessment of parking conditions will provide a foundation for future planning and will guide management decisions.

The City Springs study area has a confluence of factors driving parking needs and trends. The land use mix and density reflects a more urban condition than what exists in most of the City, which tends to lead to shorter trip distances and therefore reduced parking demand.

The other key factor is the frequency of large events held at the City Springs campus. The Performing Arts Center frequently hosts events with a large number of visitors that lead to a high spike in parking demand. The same is true of events at the City Green and Conference Center. Retail visitors use the same parking options as event-goers, making supply especially tight when events overlap with periods of high retail activity. The current availability of visitor parking restricts the City from hosting multiple large events simultaneously. The City already utilizes shared parking arrangements to meet demand beyond the supply within the City Springs campus. Event overflow parking is permitted at Sandy Springs United Methodist Church.

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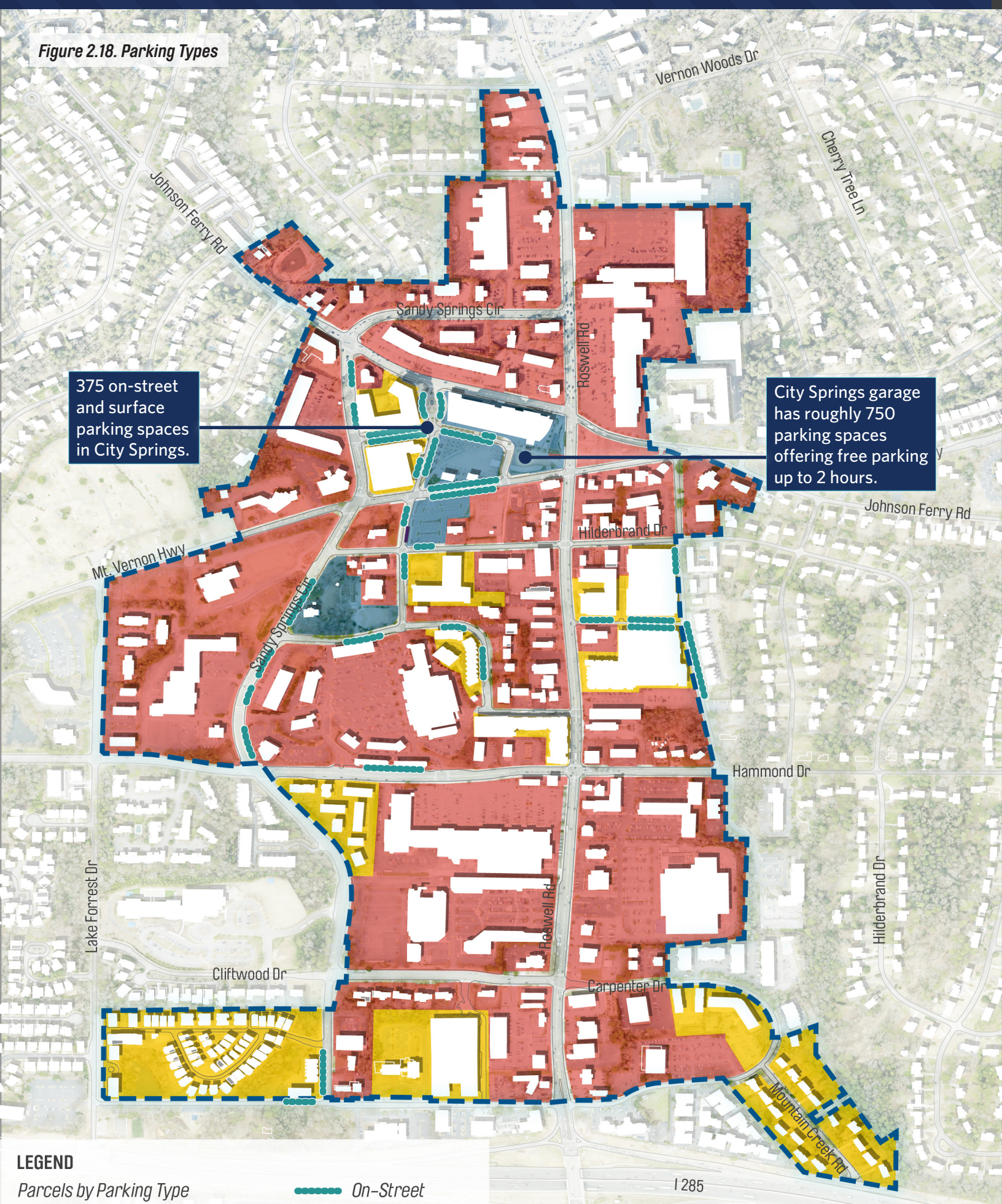
Figure 2.18. Parking Types



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2014 CITY CENTER PARKING STUDY

While the 2014 study captured the relationship between land use activity and parking activity, commercial and residential properties surveyed at that time represent typical suburban development (Kroger, Lowe's Home Improvement, McDonald's, etc.). Those parking demand ratios are likely still accurate, but the district's development potential will include more mixed-use opportunities including office, retail, and residential.

From a management standpoint, the 2014 study discusses, in general terms, fees for on-street parking to encourage turnover, design standards for curbside parking, parking enforcement, and operations. The report did not address changes to the city's parking planning, management, or design related codes and ordinances. However, the report recommended outsourced parking management services given that the city did not have a formal curbside or off-street parking management program at the time. Since the 2014 study, the city implemented this recommendation by selecting a private partner to provide those services on the City Springs campus



Figure 2.19. Boundary of the 2014 City Springs District Parking Study

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Parking Management

REEF Parking is the current operator retained by the city to manage the city's on- and off-street parking assets for the City Springs District. City Springs was the city's first foray into fee-based, proactive curbside and off-street parking management and chose third-party contract management over in-house management because these strategies are unique citywide.

REEF's operations include multi-space parking meters for curbside management, periodic on-street parking enforcement, curbside valet parking service, and off-street operations. Off-street parking operations include administration of the residential parking, monthly employee permits, and hourly parking. As illustrated in the image below, the city's parking structures and REEF's parking management uses vehicle count systems and digital message boards to track and advertise the number of available spaces in its garages in real time.

Regarding posted on-street parking restrictions and durations, curbside parking is limited to two-hours, which follows industry best practices. Presently, the first two hours in the city's off-street facilities are complimentary. The parking rates for the city's off-street garages are $4.00 for two to three hours. The rate increases by $2.00 for each additional hour. The fee for max all day parking (greater than eight hours) is $18. Valet parking service is $5.00. Special event flat rates for self- and valet parking increase to $10 and $15 respectively.



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City Springs Campus Case Study

The consultant team conducted a parking inventory, utilization, and land use demand study on the City Springs mixed-use campus to analyze development patterns and parking demand which will differ from traditional suburban development. The detailed results are included in Appendix C. This campus has residential, retail, restaurant, office, a conference center, and a performing arts center. It is supported by a combination of publicly shared and restricted off-street parking and metered curbside parking.

The City Springs campus is the city's first fee-based and proactive parking management strategy, as the city manages the publicly accessible off-street facilities and the multi-space metered curbside program. By utilizing a parking operator, the city maximizes the benefit of the publicly accessible spaces through shared space management, parking pricing, wayfinding, and access control. Part of the parking at the City Springs campus is reserved for and restricted to residents and is not part of the shared public parking program.

The other key points from the study of the City Springs campus are as follows:

- Unified management under one entity (city with a parking operator) can achieve shared parking operations and reductions in the number of off-street parking spaces provided.
- The land use-based maximum parking demand ratios published in the city code (Section 8.1.3.) are generally appropriate for future mixed-use development parking requirements (exception being restaurant where the existing 8.0 spaces per 1,000 sq.ft. appears quite low).
- There are significant fluctuations in parking demand by time of day between the various land use activities, which suggests that additional adjustments and reductions to off-street parking requirement are possible.
- Multi-family developers, leasing agents, and residents are likely to require parking that is reserved and dedicated from the other parking user groups. This is in conflict with the goal to provide shared parking for all potential parking user groups.

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Review of Parking Related Codes and Ordinances

The Sandy Springs Development Code currently supports some best parking design and management practices, including parking maximums as opposed to minimums for new development, parking requirement reductions for proximity to transit services, and unbundling of parking pricing from the rents/cost of new multifamily residential developments.

The maximums and reductions are necessary tools to right-size the capacity of any new parking facility. However, the code does not regulate how public parking lots or structures would be operated and shared by the private sector. The city's direct and active management of parking at the City Springs campus may not be the formula used for all future development in the City Springs District and, therefore, development regulations and site plan conditions that codify the developer's requirement to operate off-street parking in a public and shared manner will be necessary. The city has made significant strides in codifying many of the shared parking management strategies that have proven effective in other jurisdictions and only modest additions such as a parking management plan may be required.





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Alternative Modes

The City Springs District's walkable size and access to transit provide an opportunity for an effective multi-modal transportation network. Most of the study area is within a quarter mile of a MARTA bus stop and the length of the primary corridor along Roswell Road is a little over 1 mile. Visitors can travel to and throughout the study area without driving, by walking, biking, and utilizing the MARTA bus system. The two primary bus routes through the study area are 5 and 87, providing connectivity to and through the Roswell Road corridor and to the City Springs campus. However, MARTA's low ridership and limited scope lessens its potential impact as a viable connection within and outside of the study area. Sidewalk connectivity is present throughout the study area with various missing segments, and while dedicated bicycle infrastructure is not presently a part of City Springs District's transportation network, there are several multi-use paths that create a more bicycle-friendly environment.

The city has made strides in implementing a multi-use path along Sandy Springs Circle, Johnson Ferry Road, Mount Vernon Highway, and Hildebrand Drive, and widening sidewalks through public works initiatives and when new development occurs. Existing car-centric development with large setbacks and large parking lots discourages walking and biking when getting in a car is simply the easier option. Roswell Road's tight right-of-way, high speeds, topography, abundant curb cuts, and lack of separation from the roadway pose safety concerns among residents and visitors, discouraging north-south pedestrian travel along the major thoroughfare, which is being addressed through the Roswell Road Access Management Plan.

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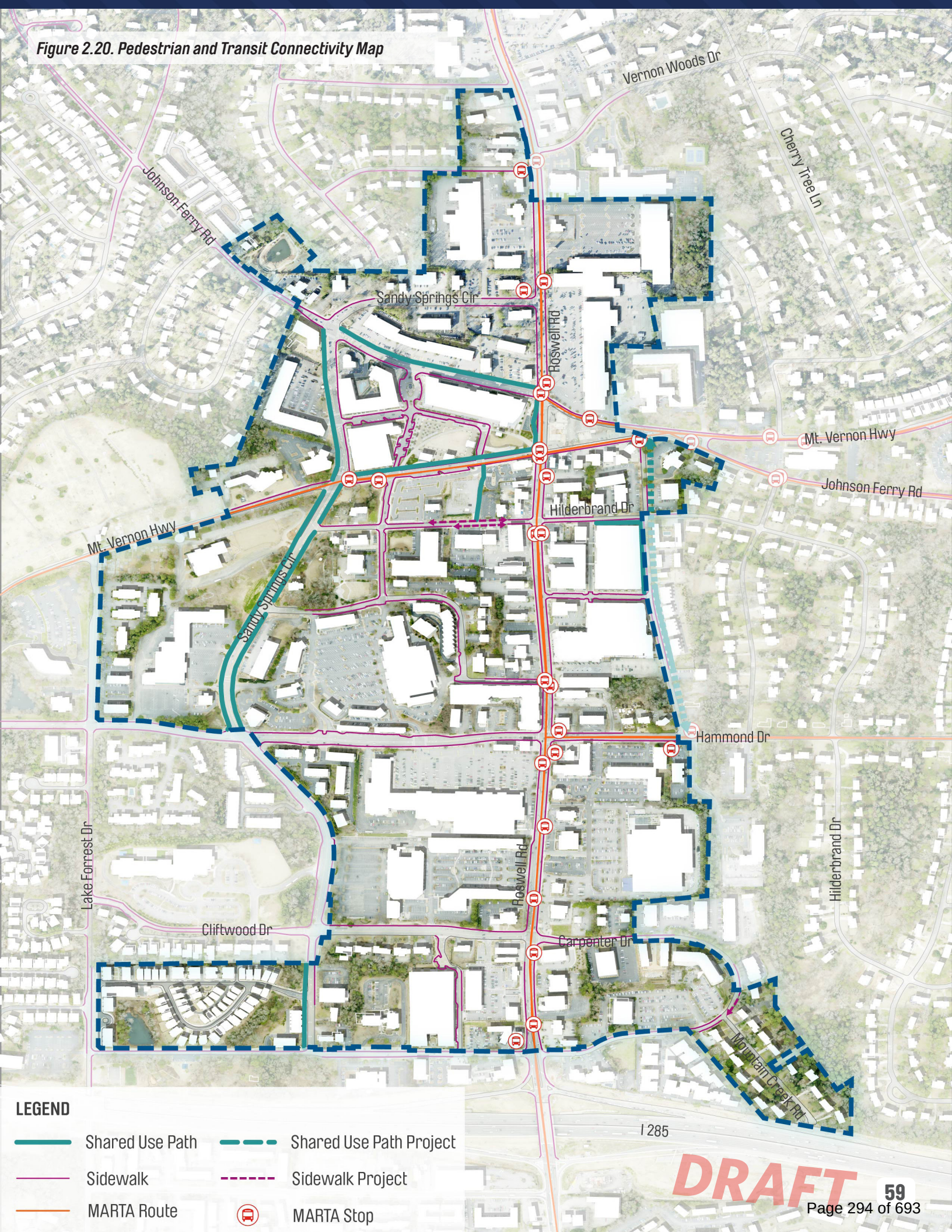
Figure 2.20. Pedestrian and Transit Connectivity Map



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SANDY SPRINGS TRANSPORTATION MASTER PLAN

The Transportation Master Plan provides the transportation vision for Sandy Springs that enables a livable and vibrant community. The plan integrates transportation and land use policy and considers the needs of all modes of transportation including driving, biking, walking, freight transportation, transit, bikeshare, rideshare, and micro mobility. The stated goals of the plan are to:

- Promote a safe and connected transportation system for users of all modes.
- Reinforce, maintain, and strengthen the existing transportation network.
- Promote economic development through targeted transportation investments.
- Support and sustain healthy living through quality connections to the built and natural environments.
- Ensure that the transportation system is context sensitive and supports surrounding land uses.
- Promote an interconnected, equitable, and efficient transportation network.

In an effort to make the City Springs District more friendly to all modes of transportation and promote urban, human scale development, several project recommendations are included for the City Springs District area. The following is a list of those projects and where they are in the implementation process. Short-range projects are likely to be implemented within five years, and Mid-range projects are likely to be implemented within five to ten years.

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Table 1-4. Transportation Master Plan Projects in the City Springs District

PROJECT	TYPE OF PROJECT	TIME FRAME	2022 UPDATE
I-285/Roswell Road Innovative Interchange Study	Intersection	Short-Range	Funded
Roswell Road at I-285 Eastbound Intersection Improvement	Safety	Short-Range	Unfunded
Boylston Drive Side Path	Bicycle	Short-Range	Partially Complete
I-285 Multi-use Trail Study	Trail	Short-Range	Master Plan underway
I-285 at Roswell Road Station Area Study	Transit	Short-Range	Unfunded
Roswell Road Access Management and Complete Streets Improvements	Corridor	Short-Range and Mid-Range	Planning study underway
Hammond Drive Widening	Corridor	Short-Range and Mid-Range	Partially Funded
Transit Signal Priority Supportive Improvements along Hammond Drive	Transit	Mid-Range	Unfunded
182 Hilderbrand Drive (Existing sidewalk across from 182 Hilderbrand to existing sidewalk at Roswell Road)	Sidewalk	Short-Range	Funded
Hilderbrand Drive - 182 Hilderbrand Drive to Roswell Road	Sidewalk	Short-Range	Funded
Allen Road & Sandy Springs Circle Intersection (at northeast corner, and between southeast and southwest corners)	Sidewalk	Short-Range	Funded
Carpenter Drive (Allen Road to Cliftwood Drive)	Sidewalk	Mid-Range	Unfunded

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SANDY SPRINGS TRAIL MASTER PLAN

The Sandy Springs Trail Master Plan outlines the implementation of 31.4 miles of proposed multi-use trails throughout the city that would help reach the goal of providing a safe, enjoyable, convenient, and attractive trail system for everyone in the City of Sandy Springs.

The plan suggests a 10-year implementation plan for seven initial priority projects. Although none of those are within the City Springs District, there are several recommendations for the study area including Segments 5a and 5b.

- 5a: A neighborhood greenway along Wright Road, Wright Circle, and North Hampton Drive that provides users with a more direct route from Abernathy Greenway to City Springs.
- 5b: A side path along Sandy Springs Circle that will extend an existing path from Hammond Drive to Lake Forest Elementary School. This segment will also provide an improved walk path and connection to the parking lot within Allen Park. The trail then continues southwest to the Springmont School.

An enhanced trails system in the city can provide residents with a higher quality of life by connecting them to the destinations within the Sandy Springs community and to the region. A primary goal of this plan was to connect regionally to the Roswell Riverwalk, Cobb County, the Chattahoochee River National Recreation Area, Dunwoody's proposed trail system, and connect to and extend Atlanta's PATH 400 into the city. These neighboring trail systems were considered as the Trails Master Plan was developed.

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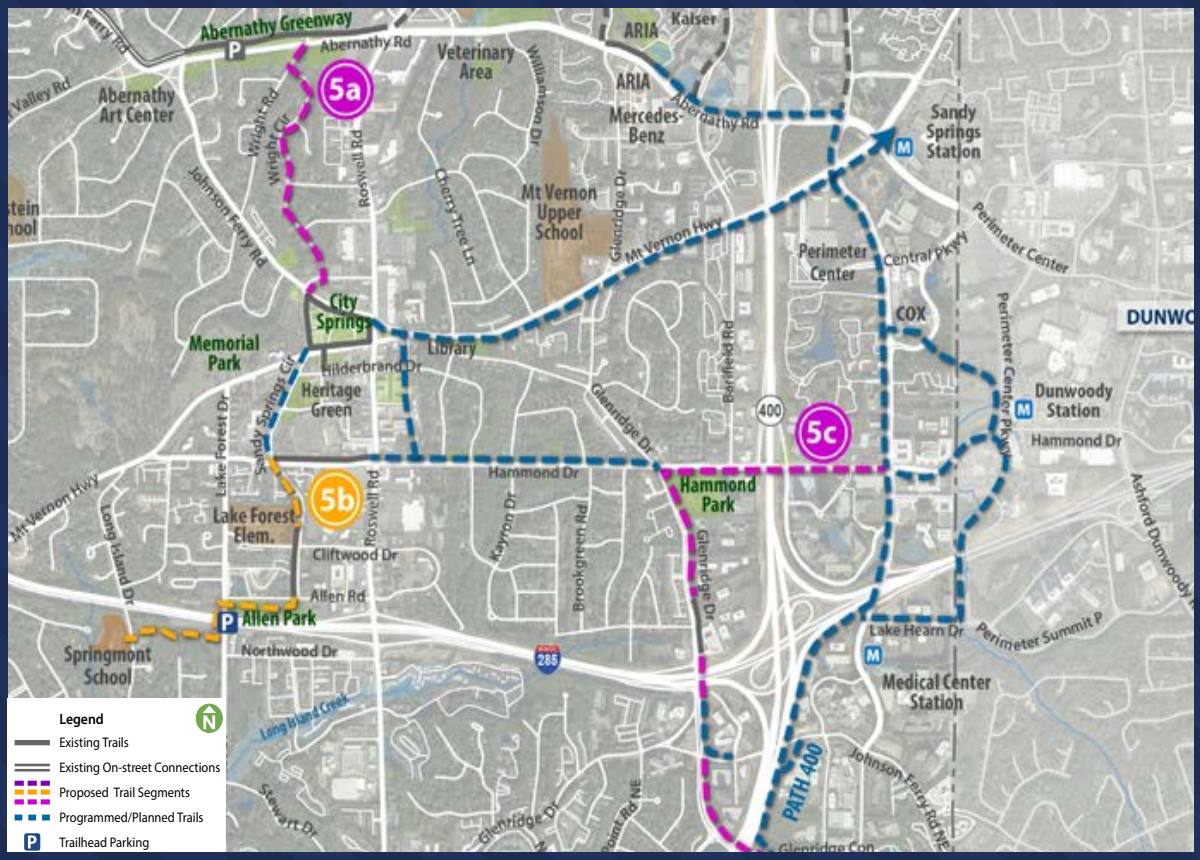
Figure 2.21. Segment #5, City Springs/Perimeter Center Connectors



Source: Sandy Spring Trail Master Plan, 2019

EXPERIENCING CITY SPRINGS

The City Springs District offers a variety of entertainment and recreational uses at multiple venues and has become a vibrant arts & culture center with a community core and great connections to the wider metro area. A few key features of the district include:

- The Sandy Springs Performing Arts Center
- The City Green at City Springs with ArtSS in the Open rotating sculpture exhibitions
- Heritage Sandy Springs Green and the Williams-Payne House
- The Act3 Productions Performing Arts Theater
- The Springs Cinema & Taphouse
- Marsh Creek Rain Garden Park

Three parks in addition to the City Green lie within the City Springs District, including **Marsh Creek Rain Garden, Heritage Sandy Springs,** and **Veterans Park** which is currently under construction. Public art is celebrated at the City Green, Marsh Creek Rain Garden, and Heritage Sandy Springs but is not currently featured elsewhere in the study area.

Multiple parks with various amenities surround City Springs to allow respite and provide greenery. The **Abernathy Greenway Park North** is a uniquely linear park with multiple playable art pieces scattered throughout. **Hammond Park** to the east has multiple tennis and basketball courts, an athletic field, gymnastics center, and a community building. **Allen Park** rounds out placements of parks to the southwest with basketball courts, a playground, and a small pond.

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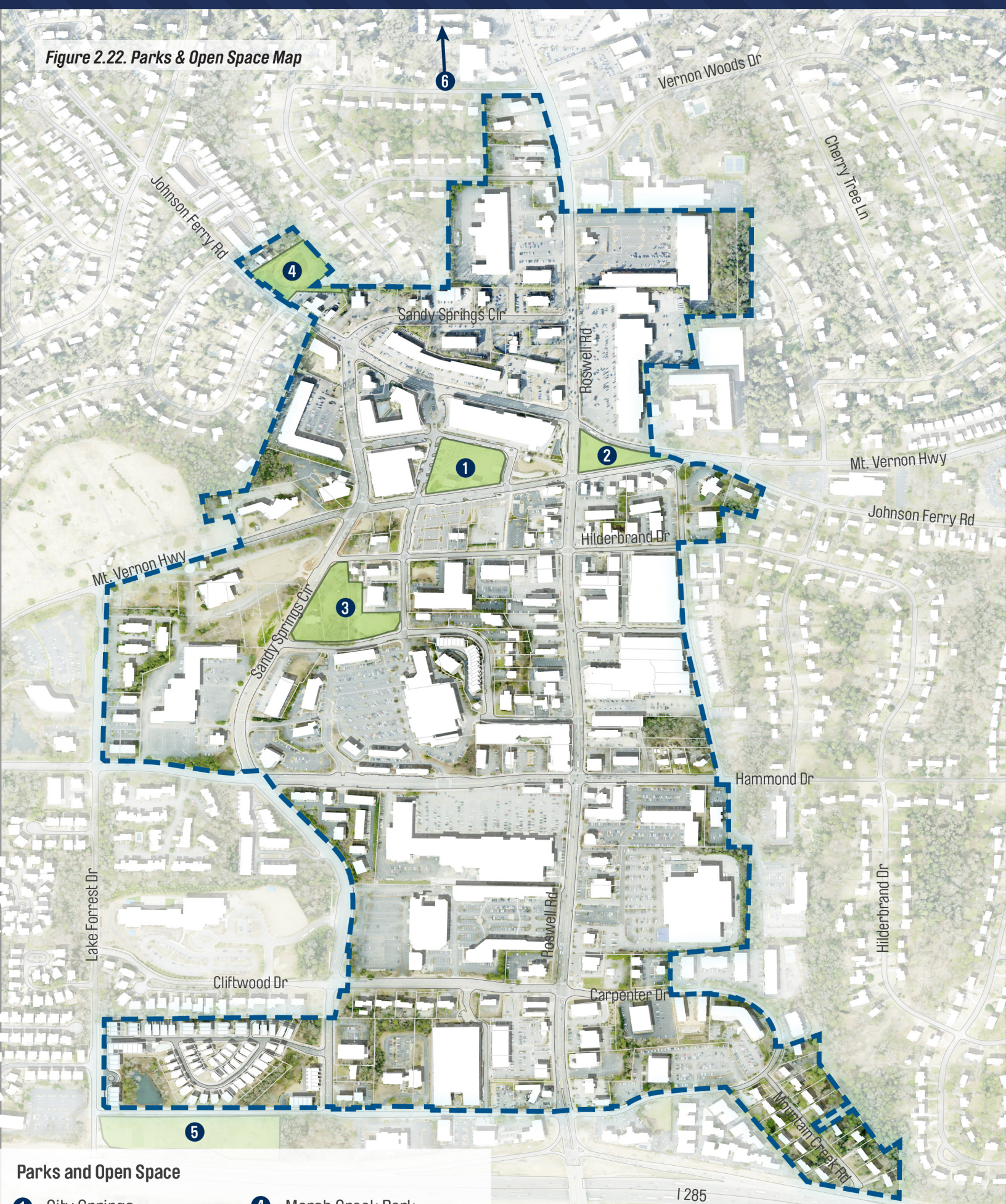
Figure 2.22. Parks & Open Space Map



Parks and Open Space

1. City Springs
2. Veterans Park (Under Construction)
3. Heritage Park
4. Marsh Creek Park and Rain Garden
5. Allen Road Park
6. Abernathy Greenway

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SANDY SPRINGS RECREATION & PARKS SYSTEM COMPREHENSIVE PLAN

The Recreation & Parks System Comprehensive Plan outlines the conditions and recommendations for the parks themselves and for programming within the parks. An additional 202.71 acres of parkland is recommended citywide for the City Springs District to reach a higher level of service for residents. Although the proposed parks are outside the City Springs District study area, there are three that would positively impact the area: a pocket park at Lake Forest Elementary School and two community parks northeast of the study area.

The City Springs District study area includes three parks: Heritage Sandy Springs, City Green, Marsh Creek Rain Garden, and a fourth park that is in progress: Veterans Park in the triangle parcel between Mount Vernon Highway, Johnson Ferry Road, and Roswell Road. Another park, Allen Road Park, is just outside, but directly abuts, the southwest boundary of the City Springs District study area. The 1-mile service areas of the two neighborhood parks cover most of the west side of the study area, while the east side of the study area is served by the 1-mile service area of Hammond Park.

Table 1-5. City Springs Park Inventory

	ACREAGE	RATING	CLASSIFICATION	URBAN NODE PARK	IN CITY SPRINGS MASTER PLAN STUDY AREA
City Green	1.05	Excellent	Special Use Park	Yes	Yes
Hammond Park	13.708	Good	Community Park	No	No
Heritage Sandy Springs	5.206	Good	Preserve	Yes	Yes
Marsh Creek Rain Garden	2.2	Excellent	Neighborhood Park	No	Yes
Allen Road Park	3.042	Good	Neighborhood	No	No
Veterans Park (under construction)	1.97			Yes	Yes
Abernathy Greenway North	7.74	Good	Linear Park	No	No

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City Green and Marsh Creek Rain Garden do not have recommendations for changes as they are both currently rated in excellent condition. The plan had several recommendations for the Heritage Sandy Springs Preserve including addressing ADA access issues, making the stream a focal point, improving the connection to the City Springs District, and adding restrooms. Although Hammond and Allen Road Parks are outside of the study area, they do impact the quality of life of current and future City Springs District residents. These parks have several recommendations including improving ADA access and replacing playground equipment. Since the adoption of the Recreation & Parks System Comprehensive Plan, restrooms have been added at Heritage Sandy Springs and the playground equipment has been replaced at Allen Road Park.

Programming the parks is also an important part of this plan as several program categories, including fitness and wellness, community special events, arts and culture, and outdoor recreation programs are identified as high priority for the city parks.

Recreation & Parks System Comprehensive Plan Short-term (1-10 years) Action Plan

- Aggressively purchase new park property, especially on the Chattahoochee and floodplains
- Expand the Allen Road Park property and redevelop to create a high-quality park.
- Build new dog parks designed specific to suburban and urban node areas.
- Develop a target market communications plan.
- Design and implement improvements to Heritage Sandy Springs.
- Conduct a community-wide art plan and begin to integrate art in all parks.
- Expand “high priority” programming and services as recommended
- Construction of a cultural center near City Springs.

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Gateways & Wayfinding

The City Springs District's southern border is just north of I-285 on which 236,000 vehicles pass per day. However, despite lengthy frontage, visibility from this major thoroughfare is limited due to the highway traffic passing at below grade, the perpendicular direction of the City Springs District from I-285, and the lack of high visibility retail buildings with a line of sight from the highway. As previously mentioned, this could change when the managed lanes are constructed on I-285. As drivers take the Roswell Road exit and turn northbound into the City Springs District, there are currently no gateway features, landscaping, art, or signage indicating that they have entered the heart of Sandy Springs. However, the city has started to implement vertical, architectural visual cues into the streetscape by decreasing setbacks and increasing building heights along Roswell Road. Such elements, if implemented carefully, begin to play off each other to create a sense of place.

Currently, there is branded wayfinding signage placed throughout the City Springs District, providing direction to City Hall, the Performing Arts Center, City Green, public parking, and local businesses. While this type of signage does not currently continue beyond the City Springs campus, the city is actively working to implement a citywide master wayfinding plan which includes gateway signage, vehicular and pedestrian directional signage. Implementation will include additional signage throughout the City Springs District using the City Springs branding.

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SANDY SPRINGS ARTS IN PUBLIC PLACES PLAN

The City of Sandy Springs is striving to become a destination for the arts in the Metro Atlanta region. The Arts in Public Places Plan assesses the existing arts and cultural programming and outlines how the city can build on these previous investments to advance the arts and quality of life for residents and visitors. The vision for the Arts in Public Places Plan is to enrich the lives of its residents and provide extraordinary amenities to its businesses and visitors through cohesive and intentional investments in high-quality public art. This program will be highly accessible, celebrate the city's diversity, spur creativity, elevate brand identity and create remarkable public spaces.

Ten strategies are identified to carry out this vision, including four that specifically address the City Springs District study area:

1. Continue the Arts Walk annual sculpture competition with placement of purchased art dedicated to existing parks and open spaces or underutilized pieces of right-of-way. This strategy identifies placement opportunities for artwork during the annual event, Arts Walk. Within the City Springs District study area, the following locations are identified:
   - In the soon to be Veterans Park, across from City Springs.
   - Areas outside of the City Green at City Springs.
2. Continue to build the City Springs permanent collection as stated in the City Springs Facilities Art Master Plan adopted in 2018. The Arts in Public Places Plan reinforces the importance of growing the permanent collection specific to the City Springs District and implementing the recommendations of the City Springs Facilities Art Master Plan.
3. Partner with MARTA to integrate public art into transit stations and bus stops throughout Sandy Springs. Three MARTA bus lines and 25 bus stops pass through the City Springs District Master Plan study area, so there are several opportunities to incorporate public art at bus stops.
4. Ensure geographic and artistic diversity through the character areas as outlined in the Next Ten Comprehensive Plan. The City Springs Character Area is identified as a high priority for public art investment and the Arts in Public Places Plan states that the artwork should be vibrant and intended for diverse audiences. Special consideration should be given to the artwork as it needs to be seen and experienced by pedestrians and visitors in the area.

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III.

Vision & Framework

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VISION & FRAMEWORK

The City Springs Master Plan is a result of a collaborative process that has engaged residents, business owners, property owners, and members of the public in a conversation about the future of City Springs. This plan forms a framework for continued conversations and consensus-building around how the District looks and feels over the next ten years. As the City builds momentum in attracting desired development and implementing improvements to the public realm, maintaining consistency will be key to ensuring a vibrant, active, and connected experience for residents and visitors.







Visioning

Over the course of the planning process, the City of Sandy Springs and the planning team consulted with stakeholders and the public about the future of the City Springs District. The Vision Statement describes the future of City Springs, encapsulates key themes from community input and informs the execution of plan recommendations.

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VISION STATEMENT

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

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PLANNING PRINCIPLES

The City Springs Master Planning Principles are thematic strategies that guided the planning team in creating policies, projects, and initiatives that provide an overarching approach for transportation improvements, implementing amenities, and guiding future development. Over the 10-year planning horizon, the Planning Principles will provide City leadership with a means to measure the progress of realizing the vision for the City Springs District.

1 Leverage existing and new infrastructure opportunities to promote safe, comfortable, and appealing multi-modal connectivity.

Key Implementation Strategies

- Expand the current network of trails, sidewalks, and side paths to facilitate pedestrian and bicycle access throughout the City Springs District.
- Augment bicycle and pedestrian safety at various conflict points in the study area.
- Explore transportation alternatives for internal circulation (i.e. connection to future bus rapid transit (BRT) and transit stops, alternative bicycle/pedestrian routes, etc.).

2 Reinforce a sense of place and community identity by expanding a network of neighborhoods and outdoor spaces to encourage activity, interaction, and gathering.

Key Implementation Strategies

- Identify opportunities to incorporate parks, pocket parks, squares, and plazas throughout the City Springs District.
- Activate and highlight the area with enhanced amenities such as public art, murals, fountains, playgrounds, and walking paths.

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3 Invigorate the District's built environment by encouraging high quality development and implementing pedestrian scale urban design practices.

Key Implementation Strategies

- New development and redevelopment projects should reflect more modern architectural styles.
- Enhance the public realm with shade trees, landscaping, street furnishings, and wide walking paths to encourage pedestrian activity.
- Activate outdoor spaces and reinvigorate the built environment in partnership with private property owners.
- Encourage shared, screened parking in newly developed and altered sites throughout the City Springs District.

4 Continue to catalyze market-driven private investment and foster a vibrant living, dining, entertainment, and shopping destination.

Key Implementation Strategies

- Align market realities and community desires to attract a wide variety of restaurants and shopping experiences.
- Provide entertainment options for all ages – from young professionals to families to seniors.
- Attract multi-generational housing developments and target owner-occupied housing opportunities.
- Partner to create artist studios and co-working/collaboration spaces to support entrepreneurs and new business ideas.

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BUILDING UPON PAST SUCCESS

This planning effort recognizes past and recent wins that the City has achieved to establish City Springs as the City of Sandy Springs' true downtown. Since the 2012 City Center Master Plan, Sandy Springs has successfully constructed a municipal facility, the City Green, and the Performing Arts Center. The City also created City Springs District regulations with the intention to apply urban form elements in new developments throughout the District.

Other physical improvements as a result of the previous plan include aesthetic and functional improvements to Roswell Road, widened sidewalks and new shared-use paths throughout the area and work on the new Veterans Park east of City Hall. The City has also made a concerted effort to incorporate public art in the City Springs area. All of these notable changes have attributed to the success of City Springs and have built momentum for the continued growth of the City Springs District.

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PUBLIC ENGAGEMENT

The City Springs Master Plan Update continues to build upon the legacy that the City of Sandy Springs began ten years ago through a planning process tailored to reflect the voices of the community's residents and other stakeholders. This Plan entails implementable policies, programs, and projects guided by input from the community. The planning team worked closely with City Staff, stakeholder groups, and the broader community to reach consensus on a vision for City Springs' future that honors its past and current success. Throughout the planning process, the consultant-led planning team engaged a city staff Project Management Team (PMT), property and business owners, elected officials, and the general public to form this living document.

Groups and individuals were engaged to achieve the following goals to provide a final product that focuses on sustainability, livability, and mobility that carries on City Springs' unique character and vibrancy over the next ten years and beyond.

PUBLIC ENGAGEMENT GOALS

1. Actively listen and create dialogue among City staff, stakeholders, and community members to build consensus on key issues and opportunities.
2. Increase awareness and educate community members on best practices and potential strategies to positively impact the future of City Springs District.
3. Eliminate barriers to stakeholders of various demographic backgrounds (age, race/ethnicity, income, etc.) to collect input that represents the whole community.
4. Create exciting, interesting, and accessible ways to provide input, test ideas, and gauge feedback.
5. Empower City staff and other champions to ensure that the Plan's vision for City Springs is achieved.

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Stakeholder Engagement

The stakeholder groups engaged pulled various community perspectives and included the Project Management Team, Stakeholder Roundtables, Elected Officials, and the General Public.

Project Management Team (PMT)

The Project Management Team was comprised of the City of Sandy Springs staff and members of the Pond team. This group met bi-weekly over the course of the project to test ideas before bringing them to the general public.

Stakeholder Roundtables

The planning team utilized Stakeholder Roundtables to build advocacy for the implementation of the Master Plan Update. City Staff provided recommendations for participants representative of the community including property and business owners, community and neighborhood groups, and other community stakeholders. These smaller groups of individuals provided preliminary feedback on public engagement materials so that the planning team could further refine questions, maps, concepts, and other ideas prior to public consumption.

Elected Officials

Elected Officials received project updates throughout the project and helped to communicate engagement opportunities to their constituents. City Council involvement is crucial to continued consensus-building around a common community vision, and advocacy for implementation after plan adoption.

The General Public

The General Public whose experiences, lives, and work in the study area has an interest in the future of the City Springs District, and their voices serve as the basis for this plan's vision. All members of the public were invited to learn more and provide their input during in-person engagement and on the project website.

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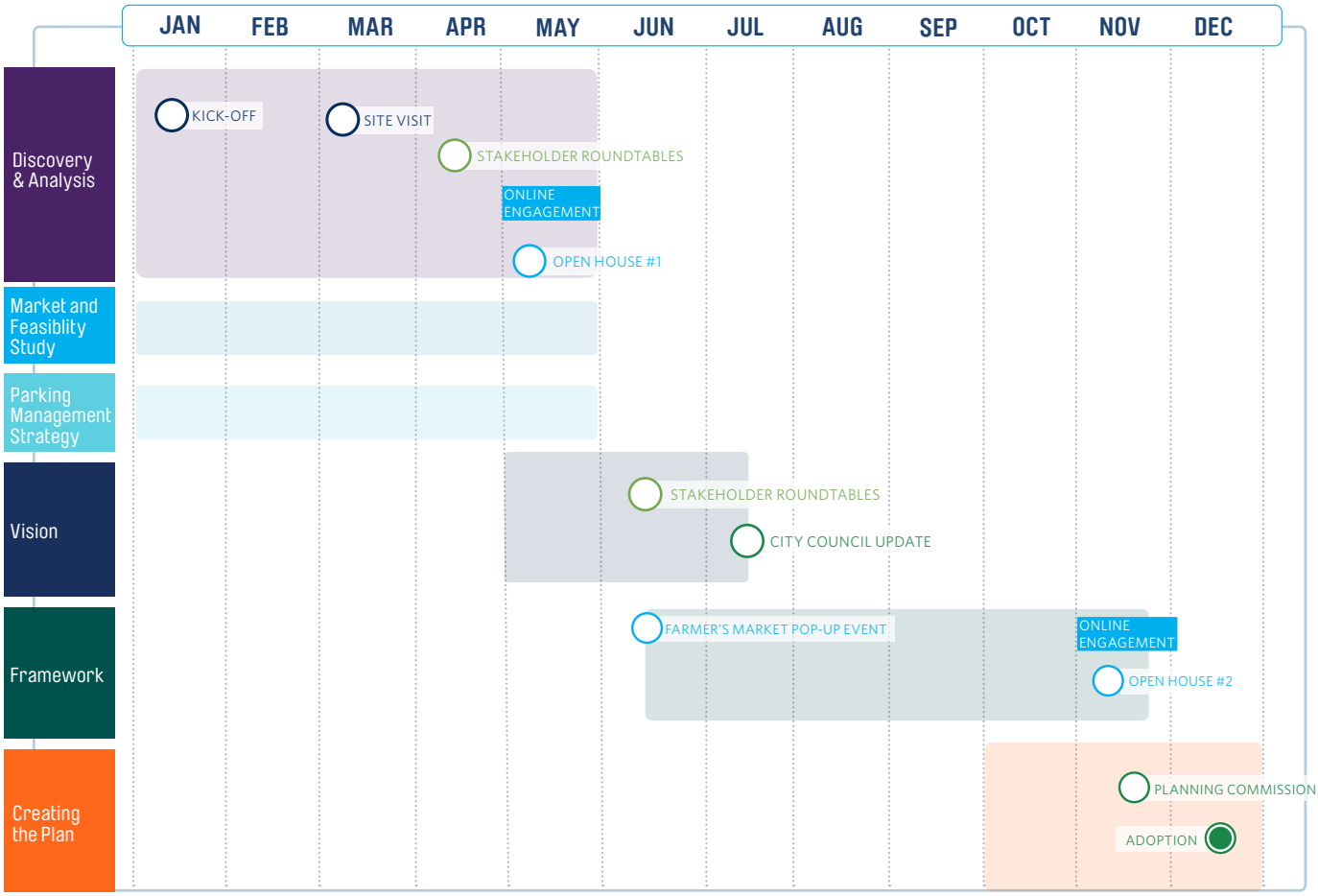
Engagement Strategy

The planning team's involvement strategy aimed to make public participation convenient, easy, and engaging. A variety of engagement activities allowed a range of community members and key stakeholders to be involved in the Master Planning process while also informing some sectors of the community on various topics throughout the process. The City and the planning team worked together to follow the schedule below.



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Stakeholder Roundtables

City staff provided contact information for a representative assortment of property owners and business owners within the study area, along with residents of the communities in or near the study area. The planning team conducted five separate roundtable discussions to garner input on key issues and opportunities facing property owners and business owners. The first roundtables were valuable in collecting institutional knowledge and community insights that the planning team used to develop elements of the community vision.

Each of the meetings below included a brief presentation followed by a discussion on issues and opportunities affecting property owners within the City Springs District.

- Property Owner Retail/Mixed-Use Roundtable
- Property Owner Office Roundtable
- Business Owner Retail/Restaurant Roundtable
- Business Owner Office Roundtable
- Resident Roundtable

These discussions occurred on April 12-13, 2022.

The planning team also hosted a second series of stakeholder roundtables to begin collecting feedback on the plan's vision, preliminary development ideas, and potential project recommendations. Roundtable input informed the method in which the remainder of the planning process was approached. Each group discussed the potential impacts and tradeoffs of plan elements being explored.

- Property Owner Combined Roundtable
- Business Owner Combined Roundtable
- Resident Roundtable

These discussions occurred on June 14, 2022.

City Council Updates & Planning Commission Presentation

Elected and appointed officials were kept in the loop throughout the planning process as the vision and plan elements were developed and near the time of adoption. The groups met regarding the topic on the following dates:

- **City Council Update #1 on June 21, 2022:** Overview of the project, its goals, public outreach efforts and project progress.
- **Planning Commission Presentation on November 16, 2022:** Overview presentation of the Master Plan document for adoption recommendation to the City Council.
- **City Council Public Hearing #3 and City Council Plan Proposal on December 20, 2022:** Final presentation of the Master Plan document to support the final adoption of the Plan.

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Public Meetings & Activities

The Planning Team engaged the broader community by providing multiple opportunities to participate in various activities. In addition to public meetings, citizens could provide feedback during two periods of online engagement and with a pop-up event at the Farmer's Market. This allowed groups who may have otherwise been unable to participate an opportunity to share their input.

Online Engagement

The project website (http://spr.gs/citysprings) was an informational dashboard hosted through an engagement platform called Social Pinpoint. Social Pinpoint allowed the project team to engage in live communication with the community regarding general information about the City Springs Master Plan, upcoming events, and interactive activities. Summaries of responses are included in Appendix B of this report.

- **Online Engagement Activity #1**

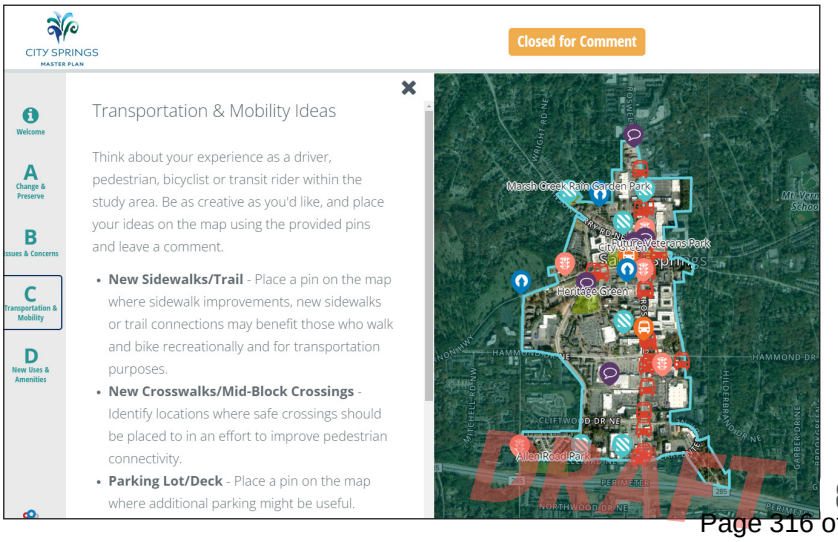
  May 2 – May 27, 2022

  The planning team created a series of interactive maps on Social Pinpoint to gather feedback on issues, opportunities, and ideas, supplementing solicited input for the first public open house. Community members had several weeks to respond. The interactive mapping activity informed the project team of key themes associated with geographically specific locations which will ultimately guide discussions on plan policies and potential work program items.

- **Online Engagement Activity #2**

  November 7 – November 18, 2022

  The planning team hosted a second online engagement activity collecting feedback on policies and other plan elements through Survey Monkey. Sentiments from this activity paired with the final open house feedback advised the planning team on final plan documentation.



Online engagement activity example

Meetings and Events

While virtual and online engagement have been a valuable asset for this planning process, the City and planning team have found in-person engagement and the live interpersonal connections made at public events to be informative. They also encourage the public that positive change is wanted across the community. The planning team hosted the following in-person events:





- **Public Open House #1**
  May 10, 2022
  This open house introduced the planning process to the public and served as an opportunity to gather initial feedback on the study area. Participants stopped by at their convenience during the meeting timeframe to learn more about the project, view results of the existing conditions analysis, and contribute input regarding opportunities and constraints within the study area.

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- **Farmer's Market Pop-Up Event**

  June 25, 2022

  The planning team used this pop-up event as an educational opportunity for members of the public, and as a platform to confirm needs & opportunities identified by key stakeholders to further inform the framework of the Master Plan Update.

- **Public Open House #2**

  November 7, 2022

  The planning team conducted a final public open house to showcase the refined concept plan, graphics, recommendations, and strategies where community members were welcome to provide comments. The planning team reviewed and incorporated feedback into the final deliverables as appropriate.







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IV.

Implementation Guide

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IMPLEMENTATION GUIDE

This section expands upon the short-, mid-, and long-term actions that the City of Sandy Springs can pursue to begin implementing the vision established by this plan. Action items are organized with identification markers as follows:

PP Program and Policy Recommendations

RI Redevelopment and Investment Considerations

PRI Public Realm Improvements

The map in Figure 4.1 on page 87 shows all of the physical recommendations and how they interact with one another. Together, these recommendations form the action plan and outline next steps related to land use, transportation, and placemaking.

This document serves as a foundation for decision-making as the City considers policy changes, development proposals, capital improvements, and infrastructure upgrades for years to come. Making elements of this plan a reality will be made possible by the support of elected leaders, local agencies and organizations, property and business owners, cooperative developers, and the City's residents.

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Figure 4.1. Project Recommendations Composite

PROJECT RECOMMENDATIONS

- Green Infrastructure Opportunity
- Development Opportunity
- Gateway Improvements
- Policy Change/Program
- PI.30 Pedestrian Improvement
- Streetscape Improvement
- Sidewalk
- Multi-Use Path
- Art Walk/Art Walk Zone
- Main Street
- PP.1 Proprosed Street Grid
- Road Widening *Underway*
- Shared Path & Streetscape *Underway*
- Road Improvements *Underway*

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The conceptual diagram in Figure 4.2 reflects a community-driven vision of how areas around the City Springs District could be shaped over time by expanding the character and scale established by this planning process. Key elements include:

- The scale of development maximizing land availability,
- The re-orientation of buildings to become more street-facing which will promote intentional connectivity across the District,
- An expanded street network that will improve multi-modal mobility, and additional open space

All of these elements would not be possible without a concerted effort to make progressive regulatory changes, actively recruit desired development, and execute necessary public improvements.

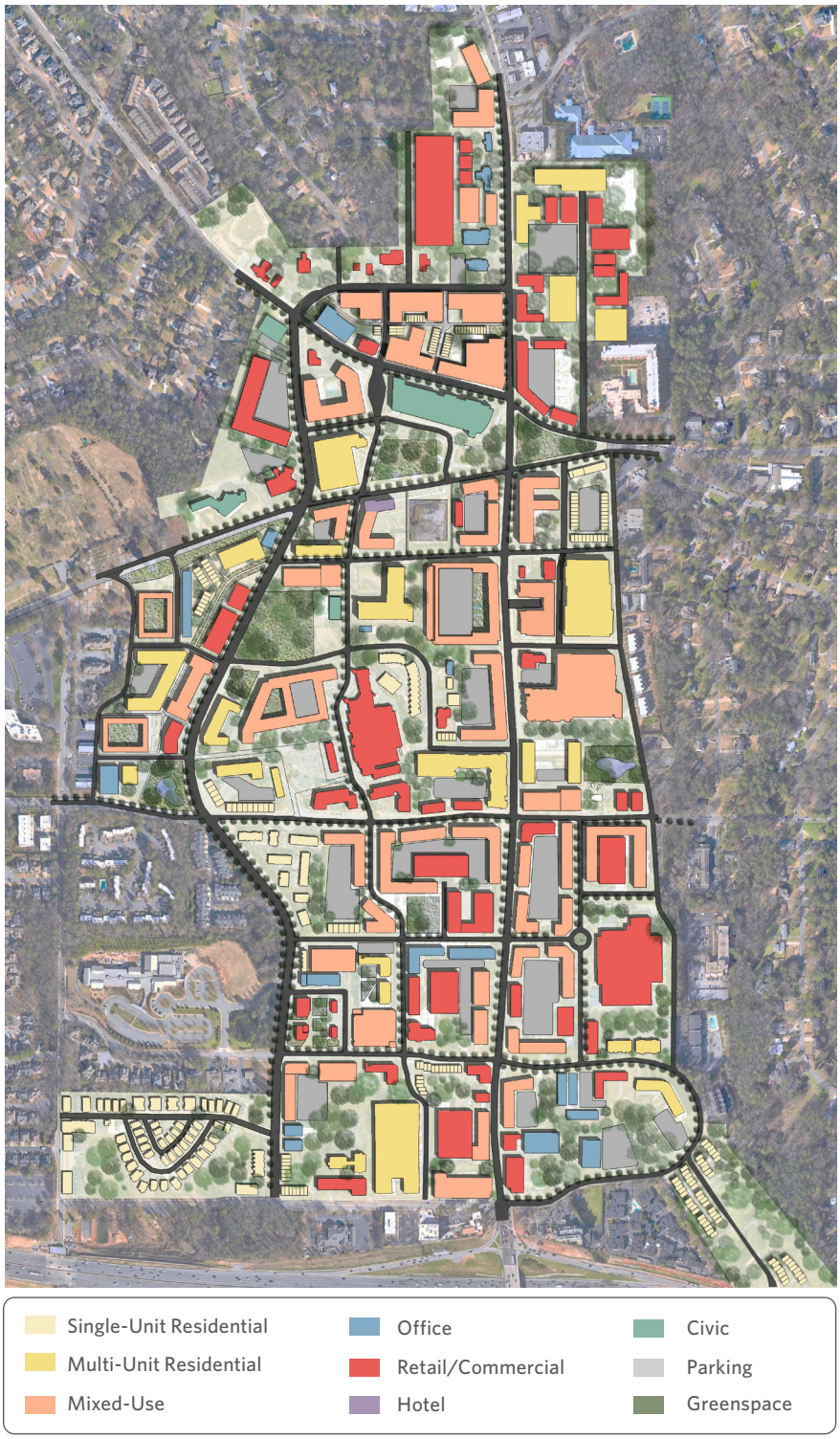

Figure 4.2. Illustrative Master Plan

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PROGRAM & POLICY RECOMMENDATIONS

Given input from the public, stakeholders, and City Staff, the planning team identified program and policy actions that the City can implement in the short-term. Policy changes and actionable programs have the potential to result in tangible changes over time and lay the foundation for many other of the plan's recommendations to be implemented and continue to advance the progress Sandy Springs has already begun.

PP.1 - *Continue building out the street grid established by the Sandy Springs Technical Manual.*

The City Springs Master Plan aims to align several planning efforts conducted by the City to ensure cohesive implementation over time. The 2012 Master Plan document identified the street grid, and in 2017, City staff and a consultant team prepared the Technical Manual - a document that guides several construction related decisions. The proposed street grid and most of the long-term streetscape updates are intended to reflect previously adopted plans and City streetscape requirements. Implementing an expanded street grid will provide secondary routes for vehicle circulation, including emergency vehicles, and will incporporate walkable blocks. To implement access management improvements on Roswell Road, a secondary network is critical to ensure parcels have access to side streets. For specific anticipated improvements, reference PRI. 5 and PRI. 9 - 17.

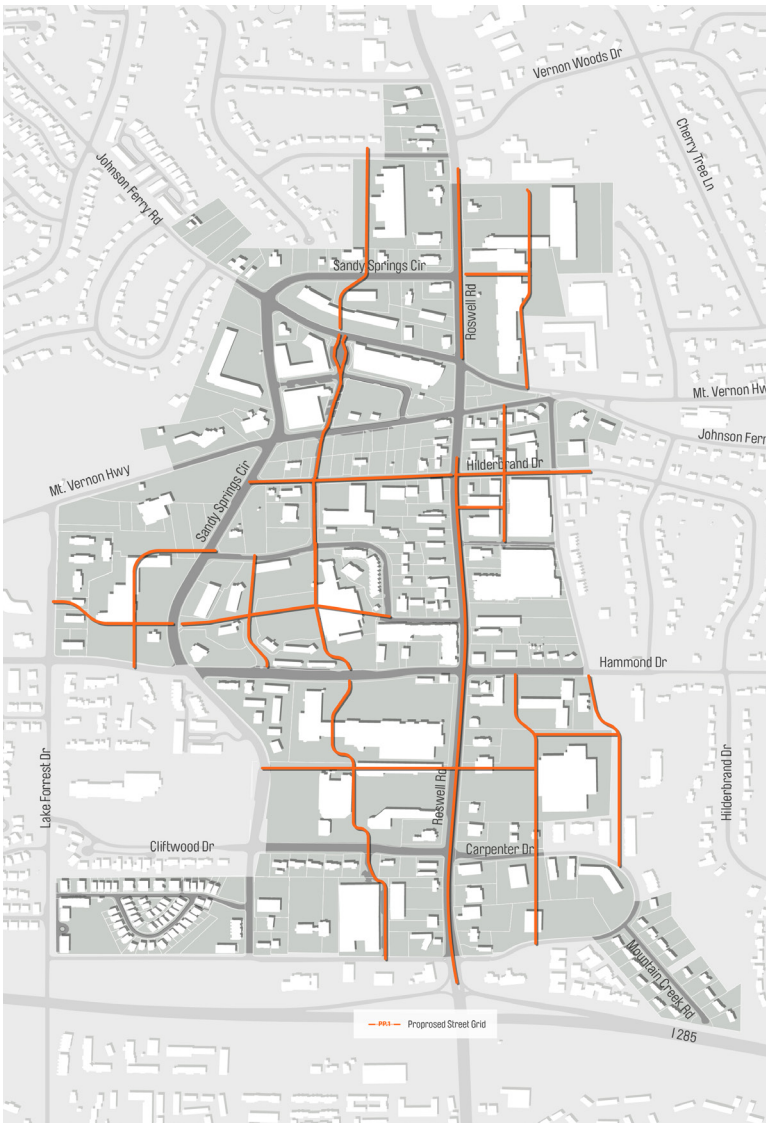

Figure 4.3. Future Proposed Street Grid

The proposed street grid is subject to change based on future development.

PP.2 - *Evaluate opportunities for the Development Authority to stimulate diverse, high-quality economic development that may enable new homeownership opportunities as part of redevelopment.*

The mission statement of the Sandy Springs Development Authority expresses the intent to support projects that align with City goals and can be used to assist and encourage specific items from the City Springs Master Plan Update. The Development Authority should explore options to create new opportunities to enable homeownership opportunities as a component of a larger redevelopment project within the City Springs District, when those projects meet base criteria for consideration. This may be accomplished through a guarantee that townhomes or condos are kept for sale to diversify the residential mix in City Springs.

The Development Authority should also consider partnerships with the private development community on an as-needed basis if the projects have a public component and will bring desirable outcomes for the District from a taxation or economic development perspective.

PP.3 - *Consider new zoning tools to encourage redevelopment and other site enhancements by providing mutually beneficial incentives to property owners within redevelopment and rehabilitation projects.*

These may include an improved development approval process or graduated density and height zoning.

Development Review Streamlining

Many factors are considered before granting approval, including proposed use, previous use, conformity with current zoning ordinances, or requests for amendments to zoning ordinances to allow the proposed use. Private developers are often deterred by complicated, poorly defined, and time-consuming approval processes, as well as additional barriers to approval by governments and the public.

The additional costs and time associated with entitlement approval, as well as uncertainty and the possibility of delays, is a major deterrent for some developers who lose potential sales revenue for every month that developments are not under construction. With the potential for impacts to eventual product cost and project feasibility, streamlining the entitlement process is an attractive option.

Streamlining the process could include adjustments or reductions to submission

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and review requirements, the timeline for development proposals, and the timeline for review and commenting by governing bodies.

A shorter approval period would cut pre-construction costs as ready-to-redevelop land would sit for shorter periods of time, allowing developers to construct, market, and sell property in a timely fashion.

This would also allow for the elimination of lengthened approval processes, giving projects that meet the standards the chance to proceed to design and permit processes. While much improvement was accomplished as a part of the Development Code rewrite in 2017, continued efforts to maintain and increase efficiency should be routinely evaluated.

Bonus Height Zoning

Bonus Height Zoning is a method that is used to encourage cooperation in land assembly. Allowances for taller development in some cities encourages developers to assemble adjacent properties to allow for taller building on larger sites, leading to higher land values per square foot. Developers are incentivized to pay more to assemble properties, which encourages landowners to sell their parcels for redevelopment. This may encourage higher density developments on larger sites through voluntary land assembly.

The City Springs District has many small and oddly configured parcels under two acres in size that would be difficult to redevelop on their own. Property owners and developers must be incentivized to purchase multiple properties and amalgamate for larger-scale redevelopment. Bonus Height Zoning will allow developments to become more profitable through additional height if they consist of amalgamated properties.

Developers could also receive additional height if they provide specific items that meet the goals and needs of the City Springs District. This includes:

- Opportunities for home ownership
- Residential affordability
- Public green spaces
- Public art

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PP.4 – *Consider a property improvement program to provide property owners a means to pursue aesthetic and outdoor amenity enhancements and improve the overall look and experience within the City Springs District. Evaluate opportunities to support such private sector reinvestment through waivers, grants, low-interest loans, and/or tax incentives.*

Facade Improvement Programs

Facade Improvement Programs provide funding to commercial and mixed-use property owners and tenants of property to renovate, restore, or redesign the facades on their buildings. This program improves the appearance of commercial and mixed-use buildings by modernizing and enhancing the facades which, in turn, improves the overall streetscape. When successfully implemented in downtown settings, Facade Improvement Programs provide more pleasing environments, a more enjoyable walking experience for visitors, increase lease rates, and generate more tax revenue.

While one-time lump-sum grants are the most common form of the program, low interest loans, tax credits, and design assistance can also be integrated to incentivize owners and tenants to improve the look of their building's exteriors.

Urban Placemaking Programs

Public spaces are where residents, shoppers, and workers of the City Springs District interact daily, and they need to serve the growing population of the area.

Placemaking is the creation of places and building communities that have a unique identity. It can include urban design, active programming, landscaping, art, and other items. Urban Placemaking Programs are designed to promote and incentivize privately owned public spaces. Property owners and private developers may not include placemaking enhancements to spaces in their plans as there may be significant upfront costs to construction as well as ongoing upkeep costs upon delivery of the development. These programs are not implemented as often as Facade Improvement Programs since they can be more difficult to define and negotiate.

A successful Urban Placemaking Program requires planning tools approved by council to assist in achieving the objectives of social vibrancy, beautification, connectivity, and the creation of memorable places.

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PP.5 - *Expand established branding and wayfinding for the City Springs campus to the broader District.*

As a result of this initiative, wayfinding signage currently found in the City Springs campus would ultimately be found across the study area along pedestrian pathways and vehicle right-of-way to point to landmarks and public facilities to extend the identity of City Springs beyond the campus grounds.

PP.6 - *Establish City Springs Design Guidelines for developers and architects to abide by, guiding cohesive design throughout the District.*

To ensure intentional, quality design, the City will create Design Guidelines to supplement the City's Development Code in regulating design, materials, landscape elements, and aesthetics to maintain a degree of continuity and consistency among developments in the City Springs District. Such standards will also aid in the implementation of a Property Improvement Program (PP.4).

PP.7 - *Expand and implement park improvements and encourage future pedestrian connections to Allen Road Park.*

Allen Road Park, just outside of the study area, plays an important role to those who live and work nearby. The City will expand the park into adjacent City-owned parcels and work to make improvements to the park to continue leveraging it as an asset to the District.

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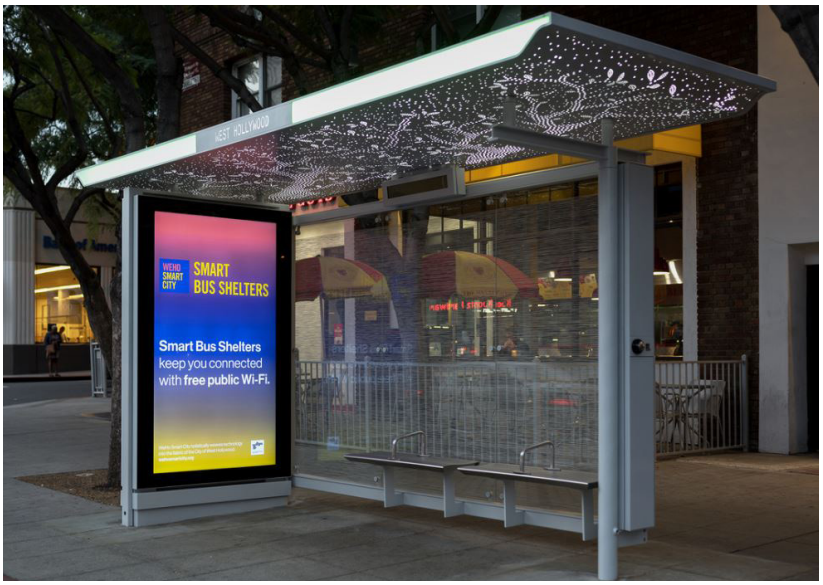

PP.8 - *Continue to partner with MARTA for expanded and enhanced transit service.*

MARTA currently provides transit access within a walkable distance across the District and has plans to provide bus rapid transit (BRT) service along I-285. The City should explore local circulation within the City Springs District to connect people to and from the new BRT station and the greater City Springs District. This policy will encourage continued coordination to address future transit needs.

PP.9 - *Continue to partner with MARTA for additional investment in existing and new transit facilities (i.e. additional bus shelters, benches, etc.).*

This policy will enact continued coordination for the addition of bus shelters, upgrades to existing bus shelters, benches, and other bus stop amenities.

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PP.12 - *Construct a new facility to house the Anne Frank in the World Exhibit, Georgia Holocaust Memorial, and other programming at 6110 Blue Stone Road.*

City Council approved a facility to house the Anne Frank in the World Exhibit, the Georgia Holocaust Memorial, and associated programming and office space. The City will also consider other programming needs for the facility. This facility will be a prominent structure along Blue Stone Road and context-sensitive design will be incorporated to reinforce the City Springs vision.

PP.13 - *Consider additional opportunities for park network expansion by partnering with property owners and developers and pursuing strategic land acquisition where appropriate.*

While the City actively incentivizes developers to provide privately-owned public open space, the City will continue to identify potential land that may be suitable for park space in order to provide expanded park access across the City Springs District.

PP.15 - *Conduct feasibility analysis for a regional stormwater management strategy.*

Redevelopment of properties will present an opportunity to handle stormwater management in a more sustainable, regional manner, as opposed to the current parcel-by-parcel method. A regional system will also create opportunities for complementary park spaces. The planning team has identified potential locations, as identified in Appendix D, which should be further analyzed for feasibility and partnership opportunities.

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Parking Strategy

As the District grows, transit access and pedestrian connectivity are planned to become more prominent methods of navigating City Springs, however parking will still be a vital aspect in new developments. The Master Plan's parking strategy will devise additional policies that remove parking as a barrier to redevelopment while ensuring that the City's broader transportation initiatives are not compromised by an overabundance or mismanagement of parking.

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PP.14 -*Consider elements of this plan's parking strategy during the development approval process to accommodate district growth and future demand for public parking.*

Pursue additional study on opportunities for shared parking to identify potential locations and management methods in addition to an event parking study to support growth of events at the City Springs campus.

- Work with property owners within and near the district to identify additional options for event-overflow parking in the near- and mid-term before redevelopment establishes a more permanent shared parking ecosystem.
- Study options for shuttling and other first- and last-mile connections for any overflow parking that is farther than walking distance.

Consider the following supplements to the City code to regulate private parking and support private development:

- Site plan condition submission through parking management plans, detailing how developers and property managers plan to meet parking requirements.
- Include payments from the developer to fund curbside parking management signs and equipment or require the developer to install needed equipment.
- As development occurs and parking demand rises, monitor parking demand in adjacent residential neighborhoods to determine if new on-street parking management policies or programs are warranted.

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Building Height Policy

Through the public engagement process, the planning team heard that City Springs users currently like how the District feels and would like to maintain its character. While the previous plan recommends building heights up to eight stories, this plan is recommending a maximum of six stories. The proposed height tier boundaries on this map are drawn to respect the character of surrounding properties while supporting height needed for City Springs to reach critical mass in terms of population and employment over the next 10 years.

PP.10 - ***To support the vision for future redevelopment, consider changes to existing zoning to reflect options for 4 to 6 stories in Tier 1 areas of the City Springs District core.***

PP.11 - ***To support the vision for future redevelopment, consider changes to existing zoning to reflect options for 2 to 4 stories in Tier 2 areas of the City Springs District. These areas provide a gradual height transition from City Springs District core to surrounding protected neighborhoods.***

PP.16 - ***Review and consider alternatives to the steel and concrete construction requirement to mitigate impact on private development due to increased construction cost.***

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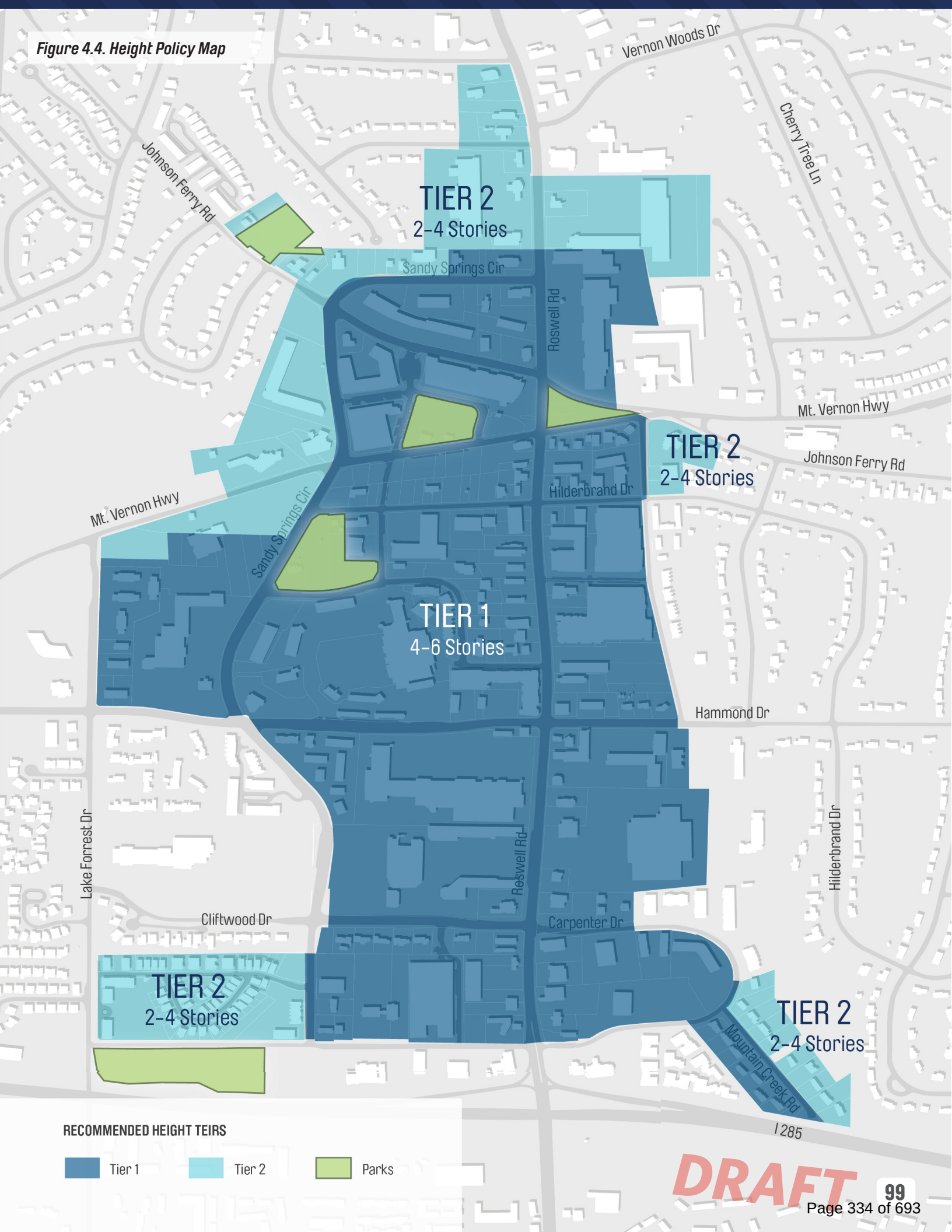
Figure 4.4. Height Policy Map



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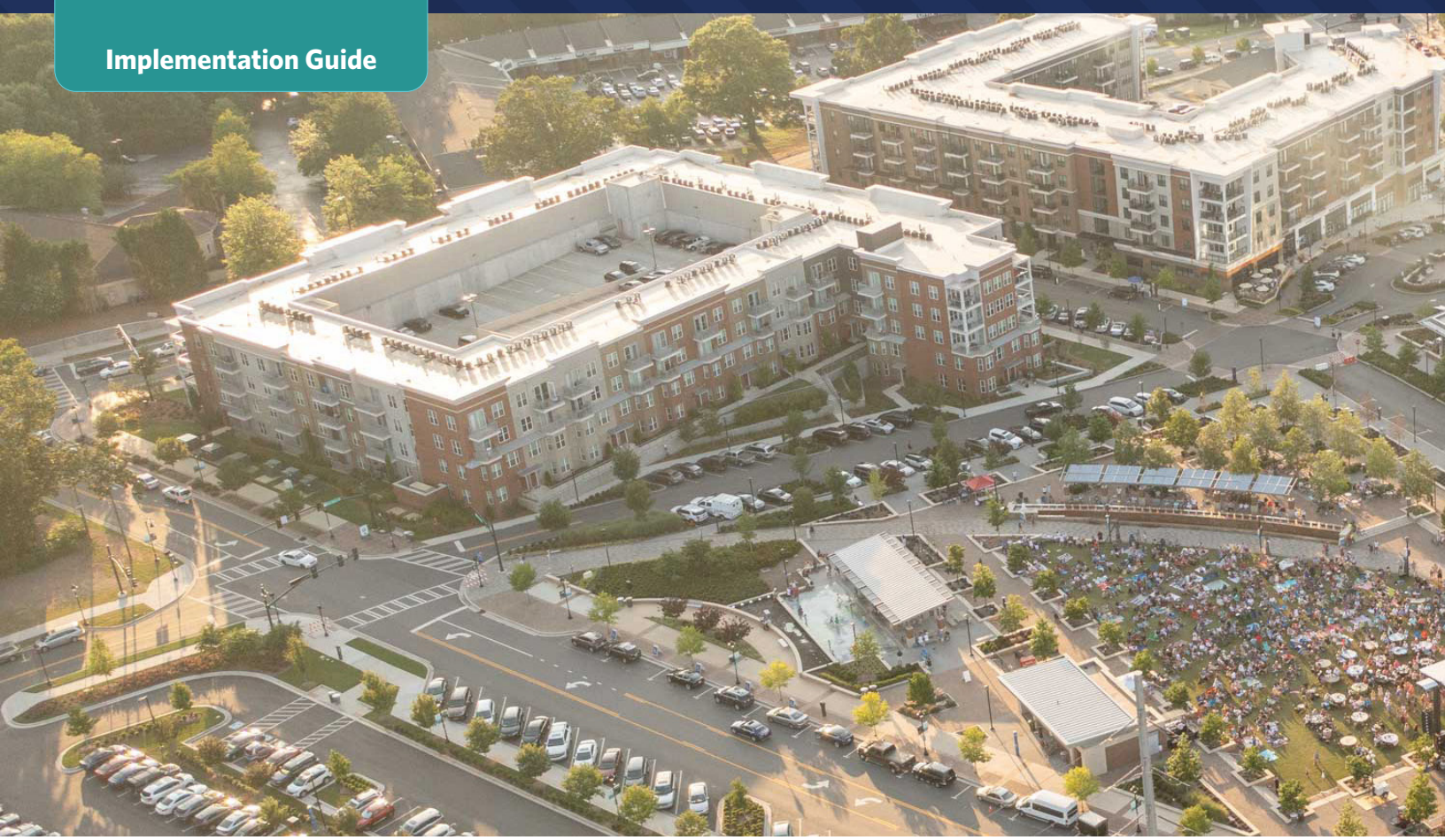

REDEVELOPMENT & INVESTMENT

Over the next decade and beyond, some of the most noticeable transformations to the City Springs District will likely be development and its transition from auto-centric building footprints to a true walkable city center. This would not be possible without the cooperation of private developers. Ultimately, redevelopment and infill opportunities will become mutually beneficial to both property owners and the future of City Springs.

In recent years, various properties in the City Springs District have experienced redevelopment and rehabilitation, gradually contributing to a new sense of vibrancy and identity. This section provides guidance for future reinvestment into select Opportunity Sites, shown in blue in Figure 4.5 on page 102. While recognizing that new businesses and development projects will also occur beyond the identified Opportunity Sites, targeting these sites will provide City leadership with attainable development aspirations that, if realized, would also spark similar development patterns on adjacent properties. During the planning process, property owners and representatives were notified of this initiative and engaged in conversations about what potential partnerships or sale of their land could look like. The Opportunity Sites were selected by considering the following criteria:

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1. **Proximity to City Hall & City Green**
   Concentrating new development in proximity to the current City Springs campus will leverage its success and cluster new retail and businesses to promote a viable downtown.
2. **High Land Value**
   Now is the time to consider redevelopment options for older properties with property values at or likely to exceed the value of buildings on those sites.
3. **Limited Renovations**
   Properties that have received a lower level of maintenance were also analyzed and may serve as an opportunity for redevelopment to better integrate into the transforming urban fabric of the City Springs District.
4. **Large Surface Parking Lots**
   Surface parking can take up a substantial amount of developable land that may be better served by additional buildings, open space, and structured parking.
5. **Low Floor Area Ratio**
   Floor Area Ratio (FAR) measures a building's total floor area (including all stories) in relation to the size of the overall lot. Currently, many properties in the District have a low FAR, which means there is less overall built area in proportion to the land it sits on. Increasing this ratio creates more human-centric spaces.

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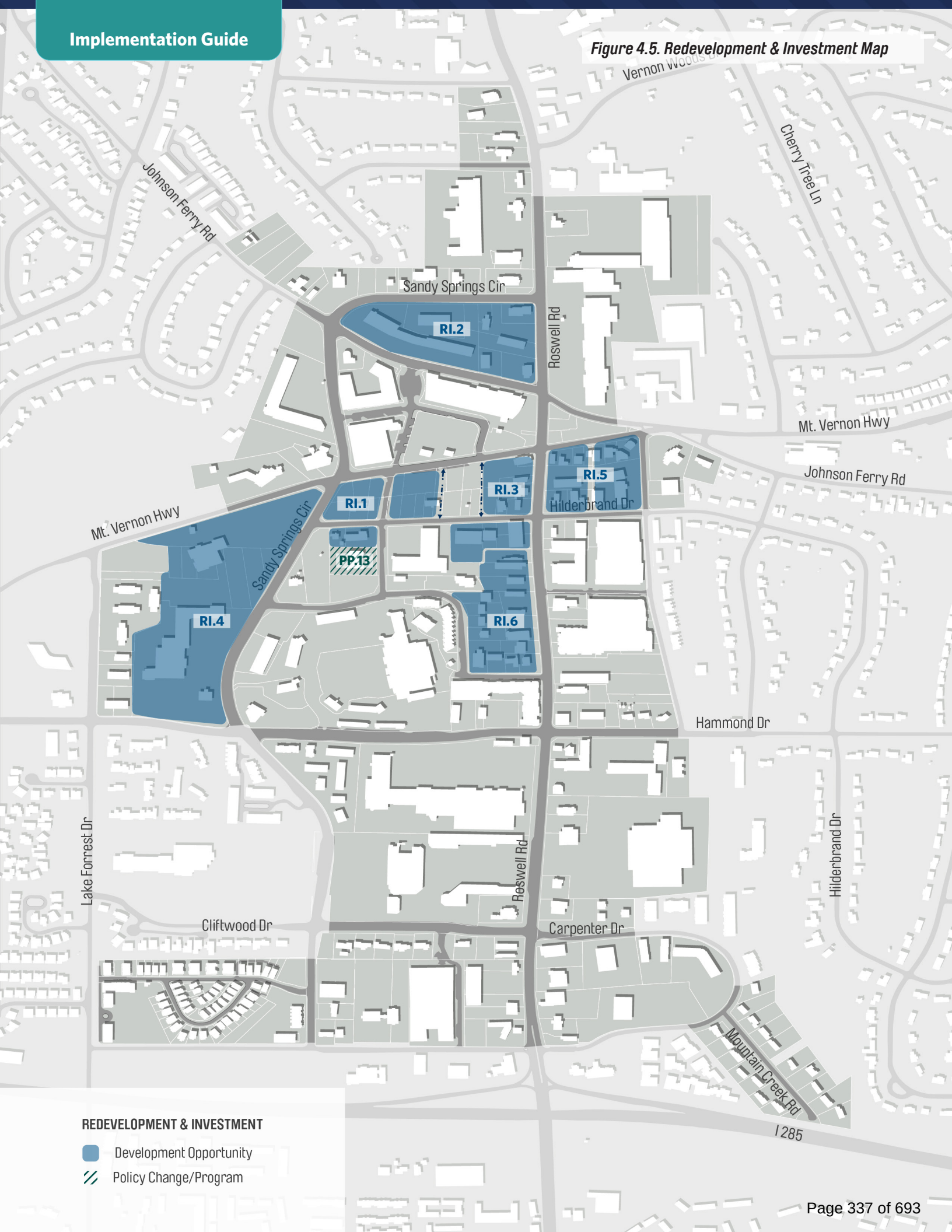
Figure 4.5. Redevelopment & Investment Map



Opportunity Sites

While there are many ways to develop these Opportunity Sites, one way to help expedite the process of turning over properties includes Public-private partnerships (PPPs). These partnerships are a form of alliance between government entities and private developers to achieve a common goal. These partnerships may also include other actors such as non-profit associations, non-governmental institutions, and intermediary groups. Citizens and neighborhood groups are also important stakeholders within the process.

Development PPPs have the power to transform dated or underused sites within a community and are often proactively formed to achieve key public objectives such as downtown revitalization, transit-oriented development, or affordable housing.

These partnerships can be formed by municipalities that have public land for inclusion within a project, or municipalities that wish to repurpose surplus public facilities for private use. These agreements may also be initiated when a developer is unable to undertake a project without assistance from a host municipality. Developers may require assistance from municipalities with navigating site assembly, overly restrictive zoning, remediation, and public facilities.

However development takes shape, proactive recruitment of developers and investors who may have interest in City Springs, may boost chances for redevelopment in the mid- to long-term. Reaching out to potential partners while exhibiting the vision and opportunity is an act of pre-marketing that will benefit City Springs, and ensure that it is on the radar of the development and investment community.

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RI.1 - *Facilitate parcel assembly and redevelopment of City-owned properties at Hilderbrand Drive at Blue Stone Road.*

The City of Sandy Springs conducted a Highest and Best Use Study for the City-owned parcels at Blue Stone Road and Hilderbrand Drive to target redevelopment to achieve the following goals, which coincide with the strategies and initiatives of the City Springs Master Plan:



Promote Community Interaction

- Provide street & terrace level "destination" retail & dining spaces
- Establish civic spaces for outdoor gathering

Expand Green Space

- Link City Green & Heritage Green via Blue Stone Corridor
- Food truck/farmer's market retail

Invite Spontaneous Fun

- Make space for interactive outdoor art

Nurture Unique Local Identity

- Improve pedestrian connections to the facility at 6110 Blue Stone Road

Make it Walkable

- Pedestrian Focused Live/ Work/Play Development
- Mitigate vehicular traffic

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Figure 4.6. City-Owned Property Concept Plan

Proposed Conceptual Development Mix

A

Hotel Keys: 120

Residential Units: 65

Restaurant/Retail: ~11,400 Gross Square Feet

Parking Deck Spaces: 325*

B

Residential Units: 45

Office: ~56,000 Gross Square Feet

Restaurant/Retail: ~11,000 Gross Square Feet

Parking Deck Spaces: 345*

C

Residential Units: 39

Restaurant: ~4,600 Gross Square Feet

Parking Deck Spaces: 80*

** Future public parking would be facilitated in partnership with private redevelopment.*



Figure 4.7. City-Owned Property Concept Rendering

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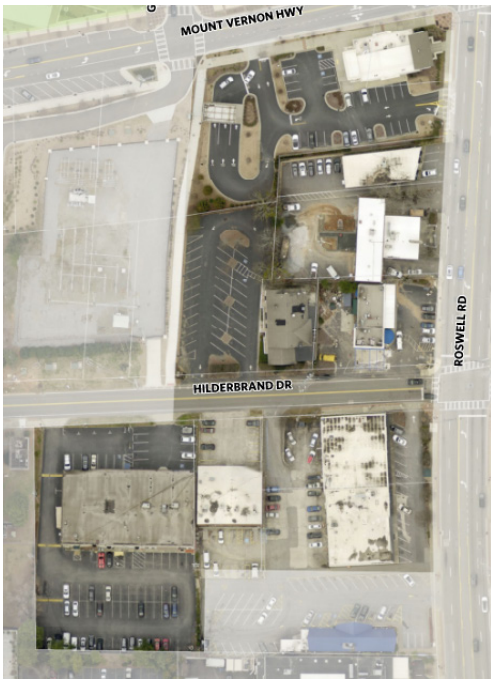
The following privately-owned sites differ from RI.1 in that the City does not have direct stake in the redevelopment that occurs. Facilitated redevelopment of the following sites should occur to the extent possible on a case by case basis.

RI.2 - ***Facilitate parcel assembly and redevelopment of properties within the Sandy Springs Circle, Johnson Ferry Road, and Roswell Road block.***



RI.3 - ***Facilitate parcel assembly and redevelopment of properties along Roswell Road at Mount Vernon Highway.***



RI.4 - ***Facilitate redevelopment of properties along Sandy Springs Circle between Mount Vernon Highway and Hammond Drive.***



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RI.5 - ***Facilitate parcel assembly and redevelopment of properties along Hilderband Drive between Roswell Road and Boylston Drive.***



RI.6 - ***Facilitate parcel assembly and redevelopment of properties at Roswell Road and Sandy Springs Place.***



RI.7 - ***Conduct in-depth financial feasibility studies to evaluate constructability and implementation potential on each Opportunity Site.***

An in-depth understanding of the financial feasibility of potential development on the sites listed above will help to guide the City in regulating height and use within the City Springs core. Market-supported uses are listed on the next page, and should be considered when developing this study.

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Market-Supported Use Recommendations

Redevelopment can take on many forms and, in the context of the future of City Springs, should provide a wide array of development formats to make the District unique and inviting. The following suggestions support this plan's principles by promoting new housing options to support future growth, expanding art and culture in Sandy Springs, targeting prospective residents of diverse backgrounds, and enhancing overall quality of life.

RI.8 - *To support the development vision, consider amending zoning requirements to incorporate mix of uses within CS-zoned developments.*

The current Development Code does not require a mix of uses within new development. The City should continue discussions around potential requirements and their feasibility to continue incorporating mixed-use elements within the City Springs District.

RI.9 - *Explore incentives and other tools to provide new space opportunities for and to strategically recruit targeted sectors of retail identified by stakeholders through the public engagement process and by the Market Analysis as suitable for the District.*

As a step towards implementation, the City will take active steps to recruit retail options as identified in this plan to ensure vibrancy and diversity throughout the District.





Townhomes Fronting Pedestrian-Oriented Pathways

This 2-4 story single-unit attached housing option will provide a respectful transition to the adjacent single-family neighborhoods. Accessibility to pathways would promote walkability within the City Springs District. During this planning process, members of the community expressed interest in opportunities for homeownership, and townhomes are a desirable option to be included in redevelopment plans.

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Mid-Rise Condos/Apartments

New amenities, such as restaurants and retail, are highly unlikely in the District without gaining the critical mass to support new, local businesses. Well-designed apartment buildings and privately-owned condos (4-6 stories) should fill in the housing gaps needed to support future development as identified in the Market Analysis (Appendix E).





Destination Restaurants

City Springs is currently home to many popular food options, and the District is ripe for new-to-market restaurants, especially independent products, that new residents and visitors alike can enjoy.





Brewery Cluster

Breweries offer an inviting experience and attract visitors and patrons to spend their time at surrounding local businesses when in walking distance. Breweries may be single-story structures or part of a 4-6 story mixed-use building.

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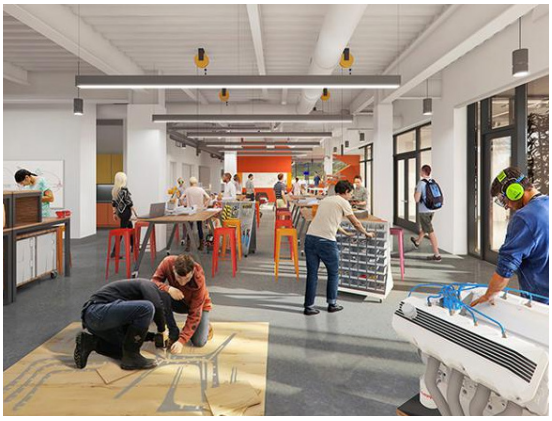
Mixed-Use Office, Services, Food & Beverage

Locating new office around other services and food and beverage options and other amenities has the potential to draw tenants into the District.





Artist Studio & Co-working Spaces

As art continues to be a priority for the City, locating art studios near the City's core will leverage talent and attract new residents to enjoy a newly established art culture. On the same note, as the need for co-working space increases, they are best located near the City Springs District's amenities to draw from anticipated critical mass. These would also blend into mixed-use 4-6 story buildings.

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Active Adult Living & Medical/Wellness Cluster

With Medical Center nearby, the City has an opportunity to leverage proximity to other medical offices or wellness-related uses by incorporating it into the City Springs District. To truly instill City Springs as a mixed-generation District, the City can promote active adult living for those looking to downsize and live near amenities. Such uses would be built from 4-6 stories.





A Boutique Hotel Unique to Sandy Springs

Additional established amenities will promote the District for a hotel development that would serve local events, and leverage critical mass established within the City Springs District. The Performing Arts Center and nearby restaurants will also create synergy with the hotel.

PUBLIC REALM IMPROVEMENTS

Enhancements to the public realm, including parks, pedestrian and bicycle infrastructure, and street network will gradually occur over time to complement the growth that the District is projected to experience. Some of the recommendations included in this comprehensive list are public investments that the City will target, however many of them are action items that will be undertaken by private development, with some dedicated to the City.

Public realm improvements are organized by type: Streetscape Enhancements, Multi-modal Enhancements, and Reinforcing a Sense of Place.

Streetscape Enhancements

The composition of a street including the travel lanes, sidewalks, and amenities make up the streetscape. Streetscape update recommendations focus on enhancing the pedestrian and bicycle experience throughout the study area, with features like lighting, sidewalk buffers, and street trees to create a more walkable environment.

Parallel to Roswell Road, Blue Stone Road provides an alternative north-south route within City Springs' core and leads right to City Hall and the City Green. The street experience will create a space conducive to additional shop fronts and restaurants, creating a true main street character continuing south of Mount. Vernon Highway. Similarly, Hilderbrand Drive serves as an opportunity for a secondary main street with similar businesses and amenities, expanding the City Springs core southward. As properties are redeveloped, the new streetscapes will feature green infrastructure such as bioswales lining the streets to address pollutants in stormwater runoff. PRI.3 and PRI.4 reflect projects to address needed improvements, and are discussed on pages 114 and 116, respectively.

Bioswales

Bioswales are sustainable landscape features that filter stormwater runoff as it moves downstream and protects our local water sources from pollutants. These may be especially useful as much of the City Springs District lies on a topographic slope.

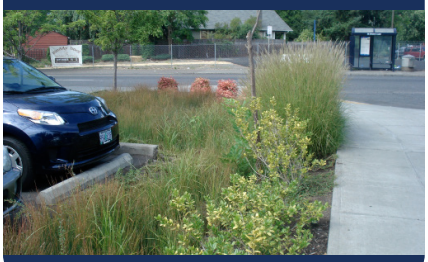

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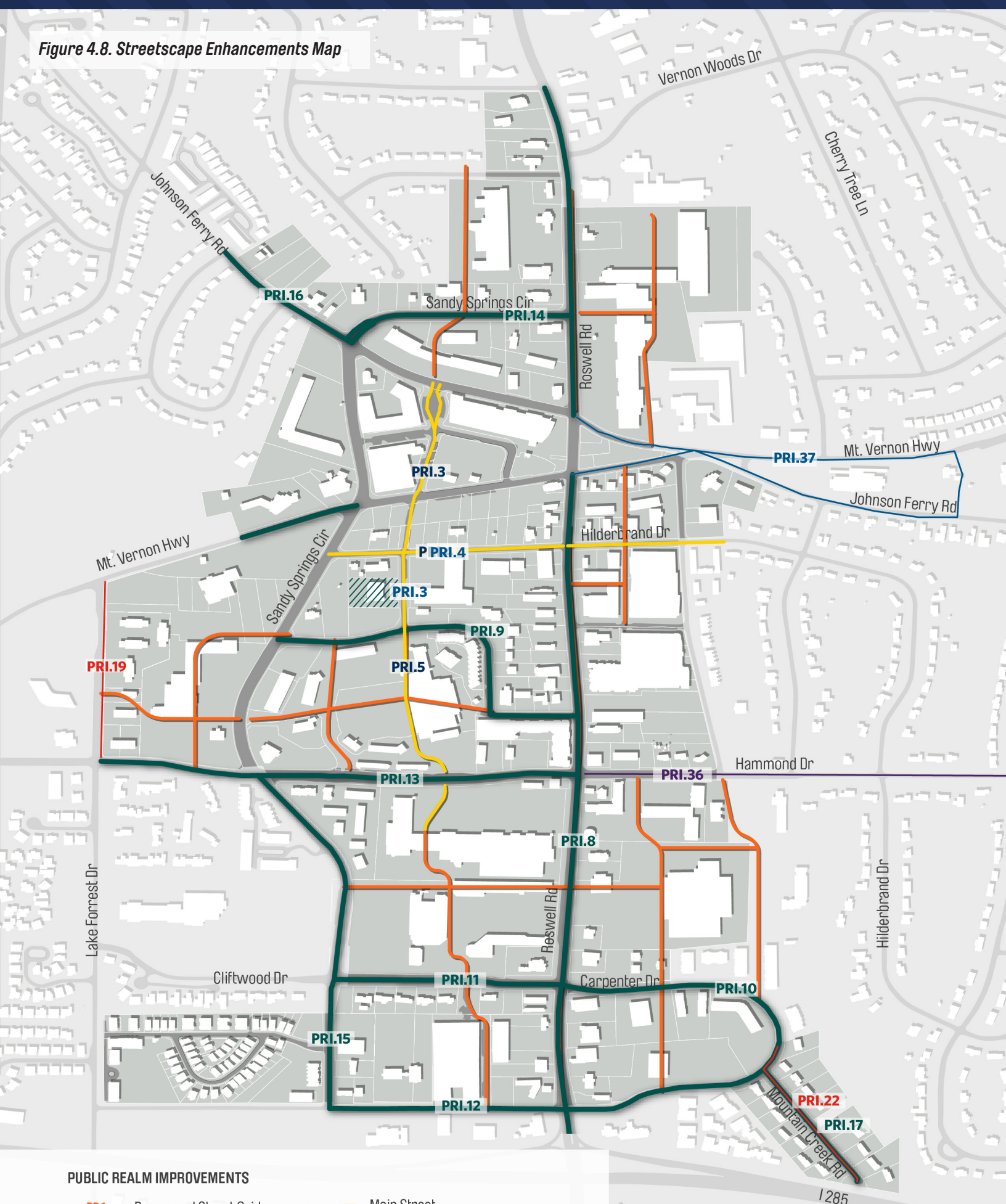
Figure 4.8. Streetscape Enhancements Map



PUBLIC REALM IMPROVEMENTS

- PP.1 — Proprosed Street Grid
- Streetscape Improvement
- Sidewalk
- Main Street
- Road Widening (Underway)
- Road Improvements (Underway)

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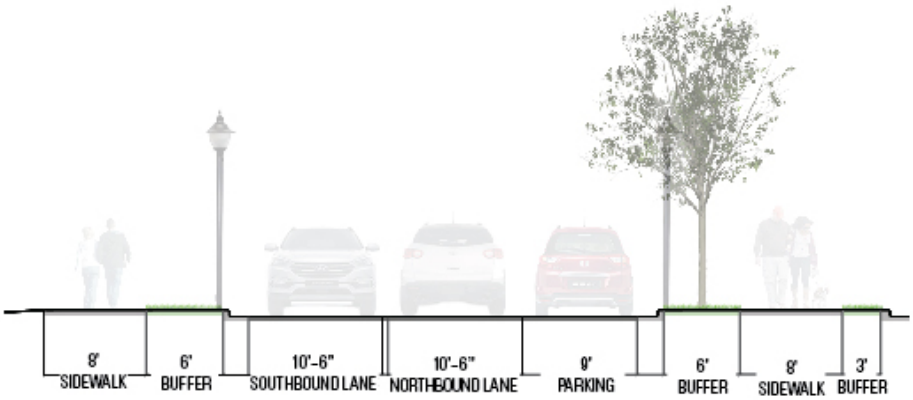
PRI.3 - ***Activate Blue Stone Road as a main street by incorporating green infrastructure in the streetscape to address water quality, attracting development that brings a new sense of vibrancy and pedestrian activity to the street, and accommodates low vehicular speeds.***



Existing Blue Stone Road Cross Section

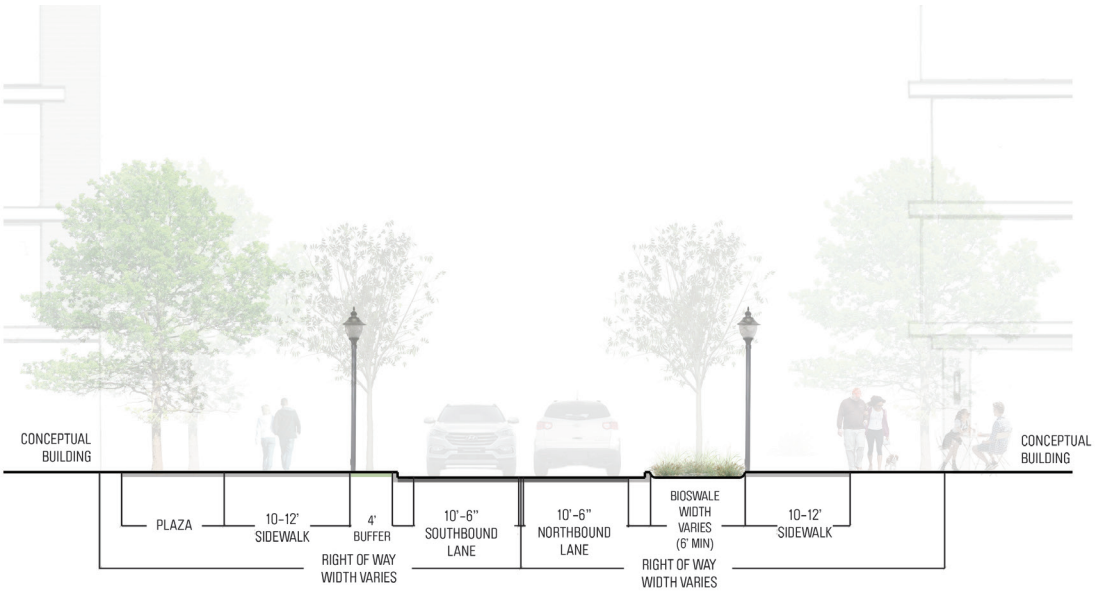


Figure 4.9. Proposed Blue Stone Road Cross Section

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Figure 4.10. Proposed Blue Stone Streetscape Road Plan View



Sample activated streetscapes with walkable elements and bioswales

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PRI.4 - ***Activate Hilderband Drive as a main street by incorporating green infrastructure in the streetscape to address water quality, attracting development that brings a new sense of vibrancy and pedestrian activity to the street, and accommodates low vehicular speeds.***

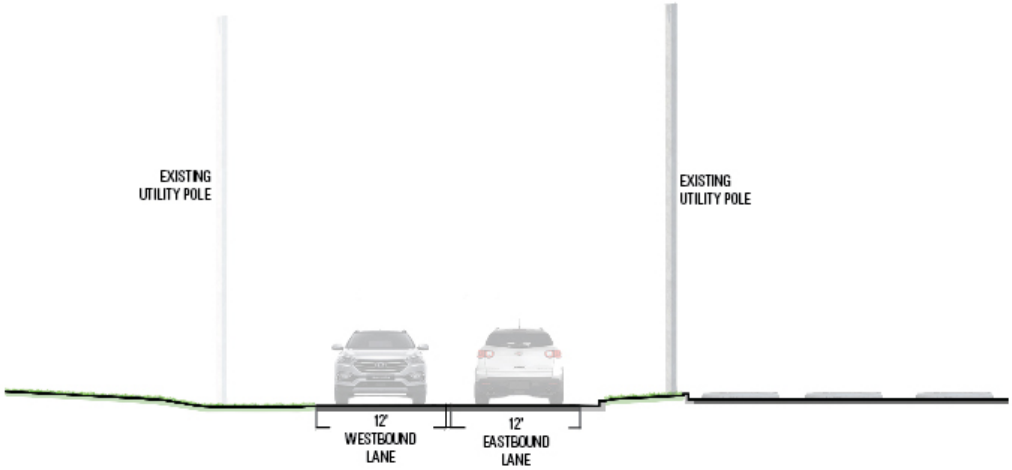

Figure 4.11. Existing Hilderbrand Drive Cross Section

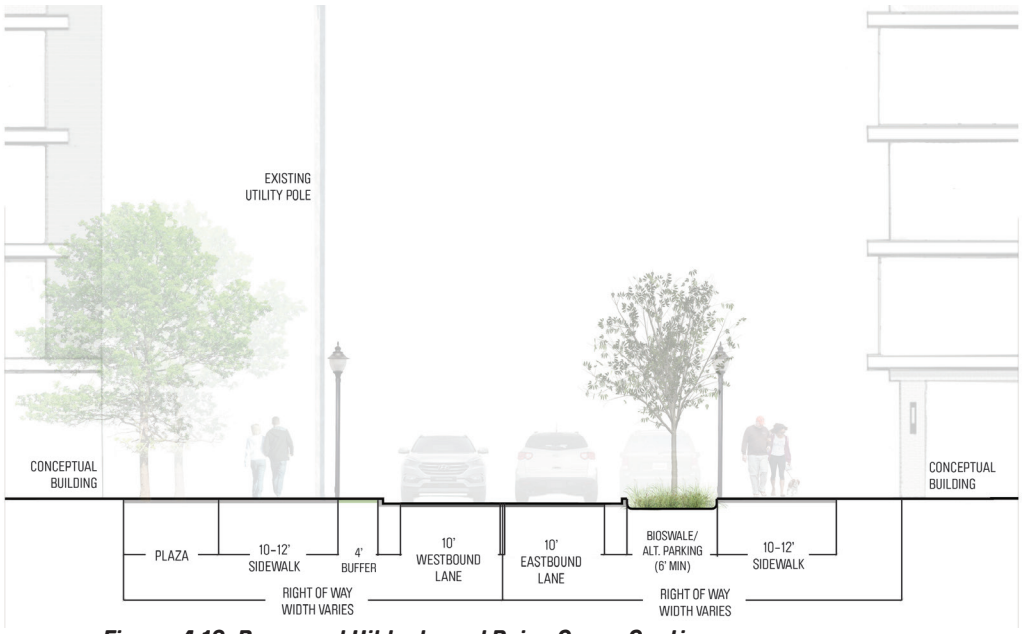

Figure 4.12. Proposed Hilderbrand Drive Cross Section

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Figure 4.13. Proposed Hilderbrand Drive Streetscape Plan View



Figure 4.14. Proposed Hilderbrand Drive Streetscape Rendering

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Other Incremental Streetscape Improvements

The City should consider partnering with private developers on additional connections across the District when the opportunity arises. PRI.5 below is a long-term priority for the City to monitor.

PRI.5 - *Extend Blue Stone Road south of Sandy Springs Place to Hammond Drive, should redevelopment occur, continuing the main street concept to the south.*

In accordance with the Sandy Springs Technical manual created in 2017 referenced by Policy PP.1, the following includes remaining recommendations regarding streetscape enhancements.

All streetscape enhancements will promote a walkable environment, especially as new development comes online. The following streets have been identified for needed improvements with accordance to the Technical Manual.

PRI.8 - *Roswell Road*

PRI.9 - *Sandy Springs Place*

PRI.10 - *Carpenter Drive*

PRI.11 - *Cliftwood Drive*

PRI.12 - *Allen Road*

PRI.13 - *Hammond Drive*

PRI.14 - *Sandy Springs Circle (Johnson Ferry Road to Roswell Road)*

PRI.15 - *Sandy Springs Circle (Hammond Drive to Allen Road)*

PRI.16 - *Johnson Ferry Road*

PRI.17 - *Mountain Creek Road*

Sidewalks

Sidewalk gaps under consideration in the short term are as follows:

PRI.19 - *Construct sidewalks along Lake Forrest Drive from Mount Vernon Highway to Hammond Drive.*

PRI.22 - *Prioritize sidewalk connections along Carpenter Drive and Mountain Creek Road with any potential redevelopment.*

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Capital Improvements Currently Underway

PRI.36 - *Widen Hammond Drive east of Roswell Road.*

This improvement has been identified to address higher traffic volumes and to mitigate traffic congestion. This is funded by the 2016 and 2021 Transportation Special Purpose Local Option Sales Tax (TSPLOST).

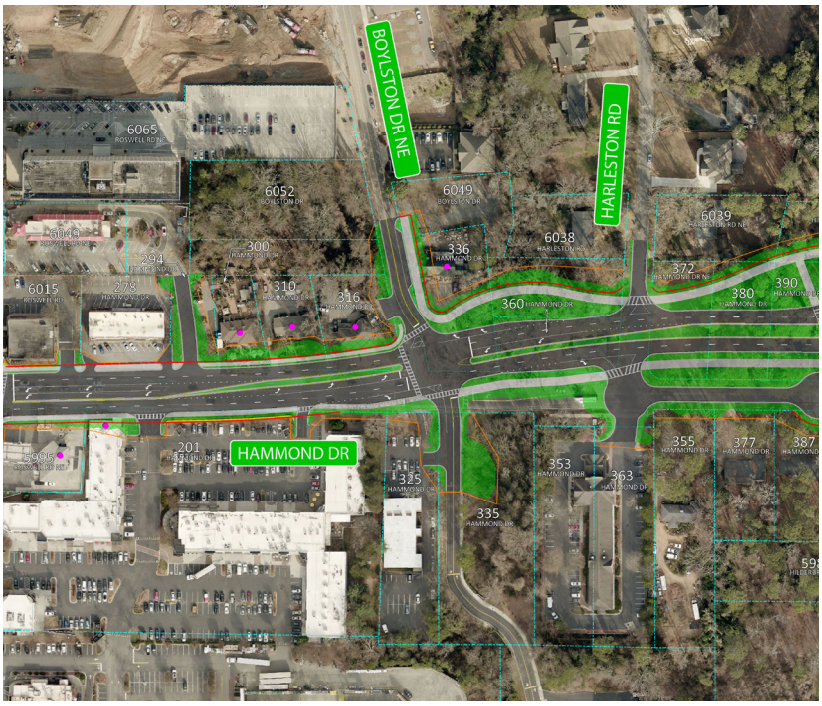

Figure 4.15. Hammond Road Widening (TSPLOST)

PRI.37 - *Complete Mount Vernon Highway/Johnson Ferry Rd Intersection Redesign.*

This improvement was selected to improve vehicular and pedestrian mobility and to reduce congestion in the City Springs District. This is funded by the 2016 TSPLOST.

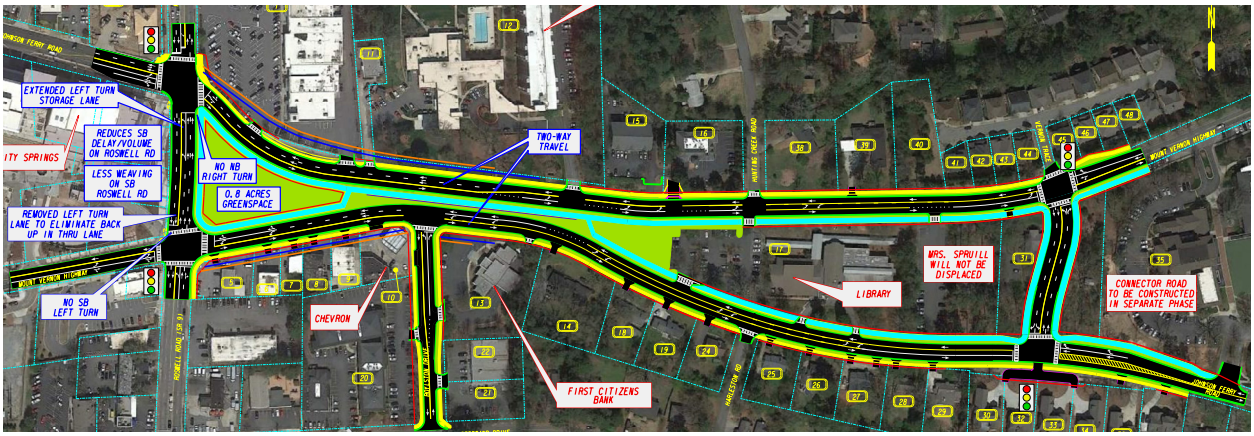

Figure 4.16. Mt. Vernon Hwy/Johnson Ferry Rd Intersection Redesign (TSPLOST)

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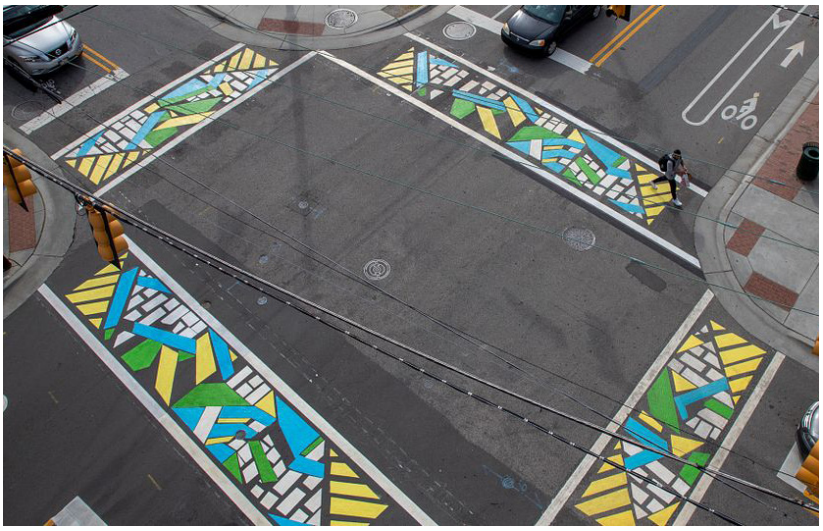
Multi-Modal Enhancements

The City of Sandy Springs has prioritized mobility projects city-wide, in an effort to make Sandy Springs' streets more walkable and bikeable. The recommendations below outline additional improvements to be made in the City Springs District beyond existing streets to improve mobility for visitors and residents alike.





PRI.20 - ***Partner with private developers to create a pedestrian connection around Arlington Cemetery to form safe pedestrian connection along Mount Vernon Highway.***

PRI.38 - ***Partner with private developers to create continued east-west pedestrian connection from Hilderband Drive to the west.***

PRI.30 - ***Enhance pedestrian crossings across the City Springs District to encourage greater pedestrian connectivity and safety where new intersections may form as the street network continues to form over time.***

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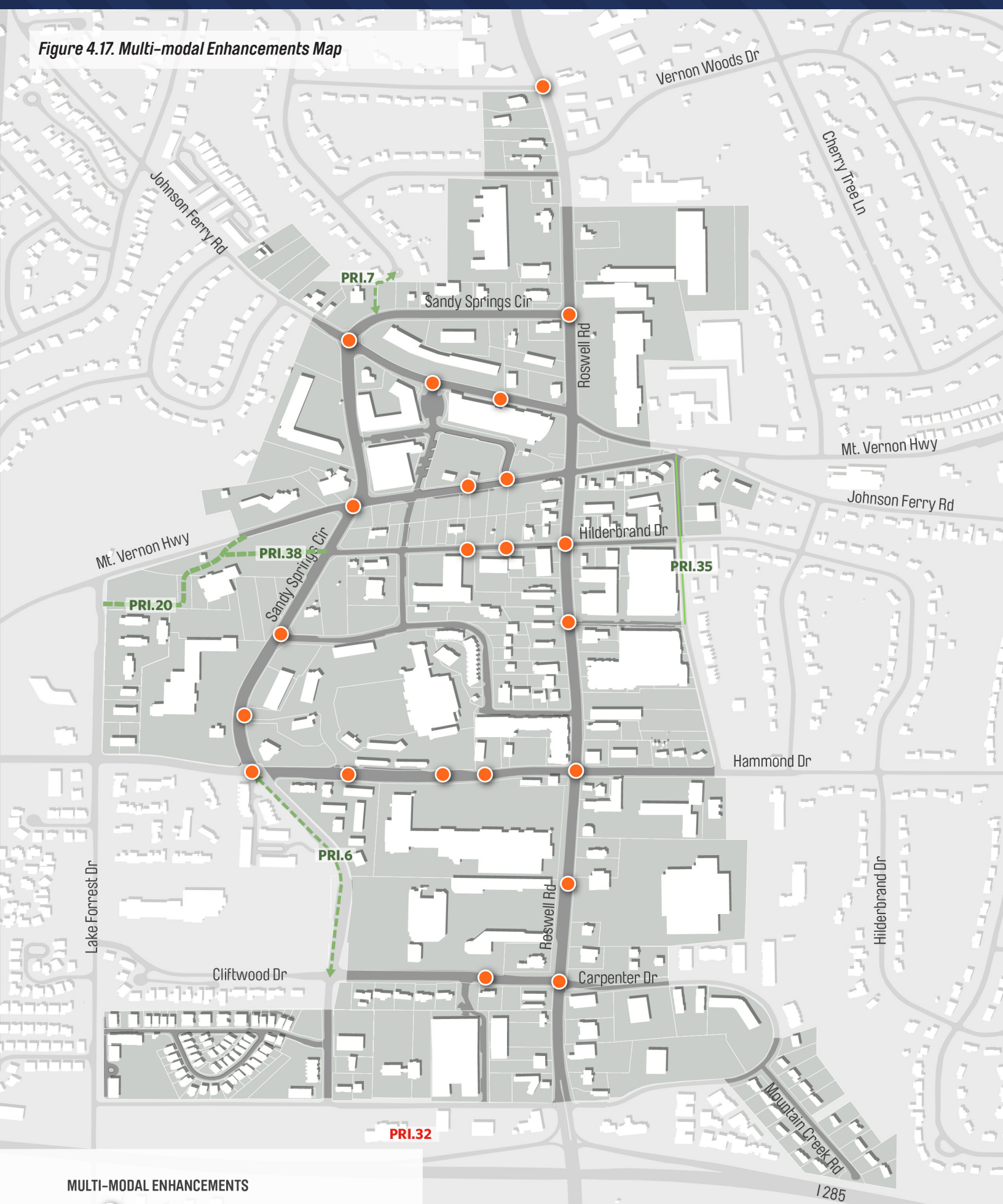
Figure 4.17. Multi-modal Enhancements Map



MULTI-MODAL ENHANCEMENTS

PI.30 Pedestrian Improvement

Multi-Use Path

Shared Path & Streetscape (Underway)

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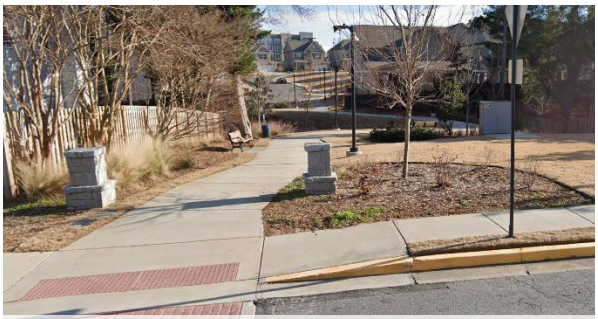
Existing Sandy Springs Circle multi-use path



Existing Sandy Springs Circle multi-use path

PRI.6 - *Extend the multi-use path to connect Hammond Drive to Cliftwood Drive to provide greater connectivity to Allen Road Park.*



Example neighborhood connection



Example neighborhood connection

PRI.7 - *Consider connecting N Hampton Drive to Sandy Springs Circle with a multi-use path.*

PRI.35 - *Complete Boylston Drive multi-use path.*



Existing Boylston Drive multi-use path

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PRI.32 - *Continue MARTA coordination to thoughtfully integrate the future I-285 Bus Rapid Transit (BRT) Station.*

MARTA is planning BRT service along the Top End I-285 Express Lanes which will provide additional transit options for regional trips to and from the City Springs District. The location of the station is to be determined.



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Reinforcing Sense of Place

The City of Sandy Springs has made strides in creating a sense of place and destinations around the City Springs campus. Additional placemaking opportunities can be achieved by implementing the following:



PRI.1 - *Establish an art walk east and west of the Georgia Power substation from Mount Vernon Highway to Hilderbrand Drive.*

One shared use path has already been constructed on the east side of the Georgia Power Substation that creates an opportunity for a more interesting walk between Mount Vernon Highway and Hilderbrand Drive in the near term.





PRI.2 - *Implement an experiential, mixed media art district/art walk to provide immersive pedestrian experiences for all City Springs users.*

Sandy Springs' commitment to the arts has been evident through its programs, the construction of the Performing Arts Center, and public art installations throughout the City. This idea proposes expanded incorporation of art within the District for all to enjoy and to reinforce a sense of place in the long term.



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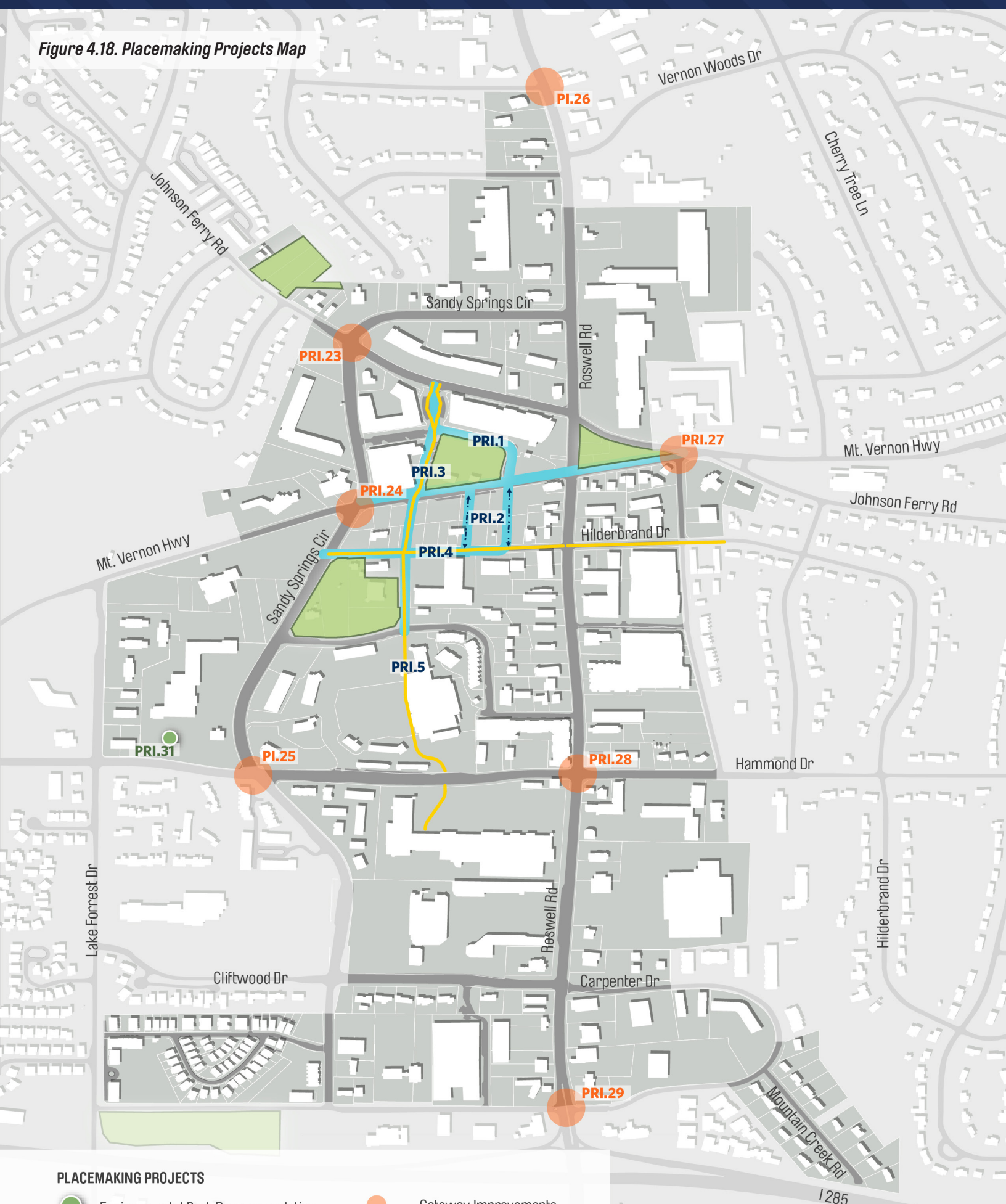
Figure 4.18. Placemaking Projects Map



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PRI.31 - *Consider opportunities to partner with private developers/property owners to implement an environmental park that expands City Springs' park network and serves as a shared stormwater facility for adjacent future development.*

The successful implementation of Marsh Creek Rain Garden Park begs the question: where else can an environmentally-friendly retreat be incorporated within the study area? A similar facility would serve the District well as new development creates additional demand for stormwater management and to increase quality of life through accessible green space.

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Gateway Improvements



Various improvements to intersections throughout the City Springs District have been completed recently to include elements such as consistent brick pavers and pedestrian lighting. This plan recommends continued improvements around the district to establish gateways into the City Springs District that signal arrival and define a sense of place through gateway signage, thematic art, lighting, and landscaping at the following locations:

PRI.23 - ***Intersection of Johnson Ferry Road and Sandy Springs Circle***

PRI.24 - ***Intersection of Mount Vernon Highway and Sandy Springs Circle***

PRI.25 - ***Intersection of Hammond Drive and Sandy Springs Circle***

PRI.26 - ***Intersection of Cromwell Road and Roswell Road***

PRI.27 - ***Intersection of Mount Vernon Highway and Johnson Ferry Road and Boylston Drive***

PRI.28 - ***Intersection of Hammond Drive and Roswell Road***

PRI.29 - ***Intersection of Roswell Road at Allen Road and Carpenter Drive***



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ACTION PLAN MATRIX

The following matrix organizes all plan recommendations by program or project type and summarizes target planning principles. Timeframes are listed as ongoing, short-term (1-5 Years), mid-term (5-10 years), and long-term (10+ years). This list also indicates organizations, agencies, or City departments responsible for action items.

Table 4-7. Action Plan Matrix

		PLANNING PRINCIPLES					
ID	**RECOMMENDATIONS**	**1**	**2**	**3**	**4**	**TERM**	**RESPONSIBILITY**
Redevelopment & Investment Recommendations (RI)							
RI.1	Facilitate parcel assembly and redevelopment of City-owned properties at Hilderbrand Drive at Blue Stone Road.		■	■	■	Short-Term	Public-Private Partnership
RI.2	Engage in proactive recruitment of investors and developers and facilitate parcel assembly and redevelopment of properties within the Sandy Springs Circle, Johnson Ferry Road, and Roswell Road block.		■	■	■	Mid-Term	Private Sector/Public-Private Partnership
RI.3	Engage in proactive recruitment of investors and developers and facilitate parcel assembly and redevelopment of properties along Roswell Road at Mount Vernon Highway.		■	■	■	Mid-Term	Private Sector
RI.4	Engage in proactive recruitment of investors and developers and facilitate redevelopment of properties along Sandy Springs Circle between Mt. Vernon Highway and Hammond Drive.		■	■	■	Chruch Property-Short-Term; Others - Mid-term	Private Sector
RI.5	Engage in proactive recruitment of investors and developers and facilitate parcel assembly and redevelopment of properties along Hilderband Drive between Roswell Road and Boylston Drive.		■	■	■	Mid-Term	Private Sector

Planning Principles

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

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		PLANNING PRINCIPLES					
ID	RECOMMENDATIONS	1	2	3	4	TERM	RESPONSIBILITY
RI.6	Engage in proactive recruitment of investors and developers and facilitate parcel assembly and redevelopment of properties at Roswell Road and Sandy Springs Place.		■	■	■	Mid-Term	Private Sector
RI.7	Conduct in-depth financial feasibility studies to evaluate constructability and implementation potential on each Opportunity Site.				■	Short-Term	Economic Development
RI.8	To support the market-supported development vision, consider amending zoning requirements to incorporate mix of uses within CS-zoned developments.		■	■	■	Short-Term	Community Development
RI.9	Explore incentives and other tools to provide new space opportunities for and to strategically recruit targeted sectors of retail identified by stakeholders through the public engagement process and by the Market Analysis as suitable for the District.		■	■	■	Short-Term	Economic Development, Community Development
	Program & Policy Recommendations (PP)						
PP.1	Continue building out the street grid established in the Sandy Springs Technical Manual (Section 2- Street Framework and Mobility Maps: Typical Sections and Details by Street) as new development or major site changes occur.	■				Ongoing	Public Works, Community Development, Private Sector
PP.2	Evaluate opportunities for the Development Authority to stimulate diverse, high-quality economic development that may enable new homeownership opportunities as part of redevelopment.		■	■	■	Ongoing	Economic Development, Development Authority

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		PLANNING PRINCIPLES					
ID	RECOMMENDATIONS	1	2	3	4	TERM	RESPONSIBILITY
PP.3	Consider new zoning tools to encourage redevelopment and other site enhancements by providing mutually beneficial incentives to property owners within redevelopment and rehabilitation projects.	■	■			Short-Term	Community Development, Economic Development
PP.4	Consider a property improvement program to provide property owners a means to pursue aesthetic and outdoor amenity enhancements and improve the overall look and experience within the City Springs District Evaluate opportunities to support such private sector reinvestment through waivers, grants, low-interest loans, and/or tax incentives.			■		Short-Term	Community Development, Economic Development
PP.5	Expand established branding and wayfinding for the City Springs campus to the broader District.			■		Short-Term	City Facilities Department
PP.6	Establish City Springs Design Guidelines for developers and architects to abide by, guiding cohesive design throughout the District.		■			Short-Term	City Staff, Consultant
PP.7	Expand and implement park improvements and encourage future pedestrian connections to Allen Road Park.	■				Short-Term	Recreation & Parks, Public Works, Consultant
PP.8	Continue to partner with MARTA for expanded and enhanced transit service.	■				Ongoing	Public Works, MARTA
PP.9	Continue to partner with MARTA for additional investment in existing and new transit facilities (i.e. additional bus shelters, benches, etc.).	■				Ongoing	Public Works, MARTA
PP.10	To support the vision for future redevelopment, consider changes to existing zoning to reflect options for 4 to 6 stories in Tier 1 areas of the City Springs District core.		■			Short-Term	Community Development

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		PLANNING PRINCIPLES					
ID	RECOMMENDATIONS	1	2	3	4	TERM	RESPONSIBILITY
PP.11	To support the vision for future redevelopment, consider changes to existing zoning to reflect options for 2 to 4 stories in Tier 2 areas of the City Springs District. These areas provide a gradual height transition from City Springs District core to surrounding protected neighborhoods.		■			Short-Term	Community Development
PP.12	Construct a new facility to house the Anne Frank in the World Exhibit, Georgia Holocaust Memorial, and other programming at 6110 Blue Stone Road.		■	■		Short-Term	City Facilities Deparement
PP.13	Consider additional opportunities for park network expansion by partnering with property owners and developers and pursuing strategic land acquisition where appropriate.		■			Ongoing	Recreation & Parks, Community Development, Private Sector, Consultant
PP.14	Consider elements of this plan's parking strategy during the development approval process to accommodate district growth and future demand for public parking.	■	■	■	■	Ongoing	City Facilities Department, Community Development
PP.14.1	Pursue additional study on opportunities for shared parking to identify potential locations and management methods in addition to an event parking study to support growth of events at the City Springs campus.	■	■	■	■	Short-Term	Public Works, Community Development, CREATE
PP.14.2	Consider development code revisions to regulate private parking and support private development.	■	■	■	■	Short Term	Community Development
PP.15	Conduct feasibility analysis for a regional stormwater management strategy.		■	■		Mid-Term	Public Works, Consultant

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ID	RECOMMENDATIONS	PLANNING PRINCIPLES 1	2	3	4	TERM	RESPONSIBILITY
PP.16	Review and consider alternatives to the steel and concrete construction requirement to mitigate impact on private development due to increased construction cost.			■		Short-Term	Community Development
PP.17	Monitor micromobility (lightweight personal driving devices such as electric scooters and e-bicycles) usage within the city and in the Atlanta region and consider an adoption of a policy to guide micromobility device usage on the city's transportation network. (Carried forward from Transportation Master Plan)	■				Ongoing	Public Works
	Public Realm Improvements (PRI)						
PRI.1	Establish an art walk east and west of the Georgia Power substation from Mount Vernon Highway to Hilderbrand Drive. consistent with Sec. 10.4.14 of the City of Sandy Springs Development Code.			■		Short-Term	City Staff, Art Sandy Springs
PRI.2	Implement an experiential, mixed media art district/art walk to provide immersive pedestrian experiences for all City Springs users.			■		Short-Term	City Staff, Private Sector, Art Sandy Springs
PRI.3	Activate Blue Stone Road as a main street by incorporating green infrastructure in the streetscape to address water quality, attracting development that brings a new sense of vibrancy and pedestrian activity to the street, and accommodates low vehicular speeds.	■	■	■		Mid-Term	Community Development, Economic Development, Public Works

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		PLANNING PRINCIPLES					
ID	RECOMMENDATIONS	1	2	3	4	TERM	RESPONSIBILITY
PRI.4	Activate Hilderband Drive as a main street by incorporating green infrastructure in the streetscape to address water quality, attracting development that brings a new sense of vibrancy and pedestrian activity to the street, and accommodates low vehicular speeds.	■	■	■		Mid-Term	Community Development, Economic Development, Public Works
PRI.5	Extend Blue Stone Road south of Sandy Springs Place to Hammond Drive, should redevelopment occur, continuing the main street concept to the south.	■	■	■		Long-Term	Public Works, Community Development, Private Sector
PRI.6	Extend the multi-use path to connect Hammond Drive to Cliftwood Drive to provide greater connectivity to Allen Road Park.	■				Long-Term	Public Works, Community Development, Private Sector
PRI.7	Consider connecting N Hampton Drive to Sandy Springs Circle with a multi-use path.		■	■		Long-Term	Public Works, Community Development, Private Sector
PRI.8	Update streetscape requirements for Roswell Road in the Sandy Springs Technical Manual to incorporate findings from Roswell Road Access Management Plan.	■		■		Short-Term	Public Works, Community Development, Private Sector
PRI.9	Update streetscape along Sandy Springs Place to align with the 2-lane section with sidewalks as established in the Sandy Springs Development Technical Manual Section 2 - Street Framework and Mobility Maps: Typical Sections and Details by Street.	■		■		Long-Term	Public Works, Community Development, Private Sector

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		PLANNING PRINCIPLES					
ID	RECOMMENDATIONS	1	2	3	4	TERM	RESPONSIBILITY
PRI.10	Update streetscape along Carpenter Drive with the 2-lane section with sidewalks as established in the Sandy Springs Technical Manual Section 2 - Street Framework and Mobility Maps: Typical Sections and Details by Street.	■		■		Long-Term	Public Works, Community Development, Private Sector
PRI.11	Update streetscape along Cliftwood Drive with the 2-lane section with sidewalks as established in the Sandy Springs Technical Manual Section 2 - Street Framework and Mobility Maps: Typical Sections and Details by Street.	■		■		Long-Term	Public Works, Community Development, Private Sector
PRI.11.1	Advance the study of Cliftwood Drive and Allen Road roadway redesign.	■		■		Short-Term	Public Works
PRI.12	Update streetscape along Allen Road with the 2-lane section with sidewalks as established in the Sandy Springs Technical Manual Section 2 - Street Framework and Mobility Maps: Typical Sections and Details by Street.	■		■		Long-Term	Public Works, Community Development, Private Sector
PRI.13	Update streetscape along Hammond Drive with the 4-lane section with a landscaped median, on-street parking, and sidewalks as established in the Sandy Springs Technical Manual Section 2 - Street Framework and Mobility Maps: Typical Sections and Details by Street.	■		■		Long-Term	Public Works, Community Development, Private Sector
PRI.14	Update streetscape along Sandy Springs Circle from Johnson Ferry Road to Roswell Road with the 2-lane section with sidewalks as established in the Sandy Springs Technical Manual Section 2 - Street Framework and Mobility Maps: Typical Sections and Details by Street.	■		■		Long-Term	Public Works, Community Development, Private Sector

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		PLANNING PRINCIPLES					
ID	RECOMMENDATIONS	1	2	3	4	TERM	RESPONSIBILITY
PRI.15	Update streetscape along Sandy Springs Circle from Hammond Drive to Allen Road with the 2-lane section with sidewalks as established in the Sandy Springs Technical Manual Section 2 - Street Framework and Mobility Maps: Typical Sections and Details by Street.	■		■		Long-Term	Public Works, Community Development, Private Sector
PRI.16	Update streetscape along Johnson Ferry Road west of Sandy Springs Circle with the 2-lane section with sidewalks as established in the Sandy Springs Technical Manual Section 2 - Street Framework and Mobility Maps: Typical Sections and Details by Street.	■		■		Long-Term	Public Works, Community Development, Private Sector
PRI.17	Update streetscape along Mountain Creek Road with the 2-lane section with sidewalks as established in the Sandy Springs Technical Manual Section 2 - Street Framework and Mobility Maps: Typical Sections and Details by Street.	■		■		Long-Term	Public Works, Community Development, Private Sector
PRI.19	Construct sidewalks along Lake Forrest Drive from Mount Vernon Highway to Hammond Drive.	■				Long-Term	Public Works, Community Development, Private Sector
PRI.20	Partner with private developers to create a pedestrian connection around Arlington Cemetery to form safe pedestrian connection along Mount Vernon Highway.	■				Long-Term	Public Works, Community Development, Private Sector
PRI.22	Prioritize sidewalk connections along Carpenter Drive and Mountain Creek Road with any potential redevelopment.	■				Long-Term	Community Development, Private Sector

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		PLANNING PRINCIPLES					
ID	RECOMMENDATIONS	1	2	3	4	TERM	RESPONSIBILITY
PRI.23	Establish the intersection of Johnson Ferry Road and Sandy Springs Circle as a gateway to signal arrival and a sense of place through gateway signage, thematic art, lighting, landscaping, etc.			■		Long-Term	Public Works, Private Sector, Economic Development
PRI.24	Establish the intersection of Mount Vernon Highway and Sandy Springs Circle as a gateway to signal arrival and a sense of place through gateway signage, thematic art, lighting, landscaping, etc.			■		Long-Term	Public Works, Private Sector, Economic Development
PRI.25	Establish the intersection of Hammond Drive and Sandy Springs Circle as a gateway to signal arrival and a sense of place through gateway signage, thematic art, lighting, landscaping, etc.			■		Long-Term	Public Works, Private Sector, Economic Development
PRI.26	Establish the intersection of Cromwell Road and Roswell Rd as a gateway to signal arrival and a sense of place through gateway signage, thematic art, lighting, landscaping, etc.			■		Long-Term	Public Works, Private Sector, Economic Development
PRI.27	Establish the intersection of Mount Vernon Highway/ Johnson Ferry Road and Boylston Drive as a gateway to signal arrival and a sense of place through gateway signage, thematic art, lighting, landscaping, etc.			■		Short-Term	Public Works, Private Sector, Economic Development
PRI.28	Establish the intersection of Hammond Drive and Roswell Road as a gateway to signal arrival and a sense of place through gateway signage, thematic art, lighting, landscaping, etc.			■		Long-Term	Public Works, Private Sector, Economic Development

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		PLANNING PRINCIPLES					
ID	**RECOMMENDATIONS**	**1**	**2**	**3**	**4**	**TERM**	**RESPONSIBILITY**
PRI.29	Establish Roswell Road at Allen Road/Carpenter Drive as a gateway to signal arrival and a sense of place through gateway signage, thematic art, lighting, landscaping, etc.			■		Long-Term	Public Works, Private Sector, Economic Development
PRI.30	Enhance pedestrian crossings across the City Springs District to encourage greater pedestrian connectivity and safety where new intersections may form as the street network continues to form over time.	■				Ongoing	Public Works, Private Sector
PRI.31	Consider opportunities to partner with private developers and/or property owners to implement an environmental park that expands City Springs District's park network and serves as a shared stormwater facility for adjacent future development.		■			Long-Term	Recreation & Parks, Public Works, Private Sector
PRI.32	Continue MARTA coordination to thoughtfully integrate the future I-285 Bus Rapid Transit (BRT) Station	■				Long-Term	Public Works, MARTA
PRI.35	Complete Boylston Drive multi-use path. (T0058/ S2104)	■				Long-Term	Public Works, Private Sector
PRI.36	Widen Hammond Drive east of Roswell Road (TS193/S2193). (TSPLOST)	■				Mid-Term	Public Works
PRI.37	Complete Mount Vernon Highway/Johnson Ferry Road (TS191) Intersection Redesign. (TSPLOST)	■				Long-Term	Public Works
PRI.38	Partner with private developers to create continued east-west pedestrian connection from Hilderband Drive to the west.	■				Long-Term	Public Works, Community Development, Private Sector

*Upon receiving stakeholder feedback **PRI. 33** and **PRI. 34** were omitted from this Action Plan Matrix.*

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CITY SPRINGS

PREPARED BY

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Design Management

CITY SPRINGS
MASTER PLAN

TECHNICAL ADDENDUM

DRAFT APPENDIX | DECEMBER 2022



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APPENDIX

A.

Record of Accomplishments

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RECORD OF ACCOMPLISHMENTS

This matrix summarizes previously completed and ongoing actions by the City of Sandy Springs as a result of the Implementation Strategies of the City Center Master Plan adopted in 2012.

Plan Theme: "Create mixed-use neighborhoods designed for people."

#	STRATEGY	ACTION	COMPLETE	IN PROGRESS/ ONGOING	NOT STARTED	NOTES/COMPETION YEAR (IF APPLICABLE)
1	"Define neighborhoods within City Center."	"Define unique neighborhoods in the City Center character area based on their activities and appearance."		■		A semblance of "neighborhoods" has started to appear since the previous plan was adopted. The transformation in the District's urban form has converted from suburban commercial corridor to transitioning town center.
2	"Bring a mix of activities together."	"Revise City Center development regulations to strongly encourage high value mixed-use development while accommodating improved single-use development along Roswell Road."		■		The City adopted a new Development Code and Zoning Map in September of 2017 which has guided use and form to accommodate mixed-use development and improved single-use development along Roswell Road. This action is still ongoing and may entail additional revisions to the City's regulations that capture the community's vision which may have evolved since the adoption of the 2012 Master Plan.
		"Develop a zoning code that defines coordinated land use and the design standards for sites, buildings and streetscapes."	■			The City adopted a new Development Code and Zoning Map in September of 2017. City will begin an exercise to create design standards in 2023.
3	"Support mixed-use neighborhoods with a network of walkable streets."	"Define a range of street types according to their function. Use the street type definitions to indicate appropriate land uses and building/site design approaches along them."	■			Completed from a regulatory standpoint (Dev. Code 10.4); various public improvements have occurred and are currently underway.
		"For each street type, incorporate characteristics of walkable streets."	■			Completed from a regulatory standpoint (Dev. Code 10.4) and all streets include sidewalks; additional various public improvements have occurred and are currently underway. (i.e. Sidepath on Sandy Springs Circle); Sandy Springs Technical Manual outlines requirements for streetscape updates.

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#	STRATEGY	ACTION	COMPLETE	IN PROGRESS/ ONGOING	NOT STARTED	NOTES/COMPETION YEAR (IF APPLICABLE)
3	"Support mixed-use neighborhoods with a network of walkable streets." (Con't)	"Refine the existing road layout into a finer grained network of walkable streets."		■		The City has incorporated elements of a street grid, adopted Block Measurement standards (Dev. Code 10.3.1.B); ongoing public and private improvements will continue to refine the road layout; A street grid has been identified for the area since the adoption of the City Center Master Plan (2012).
		"Improve streets in ways that enhance mobility for both vehicles and pedestrians."		■		The City is mindful of needed vehicular and pedestrian improvements. Intersection improvements, road widenings, bicycle and pedestrian projects, and studies are currently underway. (Comprehensive list included in Existing Conditions Report - i.e. Boylston Drive Side Path, Hammond Drive Widening, etc.); The Roswell Road Access Management Plan is currently underway; All new transportation projects consider pedestrian improvements, such as bringing a sidewalk up to standard, new sidepaths, and improvements for pedestrian crossings at intersections. The Development Code streetscape requirements also improve pedestrian and vehicular mobility and safety.
		"Implement an access-management strategy to improve Roswell Road traffic flow, pedestrian safety and appearance."		■		The Sandy Springs Development Code does not allow new access points and requires interparcel connectivity. The Roswell Road Access Management Plan is currently underway (to be completed by end of 2023) and will identify specific improvements; Example: new development between Hilderbrand Drive and Sandy Springs Place was approved with stipulations for Right in/Right out only access on Roswell Road, driveways were consolidated, a new street (Denmark Drive) was implemented to better access a parallel street (Boylston Drive) and facilitate interparcel access to remove driveway traffic from Roswell Road.

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#	STRATEGY	ACTION	COMPLETE	IN PROGRESS/ ONGOING	NOT STARTED	NOTES/COMPETION YEAR (IF APPLICABLE)
3	"Support mixed-use neighborhoods with a network of walkable streets." (Cont'd)	"Enhance the convenience and safety of bicycling in City Center."		■		Side paths to accommodate multi-modal travel have been implemented to enhance convenience and safety, however additional connections are needed to form a comprehensive network.
		"Accommodate and encourage the reduced parking and driving needs associated with mixed-use."		■		In 2018, the City adopted Development Code Section 8.1.5 Vehicle Parking Options to accommodate various intentions. This 2022 Study further examines parking.
		"Enhance the availability and convenience of transit services."		■		The City has also added new bus shelters on this stretch of the corridor, improved sidewalk to access transit, and explored the use of Transit Signal Priority. MARTA also modified Route 148 so there is now a direct bus route from City Springs to Sandy Springs MARTA Station via Mount Vernon Highway.
4	"Take a cost effective approach to utility infrastructure."	"Manage stormwater using new retention facilities that serve whole areas within the City Center."	■			The implementation of Marsh Creek Rain Garen Park has aided in the management of regional stormwater; Beneath the City Green a 300,000-gallon cistern captures 100% of the drainage from the onsite buildings and is used to irrigate the green spaces at City Springs as well as provide water to supply the five on-site fountains. The stormwater collected by the cistern substantially reduces the amount of storm water introduced into the city's storm drains. During dry periods, the cistern is designed to hold enough runoff water to supply the entire complex for just over two weeks.
		"Bury or relocate overhead utilities where cost effective benefits to property value and public open spaces are possible."		■		New development helps to achieve this; City Springs campus hides utilities. CC-10 included underground utilities along Sandy Springs Circle. Denmark Drive was designed and constructed without overhead utilities. TS191 will underground utilities from Roswell Road to the Fulton County Library on Johnson Ferry Road and Mount Vernon Highway, and on Boylston Drive from Mount Vernon to Hilderbrand Drive.
		"Screen the power substation along Hilderbrand Drive and Mt. Vernon Highway."	■			New fencing, trees, and shrubs were planted along roadways and property edges.
		"Enable installation of district energy infrastructure such as cogeneration facilities."			■	

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Plan Theme: "Create places of community that serve all of Sandy Springs."

#	STRATEGY	ACTION	COMPLETE	IN PROGRESS/ ONGOING	NOT STARTED	NOTES/COMPETION YEAR (IF APPLICABLE)
5	"Expand Sandy Springs' network of parks and greenways."	"Create a City Green to serve as a center of community activity and identity."	■			City Green, a 4-acre park, opened in 2018 and hosts free community events and concerts throughout the year.
		"Create smaller parks and plazas throughout City Center to help enhance value and sense of place."		■		Veterans Park is currently under construction, Allen Road Park, just south of the study area was updated in 2021 with a new playground. Marsh Creek Rain Garden Park opened in 2016.
		"Create green network connections among parks, plazas and greenways."		■		Most of City Springs District is projected to be served by proposed trails in the 2019 Trails Master Plan, however there are opportunities to expand upon connected greenspace in the study area.
6	"Attract more arts, cultural and civic events to City Center."	"Create a Civic Facility with a multipurpose venue that can accommodate cultural events as well as city government activities."	■			City Springs opened in 2018 and is home to City Hall, City Green, restaurants, retail, and residences as well as the 1,096 seat Performing Arts Center and Conference Center spaces including the 5,000 SF flexible space Studio Theatre.
		"Work with local and regional arts organizations to expand programming."		■		The City's Create team works to bring world-class performances of all genres to the Performing Arts Center, and manages the City's free annual Signature Events. Art Sandy Springs works with the City on the annual Sculpture Contest. Partnerships with CREATE Sandy Springs, the Atlanta Jewish Film Festival, Sandy Springs Arts Foundation, and other partner organizations have been established.

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Plan Theme: Plan Theme: "Encourage Investment."

#	STRATEGY	ACTION	COMPLETE	IN PROGRESS/ ONGOING	NOT STARTED	NOTES/COMPETION YEAR (IF APPLICABLE)
7	"Establish a clear, predictable process for development in City Center."	"Streamline development review and approval."	■			The City adopted a new Development Code in September of 2017, which addressed development review and approval processes.
		"Create public-private partnerships where appropriate to enable private development investments."		■		City Springs campus completed through Public-Private Partnership; this plan will explore additional opportunities.
		"Actively promote investment opportunities to potential developers, businesses and residents. Work with the Sandy Springs Chamber of Commerce and other organizations to promote City Center's new opportunities and identity. Recruit businesses, developers and/or others who would who would add value to the mix of uses in City Center."		■		City staff in the Economic Development Department work to promote the City and City Springs District as an excellent place to do business to decision-makers, and as a destination of choice for residents and visitors to shop, dine, and play. Community Development staff support business owners and developers through the permitting process and work closely with developers on aligning their plans with City goals.

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#	STRATEGY	ACTION	COMPLETE	IN PROGRESS/ ONGOING	NOT STARTED	NOTES/COMPETION YEAR (IF APPLICABLE)
8	"Continue to focus on key Roswell Road improvements."	"Improve infrastructure by redesigning intersections, burying electrical distribution lines, synchronizing traffic flow, and adding medians where possible."		■		Mount Vernon Highway/Johnson Ferry Road/Roswell Road intersection improvement project is underway. ATMS 2 installed adaptive signal timing on the corridor to improve traffic flow. TS191 will underground utilities from Roswell Road to the Fulton County Library on Johnson Ferry Road and Mount Vernon Highway, and on Boylston Drive from Mount Vernon Highway to Hilderbrand Drive.
		"Unlock business and property reinvestment with incentives."		■		The City established an Economic Development Incentive Program that makes available incentives for businesses that meet certain capital investment, job creation, and wage level thresholds. The Sandy Springs Development Authority has worked on several redevelopment projects in the City Springs District, including what are presently known as The Adley (6075 Roswell Road) and The Morgan (6125 Roswell Road). The City's Code of Ordinances 54-24 (adopted in 2015) regulates tax incentives.
		"Rebrand Roswell Road as the City Center's gateway."		■		Zoning and development regulations have directly improved the look and feel of Roswell Road and will continue to do so; Additional public improvement opportunities may expand gateway features along the corridor so they are not only concentrated at the City Springs campus site. In July 2022, the City funded a city-wide wayfinding plan to provide cohesive signage and enhance placemaking across the City; The Roswell Road Access Management will guide the future look of the corridor, aiding in the creation of a true gateway; City Springs work along Roswell Road paired with Veteran's park will add a true sense of place along Roswell Road.

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PREVIOUS GOAL EVALUATION

This matrix evaluates success and progress on previously adopted goals identified in the 2012 City Center Master Plan.

Goal: "Create a unique, vibrant, walkable City Center rich in amenities desired by the community, such as commercial, retail, recreational and cultural facilities."

MEASURE	COMPLETE	IN PROGRESS/ ONGOING	NOT STARTED	NOTES
"New choices for retail and dining, distinct from traditional options in the study area, are present and successful."		■		This has been achieved in various nodes of the District; the City seeks to expand upon this.
"New recreation and cultural facilities are present and draw users from around Sandy Springs as well as the immediate City Center area."		■		The city has added new facilities to the District as described elsewhere in this plan, and continues to seek out and prioritize opportunities for new recreation, cultural spaces, and programming in the District.

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Goal: "Catalyze significant market-driven private investment in walkable, mixed-use redevelopment that introduces substantial new dining, amenity retail, and entertainment options. This will both achieve City Center development goals and strengthen the district's ability to support Sandy Springs' fiscal goals."

MEASURE	COMPLETE	IN PROGRESS/ ONGOING	NOT STARTED	NOTES
"The City Center has emerged as a walkable center for living, working, shopping and leisure."		■		City Springs is more walkable and a live-work-play lifestyle is possible; the City seeks to improve upon this experience.
"Investments in a walkable core attract investments on other sites over time."		■		Investment in private property has increased in the last 10 years with a direct correlation to increased walkability and amenities.
"The overall level of private investment is in the range of at least $2 to $6 for every $1 of public resources invested."	■			Between 2012 and 2022, staff estimates the combined value of projects occurring in the City Springs District equaled approximately $2.51 of private investment for every $1 of public investment.
"City Center emerges as a stronger center of economic development for Sandy Springs."		■		The City Springs campus and surrounding redevelopments have created new retail spaces providing opportunities for businesses to start and relocate to the District. The area continues to develop as a desirable location for both businesses and workers.

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Goal: "Create an appropriate setting for a new civic/ cultural center that functions as a place of community activity and identity."

MEASURE	COMPLETE	IN PROGRESS/ ONGOING	NOT STARTED	NOTES
"A civic/cultural center, integrating a building with complementary public landscaped areas, is prominently in place. It attracts residents from throughout Sandy Springs to participate in a variety of activities throughout the day and week, with emphasis on cultural and community activities besides day-to-day City business."	■			City Springs opened in 2018 and is home to City Hall, City Green, restaurants, retail, and residences as well as the 1,096 seat Performing Arts Center and Conference Center spaces including the 5,000 SF flexible space Studio Theatre.

Goal: "Create a comprehensive system of infrastructure to support City Center, including walkable streets, stormwater, traffic flow, transit services, bicycling facilities, parking, utilities and signage."

MEASURE	COMPLETE	IN PROGRESS/ ONGOING	NOT STARTED	NOTES
"Private investment increases in response to good quality streets, utilities and other key infrastructure."		■		The City continues to make capital improvements which make the City more attractive for private investment.
"City Center includes places where walking is safe and enjoyable – enhancing the value of adjacent properties."		■		While more walkable, the City continues to make pedestrian improvements.
"More and better access choices are present, including new driving route options, inviting bike facilities and convenient transit services."		■		GA Smart project with Geogia Tech and MARTA to pilot transit signal priority; Denmark Drive was added to the street grid.

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Goal: "Introduce a green space network that accommodates a variety of activities; draws activity from City Center development; and provides strong connections to City Center, established neighborhoods and Sandy Springs' open space network."

MEASURE	ACCOMPLISHED/ COMPLETED	STILL PURSUING/IN PROGRESS	NOT PRIORITIZED/ NOT STARTED	NOTES
"A signature set of public parks and plazas distinguishes City Center from other portions of the City and from other communities in the region."		■		City Green, Heritage Green, and Marsh Creek Rain Garden Park, have been established in the District, with Veterans Park underway.
"City Center parks and plazas welcome a wide variety of activities that serve people from throughout Sandy Springs as well as the City Center area."	■			The City Green provides a space for programmed and unprogrammed activity; Events such as City Green Live, Concerts by the Springs, and Movies by Moonlight, are held periodically, which attract visitors and Sandy Springs residents.
"City Center parks and plazas are easily accessible from existing nearby neighborhoods, which gain value from their presence."	■			City Springs Master Plan Figure 2.19, page 51 outlines recently complete projects which promote increased connectivity.

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APPENDIX

B.

Public Engagement

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CITY SPRINGS
MASTER PLAN

Open House – Summary

May 10, 2022

The first open house for the City Springs Master Plan was held on May 10, 2022, from 6:00-8:00PM at the Studio Theatre at City Springs. The goal of the event was to educate the attendees on the project and planning process, show results of the planning team's existing conditions work and gather initial feedback on their vision for the future of the City Springs District. The event was attended by at least 102 people.

Open House Overview

Meeting Format:

The Open House event had several active and passive opportunities for attendees to learn about the project and give input. To inform the participants about the project and planning process, a handout was provided upon arrival, a formal presentation was conducted, and the planning team created several boards describing why the City Springs Master Plan is being updated, existing conditions, and ongoing development. Participants had several opportunities to give the planning team their input including a word cloud activity, image preference surveys, and a comment sheet.



Planning team conducting the 6:30PM formal presentation.

1. **Welcome Activity:** Participants signed in and indicated on a map where they live and how long they have lived in the area.
2. **Formal and Looping Presentations:** The planning team conducted a brief formal presentation from 6:30-6:40PM to orient the audience to the project and provide context for the existing conditions research. A looping presentation that included the same information was on for the duration of the meeting for those who arrived after the 6:30 presentation.
3. **Visioning Activity**: On white boards, participants wrote five words or less to describe their vision for the future of City Springs.
4. **Educational Boards and Visual Preference Activities:** Participants reviewed project background information and provided input by placing dot stickers next to images that illustrate preferred development styles.
5. **Collective Visioning Activity:** Large study area maps were placed on tables and participants used pins and tags to indicate where they preferred to see development, preservation, and new amenities.
6. **Exit Poll:** Participants completed a short poll hosted on Pigeonhole Live about their top concerns, types of amenities they want to see in the study area, and what the future of the study area represents to Sandy Springs.

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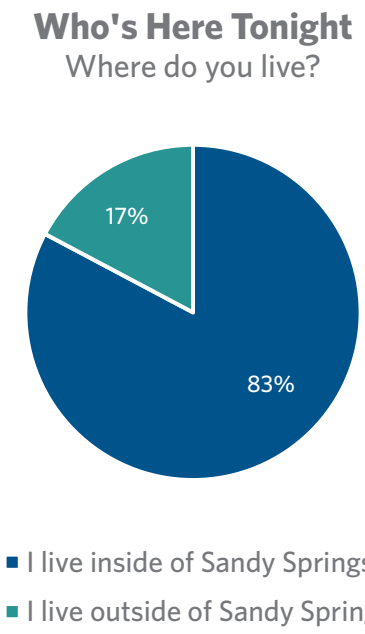
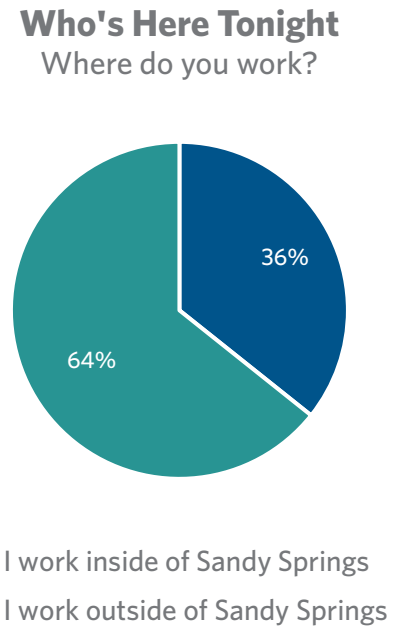
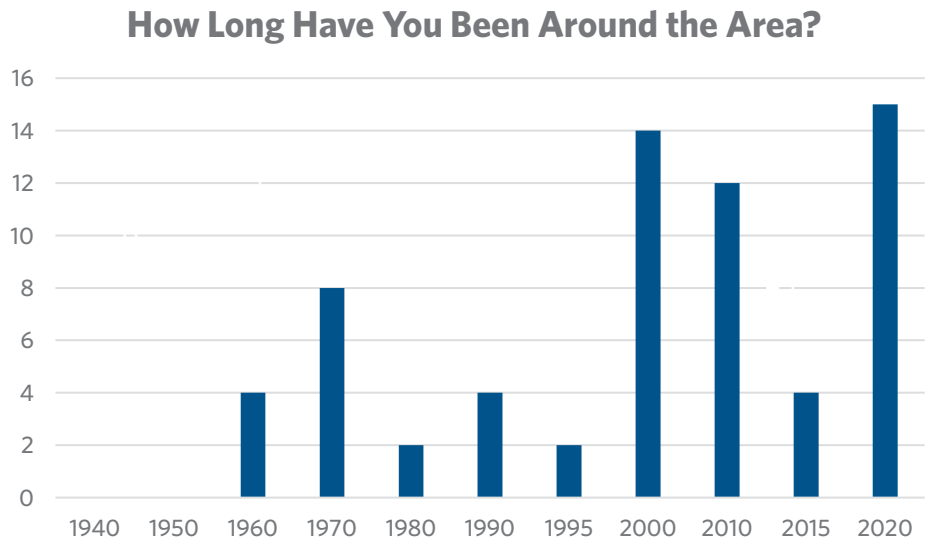
Participants

102 people signed into the open house event, and more participated in the event as often one household only signed in using one person's name. Upon entry, attendees were asked to answer two welcome questions: (1) A board asked the question: 'Who's Here Tonight?' and another asked, (2) 'How Long Have You Been Around the Area.' Below are the results of those questions showing that the majority of those who registered live inside Sandy Springs, work outside of Sandy Springs, and the majority of the attendees have been in the area since 2000-2020.







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Input Overview

Visioning Activity

Participants were invited to an interactive station where PigeonHole Live was used to create a word cloud. Participants were encouraged to use 5 words or less to describe their vision for the City Springs District. **63 people offered their input** for this activity. The most frequently mentioned word, shown in dark orange, was walkable. Other words mentioned multiple times include walkable, mixed-use, diverse, green, sustainable, local events, and amenities. The word cloud appears exactly as words and phrases were submitted and was not edited or altered in any way.



Visual Preference Activities

Display boards were provided for different land uses and amenities that showed images of residential, office, retail, and hotels. Participants placed dots next to images that showed their preferred development style and use examples that correspond with their vision for the City Springs District. Key takeaways from this activity include the following:



Participants providing input on their preferred development types.

- The preferred residential images show a desire for human scale residential development that provides a comfortable neighborhood feeling.
- The preferred office images illustrate modern office buildings that are accompanied by greenspace and designed with high fenestration.
- The preferred retail and food & beverage show a desire for a walkable city center with both public and private seating areas and greenspace.
- The preferred amenities images illustrate that trails (bike and pedestrian), small gathering spaces, and public art installations are important to the attendees.

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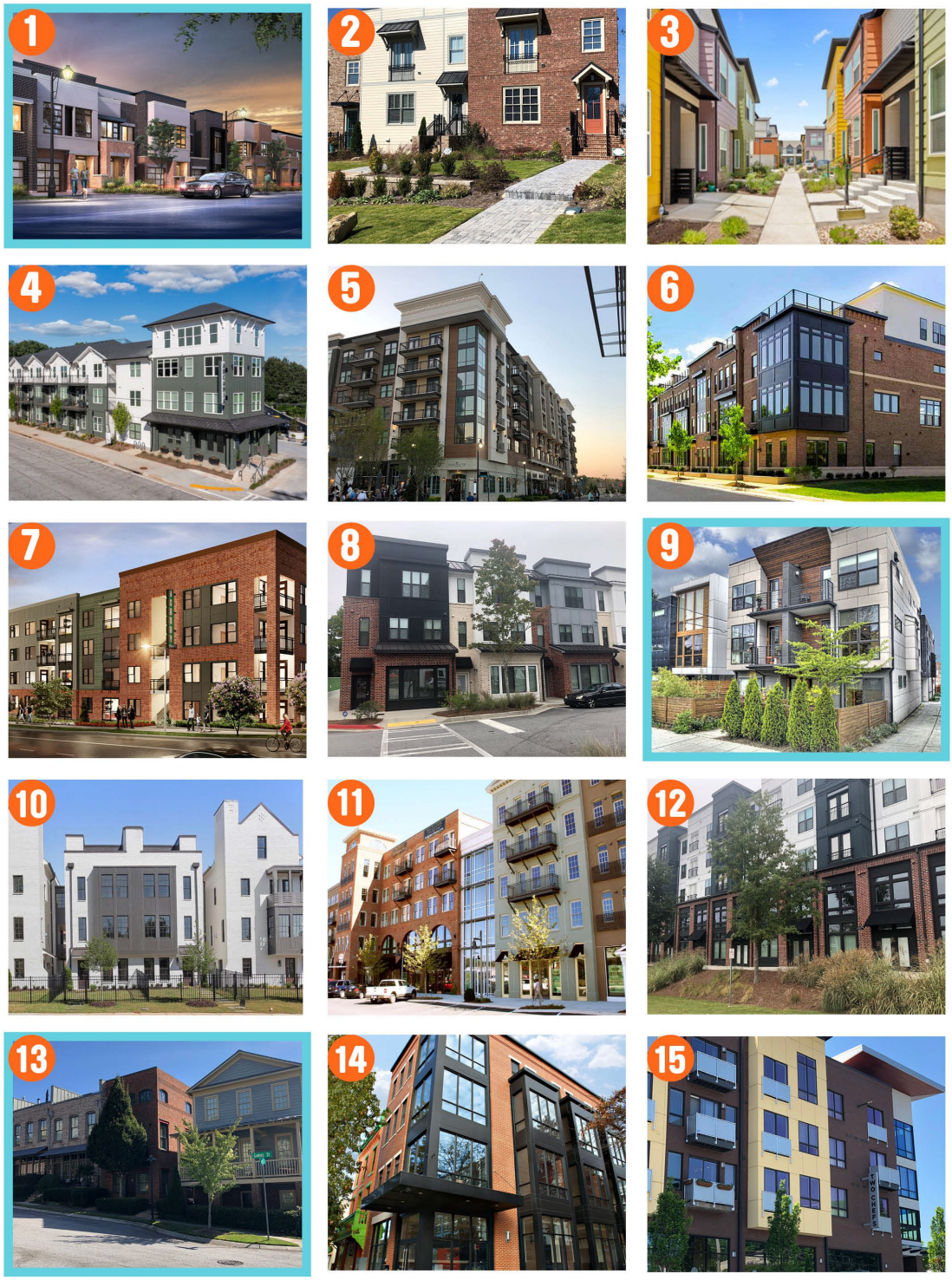
1. **Residential development.** Participants were asked to place dots on any and all images that they think are appropriate in the study area. The most-selected images are outlined in blue.

   Instructions given to the public: *Ultimately, additional residential development may need to occur over the next 20 years. Think about the scale, look, and feel of what that might look like by selecting photos of residential developments you think are appropriate for the City Springs District.*



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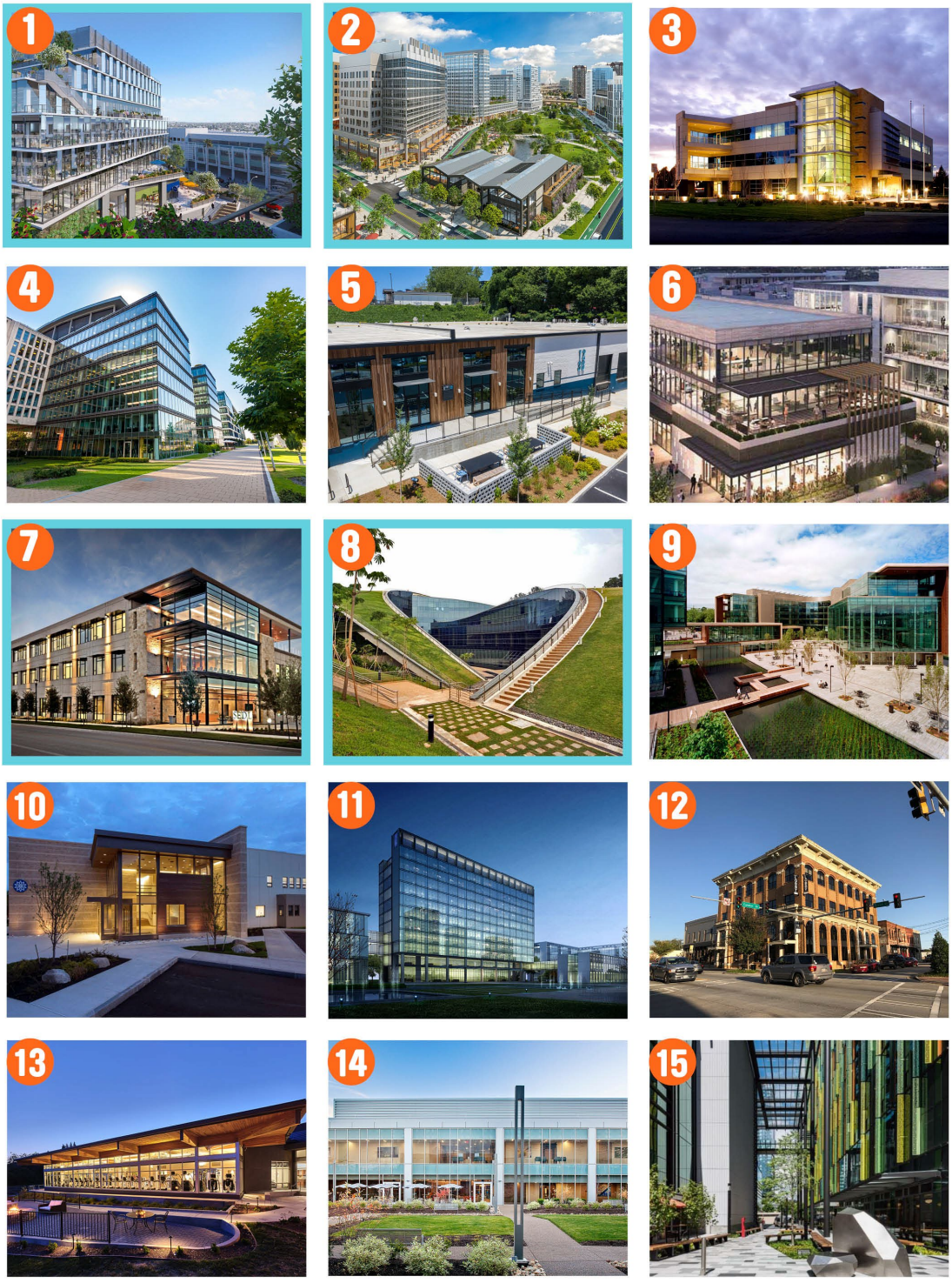
2. **Office development.** Participants were asked to place dots on any and all images that they think are appropriate in the study area. The most-selected images are outlined in blue.

   Instructions given to the public: *City Springs is still projected to grow as a place of work for many metro area residents. Select photos of the type of office developments you think are appropriate in the City Springs District!*



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3. **Retail and food & beverage development.** Participants were asked to place dots on any and all images that they think are appropriate in the study area. The most-selected images are outlined in blue.

   Instructions given to the public: *Looking to the future, shopping, food and beverage, and other retail options could look different as properties redevelop or rehabilitate. Select photos of the types of retail developments you think are appropriate for the City Springs District.*



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4. **Amenities:** Participants were asked to place dots on any and all images that they think are appropriate in the study area. The most-selected images are outlined in blue.

   Instructions given to the public: *Select photos of the types of amenities you think are appropriate in City Springs District!*



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Collective Visioning Activity

The collective visioning activity provided an opportunity for participants to use pins and tags to pinpoint where they want to see a certain type of development, use, or amenity, or to let the planning team know where they see most traffic congestion, and opportunities to improve on traffic operations. Placing these maps on a table and having attendees participate in this activity at the same time helped spur conversation and increased participation.





Attendees participating in the collective visioning activity.



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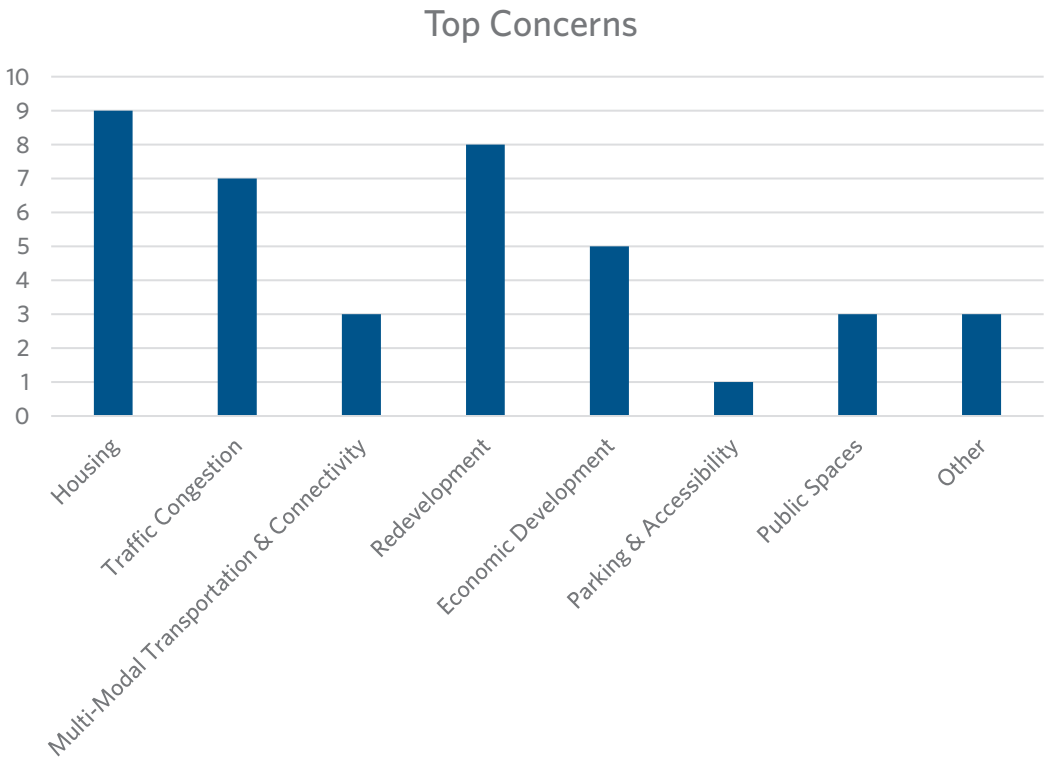
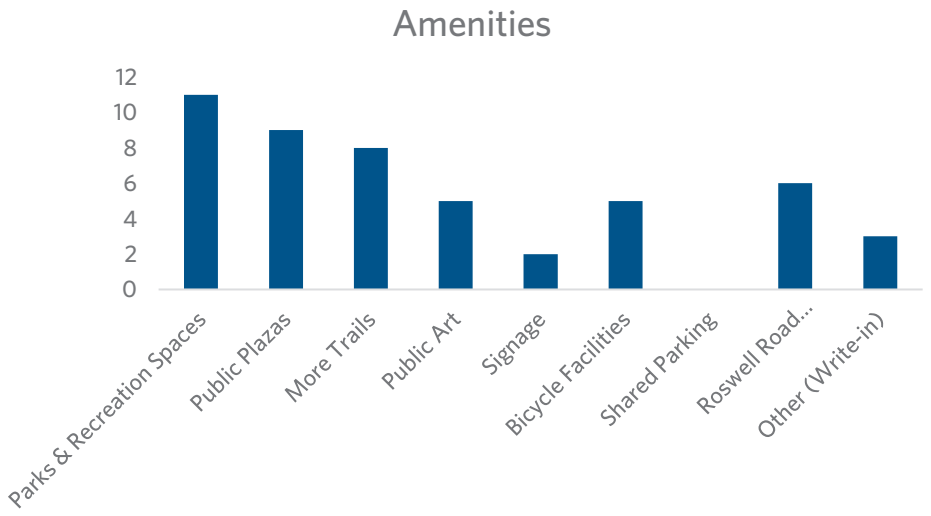
Exit Poll

An exit poll helped to summarize the sentiments of the participants after they had the opportunity to learn about the project and process. Participants scanned a QR code that showed them a three-question survey. The graphs below summarize the input received from the exit poll.

Question 1: *What are your top 3 concerns for the City Springs area?*
39 responses (participants could choose up to 3 responses)



Question 2: *What types of amenities are you most interested in seeing added in the study area?*
49 responses (participants could choose up to 5 responses)



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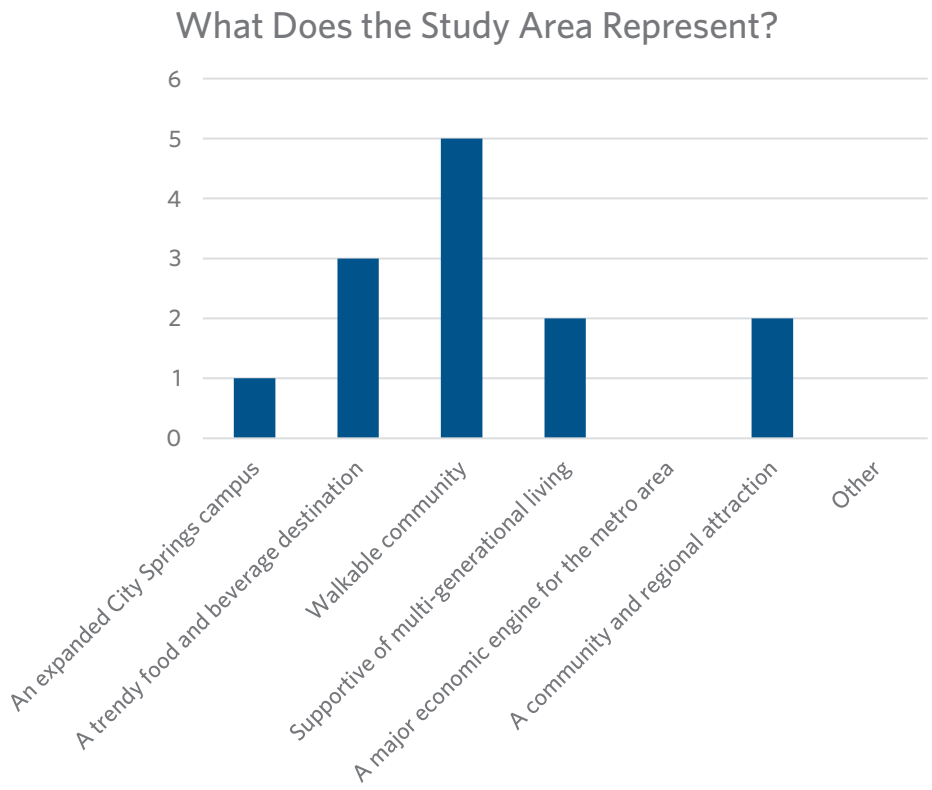
Question 3: *What does the future of the study area represent to Sandy Springs?*
13 responses (participants could choose 1 response)



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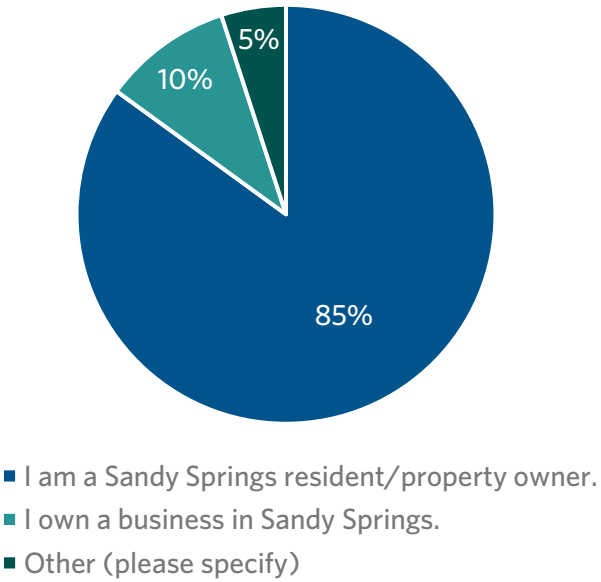
CITY SPRINGS
MASTER PLAN

Online Survey #1 – Summary

Live May 10th – June 3rd

The online survey mirrored some of the boards and exit poll from the May 10th Open House, and questions from the stakeholder roundtables. Participants were directed to review preliminary project information on the project website. The online survey garnered **120 responses** from residents, property owners, and business owners. See the following summary of responses. Note that unless a question specifically states "Select all that apply" the respondents could only choose one option.

1. What is your association with the City of Sandy Springs?
   120 responses



Most survey respondents were residents of or property owners within the City of Sandy Springs. Other participants indicated that they were either a combination of the two main options (resident and business owner). One person works in Sandy Springs and hopes to live there one day. Residents answered questions 2-7, fourteen business owners answered questions 8-14, and all survey participants answered questions 15-23.

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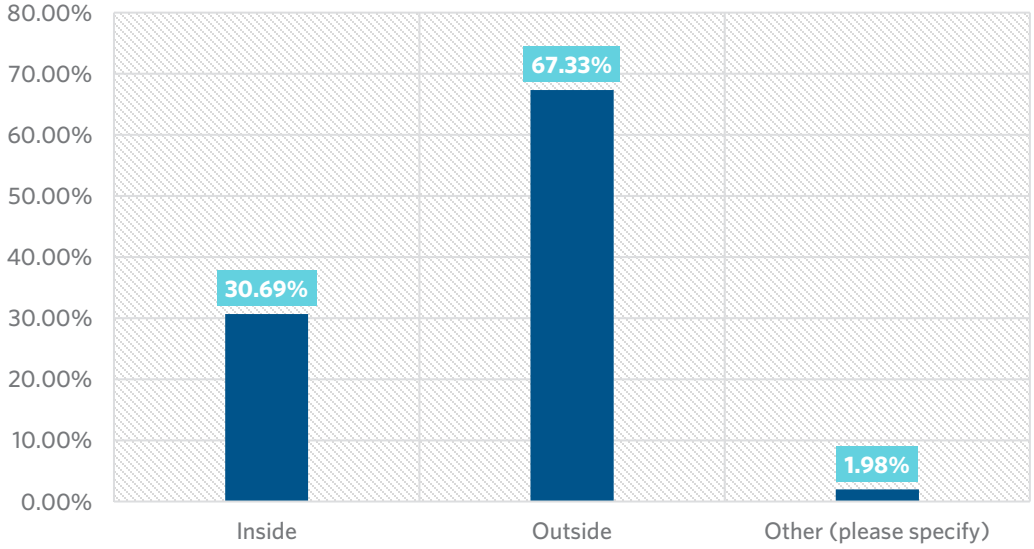
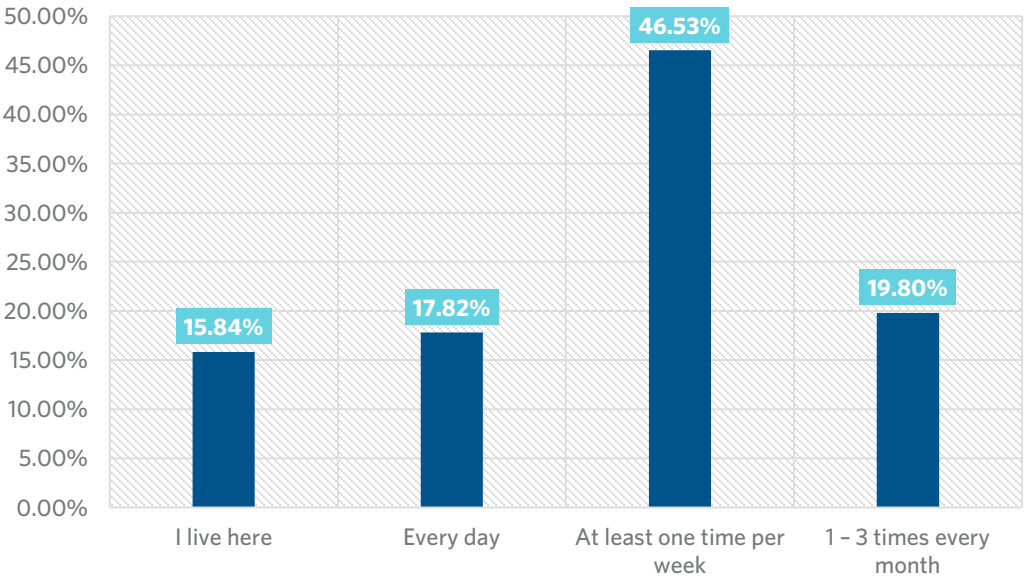
RESIDENT/PROPERTY OWNER-RELATED RESPONSES

2. Do you live and/or own property inside or outside of the City Springs District?
   101 responses



About one-third of survey participants live inside the study area with two respondents indicating that they live just outside of the City Springs District boundaries. Most participants do not live in the study area.

3. How often do you visit the City Springs District?
   101 responses



Most respondents claim they have visited the City Springs District often. There were no responses for the participants who visit the district less frequent than monthly.

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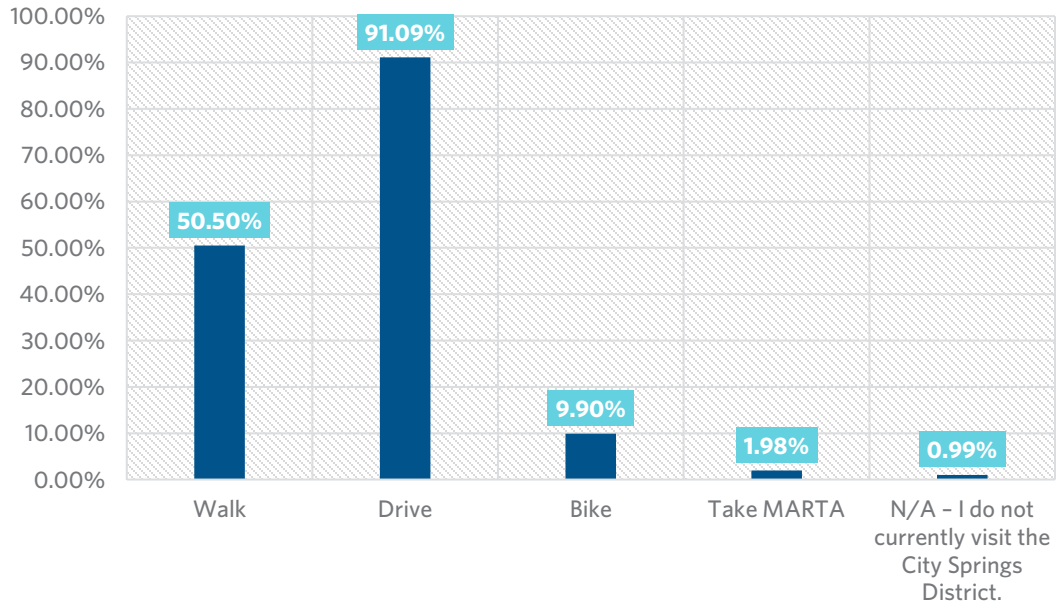
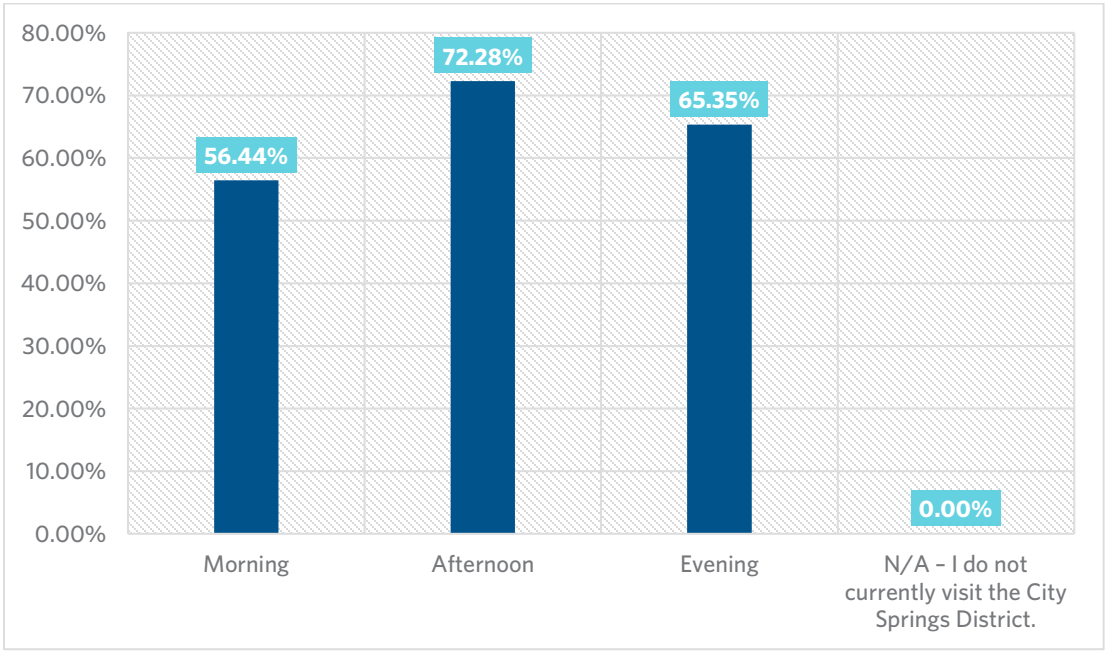
4. How do you travel to and around the City Springs District? Please choose all that apply.
101 responses



Almost all participants drive as a means of transportation to and around the District. Walking also seems to be a popular mode, followed by biking and transit as the least used options.

5. If you visit the City Springs District, what time of day do you typically visit? Please choose all that apply.
101 responses



The amount of trips to the City Springs District seems to be evenly distributed with the afternoon being the most popular time to visit.

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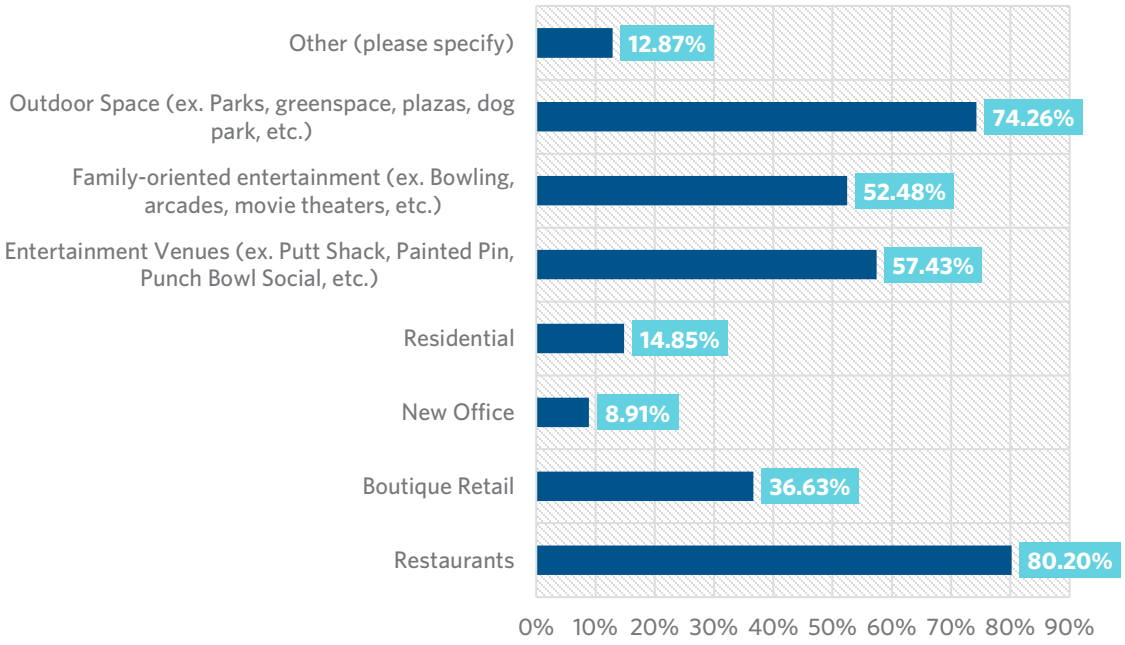
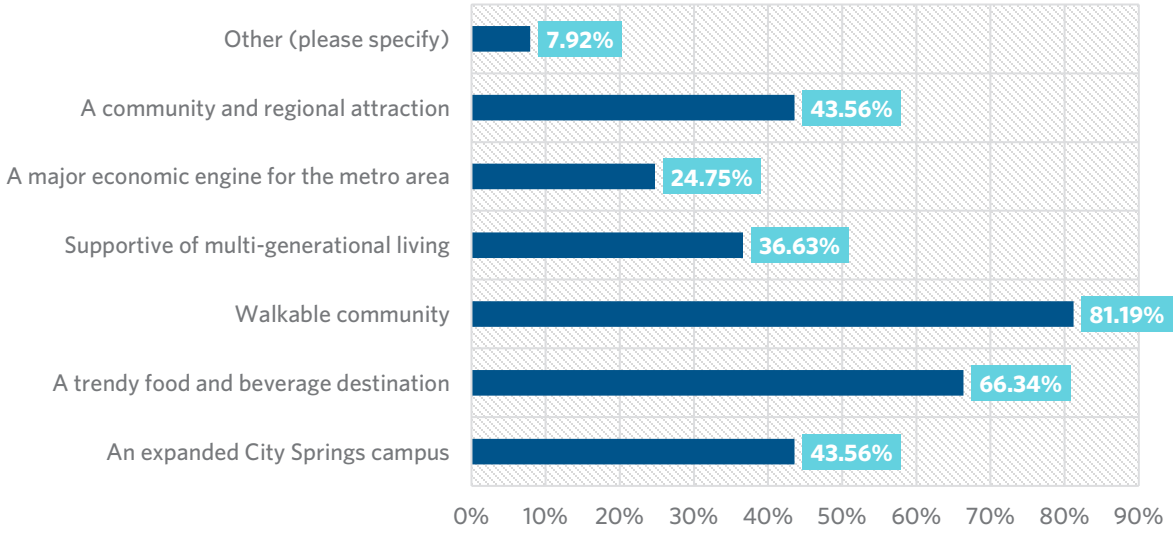
6. Are there specific businesses or general types of businesses that you'd like to see in the district?
101 responses



Survey responses indicate restaurants and outdoor space are most desired. Others stated that family-friendly businesses with direct access to the City Green would greatly complement City Springs.

7. What does the future of the study area represent to Sandy Springs? Select all that apply.
101 responses



Most indicated that the future of City Springs represents a walkable community and a trendy food & beverage destination.

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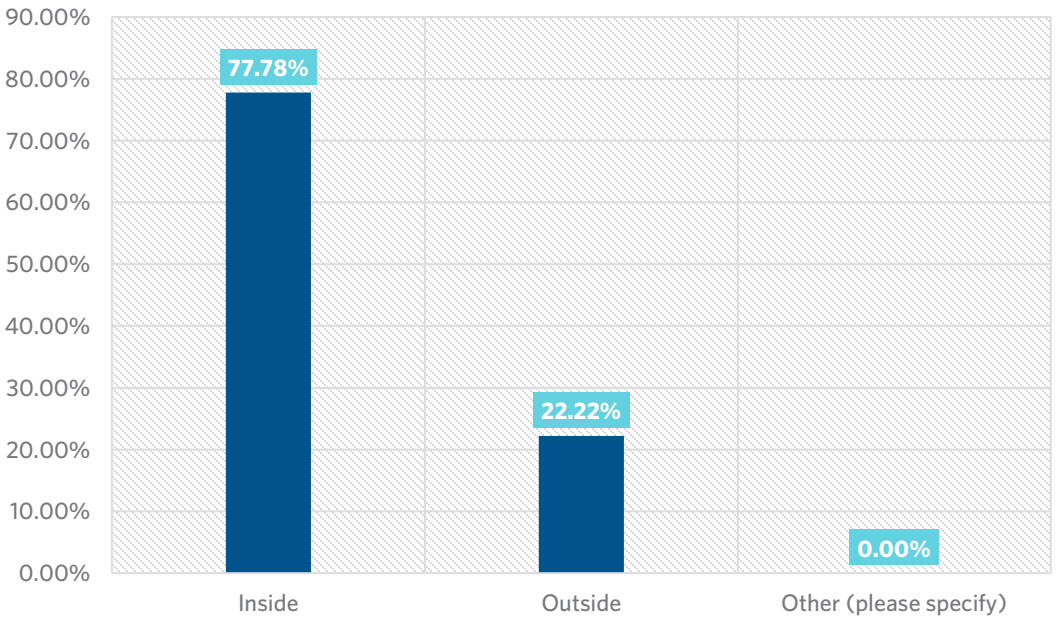
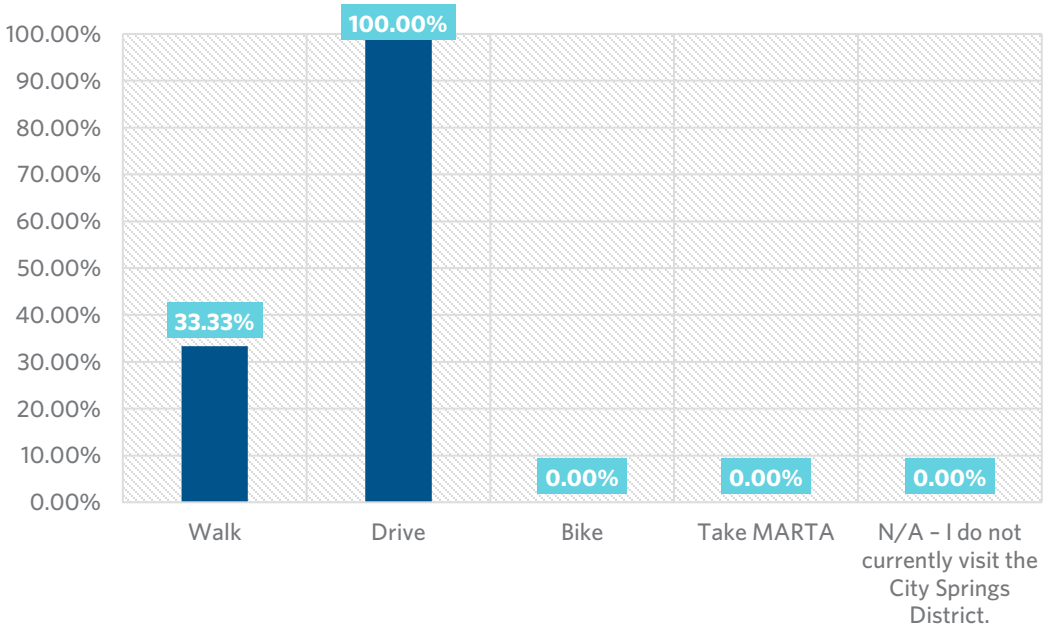
BUSINESS OWNER RESPONSES

8. Is your business inside or outside of the City Springs District?
   9 responses



9. How do you travel to and around the City Springs District? Please choose all that apply.
   9 responses



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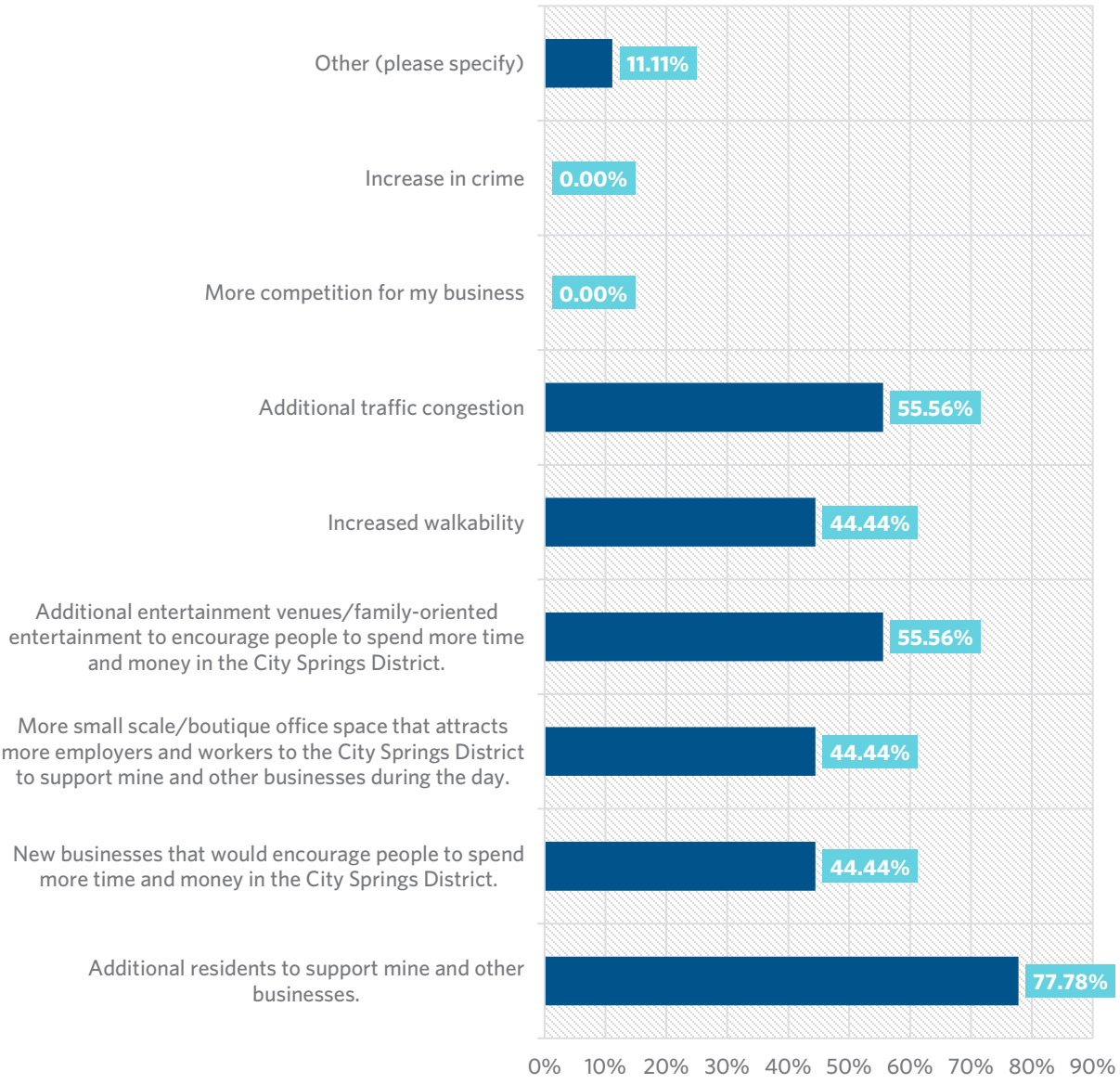
10. What benefits and/or challenges do you think infill or redevelopment in the City Springs District would bring to your business? Please choose all that apply.
9 responses



Most business owners that responded to the survey believe that additional residential development will bring them more business. They also believe complementary entertainment can attract more users to the District bringing more exposure to the businesses in the area. Crime and more competition were not of concern to business owners.

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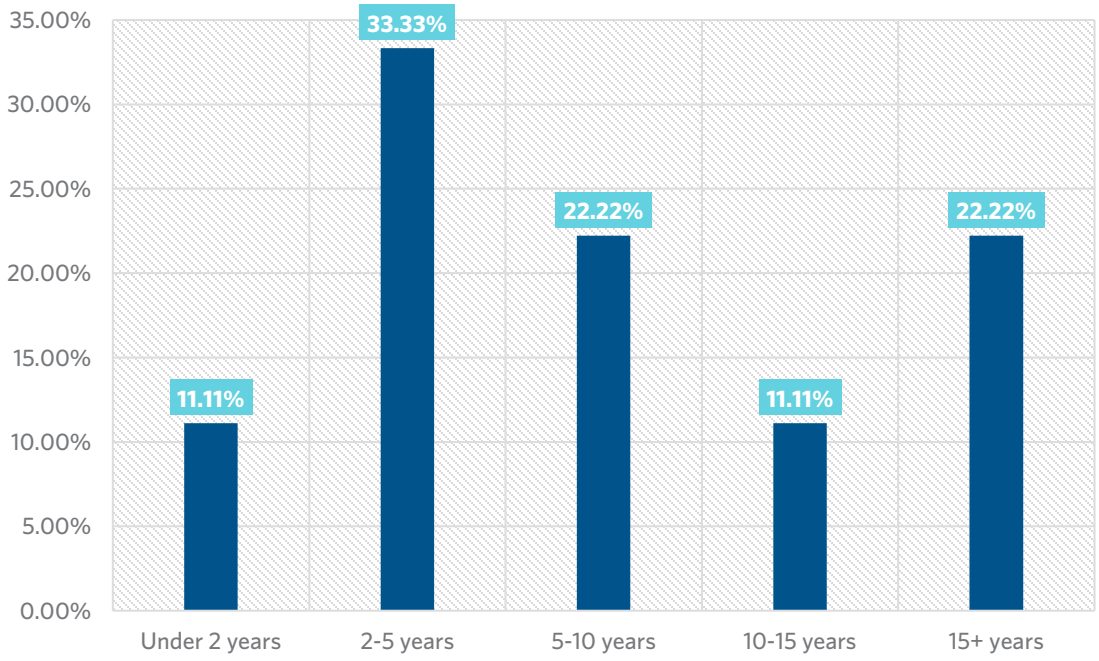
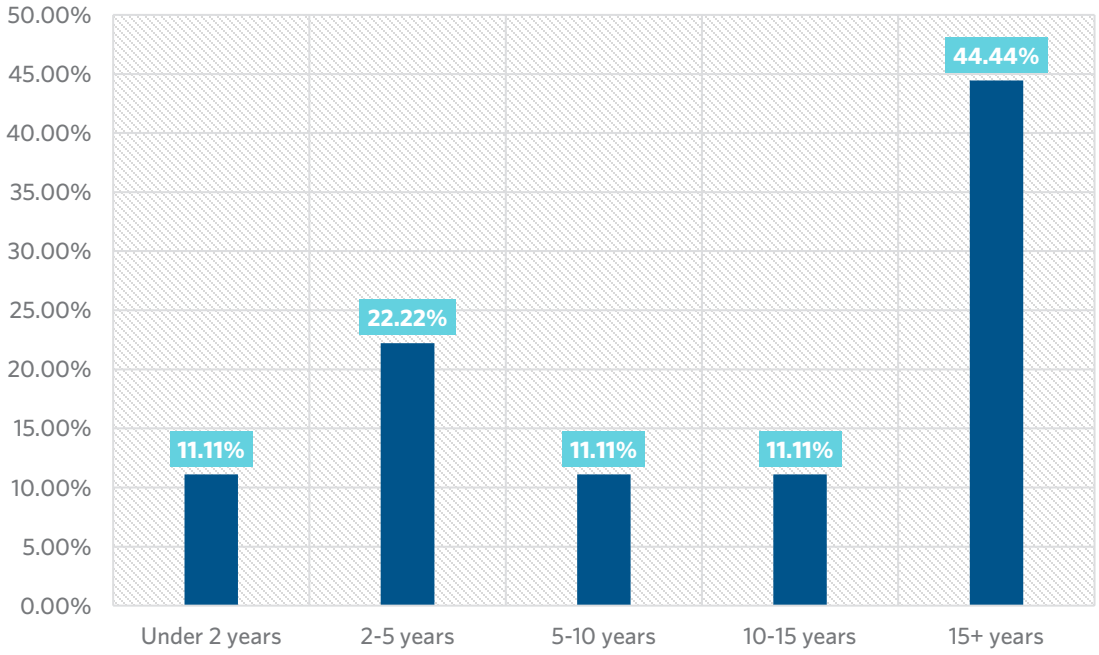
11. How long has your business been in the City Springs District?
9 responses



12. How long have you owned the business?
9 responses



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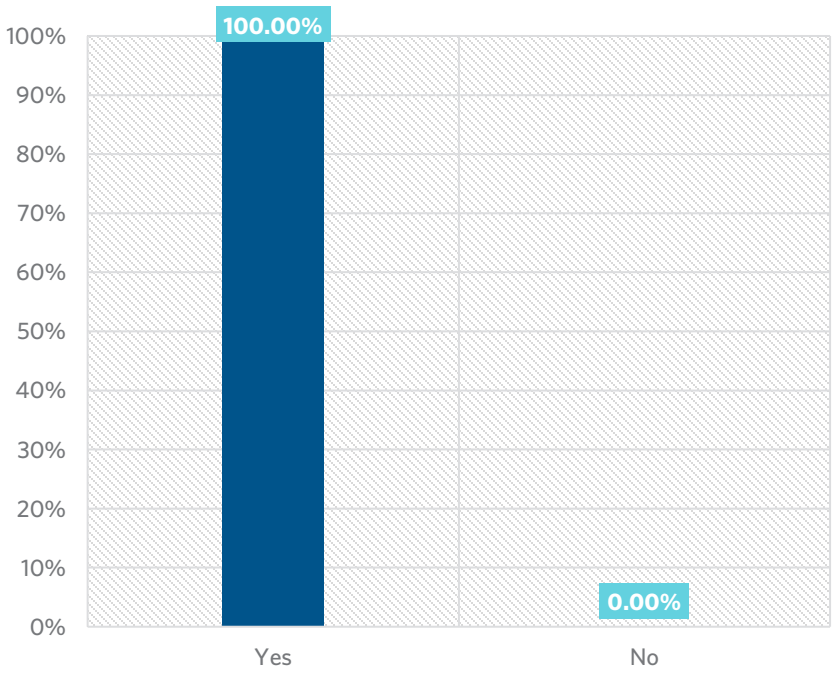
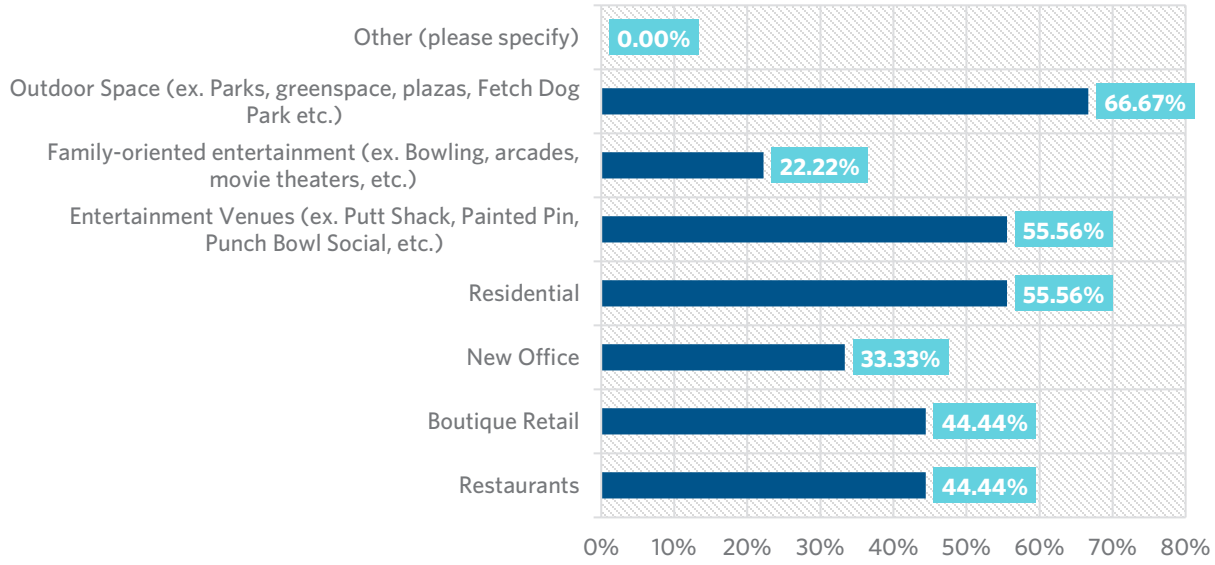
13. Do you visit other businesses, restaurants, and amenities within the City Springs District?
9 responses



14. Are there specific types of businesses/development you'd like to see that might be mutually beneficial to your current operation?
9 responses



Most business owners believe that outdoor space, entertainment venues, and new residential development would be mutually beneficial to their businesses.

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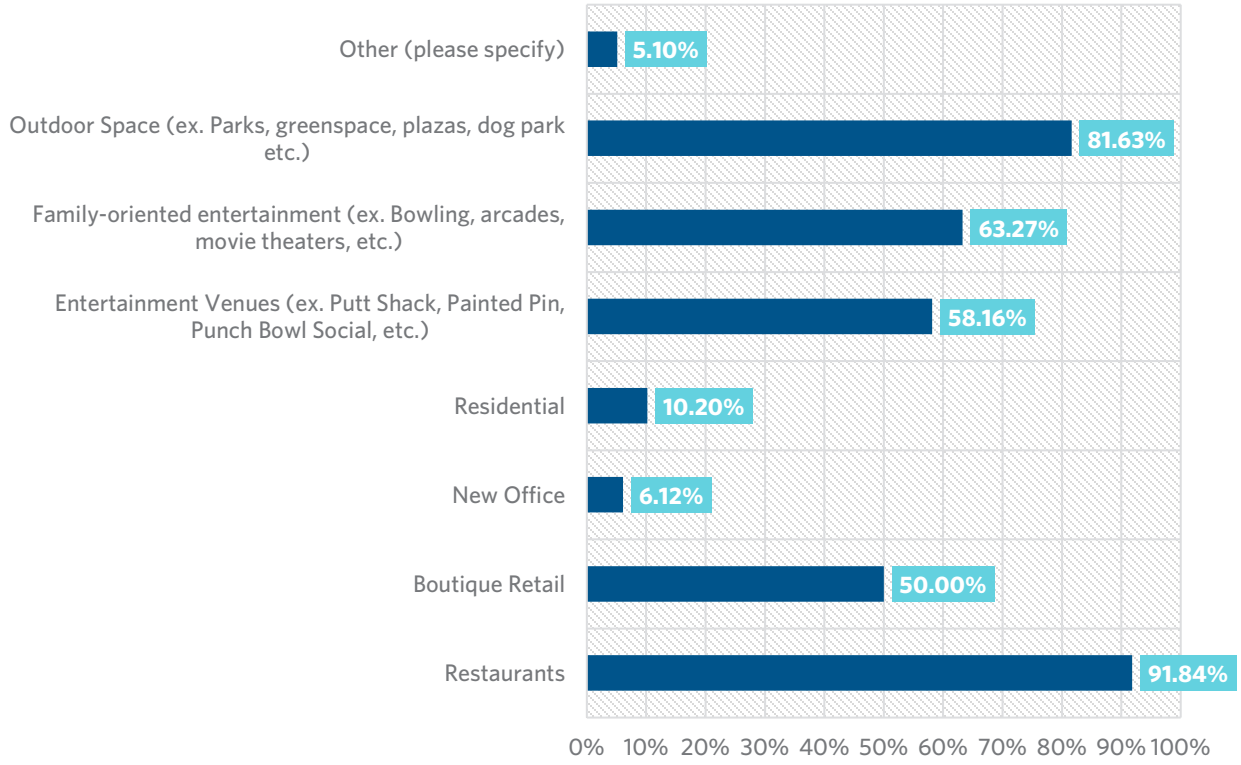
QUESTIONS FOR ALL RESPONDENTS

15. Rate the City Springs District's existing transportation network (transit, bike/ped, vehicular circulation, parking). Please rate from 1 – 5, with one being very poor, and 5 being very good.

    Participants rated the transportation network with an average score of **2.5.**

    97 responses

16. Are there specific businesses or general types of businesses that you'd like to see in the district?
    98 responses (These responses represent residents and business owners)



Participants primarily selected restaurants, outdoor space, and entertainment venues as desired business types in City Springs. "Other" responses also referenced additional entertainment such as breweries, comedy clubs, etc.

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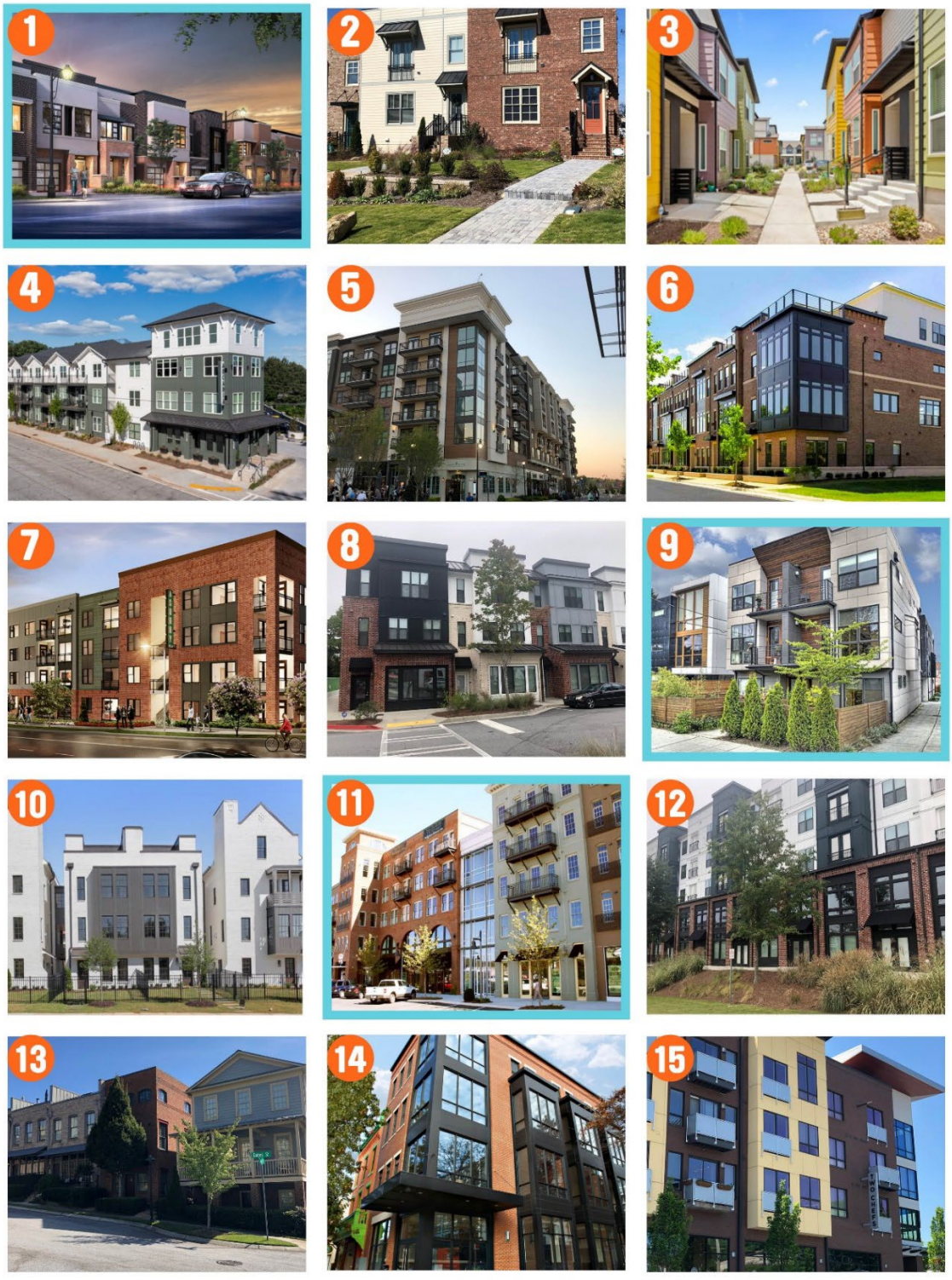
17. Ultimately, additional residential development may need to occur over the next 20 years. Think about the scale, look, and feel of what that might look like by selecting photos of residential developments you think are appropriate for the City Springs District. The most-selected images are outlined in blue.
94 responses



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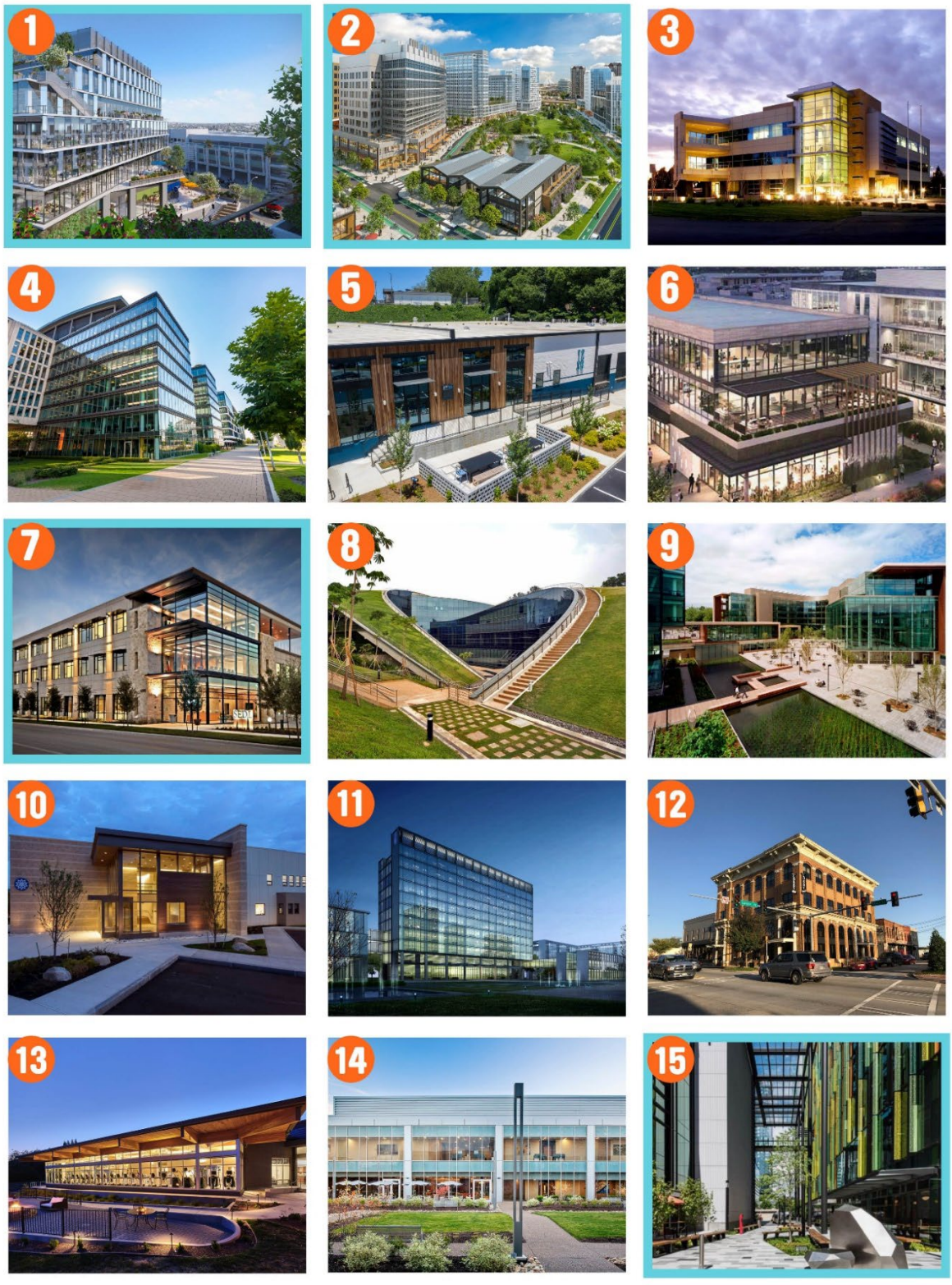
18. City Springs is still projected to grow as a place of work for many metro area residents. Select photos of the type of office developments you think are appropriate in the City Springs District! The most-selected images are outlined in blue.
94 responses



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19. Looking to the future, shopping, food and beverage, and other retail options could look different as properties redevelop or rehabilitate. Select photos of the types of retail developments you think are appropriate for the City Springs District. The most-selected images are outlined in blue.
95 responses



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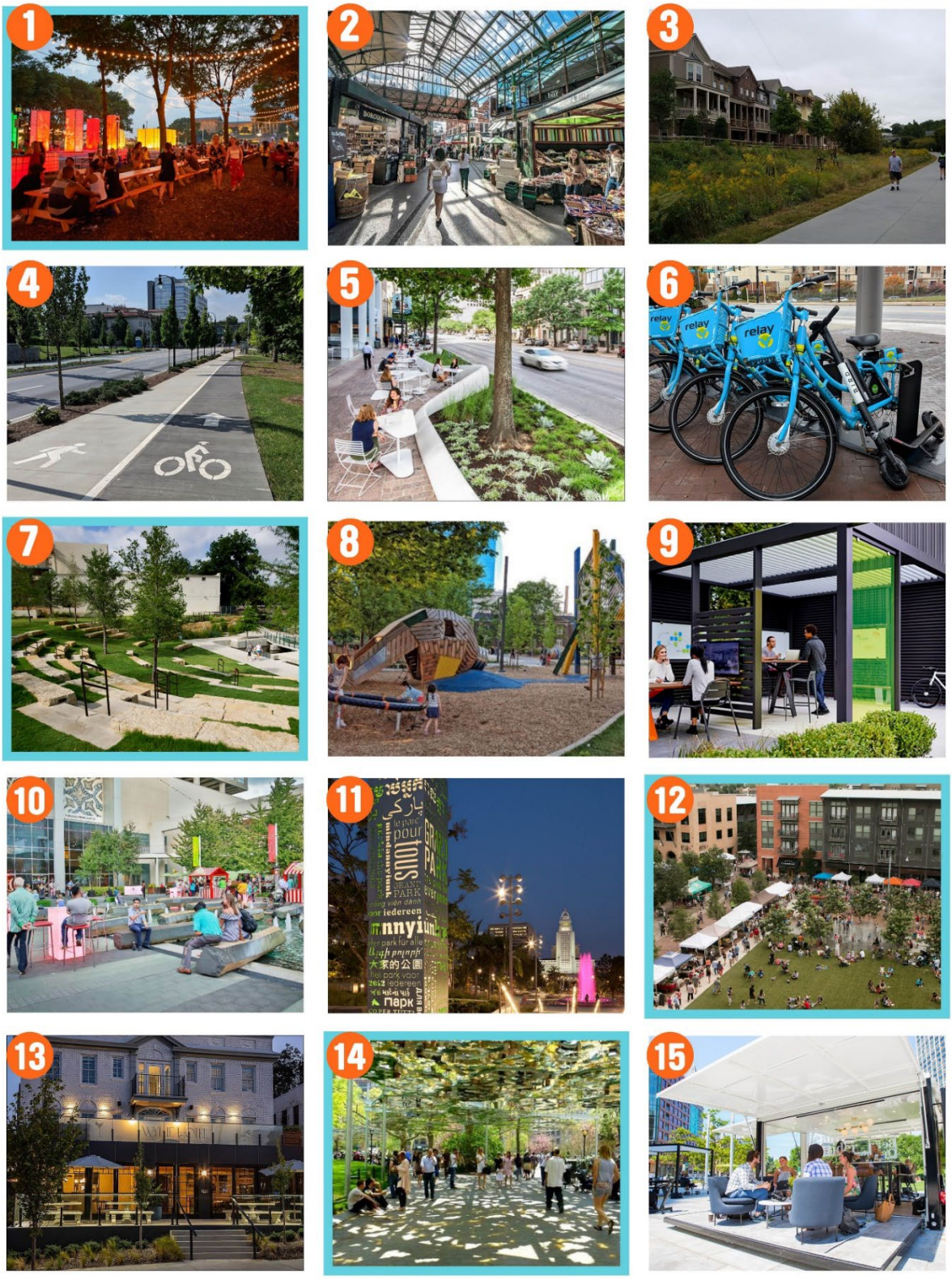
20. Select photos of the types of amenities you think are appropriate in City Springs District! The most-selected images are outlined in blue.
93 responses



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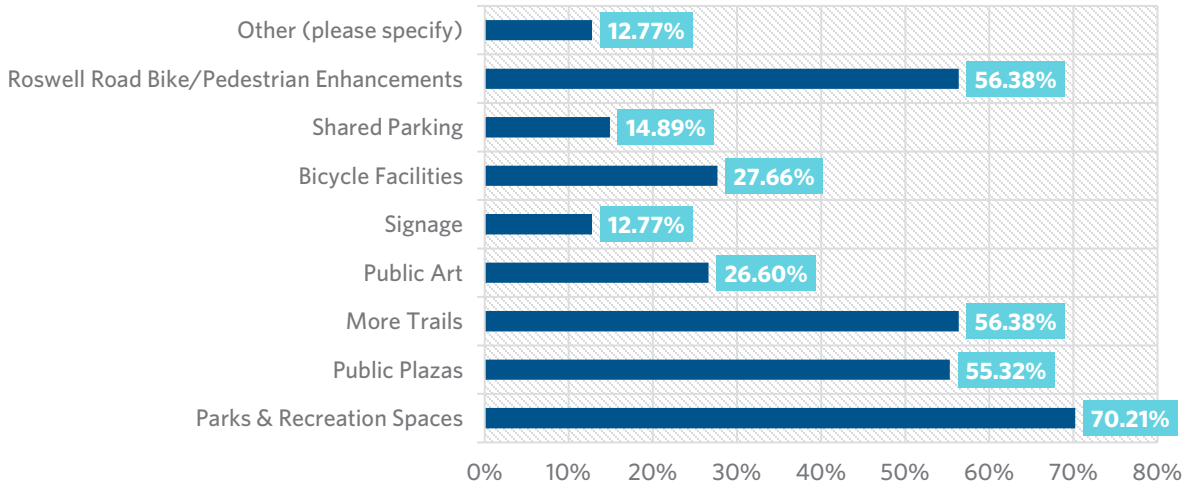
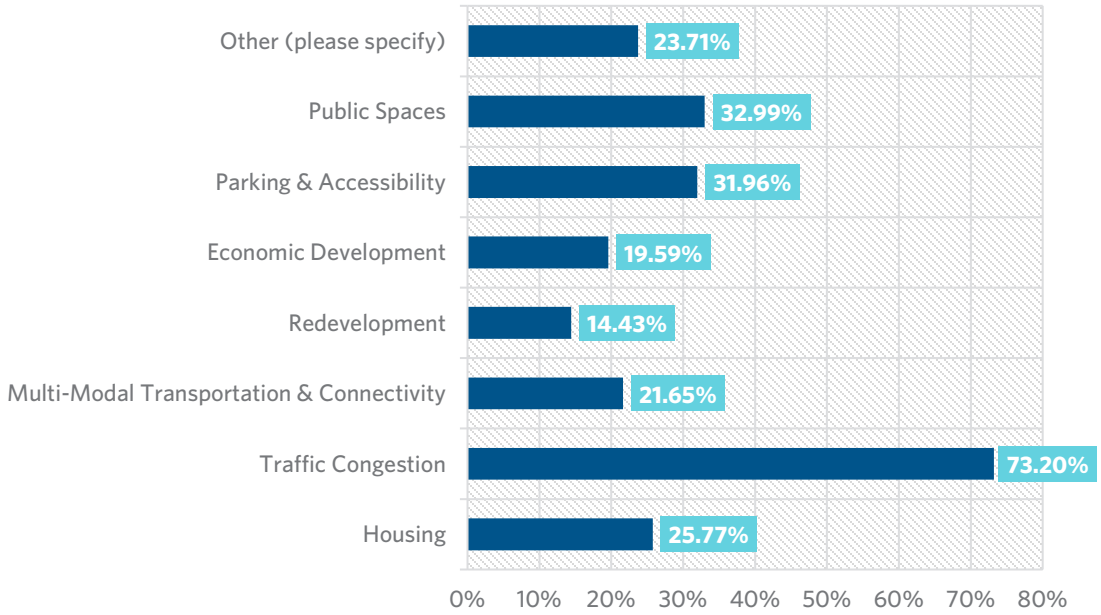
21. What types of amenities are you most interested in seeing added in the study area? Select all that apply.
94 responses



Most respondents seem interested in additional park space, plazas, trails, and bike/ped improvements along Roswell Road.

22. What are your top concerns for the City Springs area? Select up to 3.
97 responses



Traffic congestion is the main concern of City Springs stakeholders. Others indicated that existing sidewalks need improvement and that the city's roads are dangerous for bicyclists and pedestrians.

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23. Is there anything else you want to share with us as it relates to the City Springs Master Plan Update?
43 responses

Survey participants reiterated the importance of a few key themes identified throughout the survey. The responses appear exactly as submitted and were not edited or altered in any way.

- *More attractions and good design are key to creating a walkable City Springs; Downtown Alpharetta is often cited as a desirable precedent.*
- *Pedestrian safety is a priority to residents who wish to walk more.*
- *The City should continue addressing Roswell Road traffic.*
- *Diverse retail offerings (additional restaurants, shops, etc.) will make the study areas more distinct and attractive to people of different ages.*
- *Balance parking and alternative modes of transportation to serve users now and in the future.*
- *Quality architecture is a priority for future development.*

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CITY SPRINGS
MASTER PLAN

Farmers' Market Pop-Up Event – Summary

June 25, 2022

Members of the planning team hosted a pop-up event for the City Springs Master Plan on Saturday, June 25, 2022, from 9 AM – 12 PM at the weekly Sandy Springs Farmers Market held on the City Green. This pop-up presented an opportunity for the planning team to be out in the community and reach Sandy Springs residents who did not attend the in-person Open House on May 10th or participate in the first online engagement opportunity. During the event, the team educated participants on the project and planning process and gathered additional feedback on the draft Vision Statement, Planning Principles, and visual preference survey conducted at the open house.

Pop-Up Overview

Event Format:

This pop-up was an informal event where the planning team set up in a tent at the Sandy Springs Farmers' Market – a weekly event that occurs from April to November. The event gave attendees the opportunity to engage with members of the planning team one-on-one to ask questions and provide input. The planning team provided educational information about the project and allowed participants to give feedback and input on a variety of plan elements. Following is a detailed outline of the pop-up event agenda and content:



Pop-Up Event, Sandy Springs Farmer's Market

1. **About the Master Plan:** Members of the planning team greeted attendees and explained the City Springs Master Plan process and goals.
2. **Who's Here Today?:** Participants signed in and indicated on a map where they live and how long they have lived in the area. They also indicated whether they work inside or outside the city.
3. **Vision Statement & Planning Principles:** Participants reviewed the draft vision statement and planning principles, then used sticky notes to give feedback on these items if they had any comments or additional ideas.
4. **Image Preference Activity**: Participants used sticker dots to indicate their preference for future residential, retail, office, and hotel building typologies, and amenity development.
5. **Exit Poll:** Participants completed a short poll using sticker dots where they shared their biggest concerns, desired amenities, and what the study area represents to Sandy Springs. The team provided a QR code for the poll for those who did not have time to complete it in person at the event.
6. **Comment Forms**: The planning team provided comment forms to participants who wanted to provide additional feedback.

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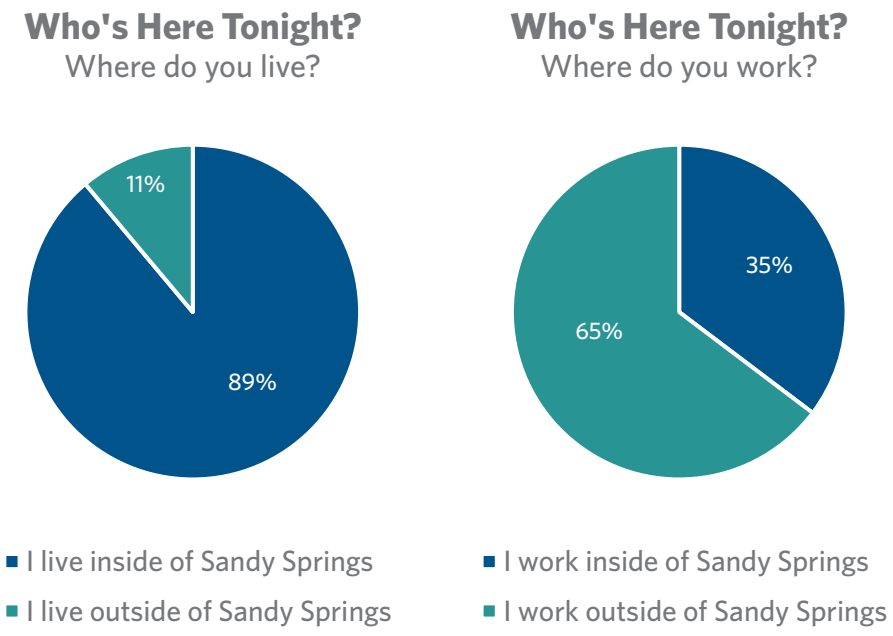
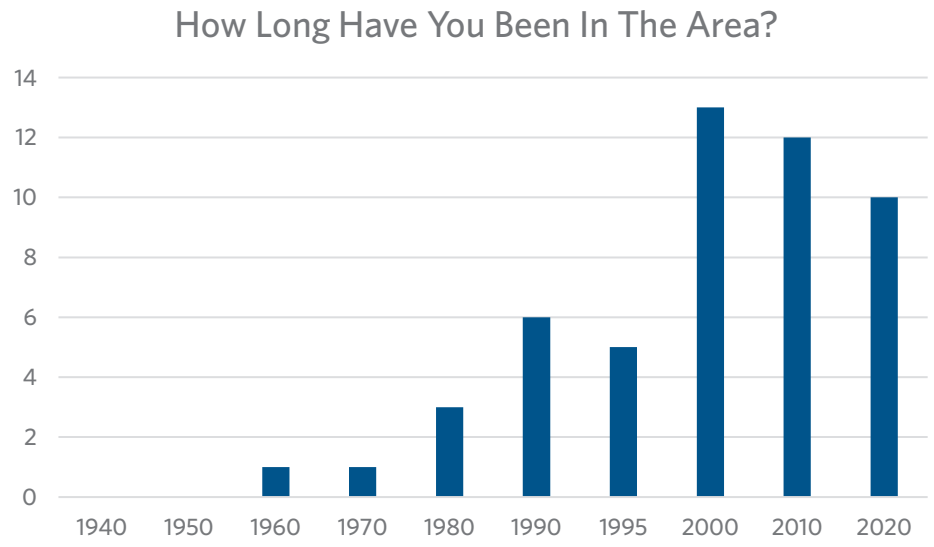
7. **Handout:** The planning team provided a flyer to all participants with a QR code to access the exit poll, the project website address, and the date of the next public open house.

Participants

The planning team asked participants to complete two welcome activities: One board asked the question: 'Who's Here Tonight?' and another asked, 'How Long Have You Been Around the Area.' Below are the results of those questions showing that the majority of those who completed the activity live inside Sandy Springs, work outside of Sandy Springs, and most of the attendees have been in the area since 2000-2020.





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Input Overview

Vision Statement & Planning Principles

Participants had the opportunity to review the draft Vision Statement and Planning Principles for the master plan and provide feedback. The planning team developed these items, which will help guide the policies, programs, and projects included in the plan, based on previous input from the community and stakeholders. Following is a list of the comments received – please note that comments are shown exactly as written by pop-up participants:

Vision Statement
No Comments.
Planning Principles
1. Leverage existing and new infrastructure opportunities to promote safe, multi-modal connectivity.
Bike Share - lanes, ease of use; Pedestrians should be high priority.
Must have convenient parking so can use as a learning/eat/play/entertainment center for those too far to walk but live in Sandy Springs.
2. Reinforce a sense of place and community identity by expanding a network of neighborhoods and outdoor spaces to encourage activity, interaction, and gathering.
Connect with the Master PATH Trail Plan; provide connections to neighborhoods.
More sidewalks with subdivisions.
Use 'Natural Play' opportunities; DO NOT need large play equipment like at Overlook; Animals to climb on stones in brook at HHS, etc.
3. Invigorate the District's built environment by encouraging high quality building and implementing pedestrian scale urban design practices.
Yes, pedestrians and trees.
Why modern? (which may go out of style).
Modern never goes out of style.
Maintain the history of the city. Modern isn't always better.
4. Continue to catalyze market-driven private investment and foster a vibrant living, dining, entertainment, and shopping destination.
No Comments.

Visual Preference Activities

Display boards were provided for different land uses and amenities that showed images of residential, office, retail, and hotels. Participants placed dots next to images that showed their preferred development style and use examples that correspond with their vision for the City Springs District. The key takeaways from this activity include the following and largely confirm what the project team has heard in previous engagement efforts:

- The preferred residential images show a desire for human scale residential development that provides a mix of architectural styles and a comfortable neighborhood feeling.
- The preferred office images illustrate modern office buildings that are accompanied by greenspace or other quasi-public spaces and designed with high fenestration.
- The preferred retail and food and beverage typologies show a desire for a walkable city center with both public and private seating areas and greenspace.
- The preferred amenities images illustrate that trail (bike and pedestrian), gathering spaces, and public art installations are important to the participants.



Participants providing input on their preferred development styles.







Participants providing input on their preferred development styles

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1. Ultimately, additional may need to occur over the next 20 years. Think about the scale, look, and feel of what that might look like by selecting photos of residential developments you think are appropriate for the City Springs District. The most-selected images are outlined in blue.



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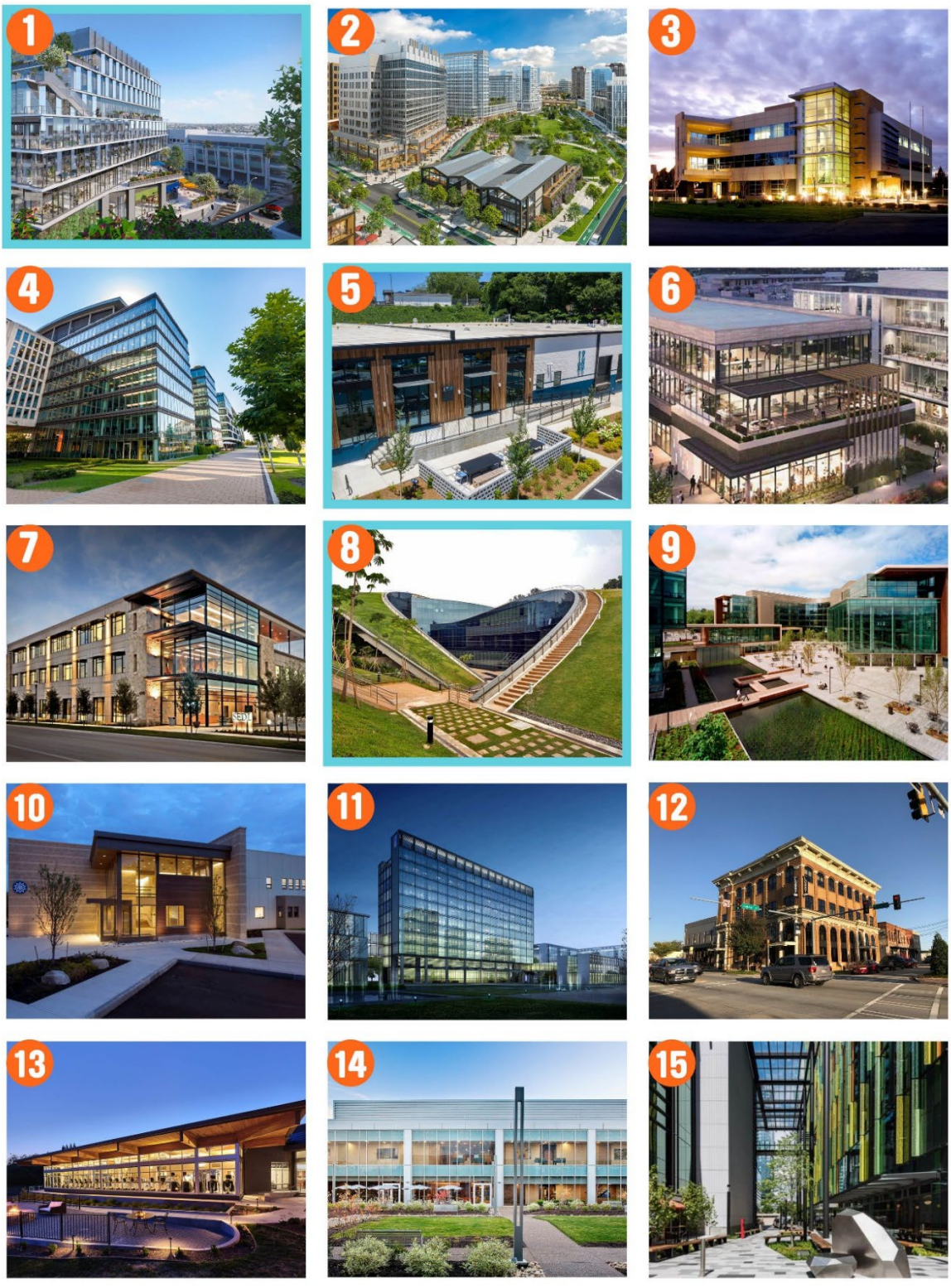
2. City Springs is still projected to grow as a place of work for many metro area residents. Select photos of the type of office developments you think are appropriate in the City Springs District! The most-selected images are outlined in blue.



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3. Looking to the future, shopping, food and beverage, and other retail options could look different as properties redevelop or rehabilitate. Select photos of the types of retail developments you think are appropriate for the City Springs District. The most-selected images are outlined in blue.



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4. Select photos of the types of amenities you think are appropriate in the City Springs District! The most-selected images are outlined in blue.



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Comment Forms

The planning team received a total of seven comment forms. Following are the comments included on the forms; please note that these comments are provided exactly as they appeared on the forms, other than correction of some spelling or punctuation errors.

Form 1:
Name and email address of participant wishing to be added to the project update email distribution list (information withheld to protect privacy).

Form 2:
Would like to see more play areas for children and a dog park.

Form 3:
Roswell Road just needs some simple improvements that are not even too expensive

- Trees along sidewalk
- Median (where not impacting traffic)
- Underground utilities lines
- Public art
- "Mask" parking lots better so can't see cars as much – without impacting business
- More beautification on Roswell Rd.

Form 4:
Co-op living for residents

Form 5:

- Finish Veterans' Park
- Need sidewalks
- Higher quality retail – dept. store

Form 6:
I've been living in lovely Sandy Springs since I was 48 years of age – I'm now 63! I would like to age gracefully in SS and to be able to enjoy the city among all ages of folks – and the nature! I love the access to nearby trails, etc. Please keep in mind the 65+ peeps who want to participate and live in AFFORDABLE housing. Thank you for wanting to know your residents' thoughts and concerns.

Form 7:
No apartments, no condos, too many

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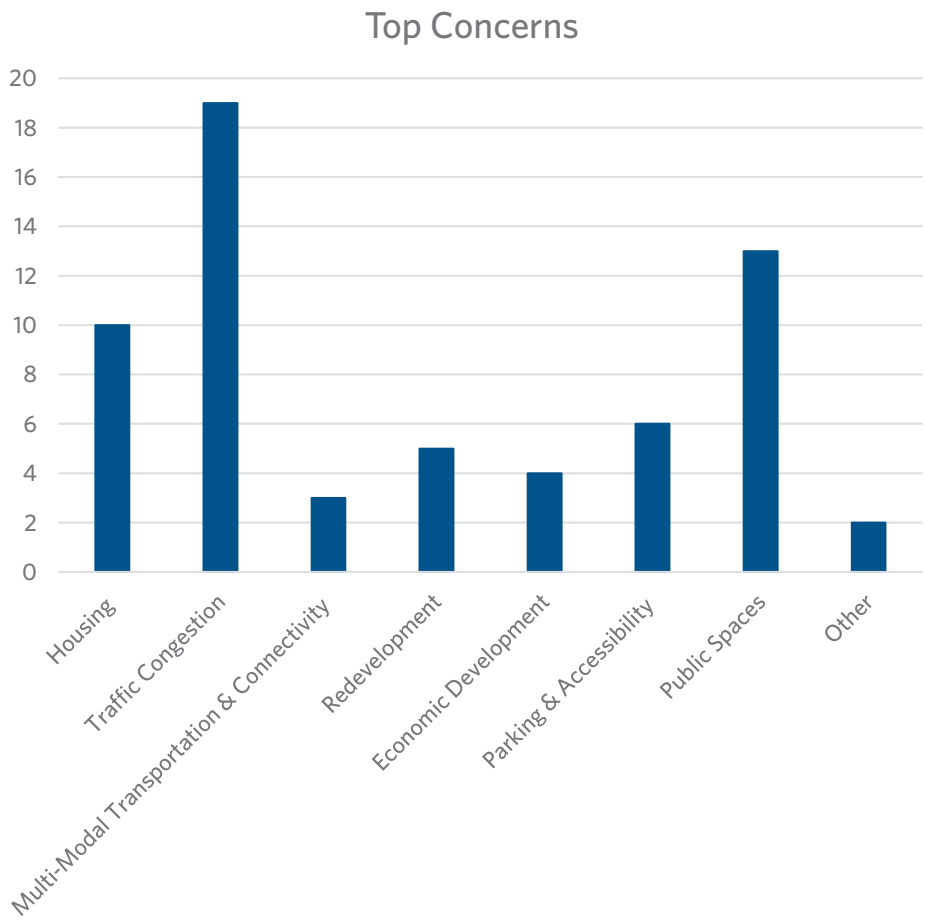
Exit Poll

An exit poll helps to summarize the sentiments of event participants after they have had the opportunity to learn about the project and planning process. Participants completed the exit poll in-person using sticker dots. Planning team members provided all participants with a flyer that included the QR code to access the exit poll online if they did not have time to complete it in person and the project website address. The graphs below summarize the input received from the exit poll.



Participants completing the Exit Poll.

Question 1: *What are your top 3 concerns for the City Springs area?*
62 responses (participants could choose up to 3 responses)



Other (write in) Responses
Listen to Constituents

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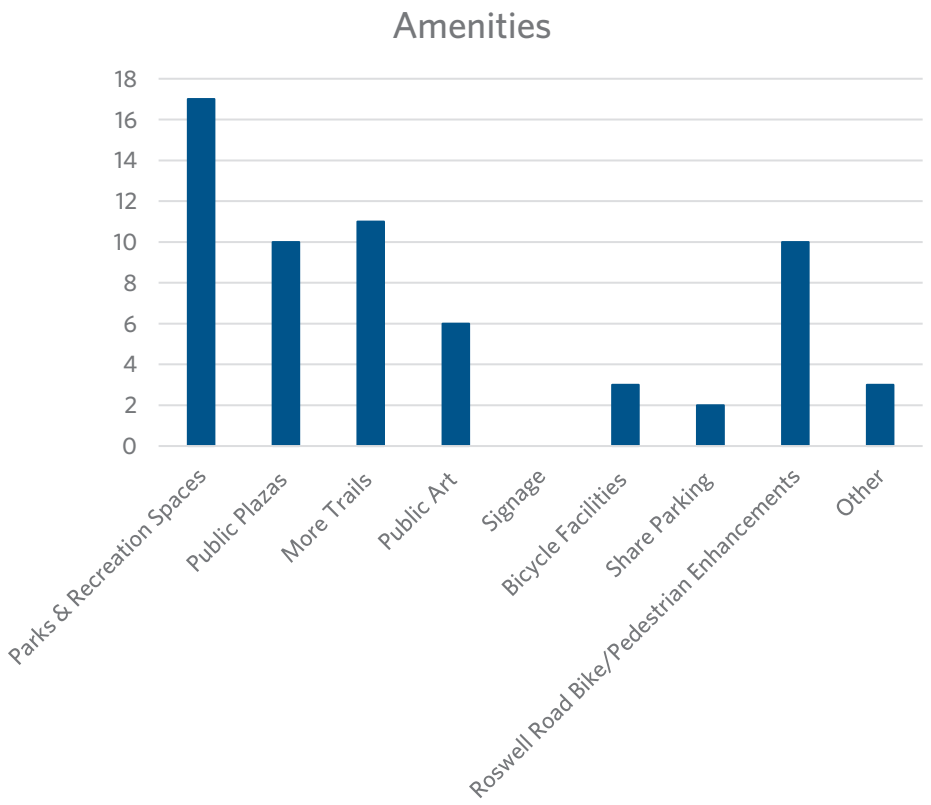
Question 2: *What types of amenities are you most interested in seeing added in the study area?*
62 responses (participants could choose up to 5 responses)



Other (write in) Responses
Restaurants + locally owned, unique with outside spaces

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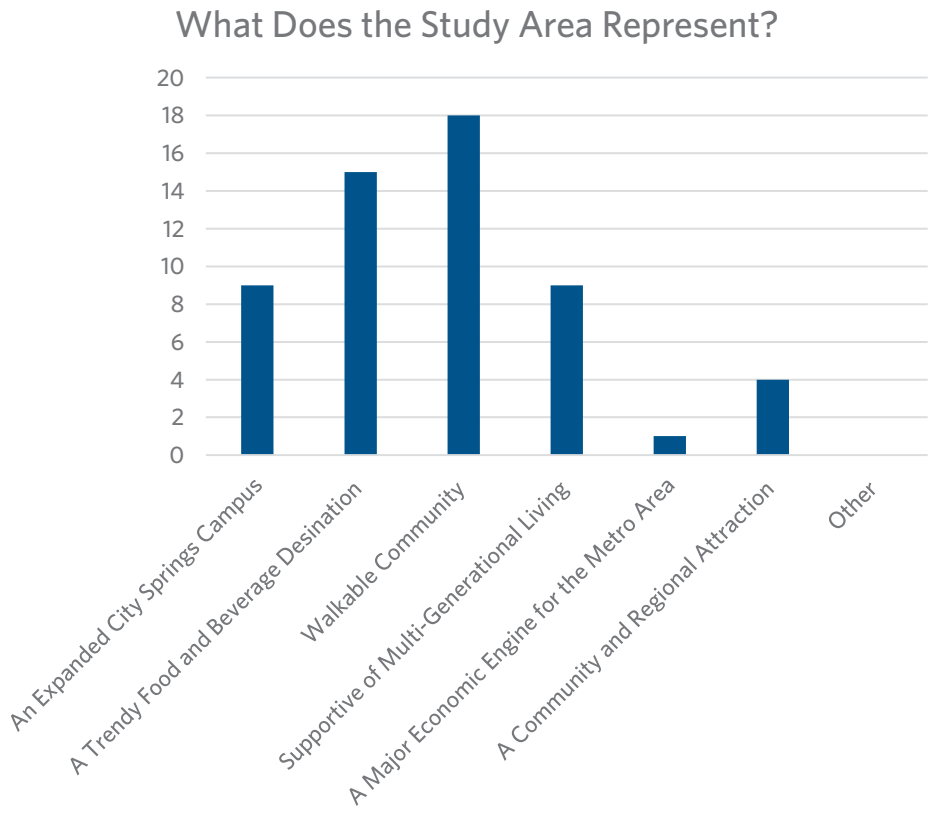
Question 3: *What does the future of the study area represent to Sandy Springs?*
56 responses (participants could choose 1 responses)



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CITY SPRINGS
MASTER PLAN

Open House – Summary

November 7, 2022

The second open house for the City Springs Master Plan was held on November 7, 2022, from 6:00-8:00PM at the City Springs 3rd Floor Conference Center. The goal of the event was to collect feedback on potential recommendations and to determine whether to refine, remove, or add to the action plan and strategy. The event was attended by at least 62 people.

Open House Overview

Meeting Format:

The Open House event had several active and passive opportunities for attendees to learn about the project and give input. The planning team created several boards that informed attendees about the City Springs Master Plan update, including the goals of the plan, the Vision Statement, Planning Principles and potential recommendations.



Participants reviewing the public realm improvement recommendations with city staff.

1. **Welcome Activity:** Participants signed in and indicated on a map where they live and how long they have lived in the area.
2. **Looping Presentation:** A looping presentation that informed attendees about the Master Plan update, the Vision Statement, and Planning Principles was shown throughout the duration of the meeting.
3. **About the Master Plan**: Participants learned about why the city is updating the City Springs Master Plan and what will be included in the plan.
4. **Program & Policy Recommendations:** Participants reviewed draft program and policy recommendations and were asked to use sticker dots to indicate whether or not the city should prioritize the recommendation.
5. **Redevelopment & Investment Recommendations:** Attendees were asked to participate using sticker dots to indicate if they liked or disliked the idea to gauge preferred styles of development and potential changes to city-owned properties.
6. **Opportunity Sites:** Large opportunity site maps were placed on tables and participants used stickers and tags to indicate what type of development they think would be appropriate at the site.
7. **Public Realm Improvements:** Participants reviewed draft public realm improvement recommendations and were asked to use sticker dots to indicate whether or not the city should prioritize the recommendation.

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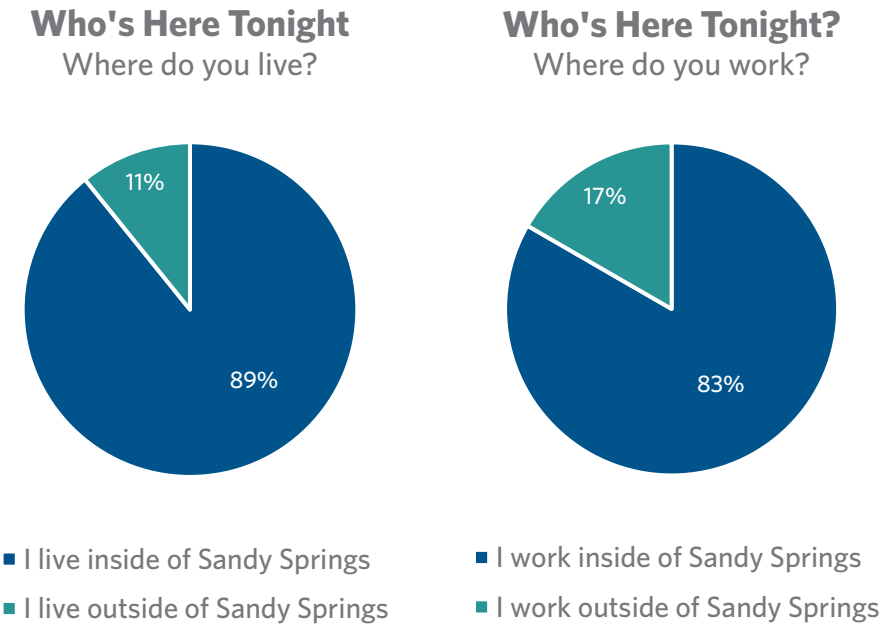
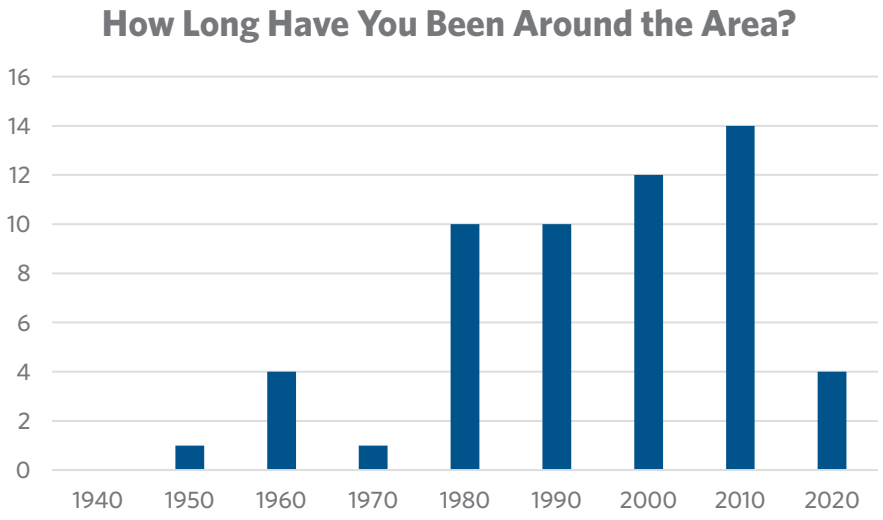
Participants

Upon entry, attendees were asked to answer two welcome questions: (1) A board asked the question: 'Who's Here Tonight?' and another asked, (2) 'How Long Have You Been Around the Area.' Below are the results of those questions showing that the majority of those who registered live inside Sandy Springs, work outside of Sandy Springs, and the majority of the attendees have been in the area since 2000-2020.





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Input Overview

Program & Policy Recommendations

Participants were invited to review each draft program and policy recommendation and share their thoughts on prioritization. A sticker could be used to say, 'This should be prioritized' or 'This should not be prioritized.' Attendees were asked to vote once per recommendation. Below is a summary of the input received.

ID	RECOMMENDATIONS	PRIORITIZE	DO NOT PRIORITIZE
	Program & Policy Recommendations (PP)		
PP.1	Continue building out the street grid established in the Sandy Springs Technical Manual (Section 2- Street Framework and Mobility Maps: Typical Sections and Details by Street) as new development or major site changes occur.	11	0
PP.2	Evaluate opportunities for Development Authority involvement in promoting homeownership in City Springs.	9	4
PP.3	Consider new zoning tools to encourage redevelopment and other site enhancements by providing mutually beneficial incentives to property owners within redevelopment and rehabilitation projects.	12	1
PP.4	Consider a property improvement program to provide property owners a means to pursue aesthetic and outdoor amenity enhancements and improve the overall look and experience within the City Springs District Evaluate opportunities to support such private sector reinvestment through waivers, grants, low-interest loans, and/or tax incentives.	15	0
PP.5	Expand established branding and wayfinding for the City Springs campus to the broader District.	11	1
PP.6	Establish City Springs Design Guidelines for developers and architects to abide by, guiding cohesive design throughout the District.	15	1
PP.7	Expand and implement park improvements and encourage future pedestrian connections to Allen Road Park.	12	0
PP.8	Continue to partner with MARTA for expanded and enhanced transit service.	5	4
PP.9	Continue to partner with MARTA for additional investment in existing and new transit facilities (i.e. additional bus shelters, benches, etc.).	6	5
PP.10	To support the development vision, zoning should appropriately reflect 4 to 6 stories in Tier 1 areas of the City Springs District core.	11	6
PP.11	To support the development vision, zoning should appropriately reflect 2 to 4 stories in Tier 2 areas of the City Springs District. These areas provide a gradual height transition from City Springs District core to surrounding protected neighborhoods.	17	4
PP.12	Construct a new facility to house the Anne Frank in the World Exhibit, Georgia Holocaust Memorial, and other programming at 6110 Blue Stone Road.	1	7
PP.13	Consider additional opportunities for park network expansion by partnering with property owners and developers and pursuing strategic land acquisition where appropriate.	15	0
PP.14	Consider elements of this plan's parking strategy during the development approval process to accommodate district growth and future demand for public parking.	10	0
PP.15	Conduct feasibility analysis for a regional stormwater management strategy.	8	2
PP.16*	Review and consider alternatives to the steel and concrete construction requirement to mitigate impact on private development due to increased construction cost.	N/A	N/A

*This recommendation was added after the Public Meeting Open House.

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Redevelopment & Investment Recommendations

Participants were invited to review each draft redevelopment & investment recommendation and share their thoughts on prioritization. A sticker could be used to say, 'This should be prioritized' or 'This should not be prioritized.' Attendees were asked to vote once per recommendation. Below is a summary of the input received.

Redevelopment Ideas

ID	RECOMMENDATIONS	PRIORITIZE	DO NOT PRIORITIZE
	Redevelopment Ideas		
	Townhomes fronting pedestrian oriented pathways	14	8
	Mixed-use Office, Services, Food and Beverage	14	10
	A boutique hotel unique to Sandy Springs	16	11
	Destination Restaurants	32	1
	Brewery and Distillery Cluster	19	7
	Artist Studios and Co-working Spaces	22	5
	Mid-rise Condos/Apartments	9	12
	Active Adult Living and Medical/Wellness Cluster	19	6

Opportunity Sites

Large table maps were provided so participants could provide input on what they want to see on the opportunity sites identified by the project team. Key takeaways include:

RI.1: Hilderbrand Drive at Blue Stone Road

- Alternative mobility options are important, especially bike lanes along Mount Vernon Highway.
- Interparcel connectivity is desired.
- Apartments should not be prioritized.
- Townhomes may be appropriate**.**

RI.2: Sandy Springs Circle, Johnson Ferry Road, and Roswell Road block

- Unique, small retail and restaurants should be prioritized.
- Apartments should not be prioritized.
- Condo or townhome over retail may be appropriate.
- More trash cans are needed along Sandy Springs Circle.

RI.3: Roswell Road at Mount Vernon Highway

- Retail, restaurants, and office should be prioritized.
- Permitted uses should not include night clubs.
- May be an appropriate location for additional public parking.
- 2-3 story development may be appropriate**.**

RI.4: Sandy Springs Circle between Mount Vernon Highway and Hammond Drive

- Small business should not be pushed out.
- Housing types could vary here between rent and for-sale products.

RI.5: Hilderband Drive between Roswell Road and Boylston Drive

- Need better connections and safety along and across Roswell Road.
- May be a good location for food & beverage, arts & entertainment, and restaurants.

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- Should be redeveloped.
- Apartments should not be prioritized.

RI.6: Roswell Road and Sandy Springs Place

- Alternative mobility options are important, especially bike lanes along Roswell Road.
- High end senior condos and mixed use may be appropriate.
- May be a good area for a corporation's headquarters.



Participants reviewing opportunity site maps and providing input.



Public Realm Improvements Recommendations

Participants were invited to review each draft public realm recommendation and share their thoughts on prioritization. A sticker could be used to say, 'This should be prioritized' or 'This should not be prioritized.' Attendees were asked to vote once per recommendation. Below is a summary of the input received.

ID	RECOMMENDATIONS	PRIORITIZE	DO NOT PRIORITIZE
	Public Realm Improvements (PRI)		
PRI.1	Establish an art walk east and west of the Georgia Power substation from Mount Vernon Highway to Hilderbrand Drive. consistent with Sec. 10.4.14 of the City of Sandy Springs Development Code.	21	1
PRI.2	Implement an experiential, mixed media art district/art walk to provide immersive pedestrian experiences for all City Springs users.	14	4
PRI.3	Activate Blue Stone Road as a main street by incorporating green infrastructure in the streetscape to address water quality, attracting development that brings a new sense of vibrancy and pedestrian activity to the street, and accommodates low vehicular speeds.	10	10
PRI.4	Activate Hilderband Drive as a main street by incorporating green infrastructure in the streetscape to address water quality, attracting development that brings a new sense of vibrancy and pedestrian activity to the street, and accommodates low vehicular speeds.	18	10
PRI.5	Extend Blue Stone Road south of Sandy Springs Place to Hammond Drive, continuing the main street concept to the south.	13	9
PRI.6	Extend the multi-use path to connect Hammond Drive to Cliftwood Drive to provide greater connectivity to Allen Road Park.	15	0
PRI.7	Consider connecting N Hampton Drive to Sandy Springs Circle with a multi-use path.	12	0
PRI.8	Update streetscape along Roswell Road to align with the 4-lane section with sidewalks as established in the Sandy Springs Technical Manual Section 2 - Street Framework and Mobility Maps: Typical Sections and Details by Street.	23	0
PRI.9	Update streetscape along Sandy Springs Place to align with the 2-lane section with sidewalks as established in the Sandy Springs Development Technical Manual Section 2 - Street Framework and Mobility Maps: Typical Sections and Details by Street.	13	1
PRI.10	Update streetscape along Carpenter Drive with the 2-lane section with sidewalks as established in the Sandy Springs Technical Manual Section 2 - Street Framework and Mobility Maps: Typical Sections and Details by Street.	6	1
PRI.11	Update streetscape along Cliftwood Drive with the 2-lane section with sidewalks as established in the Sandy Springs Technical Manual Section 2 - Street Framework and Mobility Maps: Typical Sections and Details by Street.	6	0
PRI.12	Update streetscape along Allen Road with the 2-lane section with sidewalks as established in the Sandy Springs Technical Manual Section 2 - Street Framework and Mobility Maps: Typical Sections and Details by Street.	7	0
PRI.13	Update streetscape along Hammond Drive with the 4-lane section with a landscaped median, on-street parking, and sidewalks as established in the Sandy Springs Technical Manual Section 2 - Street Framework and Mobility Maps: Typical Sections and Details by Street.	11	0
PRI.14	Update streetscape along Sandy Springs Circle from Johnson Ferry Road to Roswell Road with the 2-lane section with sidewalks as established in the Sandy Springs Technical Manual Section 2 - Street Framework and Mobility Maps: Typical Sections and Details by Street.	13	0
PRI.15	Update streetscape along Sandy Springs Circle from Hammond Drive to Allen Road with the 2-lane section with sidewalks as established in the Sandy Springs Technical Manual Section 2 - Street Framework and Mobility Maps: Typical Sections and Details by Street.	9	0
PRI.16	Update streetscape along Johnson Ferry Road west of Sandy Springs Circle with the 2-lane section with sidewalks as established in the Sandy Springs Technical Manual Section 2 - Street Framework and Mobility Maps: Typical Sections and Details by Street.	12	0

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ID	RECOMMENDATIONS	PRIORITIZE	DO NOT PRIORITIZE
PRI.17	Update streetscape along Mountain Creek Road with the 2-lane section with sidewalks as established in the Sandy Springs Technical Manual Section 2 - Street Framework and Mobility Maps: Typical Sections and Details by Street.	1	0
PRI.19	Construct sidewalks along Lake Forrest Drive from Mount Vernon Highway to Hammond Drive.	15	1
PRI.20	Partner with private developers to create a pedestrian connection around Arlington Cemetery to form safe pedestrian connection along Mount Vernon Highway.	16	0
PRI.22	Prioritize sidewalk connections along Carpenter Drive and Mountain Creek Road with any potential redevelopment.	1	1
PRI.23	Establish the intersection of Johnson Ferry Road and Sandy Springs Circle as a gateway to signal arrival and a sense of place through gateway signage, thematic art, lighting, landscaping, etc.	11	1
PRI.24	Establish the intersection of Mount Vernon Highway and Sandy Springs Circle as a gateway to signal arrival and a sense of place through gateway signage, thematic art, lighting, landscaping, etc.	9	2
PRI.25	Establish the intersection of Hammond Drive and Sandy Springs Circle as a gateway to signal arrival and a sense of place through gateway signage, thematic art, lighting, landscaping, etc.	5	1
PRI.26	Establish the intersection of Cromwell Road and Roswell Rd as a gateway to signal arrival and a sense of place through gateway signage, thematic art, lighting, landscaping, etc.	0	4
PRI.27	Establish the intersection of Mount Vernon Highway/Johnson Ferry Road and Boylston Drive as a gateway to signal arrival and a sense of place through gateway signage, thematic art, lighting, landscaping, etc.	2	1
PRI.28	Establish the intersection of Hammond Drive and Roswell Road as a gateway to signal arrival and a sense of place through gateway signage, thematic art, lighting, landscaping, etc.	7	1
PRI.29	Establish Roswell Road at Allen Road/Carpenter Drive as a gateway to signal arrival and a sense of place through gateway signage, thematic art, lighting, landscaping, etc.	4	2
PRI.30	Enhance pedestrian crossings across the City Springs District to encourage greater pedestrian connectivity and safety where new intersections may form as the street network continues to form over time.	22	0
PRI.31	Consider opportunities to partner with private developers and/or property owners to implement an environmental park that expands City Springs District's park network and serves as a shared stormwater facility for adjacent future development.	19	1
PRI.32	Continue MARTA coordination to thoughtfully integrate the future I-285 Bus Rapid Transit (BRT) Station	6	1
PRI.35*	Complete Boylston Drive multi-use path. (T0058/S2104)	N/A	N/A
PRI.36*	Widen Hammond Drive east of Roswell Road (TS193/S2193). (TSPLOST)	N/A	N/A
PRI.37*	Complete Mount Vernon Highway/Johnson Ferry Road (TS191) Intersection Redesign. (TSPLOST)	N/A	N/A
PRI.38	Partner with private developers to create continued east-west pedestrian connection from Hilderband Drive to the west.	7	0

*These projects are already underway by the City so were not included for public input."

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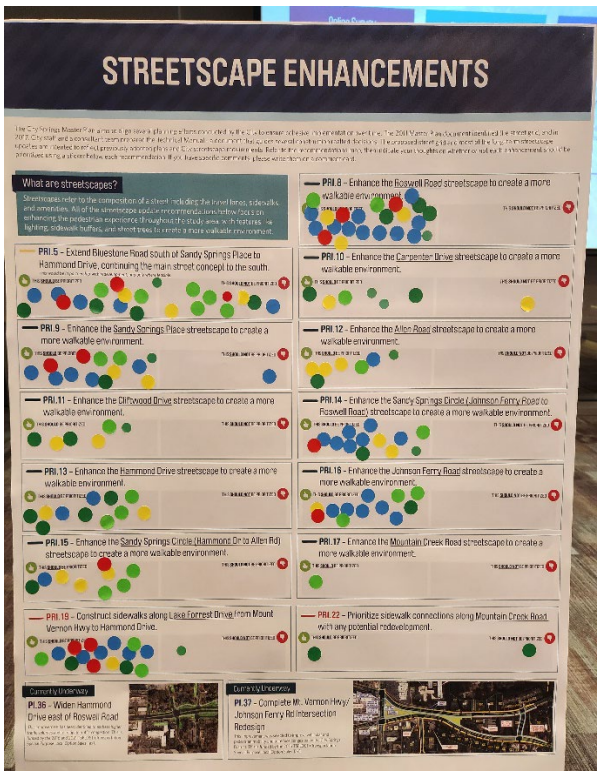
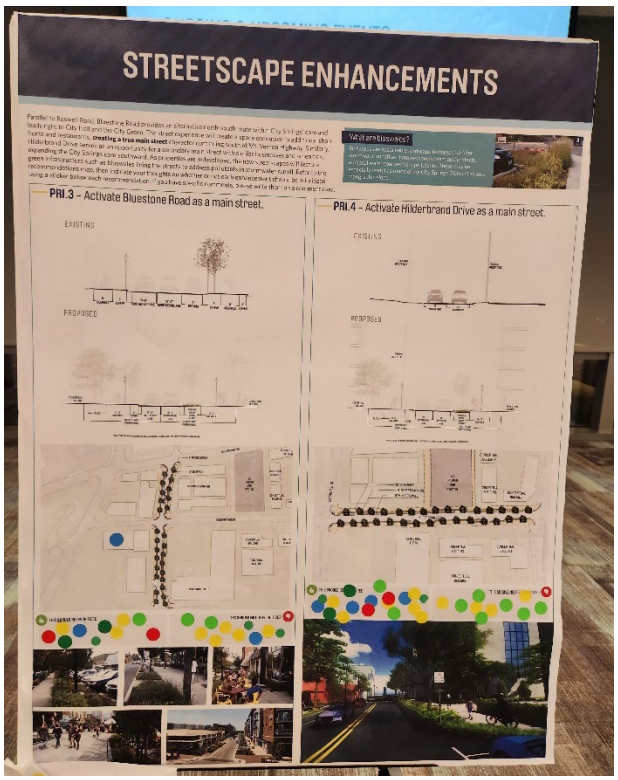
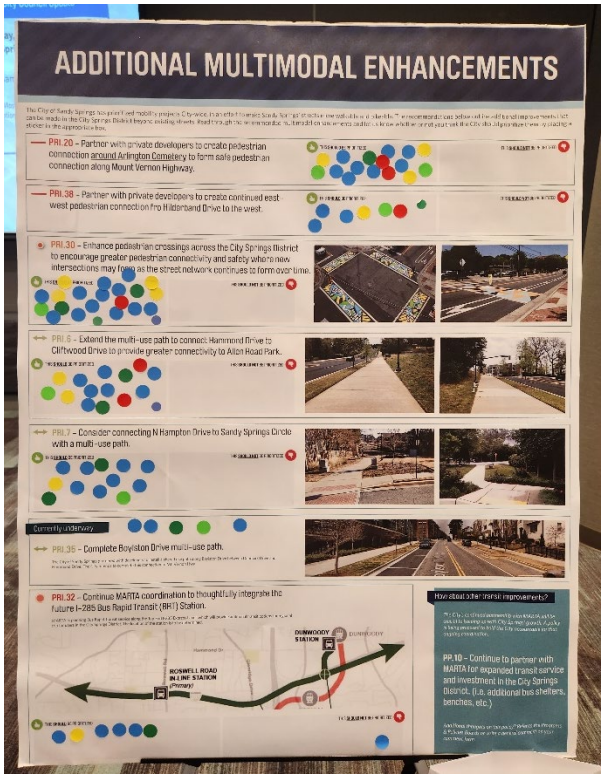
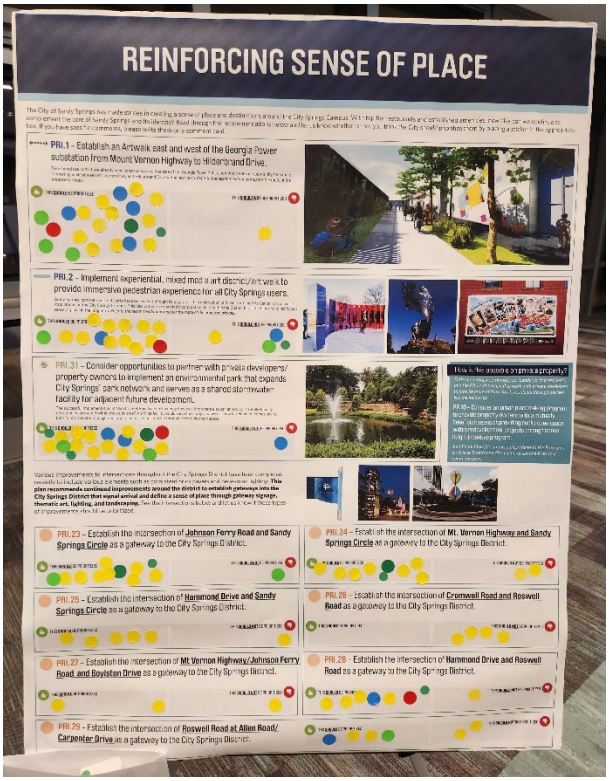
Board photos

Below are images of the boards at the end of the November 7, 2022 Open House. These show what recommendations the public thinks should be prioritized.









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CITY SPRINGS
MASTER PLAN

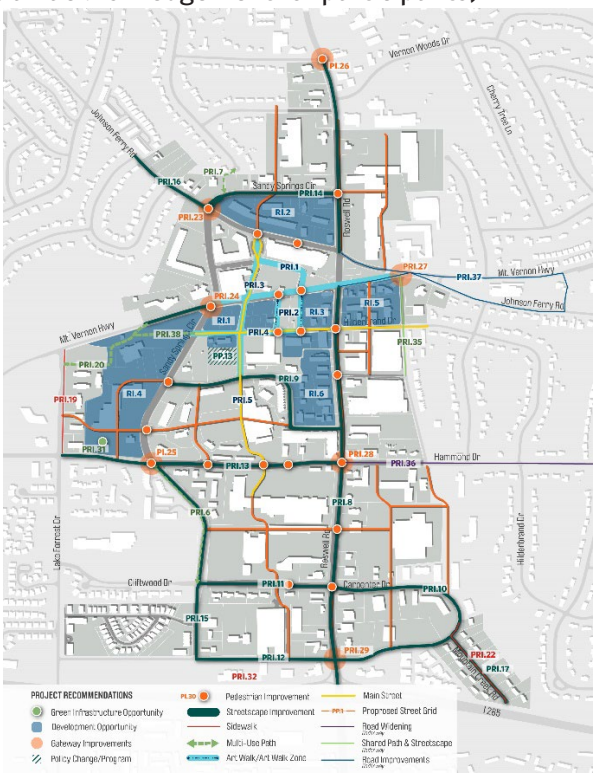
Online Survey #2 – Summary

Live November 7th–18th

Three online surveys were created – one for each group of recommendations. The online surveys mirrored some of the boards from the November 7th Open House. Participants at the meeting could give their input through this survey, or in person. They were encouraged to pick one method or the other and most did it in person. The online survey was open after the meeting to capture any input from those who did not attend. The online surveys garnered **210 responses** combined between the three surveys from residents, property owners, and business owners. See the following summary of responses. Note that unless a question specifically states "Select all that apply" the respondents could only choose one option.

PUBLIC REALM IMPROVEMENTS RESPONSES

1. This survey allows you to share your thoughts on how each transportation, mobility, and streetscape recommendation within the City Springs Master Plan should be prioritized. Below, you will see a map of all the master plan recommendations. Please refer back to this map as needed or keep it open it in another tab for reference by clicking here.
   17 Responses (this was an acknowledgement for participants)



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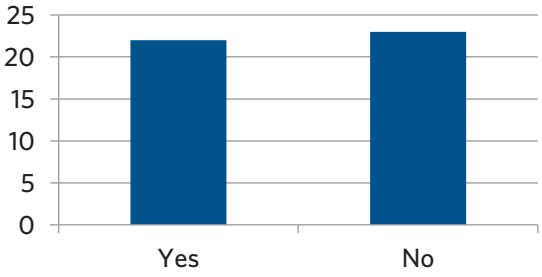
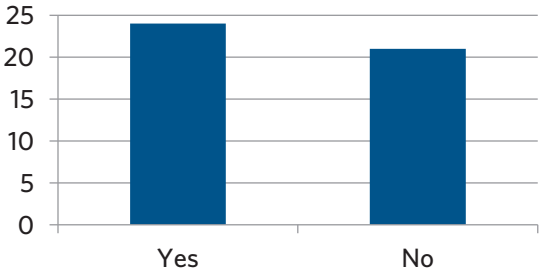
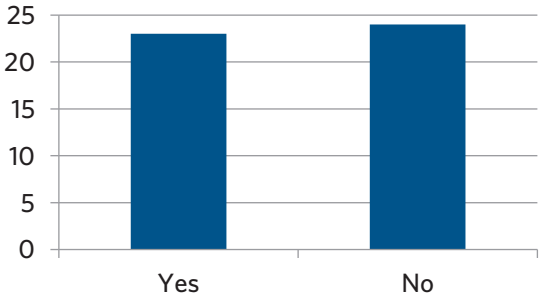
2. PRI.3 - Activate Bluestone Road as a main street. Should the City prioritize this?
   45 Responses



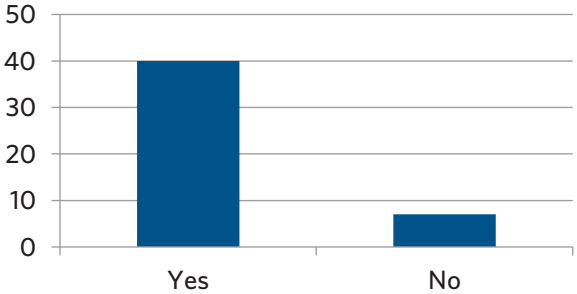
3. PRI.4 - Activate Hilderbrand Drive as a main street. Should the City prioritize this?
   45 Responses



4. PRI.5 - Extend Bluestone Road south of Sandy Springs Place to Hammond Drive, continuing the main street concept to the south. Should the City prioritize this?
   47 Responses



5. PRI.8 - Enhance the Roswell Road streetscape to create a more walkable environment. Should the City prioritize this?
   47 Responses



6. PRI.9 - Enhance the Sandy Springs Place streetscape to create a more walkable environment. Should the City prioritize this?

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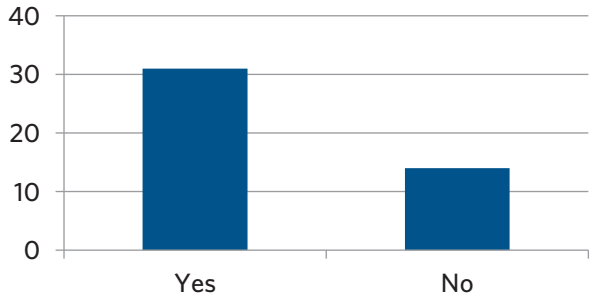
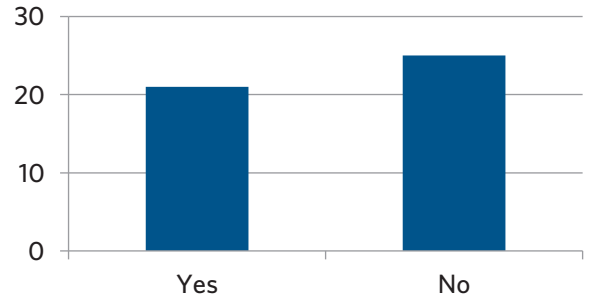
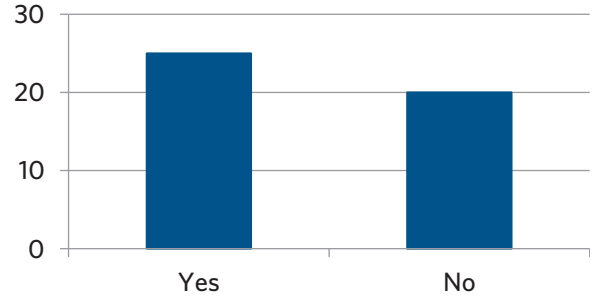
45 Responses



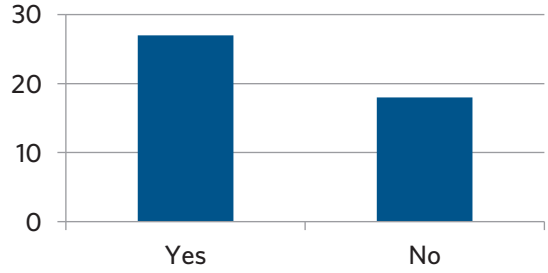
7. PRI.10 - Enhance the Carpenter Drive streetscape to create a more walkable environment. Should the City prioritize this?
   46 Responses



8. PRI.11 - Enhance the Cliftwood Drive streetscape to create a more walkable environment. Should the City prioritize this?
   45 Responses



9. PRI.12 - Enhance the Allen Road streetscape to create a more walkable environment. Should the City prioritize this?
   45 Responses



10. PRI.13 - Enhance the Hammond Drive streetscape to create a more walkable environment. Should the City prioritize this?

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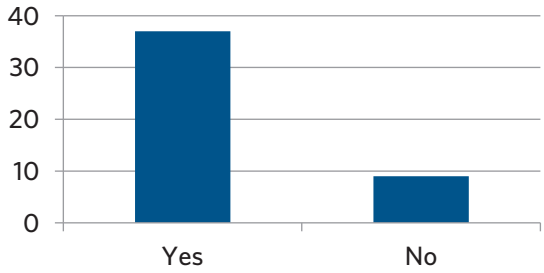
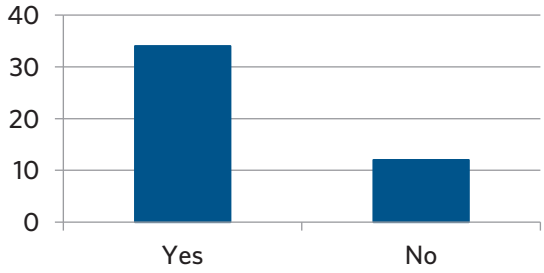
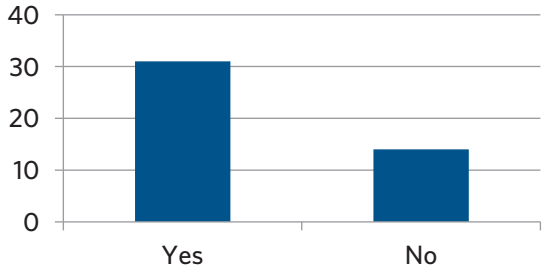
46 Responses



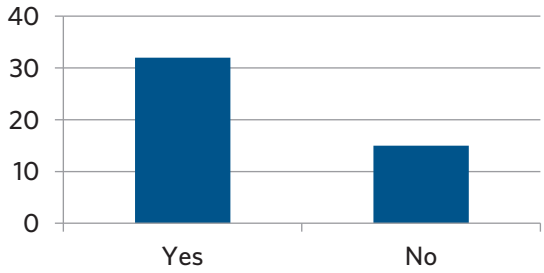
11. PRI.14 - Enhance the Sandy Springs Circle (Johnson Ferry Road to Roswell Road) streetscape to create a more walkable environment. Should the City prioritize this?
46 Responses



12. PRI.15 - Enhance the Sandy Springs Circle (Hammond Drive to Allen Road) streetscape to create a more walkable environment. Should the City prioritize this?
45 Responses



13. PRI.16 - Enhance the Johnson Ferry Road streetscape to create a more walkable environment. Should the City prioritize this?
47 Responses



14. PRI.17 - Enhance the Mountain Creek Road streetscape to create a more walkable environment. Should the City prioritize this?
44 Responses

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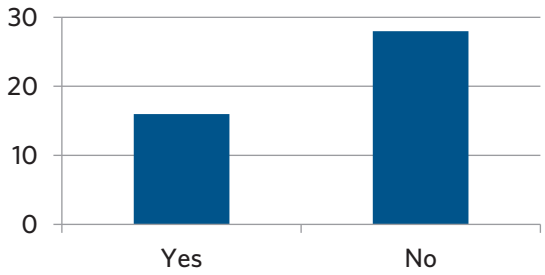
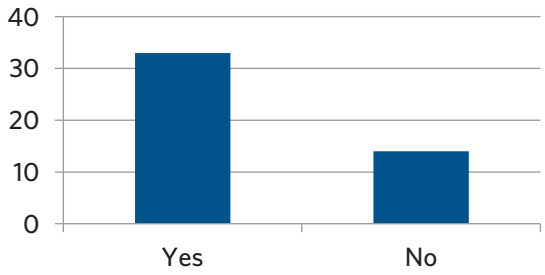
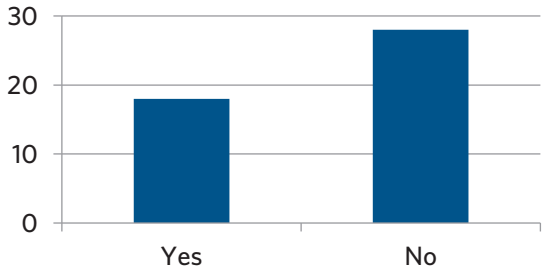


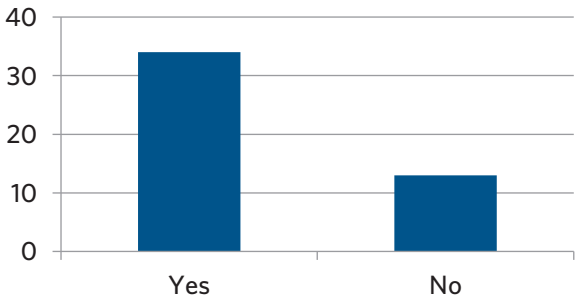
15. PRI.19 - Construct sidewalks along Lake Forrest Drive from Mount Vernon Highway to Hammond Drive. Should the City prioritize this?
    47 Responses



16. PRI.22 - Prioritize sidewalk connections along Mountain Creek Road with any potential redevelopment. Should the City prioritize this?
    46 Responses



17. PRI.20 - Partner with private developers to create pedestrian connection around Arlington Cemetery to form safe pedestrian connection along Mount Vernon Highway. Should the City prioritize this?
    47 Responses



18. PRI.38 - Partner with private developers to create continued east-west pedestrian connection from Hilderband Drive to the west. Should the City prioritize this?

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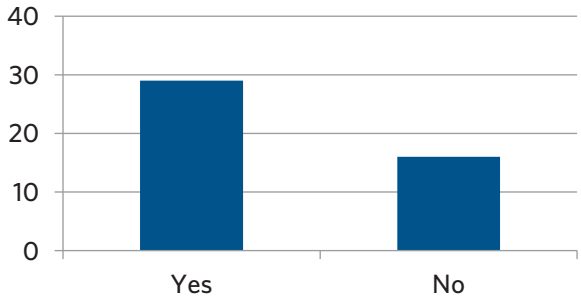
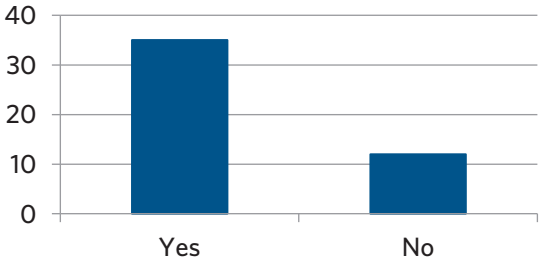
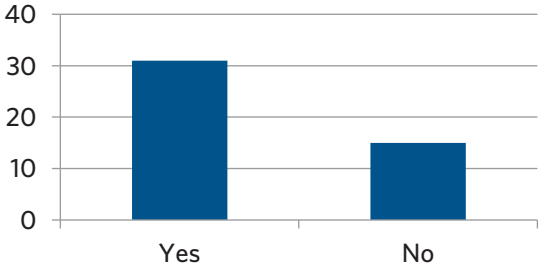
45 Responses



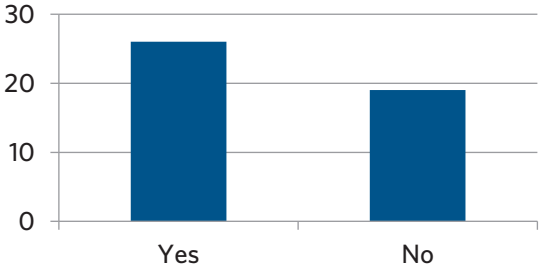
19. PRI.30 - Enhance pedestrian crossings across the City Springs District to encourage greater pedestrian connectivity and safety where new intersections may form as the street network continues to form over time. Should the City prioritize this?
    47 Responses



20. PRI.6 - Extend the multi-use path to connect Hammond Drive to Cliftwood Drive to provide greater connectivity to Allen Road Park. Should the City prioritize this?
    46 Responses



21. PRI.7 - Consider connecting North Hampton Drive to Sandy Springs Circle with a multi-use path. Should the City prioritize this?
    45 Responses



22. PRI.32 - Continue MARTA coordination to thoughtfully integrate the future I-285 Bus Rapid Transit (BRT) Station. MARTA is planning Bus Rapid Transit service along the Top End I-285

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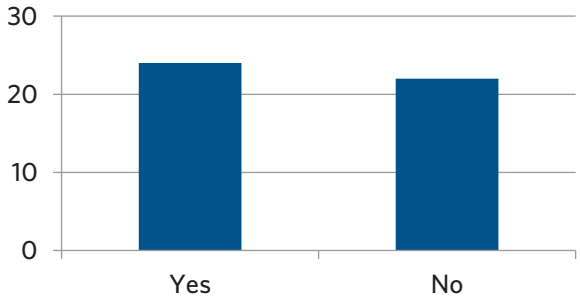
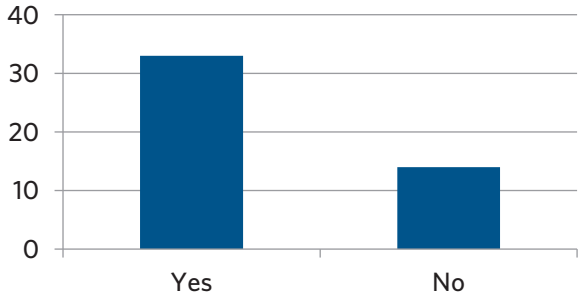
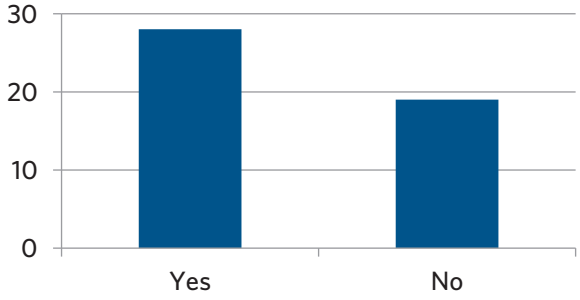
Express Lanes which will provide additional transit options for regional trip for users in the City Springs District. The location of the station is to be determined. Should the City prioritize this?
46 Responses



23. PRI.1 - Establish an Artwalk east and west of the Georgia Power substation from Mount Vernon Highway to Hilderbrand Drive. Two shared use paths have already been constructed on either side of the Georgia Power Substation that create an opportunity for a more interesting walk between Mt. Vernon Hwy and Hilderbrand Drive in the near term. Refer to the recommendations map for the route of the proposed artwalk. Should the City prioritize this? 47 Responses



24. PRI.2 - Implement experiential, mixed media art district/art walk to provide immersive pedestrian experience for all City Springs users. Sandy Springs' commitment to the arts has been evident through its programs, the construction of the Performing Arts Center, and public art installations on the City Springs Campus. This idea proposes expanded incorporation of art within the District for all to enjoy and to reinforce a sense of place in the long term. Refer to the recommendations map for the route of the proposed artwalk. Should the City prioritize this? 47 Responses



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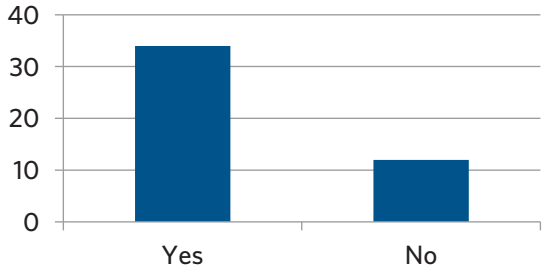
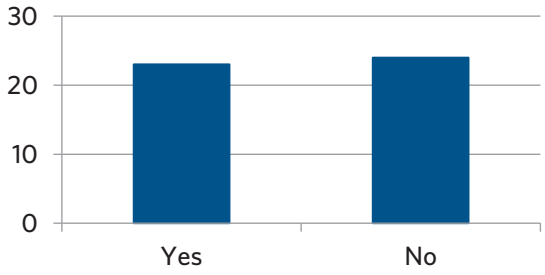
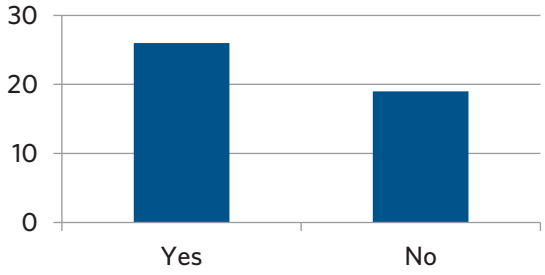
25. PRI.31 - Consider opportunities to partner with private developers/property owners to implement an environmental park that expands City Springs' park network and serves as a shared stormwater facility for adjacent future development. The successful implementation of Marsh Creek Rain Garden Park begs the question: where else can an environmentally-friendly retreat be incorporated within the study area? A similar facility would serve the study area well as new development comes online, both for stormwater management and to increase quality of life through accessible green space. Should the City prioritize this?
46 Responses



26. PRI.23 - Establish the intersection of Johnson Ferry Road and Sandy Springs Circle as a gateway to the City Springs District. Should the City prioritize this?
47 Responses



27. PRI.24 - Establish the intersection of Mount Vernon Highway and Sandy Springs Circle as a gateway to the City Springs District. Should the City prioritize this?
45 Responses



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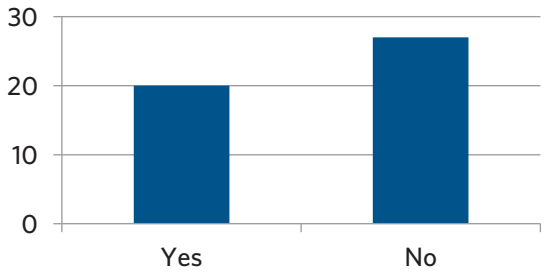
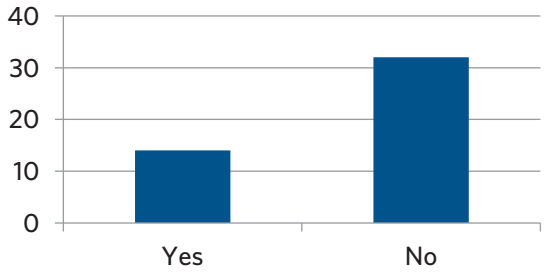
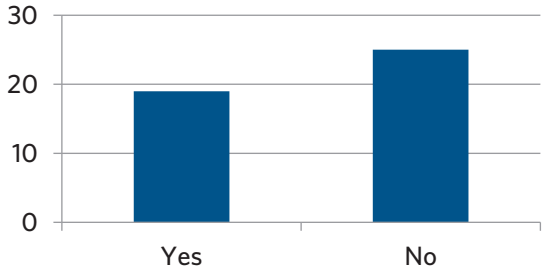
28. PRI.25 - Establish the intersection of Hammond Drive and Sandy Springs Circle as a gateway to the City Springs District. Should the City prioritize this?
47 Responses



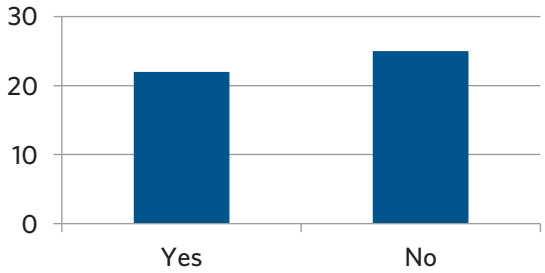
29. PRI.26 - Establish the intersection of Cromwell Road and Roswell Road as a gateway to the City Springs District. Should the City prioritize this?
46 Responses



30. PRI.27 - Establish the intersection of Mt Vernon Highway/Johnson Ferry Road and Boylston Drive as a gateway to the City Springs District. Should the City prioritize this?
44 Responses



31. PRI.28 - Establish the intersection of Hammond Drive and Roswell Road as a gateway to the City Springs District. Should the City prioritize this?
47 Responses



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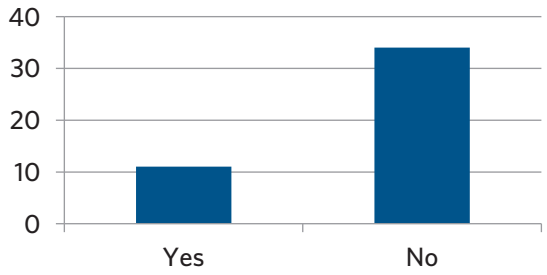
32. PRI.29 - Establish the intersection of Roswell Road at Allen Road/Carpenter Drive as a gateway to the City Springs District. Should the City prioritize this?
45 Responses



33. Below is a list of projects that are currently underway. If you have comments on these projects, please write them in the comment box. PRI.35 - Complete Boylston Drive multi-use path. The City of Sandy Springs partnered with developers to install a shared use path along Boylston Drive between Denmark Drive and Hammond Drive. The City intends to complete this connection to Mt. Vernon HwyPI.36 - Widen Hammond Drive east of Roswell Road. This improvement has been identified to address higher traffic volumes and to mitigate traffic congestion. This is funded by the 2016 and 2021 TSPLOST (Transportation Special Purpose Local Option Sales Tax).PI.37 - Complete Mt. Vernon Hwy/Johnson Ferry Rd Intersection Redesign. This improvement was selected to improve vehicular and pedestrian mobility and to reduce congestion in the City Springs District. This is funded by the 2016 TSPLOST (Transportation Special Purpose Local Option Sales Tax).
8 Responses

Complete the Bolyston Drive multi-use path. That should be the first priority.
PI.37 - Yes, please complete this project. It will make a nice gateway in the City Springs campus and Veterans Park. This will tie in the east side of Roswell Road and complete the downtown loop: City Hall, Library, Firestation, shops, restaurants, and living. PRI.35 and 35: Yes.
Can these be completed faster?
This is a major intersection that is difficult to traverse. Adding pedestrians and bicycles will only make it more difficult. With the changes you made to sandy springs circle cars now have to traverse at roswell road to make the transition from Johnson Ferry to Mt Vernon. I recommend pave over veteran park and create a diverging diamond for traffic to move from Mt Vernon and Johnson Ferry. also remove the traffic lights for city springs to reduce the grid lock they create. Close Blue Stone road so there is no turning traffic there. Widen the intersection at Sandy Springs Circle and Mt Vernon and also at Johnson Ferry so cars can traverse through this area efficiently and with minimal impact to the city springs complex. Dig a new entrance to City hall underground parking from Blue Stone area. and do a pedestrian bridge over Mt Vernon from Blue Stone side to City Hall side.
YES! a pedestrian bridge or underpass to go over or under Roswell road.
This is the critical intersection for placemaking at the core of the city. This needs to be the #1 traffic priority.
Hammond Drive widening: I am BEGGING you to please make Harleston Rd a culdesac, closing off entry from Harleston onto Hammond Drive. First, the cut through traffic of cars cutting through from Johnson

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Ferry to Hammond with cars FLYING down the hill poses a huge risk to our children, as the speed bump is installed mere feet from the Hammond drive intersection and doesn't help with speeding. Second, the turn from Harleston onto Hammond has low visibility and is exceedingly dangerous, and will increase with the widening project as cars can move freely. Third, turning from Hammond onto Harleston creates congestion without a left turn lane. Lastly, the InTown Suites next to our street -- which should not be zoned so closed to single family residential to begin with -- continues to be a nuisance; police cars are there regularly. Closing off the street would help create a buffer from the extended stay facility. PLEASE, please seriously consider closing off Harleston to be a cut de sac to protect the integrity of our neighborhood and property values.
I don't feel the PI.36 or PI37 are overly necessary. Do we need to make Hammond a super highway rather than the neighborhood street it is now? This would just encourage more and more cut through traffic from cobb county residents going towards 400.

34. Is there any other input you would like to share with the project team?
21 Responses

1	*Generally speaking my view is that we should complete the basics first. Build side-walks and pedestrians connections everywhere. Delay/hold off on things like public art, which are more of a nice-to-have.*
2	*How many gateways do we need? A lot fewer than are proposed here!*
3	*Do you understand how absolutely ridiculous it is to expect citizens to be able to understand your survey? I have experience with urban planning and people will not be able to understand this survey. Your input will be meaningless. But I suppose, you are just going through the motions anyway.*
4	*There seems to be a very unrealistic idea about traffic and parking*
5	*Generally speaking my view is that we should complete the basics first. Build side-walks and pedestrians connections everywhere. Delay/hold off on things like public art, which are more of a nice-to-have.*
6	*How many gateways do we need? A lot fewer than are proposed here!*
7	*Do nothing to increase traffic times on Roswell Rd*
8	*Someone (city or developer) needs to start the painstaking process of contacting families and moving the graves that are south of mount vernon.*
9	*protect or grow our canopy*
10	*Define gateway.*
11	*Need to 'clean up' and beautify Roswell Road as top priority otherwise all the other projects will go to waste. It's embarrassing to take out of towners on a ride up/down Roswell Road. There is no appeal to the 'center of SSprings' like in Roswell and Decatur for example.*
12	*Do nothing to increase traffic times on Roswell Rd*
13	*All these proposals cut off east west traffic and access for taxpayers to hospitals, urgent cares, grocery, hardware and pharmacy stores. Widen one of the east west roads to become a major transportation artery for cars -- no pedestrians or bikes. Then you can think about closing roads like blue stone to be pedestrian walkways to venues that imitate ponce city market. Do not spend money where sidewalks already exist. do not add sidewalks in office park areas. Wait for redevelopment to townhouses and then require developers to add sidewalks. You are adding density with no road expansion. Instead you are shrinking roads. This type of project is inappropriate in this location. Move it to morgan falls or the panhandle.*
14	*I do not know what "establish the___ intersection as a gateway" to the city. What does that entail?*

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15	*The opportunities listed above are extensive and expensive. It will take many years and a lot of city funds to make a difference in such a large area. Instead, focus on creating a great "vibe" on Bluestone, Hiderbrand and Sandy Springs place, with ground floor shops and restaurants, below office and residential. This can be in some new buildings, but largely in reimagined existing buildings. This can be inexpensive and fast. It takes creativity instead of massive dollars. Once this district takes off the larger area will come along because businesses want to be near the action.*
16	*Instead of trying to prevent side street use, we need to encourage more routes to relieve the strain on Roswell, Hammond, Mt Vernon and JF. This needs to be a priority before you can add more housing. Don't be short sighted.*
17	*Hilderbrand at Harleston and Johnson Ferry is a huge cut through block, and the property there should be redeveloped entirely to remove the old rotting single family homes and Hammond Glen apartments, which are poorly maintained. Prioritizing making Hilderbrand a Main Street will create even more traffic. Also, the gas station and blighted bank property near the Veterans Park site is super sketchy and scary... I don't even feel safe there in daylight hours. Should be redeveloped.*
18	*add trash cans along all sidewalks and at most corners.*
19	*Please prioritize at least sidewalks everywhere, going from random sidewalks to streets walking or biking is dangerous. Particularly Sandy Springs circle*
20	*I love the crosswalk ideas across Roswell Rd as we need more improvements. I especially like the cross walk at Chaseland Rd by the Waffle House and the connection to North Hampton to Sandy Springs circle to encourage walkability to neighboring homes.*
21	*IN JANUARY OF THIS YEAR DOWNTOWN ALPHARETTA SOUGHT TO LOWER THE SPEED LIMITS BY 10 -15 MPH ON 160 ROADWAYS, MANY OF THESE WITHIN THEIR DOWNTOWN DISTRICT. SEE THIS ARTICLE. https://www.ajc.com/neighborhoods/north-fulton/alpharetta-looks-to-slow-speeding-traffic/3VUII6EAVRBURBAS35RJA2AHZU/ IS THIS SOMETHING OUR TRANSPORTATION FOLKS ARE LOOKING AT? WITHOUT REASONABLE SPEEDS AND/OR OTHER TRAFFIC CALMING MEASURES THAT FOSTER SAFETY YOU WON'T HAVE SAFETY NOR WILL PEDESTRIAN AND BICYCLIST ACTIVITY INCREASE. START SLOWING DOWN THE TRAFFIC BEFORE IT GETS TO THE DESIGNATED GATEWAY POINTS YOU WANT TO CREATE. MAKE IT 25 mph FROM BONNIE LANE/WRIGHT RD SIGNAL EAST TO SS CIRCLE. SIMILARLY LOWER THE SPEEDS AT OTHER GATEWAY POINTS. WHERE ARE THE DEDICATED CROSSWALKS? DOES EVERY LOCATION REQUIRE A STUDY TO INSURE THERE IS A WARRANT FOR CROSSWALKS? CAN THIS BE AN IF YOU BUILD IT THEY WILL COME APPROACH? WE NEED THEM (WITH THE LIGHTS THAT MAKE CARS STOP) IN FRONT OF CITY HALL ON JOHNSON FERRY, AT HERITAGE (AT SS PLACE AND SS CIRCLE), AT THE MARSH CREEK RAIN GARDEN AT FERRY DR. A SAFETY ISLAND AT ROSWELL RD AND MT VERNON IS A MUST. THE FUTURE PLAN ONCE MT VERNON AND JOHNSON FERRY EAST OF ROSWELL RD GETS REDONE IS TO ELIMINATE LEFT TURNING MOVEMENTS ONTO MT VERNON FROM SOUTHBOUND ROSWELL RD PUT A SAFETY ISLAND HERE INSTEAD OF USING ALL THAT SPACE TO STACK MORE CARS TURNING LEFT ONTO JOHNSON FERRY FROM NORTHBOUND ROSWELL RD. LETS STOP CATERING TO CARS FIRST AND START CATERING TO THE PEOPLE FIRST. AUGMENTATION OF BICYCLE AND PEDESTRIAN SAFETY AT VARIOUS CONFLICT POINTS MEANS CREATING THAT SAFETY AT EVERY INTERSECTION. EVERY INTERSECTION WILL PRESENT AS A CONFLICT POINT.*

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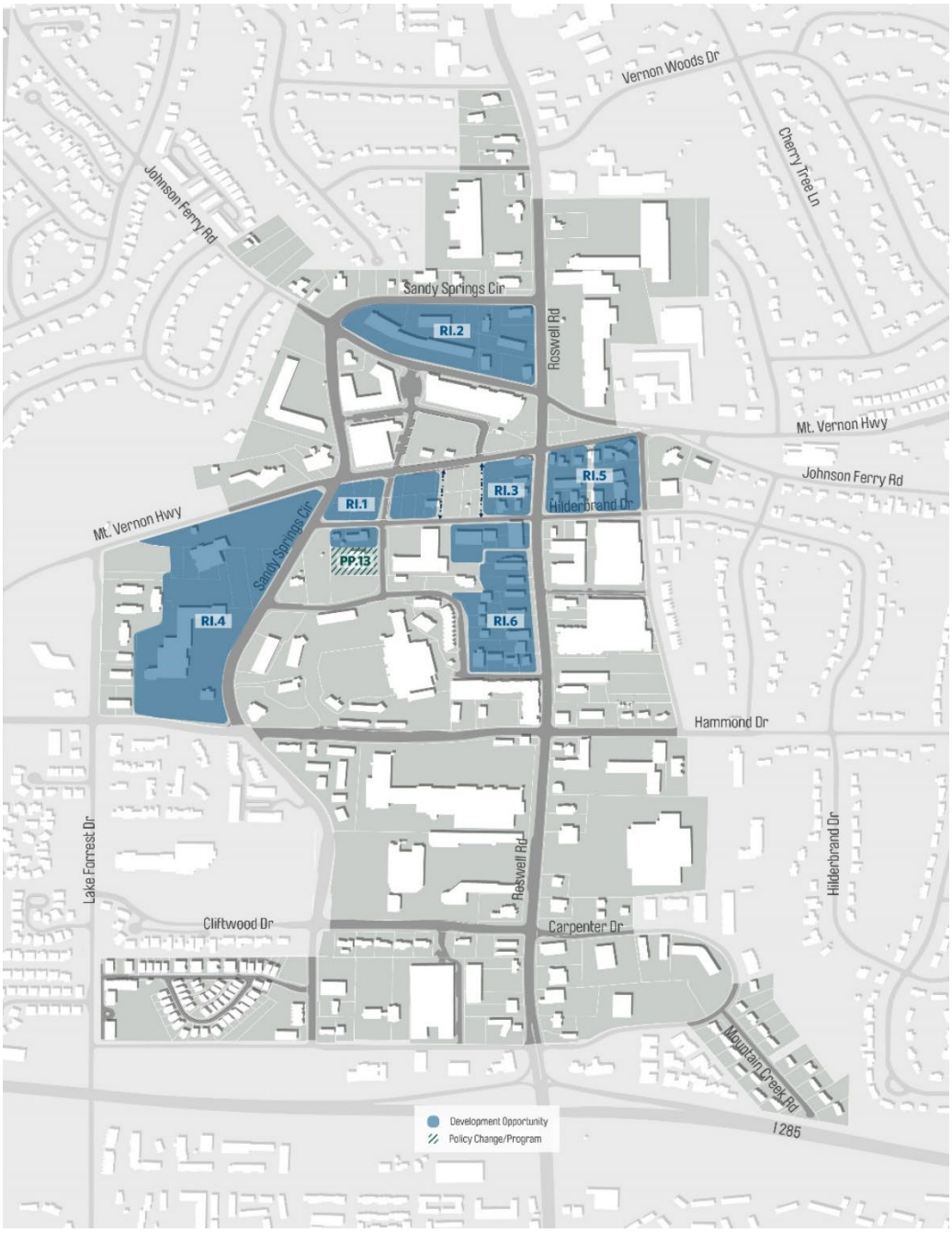
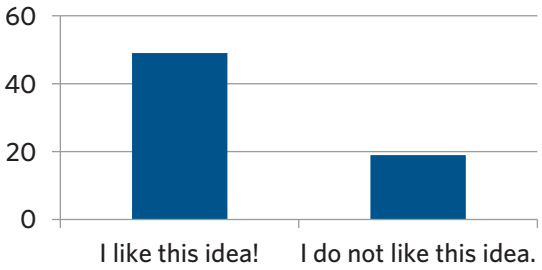
REDEVEOPMENT & INVESTMENT RESPONSES

1. Redevelopment can take on many forms and, in the context of the future of City Springs, should provide a wide array of development formats to make the District unique and inviting. The following ideas support each of the Planning Principles of this planning process by promoting new housing options to support future growth, expanding on art and culture in Sandy Springs, targeting prospective residents of diverse backgrounds, and enhancing overall quality of life. Explore the ideas in the questions below and let us know what you think! Please refer back to this map as needed or keep it open it in another tab for reference by clicking here. 27 Responses (this was an acknowledgement for participants)



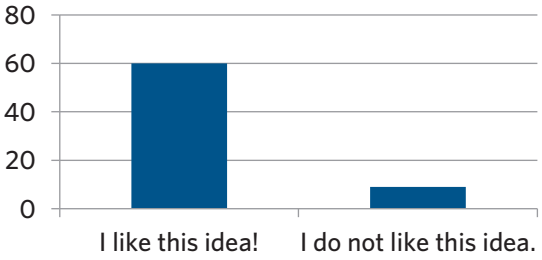
2. Townhomes fronting pedestrian-oriented pathways (2-4 stories)
68 Responses





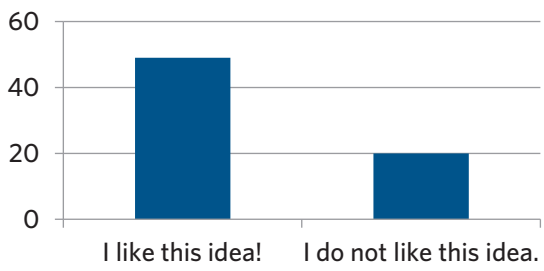
3. Mixed-Use Office, Services, Food & Beverage (3-6 stories)
69 Responses





4. A boutique hotel unique to Sandy Springs (3-6 stories)
69 Responses





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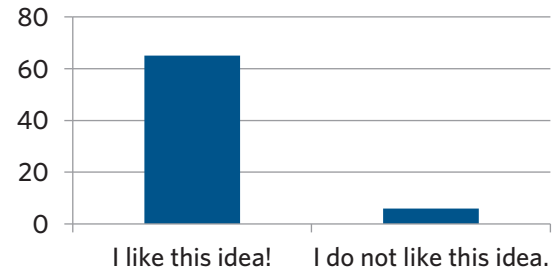
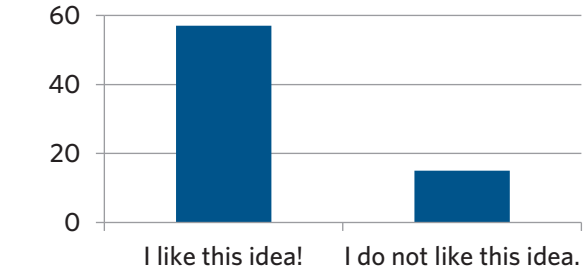
5. Destination restaurants (single story or part of 4-6 story mixed-use building)
   71 Responses





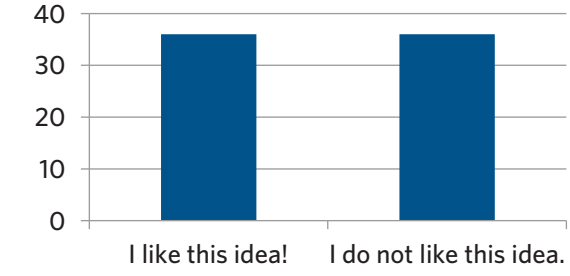
6. Brewery & Distillery Cluster (single story or part of 4-6 story mixed-use building)
   72 Responses





7. Artist Studios and Co-working Spaces (4-6 stories)
   72 Responses





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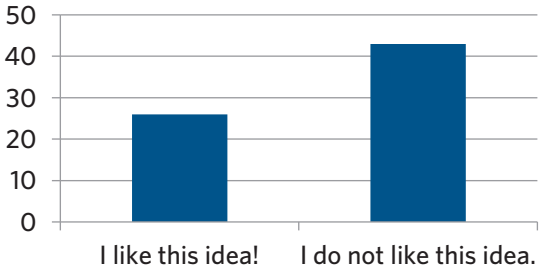
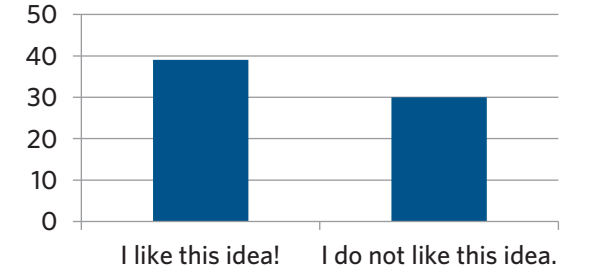
8. Mid-rise Condos/Apartments (4-6 stories)
69 Responses





9. Active Adult Living & Medical/Wellness Cluster (4-6 stories)
69 Responses





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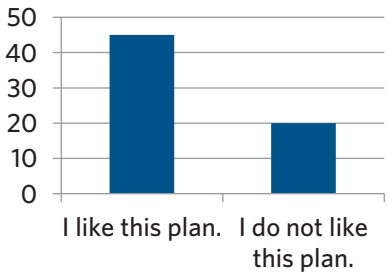
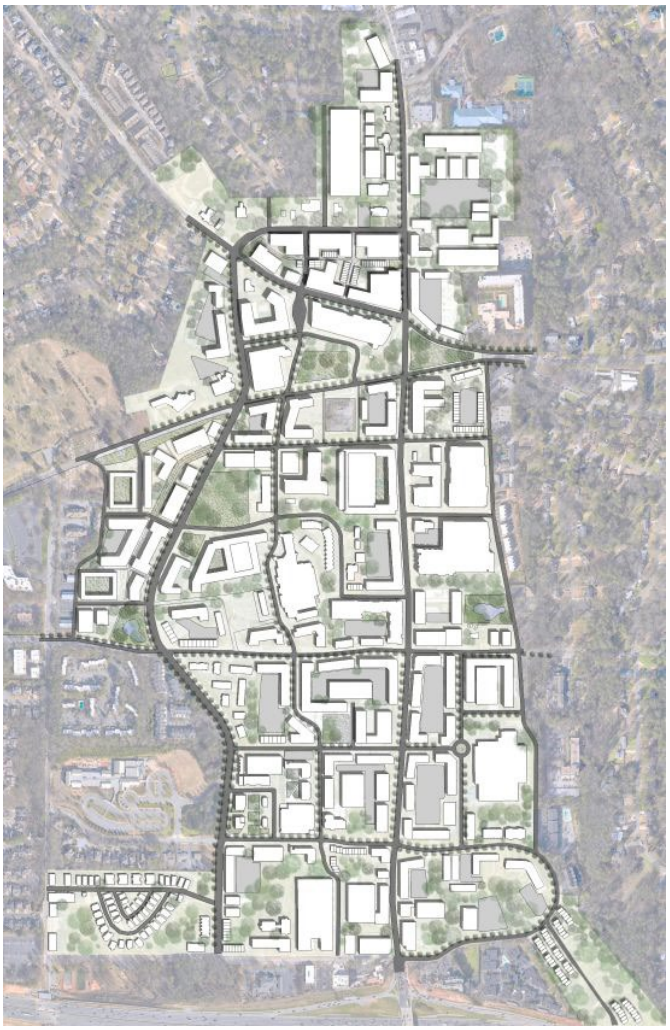
10. Indicate your general feelings about this plan for the city-owned properties using below and write any additional thoughts you wish to share.
65 Responses





11. This conceptual diagram reflects a community-driven vision of how areas around the City Springs District could be shaped over time by expanding the character and scale established by this planning process. Share your thoughts on this conceptual plan in the comment box below.



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1	*Too dense, too uniform. No character.*
2	*who can afford it*
3	*I do not think that we need more apartments/townhomes along these spaces. It is so congested with traffic as it is, and is dangerous to walk. At some of these, would love to see boutique restaurants and shops, or fun "activity" based retail. Also, green space and safe uses for gathering spaces.*
4	*Don't underestimate the value of pocket parks.*
5	*I like this plan, though would push to include rooftop greenspace. A restaurant with a greenspace component on top level or rooftop garden as an amenity for residents are fantastic ideas that should be promoted.*
6	*I need more explanation to analyze this conceptual plan.*
7	*The concept plan is fine if it allows for wide sidewalks along all roads. Grid layout is positive.*
8	*I would like to see more restaurants and boutique type retail. But unfortunately many of the mixed use retail spaces end up as nail salons, waxing parlors and fitness studios.*
9	*Thumbs up*
10	*This is going to cause gridlock and congestion on the three roads that carry your taxpayers from homes to businesses to work. You need to include a new road system. And removing traffic lanes and adding bikes on Mt Vernon is not a solution.*
11	*All buildings should be low height. This is not Atlanta and why we love it. Hours of operation should be limited at late night.*
12	*seems like it's too much of an expanse. If you look at other successful city centers (Roswell, Canton, Woodstock, Alpharetta) - they are more compact and the "night life scene" is centered in the middle of the town. Here, looks like everything is scattered about. Those towns do a reat job of incorporating living and playing in their communities.*
13	*Too big, stretches too far to 280. The expanded scope loses the focus on creating a core area that is attractive, artsy, walkable, and a destination. Do this first as stage one, then see about expansion. Stage one is the key.*
14	*This is a lot of development along Roswell road. Roswell road traffic is already severely congested. Before more businesses that will attract people from all over, there needs to be some plan to expand Roswell road and adjacent roads to support the traffic.*
15	*I like having another road between sandy springs circle and Roswell rd*
16	*The area south of city springs needs to be a vibrant downtown, similar to Alpharetta. Restaurants. Food halls. Bars etc. make it a destination that people want to live near. We don't need office space.*
17	*anything that increases green space and keeps buildings lower than 2 stories is best.*
18	*The grid design is a great idea and increases connectivity of City Springs as a true epicenter type location in the city. I like the buildings fronting the main thoroughfares and help in pedestrian interaction with the street.*
19	*I like the overall design. Major roads appear to be tree lined. Core roads appear to be continuous and in rough blocks. The key criterion I'd like to see in the city core is walkability. This can be achieved by ensuring sidewalks, engineered traffic calming (see how well the Dutch do it), and creating inviting streetscapes with storefronts.*
20	*Unclear*
21	*Please add more architectural interest and charm into the plans. Not making everything look the same height and style. See downtown Alpharetta*

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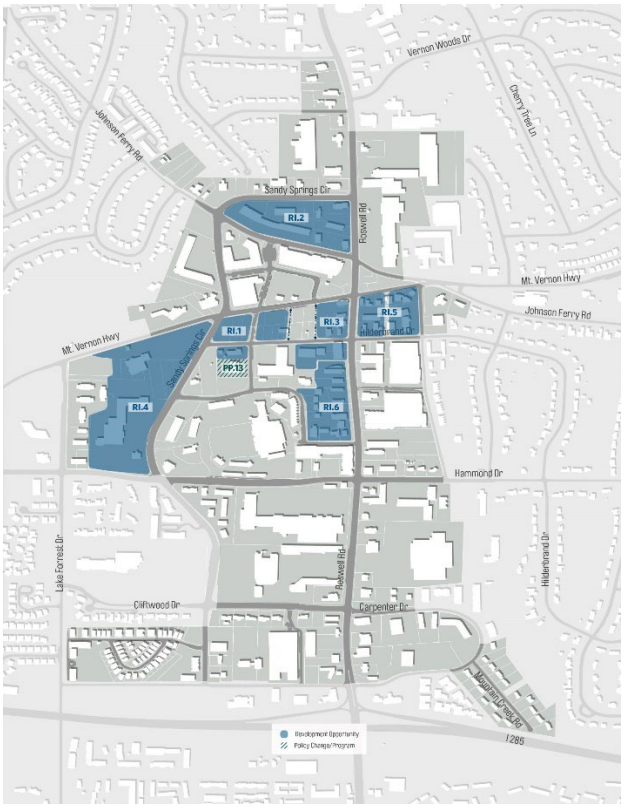
12. What would you like to see at Opportunity Site RI.1? Think about building height, placemaking, amenities, and more!



1	*2 story building, restaurant and shops. Keep the open-air quality of Sandy Springs*
2	*lower heights, placemaking signs, no shopping centers*
3	*who can afford it*
4	*Whatever it is, should be inviting. Brewery, experiential retail, artist studios, coworking, coffee shop, restaurants with patio, interactive art.*
5	*I'm assuming rl.1 includes the parking lots on the other side of the street. I think that this could be a really good ground floor retail, underground garage, and higher level residences or offices. The corner is certainly in a hole so it could use more space to keep it dynamic. 6 stories.*
6	*If you put a building there no higher than one story.*
7	*Retail/ Restaurant*
8	*no more than three stories high.....*
9	*green space. This area is congested and adding any business is dangerous. There is no space for a business. Definitely not more than 1 story and no driveway to Mt Vernon or Sandy Springs Circle. Remove the duplicate traffic light it causes grid lock and is unnecessary. Right turn traffic only in this whole area. no traffic lights stopping traffic. reduce number of pedestrian cross walks.*
10	*greenspace/park*
11	*NO apartments*
12	*Quaint coffee shop or distillery/beer place. Or, maybe combine that with a bike shop. Something about 2 stories high that could be walked to by the existing underground deck.*
13	*mixed use space including office & retail...possible brewery. No more than 2-3 floors.*
14	*Artist live-work spaces plus street level shops, live music venues, cafes, etc. It should build on the arts focus of City Springs. It also might be a hotel site, with the same street attractions. Consider higher in exchange for street level amenities.*

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15	*Would really like to see some sort of pet friendly dog park*
16	*Low and mid rise. Focused on dining on bars. Downtown Alpharetta feel.*
17	*Art Museum single story with greenspace*
18	*First floor retail and restaurants that can have outdoor dining and/or rooftop dining on taller buildings to take advantage of the views of Atlanta.*
19	*A brewery or an area with ample outdoor space to gather and meet with neighbors, etc. I think the example in the picture showed a building design with a huge covered patio type area would be great to have a spot like that with live music and off Roswell Rd to enjoy.*
20	*Toy and gift store*
21	*Might be a good spot for boutique hotel*
22	*Parking maybe hotel*

13. What would you like to see at Opportunity Site RI.2? Think about building height, placemaking, amenities, and more!

1	*I don't necessarily feel like the current structure and shops should be changed at this location. The parking is very easy to quickly enter and exit.*
2	*A more attractive and usable area for restaurants, retail. This may be the best area for more condos or taller building*
3	*building heights can be higher here with more density type uses*
4	*who can afford it*
5	*Townhomes. Unsure if retail/commercial/office is a fit here since it's on the backside of city hall. Maybe townhomes on bottom two stories and condos above. For sale block opportunity.*
6	*I really enjoy the character of the shops and think they provide good and necessary services, though agree there could be significant upward densification. This would be a large enough parcel to include inner atrium/garden/pool and would be good to include office use. 6 stories.*
7	*I love the location of Daniels barbecue restaurant there*
8	*Retail/Restaurant*
9	*Mixed- use Office/Medical office, condos for sale or apartments, retail/restaurant on 1st floor. Underground Parking.*
10	*1 story retail / restaurants. This has limited parking. Another more than 1 story cannot be supported. Citizens have cars. Unless you make city hall parking totally free and create new entrances that are not on the main corridors of Mt Vernon and Johnson Ferry this will continue to be grid lock and unattractive to your tax payer base.*
11	*mixed use retail and apartments*
12	*This is the block to develop the brewery and restaurants and fun places to gather. We love our quiet neighborhood and that block has minimal residents for noise that will come with something like that.*
13	*I like the 1-story building as it is.*
14	*restaurants..building height 2 floors*
15	*Artist live-work spaces plus street level shops, live music venues, cafes, etc. So basically building on what is already there, just moving it away from strip mall look, and adding the artist live-work above. It should build on the arts focus of City Springs. Redevelop the scattering of parcels along Roswell Road into a hotel site, with the same street attractions as above. Consider a higher hotel building in exchange for street level amenities.*
16	*If more public parking is needed, put a structure here, away from street frontage. Also townhomes/condos here*
17	*Secondary focus. Let's not mess with these existing tenants*

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18	*Restaurants and shopping - organic and walkable, 2 stories with courtyards and outdoor space*
19	*Mixed use environment with more height but not so much lot coverage that doesn't allow for a plaza and outdoor spaces for people to gather, eat and activate a greenspace.*
20	*R2 would be nice to see townhomes with a mixture of condos with retail underneath.*
21	*Women's clothing boutique*
22	*Restaurants, boutiques - downtown Alpharetta look and offerings*
23	*Mixed use development 6 stories, townhouses retail and personal service type uses*

14. What would you like to see at Opportunity Site RI.3? Think about building height, placemaking, amenities, and more!

1	*I do not want to see high-rises and local, small businesses driven out. I do not want to feel like I am driving down some high-rise, cement corridor down Roswell Road*
2	*since along Roswell Rd and at City Center needs a good destination use*
3	*who can afford it*
4	*Updated facades, more patios and outdoor amenities.*
5	*I don't know that you can modify the GA Power station much. Doesn't this limit development here?*
6	*More breweries! Cocktails bars!*
7	*Retail/Restaurant*
8	*This is a brand new bank building and you gave it extra driveways. If you change anything remove all curb cuts and only access from behind. Do not go over 1 story. the 4-6 story buildings are suffocating and unattractive.*
9	*mixed use, building height same as Blue Stone lofts*
10	*We will need some noise and late-night shenanigans to be looked at for what goes here.*
11	*hotel up to 6 floors with ample parking*
12	*Artist live-work spaces plus street level shops, live music venues, cafes, etc. So basically moving it away from strip mall look, and adding the artist live-work above. It should build on the arts focus of City Springs. Redevelop the scattering of parcels along Roswell Road into a hotel site, with the same street attractions as above. Consider a higher hotel building in exchange for street level amenities.*
13	*Low and mid rise. Focused on dining on bars. Downtown Alpharetta feel.*
14	*Boutique hotel no more than 4 stories*
15	*A green space to play off of the access path next to the substation. Allow for any new buildings that front Roswell Rd to have access out their back doors to this space. Encourage that kind of engagement that can allow people to be away from the noise and traffic of Roswell Rd.*
16	*This should be multi story aparments with retail on the bottom to increase steret engagement with Roswell Rd.*
17	*Family friendly restaurant with play area outside for kids and small stage for live music*
18	*Dog park*
19	*Multi unit bldg with rooftop restaurant*

15. What would you like to see at Opportunity Site RI.4? Think about building height, placemaking, amenities, and more!

1	*I do not want this area built up, it would be nice regardless of its development to maintain the open nature that would actually serve the community. A dog park would be great.*
2	*lower heights and an amenity use*
3	*who caN AFFORD IT*
4	*Townhomes, pocket park, walking path, interactive art.*

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5	*Having some class B retail space is incredibly useful and allows for a larger, more diverse, and healthier community. I would not change this center except to encourage a much greener parking lot.*
6	*Housing or office with retail/restaurant on the ground floor and/or street edges*
7	*Townhomes for sale*
8	*1 story restaurantswith outdoor patios behind the buildings, ace hardwaree, small shops, away from the street noise and high rise congestion of roswell road and city springs.*
9	*Mixed use like chattahoochie works*
10	*townhouses. no apartments*
11	*This area seems better suited for apartments, condos, etc. Townhouses - no: these can be built at many other places in the city. The new housing units should retain an arts focus to relate to City Springs.*
12	*Low and mid rise. Focused on dining on bars. Downtown Alpharetta feel. The biggest parcel to do this. Some residential can be integrated here.*
13	*Improve traffic pattern to relieve the traffic on SS circle and Mt Vernon by increasing through streets. Create other routes. Do a mix of townhomes and condos.*
14	*This is one of the best sites in the district based on topography. Views of downtown from taller buildings would be a huge attraction for a for sale condo product in a mixed use building or center with retail on the ground floor. A greenspace located behind the buildings to stay off of Sandy Springs circle and/or rooftop dining opportunities to take advantage of the views. The church property will hopefully be a good mix of residential types and possibly some retail or civic space once they figure out who will be engaged through the current RFP process.*
15	*This would be a goo doppoortunity for a mized use development with office, retail and ownership/rental properties.*
16	*Office*
17	*Restaurants, boutiques - downtown Alpharetta look and offerings*
18	*All these area should have 4 to 6 stories*

16. What would you like to see at Opportunity Site RI.5? Think about building height, placemaking, amenities, and more!

1	*I don't want this redeveloped but if it is, again I don't want to see small business forced out.*
2	*same as R1.2 response*
3	*WHO CAN AFFORD IT*
4	*Mix of office, artist maker space and/or coworking, brewery. No parking on this site or underground parking only (but not accessible from Roswell)*
5	*2 - 4 story office and retail.*
6	*Mixed- use Office/Medical office, condos for sale or apartments, retail/restaurant on 1st floor. Underground Parking.*
7	*This is a high traffic area. The park will not be accessible due to traffic so do not try to connect the two. The park was an excuse to get rid of the old businesses not because a park was needed. This area needs to be razed and the roads network fixed.*
8	*Mixed use- restaurants, office.*
9	*This is the best block to develop the brewery and restaurants and fun places to gather. We love our quiet neighborhood and that unsightly block has minimal residents for the noise that will come with something like that.*
10	*Artist live-work spaces plus street level shops, live music venues, cafes, etc. So basically moving it away from strip mall look, and adding the artist live-work above. It should build on the arts focus of City Springs. Redevelop the scattering of parcels along Roswell Road into a hotel site, with the same street attractions as above. Consider a higher hotel building in exchange for street level amenities.*

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11	*2-3 story townhomes - transitional space to single family housing to the East*
12	*Low and mid rise. Focused on dining on bars. Downtown Alpharetta feel.*
13	*Possible hotel or condo site.*
14	*This is a good place for height and a mix of uses. People visiting the Veterans park should be able to walk to restaurants and retail. Some coworking, office or artist spaces could be good to have in the mix.*
15	*Boutique hotel for out of towners to stay in the city and enjoy.*
16	*Karaoke bar*
17	*Better option for townhomes in this area*

17. What would you like to see at Opportunity Site RI.6? Think about building height, placemaking, amenities, and more!

1	*I would like to see this left alone. I can not believe the City would actually include this in their plan and not have spoken to any of the actual owners of the properties. Disgraceful*
2	*same as R1.2 response*
3	*who can afford it*
4	*Updated facades, more patios and outdoor amenities.*
5	*The geography here is challenging. Would love to see some sort of infrastructure to help unify and connect*
6	*Housing or office above retail/restaurant*
7	*Mixed- use Office/Medical office, condos for sale or apartments, retail/restaurant on 1st floor. Underground Parking.*
8	*Remove all curb cuts. Have a charming row of 1 story businesses with a rear road connecting them.*
9	*townhomes like the ones that are across the street. 3 story. No retail.*
10	*NO more apartments!!!*
11	*This currently messy area should be the gateway to City Springs, announcing the importance of place. I see the highest use as a street level contemporary art museum with luxury condos above to attract arts donors, patrons, and investors. Maybe with city rent subsidies for successful artists themselves: singers, painters, writers, etc.*
12	*Mixed use - with breaks to provide green space and sight lines beyond Roswell Rd*
13	*Low and mid rise. Focused on dining on bars. Downtown Alpharetta feel. Like .4 can have residential here*
14	*Restaurant and retail.*
15	*The topo could work beautifully to have a greenspace at the heart behind the buildings on Roswell Rd and Hilderbrand since they would be close to the road. Again, shielding restaurant patrons and the users of the greenspace from the traffic and noise of Roswell Rd. Great place for that brewery or distillery to create a cool environment people can walk to.*
16	*Restaurants and bars here would be cool to make am entertianment type district where it would draw people from surrounding cities to go on the weekends.*
17	*Upscale date night restaurant*
18	*Mixed use on Roswell road*

18. Is there any other input you would like to share with the project team?

1	*I feel strongly that the architecture of new structures built needs to have a timeless appeal that seems to have some continuity. Some of the new apartments built in the last few year have an style that ages very poorly (The Margo). I think Sandy Springs should invest in making buildings that we will not want to demolish in 30-40 years, but will rather look beautiful for decades to come.*

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2	*The Holocaust Museum is NOT right for this area. Destroying small business is NOT what is right for Sandy Springs. I don't want to see a centrally-planned high-rise monstrosity community. Many parts of Sandy Springs do need redevelopment and freshening up, but this in it's entirety is not the right path forward for Sandy Springs.*
3	*Art and murals should be everywhere.*
4	*protect our tree canopy*
5	*Roswell Rd is very ugly ... too many poles.. old shopping centers, etc. Need to have our Main Street attractive. Until then Sandy Springs won't be appealing. Currently it looks very old and run down.*
6	*Make sure the city is walkable with destinations that appeal to all ages.*
7	*This is a chance to put enough retail/restaurant footage in the same place to be a true destination and gathering place for the community.*
8	*Figure out the roads and eminent domain the land to move the roads out so we can bypass this whole area. Move Mt Vernon to run between the church and the cemetery, through the new firestation, through the aldi shopping center (behind R.2) and out to Roswell Road. All this development is going to cause gridlock. You have already made this area undesireable for existing residents because there are stop lights and traffic calming devices every 50 feet. You are driving us out and making this an apartment community instead of stately homes.*
9	*The green space behind Heritage will have to be loved and looked after. It is a disaster and not very inviting for what we can do these days.*
10	*I just ask to please avoid the apartments. We have enough of them.*
11	*Keep the focus on the arts ecosystem that can be created around City Springs - from emerging artists in their bare bones live-work studios where creation happens, to very successful artists and their patrons in a luxury setting. And everything in between. Think about a vision of a monthly arts event open to all of metro Atlanta that is centered in this area to help imagine what is needed. This arts focus in the core will differentiate the city from others.*
12	*A good plan for the city. The issue will be existing shopping center owners that have no desire to jump on board with any of the city's plans. So many of the older shopping centers are cash-flowing and have no debt. Why burden the property owners with the expectation of good for the community at the expense of the property owners?*
13	*Need to redo the Roswell Abernathy Shopping Mall Center*
14	*Many of us who live in Blue Stone Lofts would like to see this area not be so populated with apartments and transient renters. we know from condo community living that when folks own, they are more vested in their communities and property. We have even passed amendments to lower our own rental capacity. Please please consider less rental and more owner owned and occupied development.*
15	*No more large offices. Mix residential with restaurants, bars and retail. Mix in some small office space as well potentially.*
16	*There needs to be a road behind Lowes from Hammond down to Carpenter. Or a real street that subdivides the massive lot between lowes and retail fronting Roswell. There is too much congestion on Roswell. Local traffic trying to access the Lowes and adjacent stores could use this route.*

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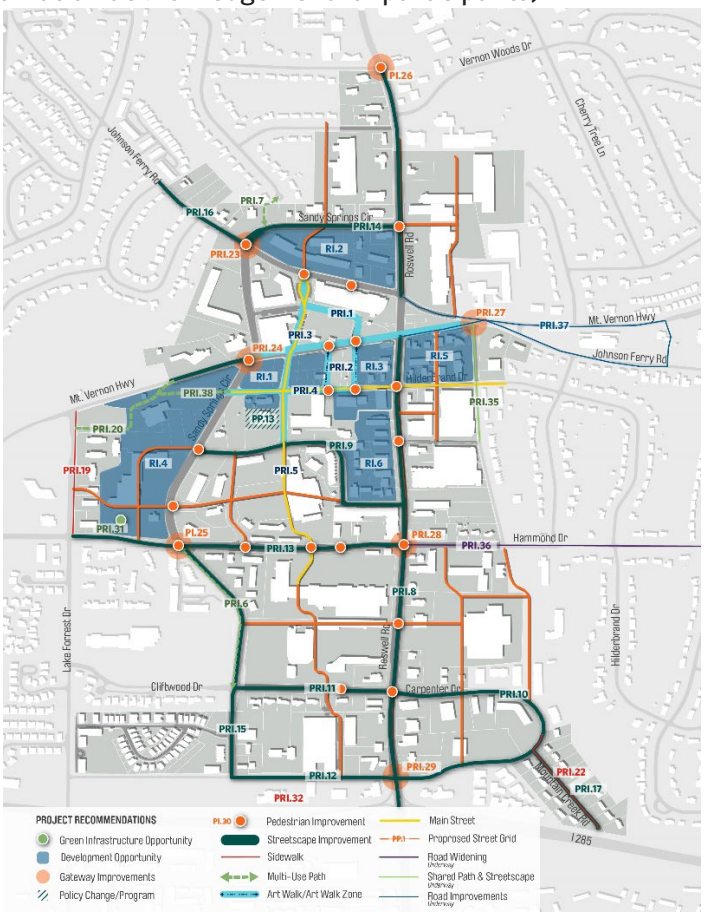
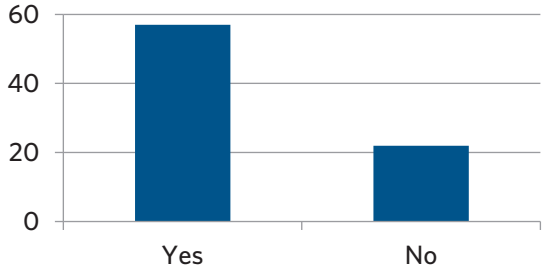
POLICY & PROGRAMS RESPONSES

1. This survey allows you to share your thoughts on how each policy and programming recommendation within the City Springs Master Plan should be prioritized. Below, you will see a map of all the master plan recommendations. Please refer back to this map as needed or keep it open it in another tab for reference by clicking here.
   47 Responses (this was an acknowledgement for participants)



2. PP.1 - Continue building out the street grid established by the Sandy Springs Technical Manual. The previously planned street network on the map will continue to be implemented as new development is implemented. Should the City prioritize this?
   79 Responses



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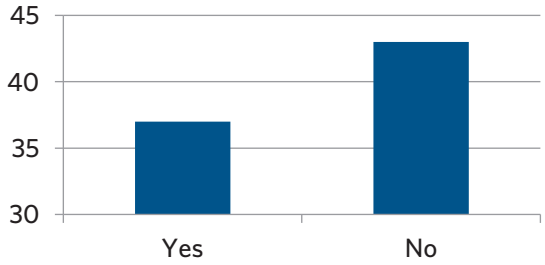
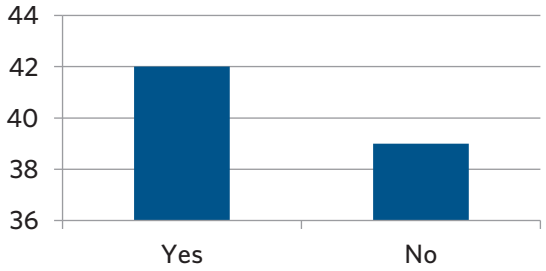
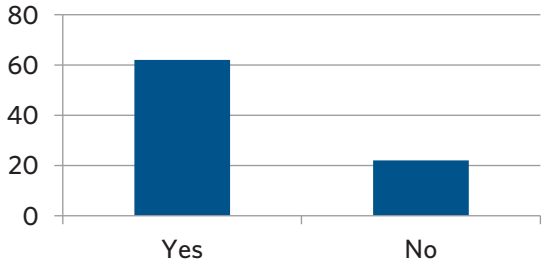
3. PP.2 - Evaluate opportunities for Development Authority involvement in promoting homeownership in City Springs. The Sandy Springs Development Authority provides catalytic funding for desirable economic development projects by providing access to capital and other financial incentives. It can enable opportunities that provide home ownership in City Springs which may be through a guarantee that townhomes or condos are kept for sale to diversify the residential mix in the District. Should the City prioritize this?
   80 Responses



4. PP.3 - Consider new zoning tools to encourage redevelopment and other site enhancements by providing mutually beneficial incentives to property owners within redevelopment and rehabilitation projects. This might include an urban placemaking program that would promote and incentivize privately owned public spaces through an incentive program which would allow for greater building height. It may also include a graduated height program that encourages land assembly through bonus height incentives. Should the City prioritize this?
   81 Responses



5. PP.4 - Consider a property improvement program to provide property owners a means to pursue aesthetic and outdoor amenity enhancements and improve the overall look and experience within the Study Area. Evaluate opportunities to support such private sector reinvestment through waivers, grants, low-interest loans, and/or tax incentives. This improvement program provides means to commercial and mixed-use property owners and tenants to renovate, restore, or redesign the facades on their buildings, construct outdoor patios, landscaping, and tree canopies, among other functional and aesthetic property improvements. Should the City prioritize this?
   84 Responses



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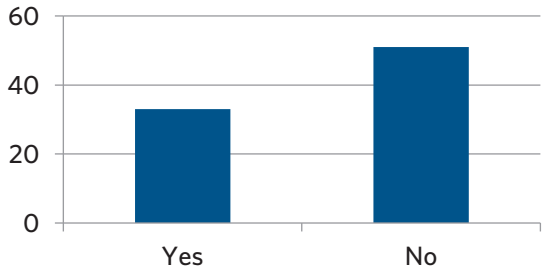
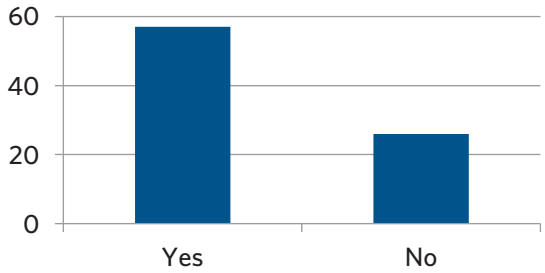
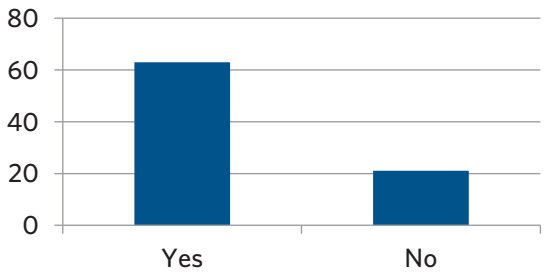
6. PP.5 - Expand established branding and wayfinding for the City Springs Campus to the broader district. Wayfinding signage currently found in the City Springs campus would ultimately be found across the study area along pedestrian pathways and vehicle right-of-way to point to landmarks and public facilities to extend the identity of City Springs beyond the campus grounds. Should the City prioritize this?
   84 Responses



7. PP.6 -Establish City Springs Design Guidelines for developers and architects to abide by, guiding cohesive design throughout the District. To ensure intentional, quality design, the City will create Design Guidelines to supplement the City's Development Code in regulating design, materials, landscape elements, and aesthetics to maintain a degree of continuity and consistency among developments in the City Springs District. Should the City prioritize this?
   83 Responses



8. PP.7 -Expand and implement park improvements and encourage future pedestrian connections to Allen Park. Allen Park, just outside of the study area, plays an important role to those who live and work nearby. The City will expand the park into adjacent City-owned parcels and work to make improvements to the park to continue leveraging it as an asset to the District. Should the City prioritize this?
   84 Responses



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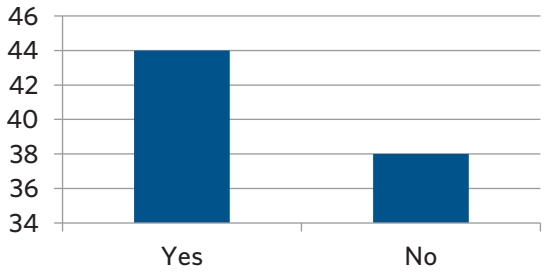
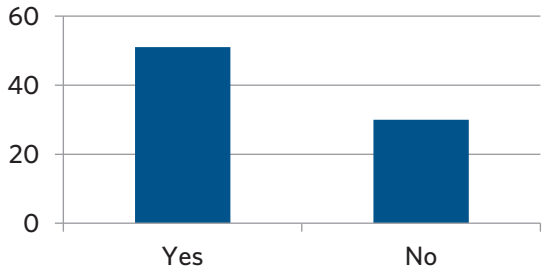
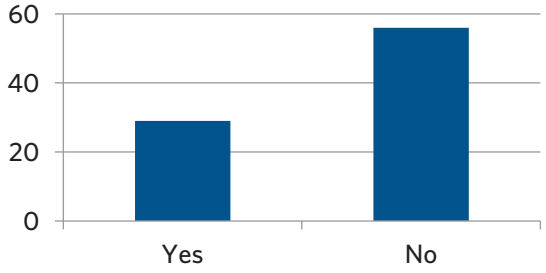
9. PP.8 - Continue to partner with MARTA for additional investment in transit facilities (i.e. additional bus shelters, benches, etc.). MARTA currently provides transit access within a walkable distance across the District and has plans to provide bus rapid transit (BRT) service along I-285. This policy will enact continued coordination for the addition of bus shelters, benches, and other bus stop amenities. Should the City prioritize this?
82 Responses



10. PP.9 - Continue to partner with MARTA for expanded transit service. MARTA currently provides transit access within a walkable distance across the District and has plans to provide bus rapid transit (BRT) service along I-285. This policy will encourage continued coordination to address future transit needs. Should the City prioritize this?
81 Responses



11. PP.12 - Construct a new facility to house the Anne Frank in the World Exhibit, Georgia Holocaust Memorial, and other programming at 6110 Blue Stone Road. City Council approved a facility to house the Sandy Springs Police Department and Visit Sandy Springs, as well as the Anne Frank in the World Exhibit, the Georgia Holocaust Memorial and associated programming and office space. This facility will be a prominent structure along Blue Stone and context-sensitive design will be incorporated to reinforce the City Springs vision. Should the City prioritize this?
85 Responses



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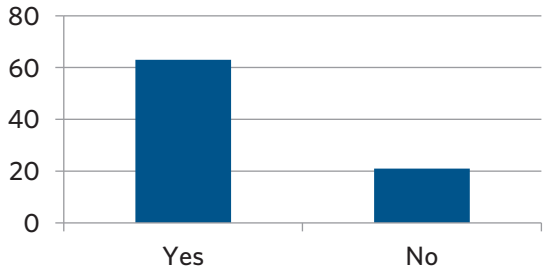
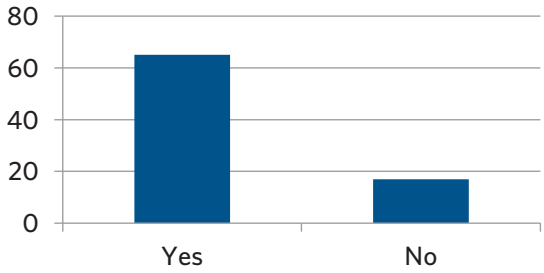
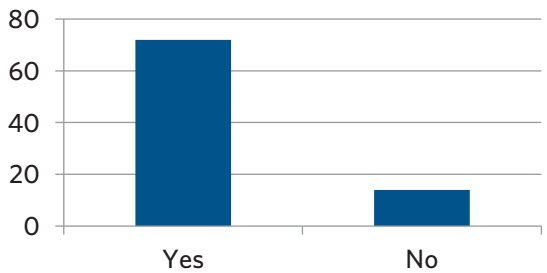
12. PP.13 - Consider additional opportunities for park network expansion by partnering with property owners and developers. While the City actively incentivizes developers to provide privately-owned public open space, the City will work to identify potential park spaces to meet future needs in order to provide access to all users. Should the City prioritize this?
84 Responses



13. PP.14 - Consider elements of this plan's parking strategy during the development approval process to accommodate district growth and future demand for public parking. As the District grows, transit access and pedestrian connectivity is planned to become a more prominent method of navigating City Springs, however parking will still be a vital aspect in new developments. The Master Plan's parking strategy will devise additional policies that remove parking as a barrier to redevelopment while ensuring that the City's broader transportation initiatives are not compromised by an overabundance or mismanagement of parking. Should the City prioritize this?
82 Responses



14. PP.15 - Conduct feasibility analysis for a regional stormwater management strategy. Redevelopment of properties will present an opportunity to handle stormwater management in a more sustainable, regional manner, as opposed to the current parcel-by-parcel method currently used. A regional system will also create opportunities for complementary park spaces. Should the City prioritize this?
86 Responses



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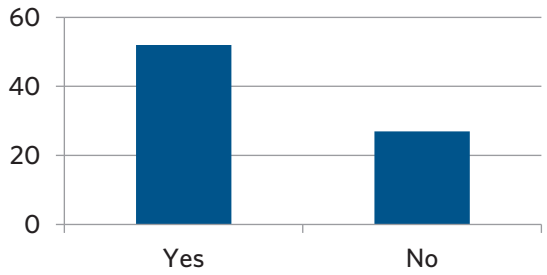
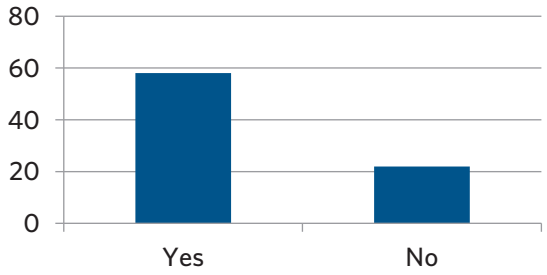
15. Building Height Policy. Use this map for questions 15 & 16.PP.10 - To support the development vision, zoning should appropriately reflect 4-6 stories in Tier 1 areas of the City Springs District core. Should the City prioritize this?
79 Responses



16. PP.11 - To support the development vision, zoning should appropriately reflect 2 - 4 stories in Tier 2 areas of the City Springs District. These areas provide a gradual height transition from City Springs District core to surrounding protected neighborhoods. (use the map shown above question 15). Should the City prioritize this?
80 Responses



17. Is there any other input you would like to share with the project team?

1	*Ensure that every single street in this planning area has sidewalks on every side of the road. That is a key factor in having a safe, central gathering space.*
2	*"Wayfinding signage"- are you serious? Put things in plain English!!!*
3	*No more apartment developments. This is ruining the city I love*
4	*We need a fantastic dog park (like Brook Run, although I know it would be smaller). Mixed retail and restaurant (like historic roswell). No more banks or apartments!*
5	*Pedestrian walking bridges at various points over Roswell rd between 285 and Abernathy. This would go a long way to uniting both side of Roswell rd and get pedestrians out of the flow of traffic.*
6	*the plan is too aggressive and does not represent the wishes and desires of the greater Sandy Springs citizenship. None of this seems to support current residents and instead an outside vision that has nothing to do with what actually makes Sandy Springs unique and special. This plan is the opposite of why people choose to live here and not Buckhead.*
7	*We are too crowded now!*
8	*Implement affordable housing and DEI*
9	*NO MORE APARTMENTS!!!*
10	*More density please. But developers do not need public subsidies, unless they provide meaningful returns to the city (in the form of dramatically lower rents for decades). Don't be the suckers you continually show yourselves to be. (And, if you're not suckers, then you're just corrupt.)*

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11	*Most important is continuing support of outdoor spaces and park connectivity and finish the street lights on Johnson ferry to the river and around the city*
12	*no more apartments*
13	*It is absolutely appalling the the city is planning to invest in the new cultural center at 6110 Bluestone Road while the Williams-Payne House and former Heritage Sandy Springs Collection falls into disrepair. The collection chronicles over 250 years of Sandy Springs History and was shoved into a basement. The city should be prioritizing preserving IT'S OWN HISTORY before investing in other cultural tourism projects.*
14	*City needs to find a way to make parking free for visitors in all parts of downtown*
15	*I think the area should be enlarged, and that transit and densification should be promoted as well as tree canopy's (specifically through rooftop green spaces on some of these tall buildings. but also to help incentivize the smaller properties to retain or grow tree coverage.)*
16	*Although we've loved Sandy Springs, the spending & taxes have become too much.*
17	*Less traffic lights, increase flow of traffic, less bottlenecks. Lower taxes.*
18	*identify more streets specific sandy springs place an heritage park , bluestone is a prominent st regarding ss ctr*
19	*Support adaptive reuse of existing properties, many of which can be expediently ly repurposed to contribute to an enticing retail/restaurant walking district.*
20	*Sandy Springs does not need additional housing/ rental properties and commercial development!!!!!*
21	*2-4 stories in Tier 1 areas also*
22	*limit tier 1 to 2-4 stories. Keep sandy springs accessible for those of us already here. This overdevelopment and removal of traffic lanes is making it unattractive for your existing taxpayers. I know drive to cobb county for shopping and restaurants. It is more pleasant to get around. Return sandy springs circle to 4 lanes. Avoid traffic lights within 100 yards of one another through connected businesses. Especially around city hall. It is a nightmare to traverse sandy springs circle, roswell road and mount vernon. Be careful with the offset crosswalks. They are installed on Cortez road in Bradenton Florida and there are soooo many lights that you cannot focus on the pedestrians. It is less safe know with the cross walks and lights than it was before implementing these new "improvements"*
23	*Parking is currently an issue for residents in this area and needs to be considered before bringing more residents and visitors to this area.*
24	*These policies should be more narrowly focused on creating an attractive, walkable, store lined city core for Sandy Springs. A destination area for shopping, eating, culture. As I read these they sound too broad, too much, and not really giving me placemaking. Id rather see policies that create this core than ones that seem too unfocused and liable to create traffic problems in an already too-much- car-congestion area.*
25	*Please create incentives for more active uses around City Springs. While the City Center is beautiful, so much of it is dead space. Can we plan for a freestanding brewery or rooftop restaurant on one of the corners of the parks? We need more creative planning on activating spaces (Alpharetta did a beautiful job at this).*
26	*We need more spaces like foodhalls and hangouts for young adults.*
27	*Widening Hammond with sidewalks*
28	*I wouldlike to see parks with excessive equipment in them.*
29	*Lack of parking everywhere. Especially Morgan Falls overlook Park. Plan for more then you think you need*
30	*Incentives for private property owners and landlords - especially some of the blighted property in Glenridge Hammond - would be much appreciated. The Hammond Glen apartments are an eyesore and embarrassment to the area.*
31	*growth needs to be organic and not forced. offer incentives to small business ie resturants to bring in new business....not just large companies*

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32	*IS THERE A WAY TO INCENTIVIZE PROPERTIES LIKE CITY WALK TO NOT WAIT UNTIL REDEVELOPMENT BEFORE THEY PARTNER TO CREATE THE STREET GRID? PROPERTY ASSEMBLAGES AND MAJOR REDEVELOPMENT COULD TAKE DECADES IF AT ALL. This is the Kroger Shopping Center where one would not likely expect that store building to ever get torn down since it is an anchor grocery building and a full scale property overhaul may never come. The Plan shows the continuation of Blue stone Rd as the Main Street through there. Let's find a way to get it done.*
33	*Quit building apartments*
34	*I really think the grid build out and additional pedestrian crossings and safety measure would really help give the distruct a true sense of place and walkability.*

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APPENDIX

C.

Parking Strategy Supplement

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CITY SPRINGS
MASTER PLAN

Technical Memorandum: Parking Strategy

Introduction and Goals

The consultant team reviewed a 2014 district-wide parking study and, in an effort to provide new information on parking demand at mixed-use developments, conducted detailed parking inventory and occupancy counts of the City Springs campus. As opposed to relying on dated parking ratios from suburban-style residential and commercial development, the City Springs survey results were used to assess the City's off-street parking requirements for new development. The parking demand ratios derived from that work were then used to estimate peak parking demand that would be generated by new opportunity site development scenarios and evaluate how that demand would be satisfied through some combination of surface, structured, and curbside space capacity. Those ratios took into consideration potential influences associated with best management practices related to parking access and revenue control systems, smart parking technology, and parking and transportation demand management (PDM and TDM) strategies. Additionally, relevant City staff and representatives of REEF Parking, the City's current parking contract management firm, were interviewed to get a sense of the parking role the City would play in supporting future development initiatives. With a sense of the relationship between future development opportunities, parking demand at the city-owned opportunity sites, and an understanding of the role the City would likely play in supporting shared parking management strategies, the following policy guidelines are offered for consideration.

Note that the focus of this task is oriented towards **creating policies that remove parking as a barrier to redevelopment while ensuring that the City's broader transportation initiatives are not compromised by an overabundance of parking, poor management, or both**.

Parking Role and Responsibility

Prior to the development of the parking strategy it was important to determine the level of responsibility that the City would have with regards to parking development, ownership, and operation. In the case of the City Springs campus, which in addition to the commercial and residential components includes City Hall, the Performing Arts Center, and the Conference Center, the City took a lead role in parking development and operations as it contributed to the construction of the parking garage and is responsible for day-to-day parking management through the City's third-party contract manager. This management responsibility includes City Spring's parking structure, curbside spaces, and a valet parking program. The City does not have similar parking assets or responsibilities elsewhere.

City staff do not believe that the City Springs campus situation where the City helped fund and is fully responsible for managing off-street parking will be the formula to be used on the opportunity development sites as the presence of City Hall and Performing Arts Center made the City Springs campus a unique situation. Therefore, the theme that runs throughout this appendix is the **development of policy language that encourages and/or requires private sector parking providers and operators to manage new parking facilities in an open, transparent, and shared manner.** Given that background, the following policy guidelines address:

- **Rightsizing future parking facilities** to ensure that neither an underabundance nor overabundance of parking spaces are created.
- **Private development's role in managing and operating off-street parking facilities in a shared manner** where any surplus parking that is created is accessible to those existing and nearby land uses that may be under parked.
- Potential for a parking management program that **supports carshare, bikeshare, transit ridership subsidies, and other transportation demand management (TDM) initiatives**.
- The creation **of flexible and adaptable management strategies that are capital-light and technology-heavy**.

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As the development and management of off-street parking facilities is quite different from the management of curbside parking spaces, the document that follows includes separate discussions of curbside vs. off-street management policy. However, before that can be accomplished, a brief overview of current parking codes and ordinances is warranted.

Existing Off-Street Parking Codes/Ordinances Review and Recommendations

As this effort is concentrating on curbside and off-street parking management strategies, the codes and ordinances that address parking stall design standards, landscaping, lighting, and off-street parking requirements for new development and other design considerations were excluded from this examination. Even when these design standards are excluded from discussion, there are nearly a dozen applicable codes that relate to parking signage, wayfinding, hours of operation, meter rates, and fines for parking violations. Chapters and sections of the code that were examined are listed below:

- Division 6.3 – Residential Parking
- Section 8.1.2 – Parking Required
- Section 8.1.3 – Perimeter Center – City Springs District
- Section 8.1.4 – Parking Reductions
- Section 8.1.5 – Vehicle Parking Options
- Section 8.1.6 – Unbundling Parking in Perimeter Center
- Section 22.50 – Violations
- Section 58-121 – Illegal Parking at City Springs
- Section 58-122 – Enforcement
- Section 58-124 – Free Parking
- Section 59-96 – Signs

- *Division 6.3 - Residential Parking, Article 6 – Rules for All Districts:* this section addresses parking location and design standards for single-unit residential land uses. While this evaluation does not include a discussion of design, *Division 6.3* was included for what it did not reference: a residential parking permit program. There is currently no program where residents who live in residential zoned areas adjacent to commercial and/or commuting locations (bus/transit stop) may obtain a permit that restricts access to the curbside space to residents during periods when office workers, restaurant employees, commercial visitors, and commuters are tempted to park on residential streets.

- *Section 8.1.2 – Parking Required:* As noted in the list above, the majority of parking management-related codes and ordinances are located within a single division under *Article 8 – Site Development*. The first section, *Section 8.1.2 – Parking Required* states that before a building permit is issued for a project that includes the required parking, the parking lot layout and area must be found by the Director to comply with this Development Code. The code includes a calculation of required spaces for a variety of land use types (two per dwelling unit for single-unit residential, one per 300 sq.ft. for office, one per 150 sq.ft. for restaurant, etc.).

- *Section 8.1.3 – Perimeter Center/City Springs District Codes*: This section offers alternatives to the requirements outlined in Section 8.1.2 for the two subject areas. In these districts there are no minimum parking requirements/ratios, only maximum requirements/ratios, which acknowledge a number of factors that will reduce parking demand in a mixed-use environment. However, these parking demand ratios do not take into consideration the potential for shared use where a parking space vacated by a resident who departs for work in the morning, for example, could be used by an employee to an office building without fear of conflict. For example, the 1.1 spaces per multi-family bedroom required by the city code are not reduced during the weekday daytime period when a significant percentage of residents have left for work. Hourly parking accumulation patterns for different land use activities have been researched and published by the Urban Land Institute and National Parking Association and these adjustments could be added to the city's code and, with appropriate management on behalf of the developer and their property managers, would reduce the potential for over-building parking capacity.

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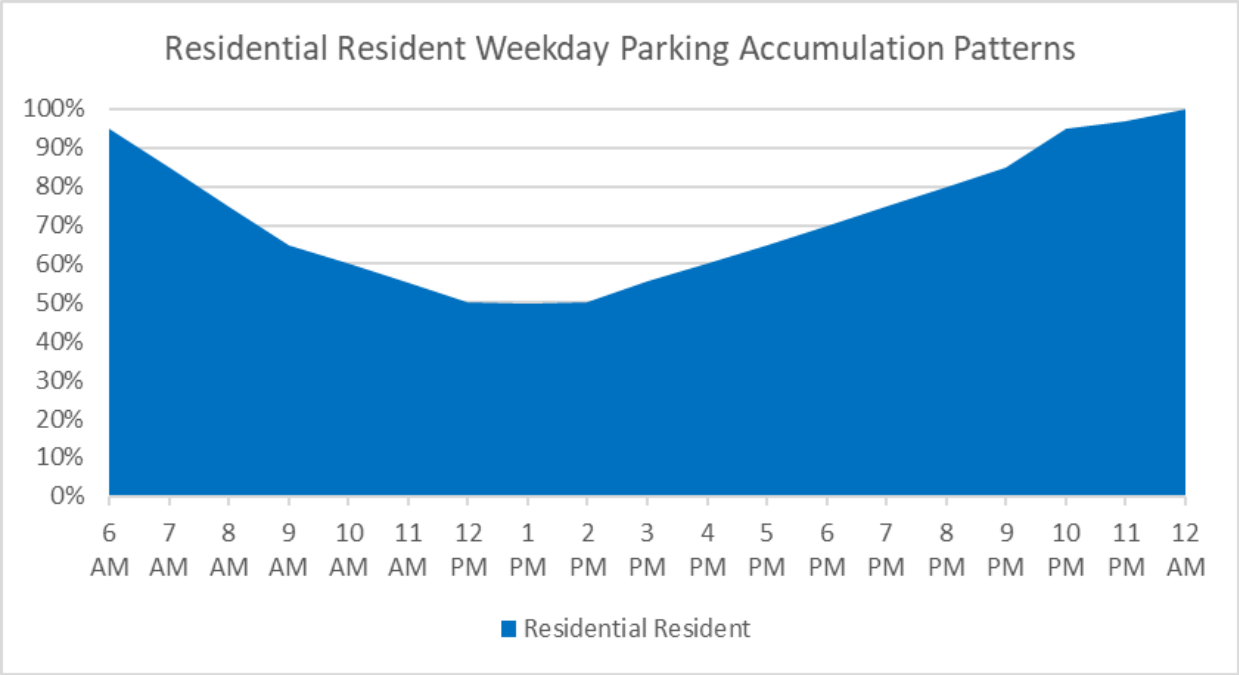
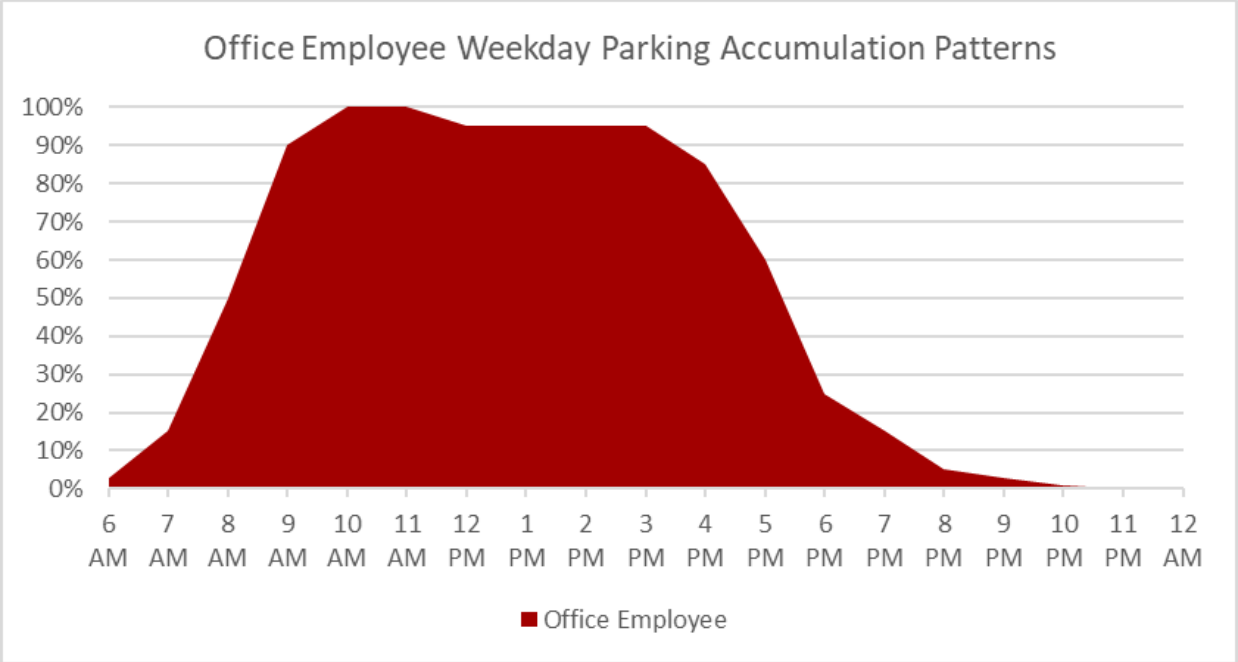
Figure 1: Urban Land Institute/National Parking Association Select Land Use Parking Accumulation Pattern





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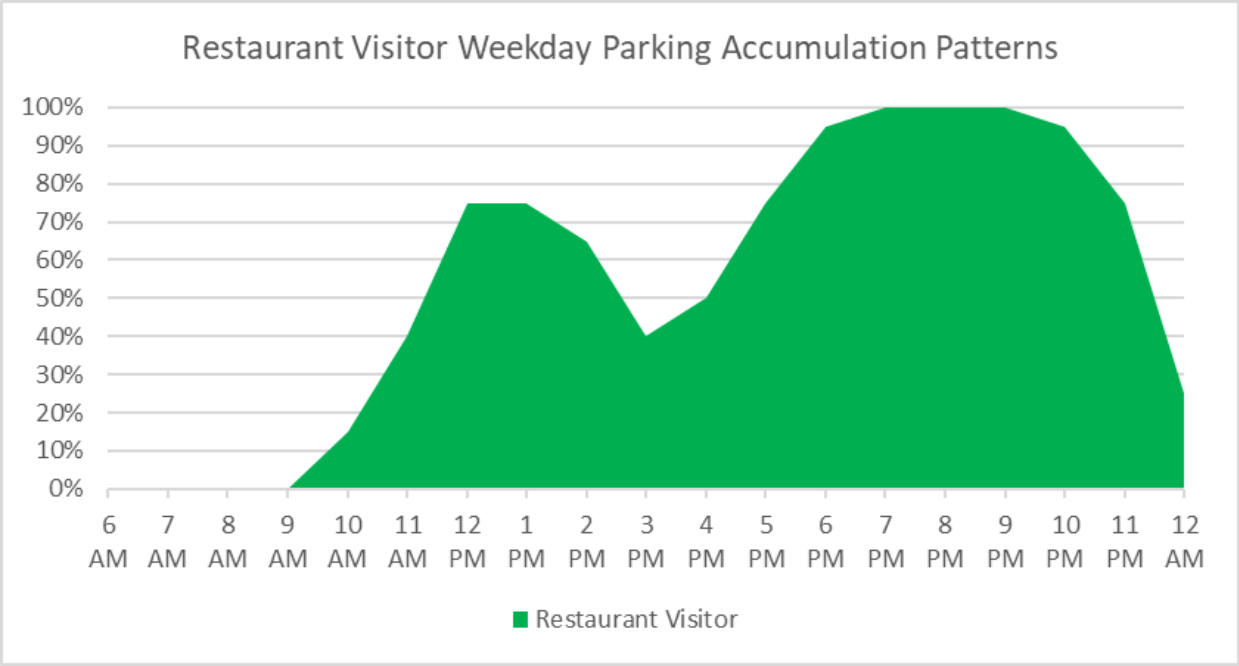

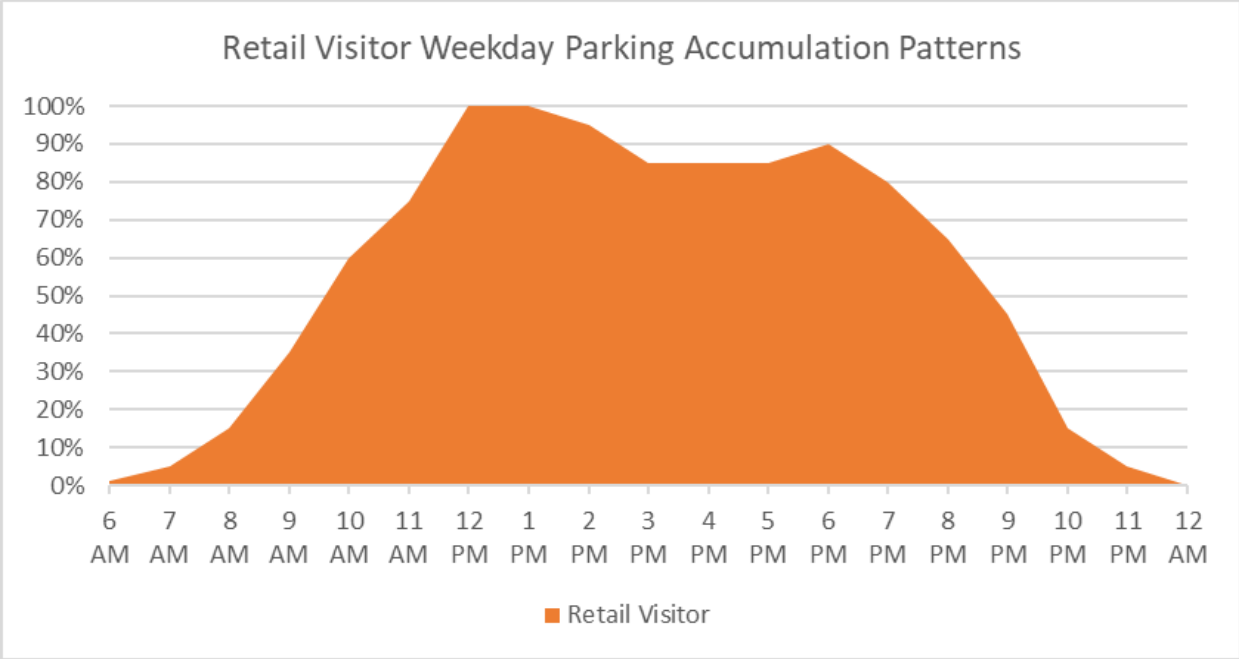

- *Section 8.1.4 – Parking Reductions*: With regards to other adjustments and reductions, *Section 8.1.4 – Parking Reductions* does include a number of factors where the space requirement for new development may be reduced. They include affordable housing reductions, senior living reductions, a private car sharing program, proximity to transit, and a parking utilization study. The case study of parking supply and demand at the City Springs campus generated parking demand ratios that are generally in line with the City's off-street parking maximums, so no changes are warranted.

- *Section 8.1.5 Vehicle Parking Options*: This section defines how a new development's parking requirements may be met in terms of location (on-street and off), and/or through valet parking, tandem, and remote parking. It is under *Section 8.1.5* that shared parking credits/reductions can be applied. The code identifies the Urban Land Institute (ULI) and National Parking Association (NPA) as a resource to justify shared use reductions following review and approval by the Director of Planning and Zoning. Remote parking reductions are notable as they define the acceptable distance from the

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principal use as 800 feet and the terms upon which a remote site lease agreement must be structured. While that might be a reasonable measure of acceptable walking distances, some municipal codes define 1,200 feet as that distance. This is an important distinction as the municipality and/or developer who builds a large, centrally located parking structure for a project and who realizes surplus parking capacity could offer that surplus to adjacent property developers as a way of satisfying that developer's parking requirements. Extending the service distance area for shared parking would extend that benefit to a greater number of potential partners.

As Sandy Springs' codes include parking maximums, it may be prudent to consider codes and ordinances that permit a developer to exceed the maximum parking space requirement. Developers may be pressured by lending institutions and leasing agents to provide more parking capacity than required. If permitted, the developer should make a one-time payment for each space provided above the maximum limit. In effect, it would represent the opposite of a fee-in-lieu of parking. While an in-lieu fee is paid when parking requirements are not met, this fee would be generated when the developer wishes to exceed space requirements. But like an in-lieu fee, the revenue from this program would be used to support mobility on demand, "last-mile" services, and a range of other transportation demand management strategies.

- *Section 8.1.6 – Unbundling Parking in Perimeter Center*: This section introduces Unbundling Parking in Perimeter Center which requires that the cost of leasing/renting a parking space be separated from the cost/rent for multi-unit residences. "Vehicle parking spaces must be leased or sold separately from the rental or purchase fees, such that potential renters or buyers have the option of renting or buying a residential unit or commercial space at a price lower than if the vehicle parking was included". With the cost of a monthly residential parking permit being segregated from the rent or condo fee, the City and developer are providing an opportunity for future residents of Sandy Springs, and in this case Perimeter Center, to carefully consider the choice to drive, park, and own a car. In combination with private car sharing services, proximity to transit, and bike/scooter facilities, this strategy encourages future residents to consider bike, walking, public transit services, and transportation network companies as viable alternatives to owning a vehicle and paying monthly parking fees. It is recommended that the City modify this existing ordinance to include the City Springs campus and future mixed-use developments like those examined as opportunity sites. However, for this recommendation to be successful, the City will need to track the benefit of this process by first requiring the developer to prepare a parking management plan (discussed later in this document) and the City's zoning enforcement staff would need to conduct periodic site visits to confirm compliance.

It is important that capital and annual administrative costs for any new parking policies and/or for any changes to existing policies be quantified as those policies that have political and financial support can succeed while those that do not have sufficient funding and support will not.

Existing On-Street Parking Code Review and Recommendations

While the aforementioned code language primarily addresses off-street parking, there are a handful that relate to the management and enforcement of curbside parking restrictions as well. They include parking violations (Section 22.50), illegal parking at City Springs (Section 58-121), free parking (Section 58-124), and enforcement (Section 58-122).

- *Section 22.50 – Violations*: Enforcement of this section "shall be through a civil action in municipal court by the issuance of a ticket which shall be either left with the vehicle or delivered to the person in possession thereof. For purposes of such civil action, it shall be presumed that the registered owner of said vehicle is in control or possession thereof". The key phrase in this code is "or delivered to the person in possession" of the vehicle. **This language would permit the issuance of digital parking citations that would be part of a license plate recognition (LPR) parking enforcement program** where a vehicle mounted with the LPR cameras and related hardware and software could identify the vehicle in violation and issue that citation directly to the registered vehicle owner by mail. This is similar to the LPR-based speed cameras that are becoming more common.

- *Section 58-121 – Illegal parking at City Springs:* This section covers the definition of illegal parking, including time-imposed parking restrictions and the treatment of food truck vending. Section 58-122 covers enforcement and the issuance of citations for vehicles parked in restricted areas and "shall be

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the responsibility of the parking management service, code enforcement officials of the City operating under the community development department and/or the police chief or his designee". Parking management service means the private vendor retained by the City and authorized to issue parking citations for illegally parked vehicles. In effect, **the City has expanded its parking capabilities not by creating a new municipal department and hiring additional municipal staff but by contracting out those services to a third party.** Given the limited size of the City of Sandy Springs' parking system (City Springs campus), and the desire to have the private sector responsible for the development and operation of publicly accessible off-street parking facilities, this is the prudent approach.

- *Section 58-124 – Free Public Parking:* states that free parking shall be available to the general public at all designated parking spaces within the defined City Springs area for up to two hours maximum on a first-come, first-served basis. Requiring parking rate schedules to be codified by its elected officials limits management flexibility. The code does permit flexibility during events at City Springs.

While some modest "tweaking" may be warranted, the **City's existing codes do introduce the basic elements of off-street parking best management practices** in that some flexibility is permitted in how the off-street requirements are satisfied.

Parking Strategy Recommendations

Parking Management Plan

As noted in our review of current parking operations and conditions, there are several existing elements that are appropriate and represent current parking industry best planning and management practices, such as:

- the City's off-street parking requirements for new development
- reductions to those requirements associated with affordable housing and proximity to transit stops,
- unbundling of residential parking pricing from rents

However, the City lacks code language or ordinances that require the developer to prove how they would achieve these goals through shared parking management. A Parking Management Plan (PMP) is a codified site plan condition submission that some municipalities use to require developers and property managers to meet these goals.

A potential PMP implementation method would be to require a PMP submission for review with the final site plan submission for approval by the City's Community Development Department. Design submission requirements of the PMP include but are not limited to parking stall and drive aisle dimensions, parking space allocation (employees, residents, visitors, car/vanpool, etc.), bicycle access points and bicycle parking locations, and the location and type of access/control gates and pay stations. Management details include identifying parking staffing levels during peak and off-peak periods, hours of parking operation, parking rates, and a description of how the different long-term (employees and residents) and short-term (shoppers, diners, and residential visitors) parkers are managed from the moment they enter the lot/garage to the moment they depart. If valet parking is anticipated, the PMP needs to include a description of how and where staging and vehicle retrieval will occur. Given the need to ensure that vehicles waiting to enter the parking facility do not back out onto the public right-of-way, the PMP also requires a queuing analysis which includes the peak volume of vehicles and the processing capacity of the entry lanes and parking control equipment.

The City could also extend the PMP boundary into the public right of way to form a more comprehensive Curbside Management Plan showing curb activity and other streetscape elements. This may address all required elements contained in the project's site plan conditions, which typically includes but is not necessarily limited to on-street parking meters, taxi stands, curbside handicap parking, para-transit passenger pick-up and drop-off areas, loading zones, car sharing spaces, bus stops, and bicycle parking.

The PMP reinforces the transportation demand management strategies that are required of the developer and property management as they reference both employer-provided benefits and building-provided amenities. Employer-provided benefits can include a monthly subsidy for public transit and/or car and vanpool programs while building-provided amenities include preferred car/vanpool parking locations, bicycle parking facilities, and shower and locker facilities. These and potentially other parking and transportation demand management strategies that would be employed by the developer and property manager but monitored periodically by the City will provide the City and regional transportation planners greater insight into, for example, which last-mile mobility option is most effective, how and where mobility on demand is working (or not), how fare payment

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portals are used, where real-time transit information is posted, how the property manager's responsibility as transit data manager can be codified, and which department within the City would the PMP process be managed.

Instructions: Attach MAC checklist to the PMP. Draft PMPs may be rejected or delayed if MAC Checklist is not completed.

Site Plan/Use Permit Number:

Project Name:

Address:

A.	Parking Management Plan	YES	NO	N/A
1	Cover page with signature line			
2	Table of contents			
3	Project specific information			
4	General project description/project overview			
5	Approved site plan or use permit parking condition and any other conditions referencing the PMP			
6	All architectural floor plans on which vehicle parking and/or parking access are located, annotated per the Guidelines			
	a. Garage level plans, with any and all revisions from the approved garage plan bubbled and labeled			
	b. Curbside and ground floor plan			
	c. PMP sign plan (interior and exterior) and table of signs			
	d. Details of access control gates/array, pay stations and any other access and revenue control (PARC) equipment or automated parking control equipment			
7	Curbside Management Plan			
8	Garage Management and Enforcement Plan			
9	Description of how all users will be directed to parking spaces, payment equipment, and garage entrances and exits			

Figure 2. Arlington County, VA Parking Management Plan minimum acceptable criteria checklist

With regards to public parking improvements in the public right-of-way, the municipality will be required to purchase, fabricate, install, and maintain all of the signs, shelters, and equipment as required and approved by the PMP. However, the developer is required to pay for the equipment and material following the municipality's menu of costs for signs, meters, etc. The PMP funds are retained by the municipality in escrow as the development moves beyond the site plan approval process and through construction. Once construction is complete and the Certificate of Occupancy released, the municipality then installs the signs, shelters, and equipment following a previously approved installation schedule. Note that this code and practice only applies to public streets as curbside parking regulations and enforcement on private property being outside of the municipality's area of responsibility.

An illustrative example of a PMP is offered on the following page.

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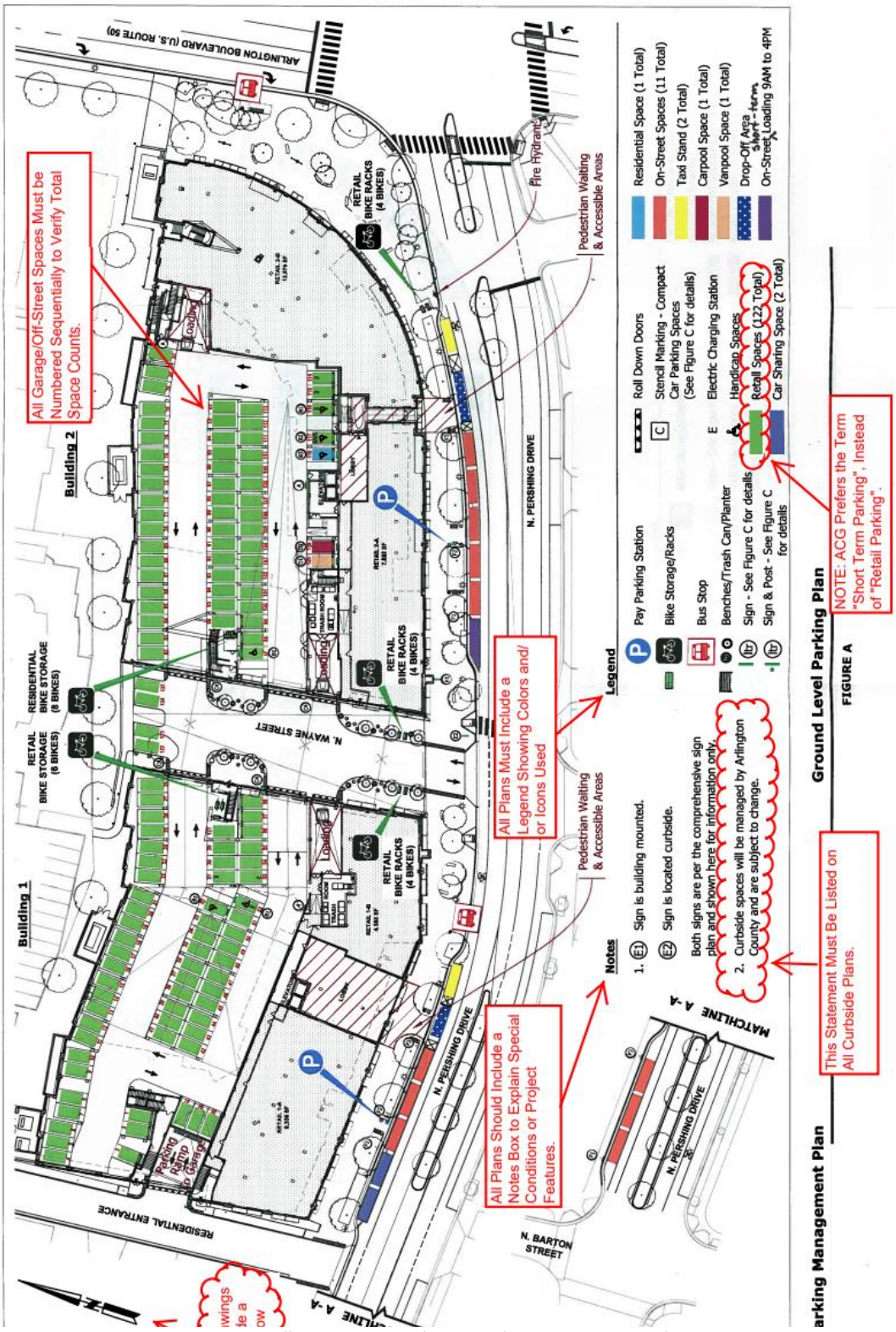

Figure 3. Illustrative Example of a Parking Management Plan

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Shared Parking Strategy

As described earlier in this memo, under *Review of Off-Street Parking Codes/Ordinances*, the City's code already supports shared parking agreements and provides reduced parking requirements for private development that takes advantage of shared parking schemes. The City also takes advantage of shared parking today for overflow parking from City Springs campus events. Specifically, they currently use the parking at Sandy Springs United Methodist Church.

The City should continue to work with other district property owners to identify other potential overflow parking locations to utilize to accommodate future demand that may arise as the result of multiple overlapping events. If current overflow parking locations become targets for redevelopment, the City should work with the developer to secure long-term shared parking agreements once development is complete. Additional overflow sites will also be required to accommodate demand in the mid-term while construction on these sites is underway. Other sites where the City should explore potential for shared parking may include:

- City Center Crossing (6337 Roswell Road)
- Centre Court (6010 Sandy Springs Circle)

The City should create a last-mile connectivity strategy to support users connecting from the overflow parking to City Springs campus. This may include an expansion of their existing shuttle program, supplemented by other options such as enhanced wayfinding and free bikeshare.

In order to create a consensus around these issues, the City should undertake an events parking study to determine how demand will change with added events, work with property owners of underutilized lots, and create a last-mile connectivity strategy. This study should include case studies of City Springs' peers, such as Avalon (Alpharetta), Halcyon (Peachtree Corners), and Downtown Woodstock.

Mitigating Impact to Neighborhood Parking

As the City adds density, it may become desirable to prevent this demand from spilling over into adjacent neighborhoods. The streets most likely to benefit from this type of program would be the residentially zoned areas around City Springs and any other higher-density developments that impose a fee for parking. Experience suggests that parkers who are required to pay for monthly or hourly parking will invariably search for free parking alternatives. Curbside space in residential neighborhoods around City Springs, for example, may already be experiencing demand from some of these cost-conscious parkers. Residents who live within walking distance of these types of large parking demand generators may request that the City discourage this type of activity through the creation and enforcement of new parking policies. There are two main options for addressing this concern:

- NO PARKING zones: The City can enact NO PARKING zones in sensitive neighborhoods to prevent people from using the neighborhood streets to access nearby commercial destinations. The NO PARKING restrictions can be applied during specific time periods, for example 8:00 am – 8:00 pm, or during all hours. This policy is most applicable where residents have ample parking for their own vehicle storage (and that of their guests) on their private driveways and garages, which is generally the case in the neighborhoods adjacent to City Springs district. However, this type of policy can become burdensome on residents who do not have access to enough off-street parking for residents and their guests (in driveways or garages). This type of policy is easier to enforce than Residential Parking Permit Programs (see below) and puts a larger burden on commercial properties to accommodate more parking.
- Residential Parking Permit Program (RPPP): RPPPs have well-documented benefits as well as challenges. Residents are required to purchase, display, and manage residential and temporary visitor parking passes, residents are empowered to alert municipal staff of potential parking violators, municipal staff are required to respond to these requests through reactive enforcement patrols, and/or staff has to consistently and systematically patrol these areas as part of a pro-active and dedicated enforcement effort. A resident who is tired of seeing his neighbor's second, third, or fourth vehicle parked on the street in front of their house might be tempted to use the RPPP program to harass that neighbor. Additionally, the creation of one residential parking zone might create another simply by the fact that one zone would force the commuter or restaurant employee to move their vehicle into an adjacent residential street.

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Flexible Curbside Parking Restrictions, Codes, and Ordinances



A review of the City's code did not yield substantial insight regarding the creation, management, and enforcement of other compelling uses of curbside space along the public right-of-way such as loading zones, shared mobility zones, parklets, and bike corals to name a few. **The demand for curbside parking is constantly evolving as the land uses and the transportation network that serves them evolves**. An under-performing retail shop becomes a popular restaurant/bar and as parking demands change so does the type of curbside parking restriction placed in front of that new business. The trend in the industry, therefore, is moving toward multiple-use/shared-use on-street spaces. For example, a single curbside space might be limited to loading and unloading from 7AM to 9AM, two-hour durations from 9AM to 11AM and 1PM to 5PM, and food vending from 11AM to 1PM. One of the many challenges associated with multiple and shared use parking management is the stress it places on the regulatory signage and enforcement. As required by law, regulatory signage needs to post all parking restrictions following the Manual for Uniform Traffic Control Devices which is produced by the Federal Department of Transportation. **As illustrated in the photo, that could lead to a difficult to interpret and difficult to enforce scenario**.

Unfortunately, there is no fixed formula that can be referenced that calculates how many loading zones and/or shared use zones need to be created. Therefore, as opposed to codifying the location and management of these zones, **the City's Community Development and Public Works Departments along with the city's third-party parking management provider need to be given the flexibility to respond to changing conditions without requiring City Council approval**. For example, changing a four-hour posted parking duration on one street/block to two-hours to encourage greater turnover to support adjacent businesses need not require City Council review and approval. The City of Sandy Springs could modify existing code language that requires Council approval to have that authority through and with the city manager. The decision to create, relocate, and/or expand a shared use zone, therefore, would be left to the staff that may be working with a particular business owner, property manager, or developer to create these spaces as the need arises.

Funding the Recommendations

The cost to Sandy Springs to introduce these elements may be significant. Employing an LPR-mounted vehicle for parking enforcement and RPPP management may require acquisition of a vehicle, the LPR equipment, and one or potentially two new employees so that a resident and non-resident's vehicle could be identified simply based on the registered vehicle information. Expanding the curbside program will require additional parking staff to enforce the new parking areas, collect meter revenue, and respond to business owner and parking consumer complaints. As a result, if the City desires to move in this direction, **the City needs to prepare for the budgetary requirements that are associated with these new and expanding responsibilities**. While seemingly unrelated to parking management policy, the need for a consistent and dedicated stream of revenue is paramount to the success of the public parking program and **it is recommended that the City create a parking enterprise fund within the existing General Services department which houses the parking management function**. An enterprise fund is an accounting construct that requires that all annual operating expenses are met from the parking revenue that the program generates. Without a dedicated source of funding and separation from the competition that each municipal department experiences during the annual budget setting process, the City's public parking program would soon fail to meet its management obligations.

Next Steps

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The City of Sandy Springs has in place a considerable number of on- and off-street parking best management practices embedded in their code including off-street parking reductions and unbundling of parking pricing from rents but there are important pieces to this puzzle that need to be inserted, and new parking management strategies to consider adoption for. Principal among them is:

PP.14.1 Undertake an Event Parking study to support growth of events at the City Springs campus

a. Work with property owners within and near the district to identify additional options for event-overflow parking in the near- and mid-term before redevelopment establishes a more permanent shared parking ecosystem.
b. Study options for shuttling and other first- and last-mile connections for any overflow parking that's further than walking distance

PP.14.2 Consider the following supplements to the code to regulate parking for private development:

a. Modify *Section 8.1.6 – Unbundling Parking in Perimeter Center* to include the City Springs campus and future mixed-use developments like those examined as opportunity sites in the City Springs Master Plan
b. Extend the service distance area allowed for shared parking in *Section 8.1.5 – Vehicle Parking Operations* from 800 ft to 1,200 ft to extend that benefit to a greater number of potential partners
c. Incorporate codes and ordinances that permit a developer to exceed the maximum parking space requirement, in exchange for a parking impact fee or an agreement that the surplus parking will be available for public use
d. Work with the City legal team to determine whether the current code (*Section 22.50*) would permit the issuance of digital parking citations that would be part of a license plate recognition (LPR) parking enforcement program
e. Site plan condition submission through parking management plans, detailing how developers and property managers plan to meet parking requirements
f. Including payments from the developer to fund curbside parking management signs and equipment
g. Monitor and mitigate impact to residential neighborhoods (through NO PARKING zones and/or Residential parking Permit Programs)
h. Codifying management flexibility to uncoupling changes to curbside restrictions from formal City Council debate

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CITY SPRINGS
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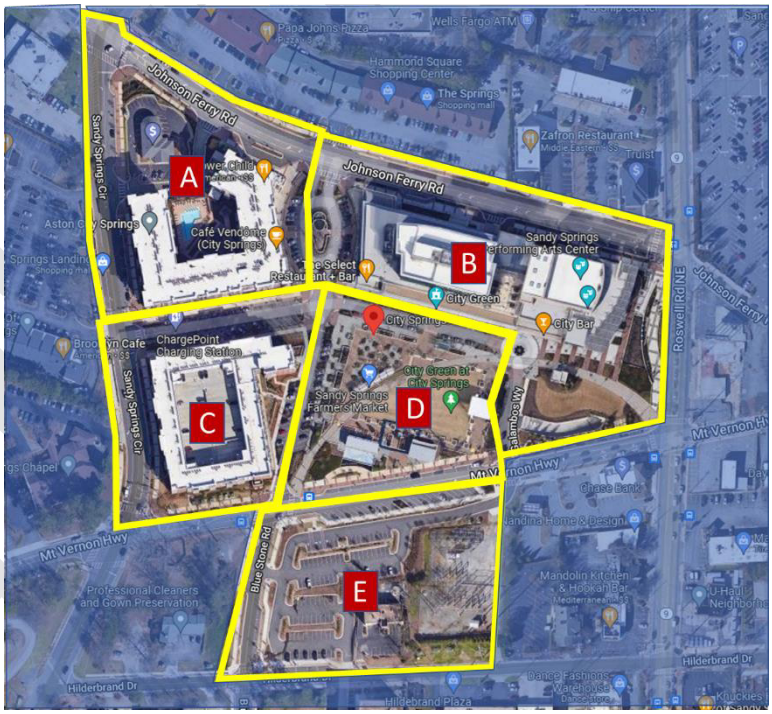
Technical Memorandum: City Springs Campus Case Study

The consultant team conducted a parking inventory, utilization, and land use demand study on the City Springs mixed-use campus with the intention of analyzing high density development patterns and parking demand which will differ from traditional suburban development. This campus has residential, retail, restaurant, office (City Hall), a conference center, and a performing arts center. It is supported by a combination of publicly shared and restricted off-street parking and metered cubrside parking.

Figure 1 - Boundary and Block Coding of City Springs Campus Parking Study



The City Springs campus is the city's first fee-based and proactive parking management strategy, as the city manages the publicly accessible off-street facilities and the multi-space metered curbside program. By utilizing a third party parking management provider, the city maximizes the benefit of the publicly accessible spaces through shared space management, parking pricing, wayfinding, and access control. One of the off-street parking structures at the City Springs campus is reserved for and restricted to residents and is not part of the shared public parking program. The other key points from the study of the City Springs campus are as follows:

- Unified management under one entity (city with a parking operator) can achieve shared parking operations and reductions in the number of off-street parking space provided.
- The land use-based maximum parking demand ratios published in the city code (Section 8.1.3.) are generally appropriate for future mixed-use development parking requirements (exception being restaurant where the existing 8.0 spaces per 1,000 sq.ft. appears quite low)
- There are significant deviations in parking demand by time of day between the various land use activities, which suggests that additional adjustments and reductions to off-street parking requirement are possible.

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- Multi-family developers, leasing agents, and residents are likely to require parking that is reserved and segregated from the other parking user groups. This is in conflict with the goal to provide shared parking for all potential parking user groups.

Right Sizing Off-Street Parking Requirements

Developing accurate and effective off-street parking requirements for new development is a key component of this 2022 study as it was in the 2014 study. City Springs as a new mixed-use development varied land uses and staggered activity is likely to be reflective of the type of development to be encouraged throughout the larger City Springs District (other than the performing arts component, which will likely remain unique). As such, the inventory of parking spaces developed for City Springs and hourly weekday and weekend day parking occupancy counts were conducted in May 2022 in an effort to understand how these parking supply and demand "demographics" might continue. Figure 2 and Figure 3 illustrate the results of the hourly occupancy counts on a typical weekday and a Saturday, respectively with the City Springs boundary. Of the 1,006 spaces that were included in the field surveys, 750 spaces were occupied during the weekday peak hour of 1 PM while 774 spaces were occupied during the Saturday peak period of 8PM. The weekday peak hour is likely driven by the large office building (City Hall) while the Saturday peak is likely driven by the City Springs residents and their guests and an event at the Performing Arts venue. It is understood that a smaller daytime event at the Performing Arts Center was ongoing during the weekday survey.

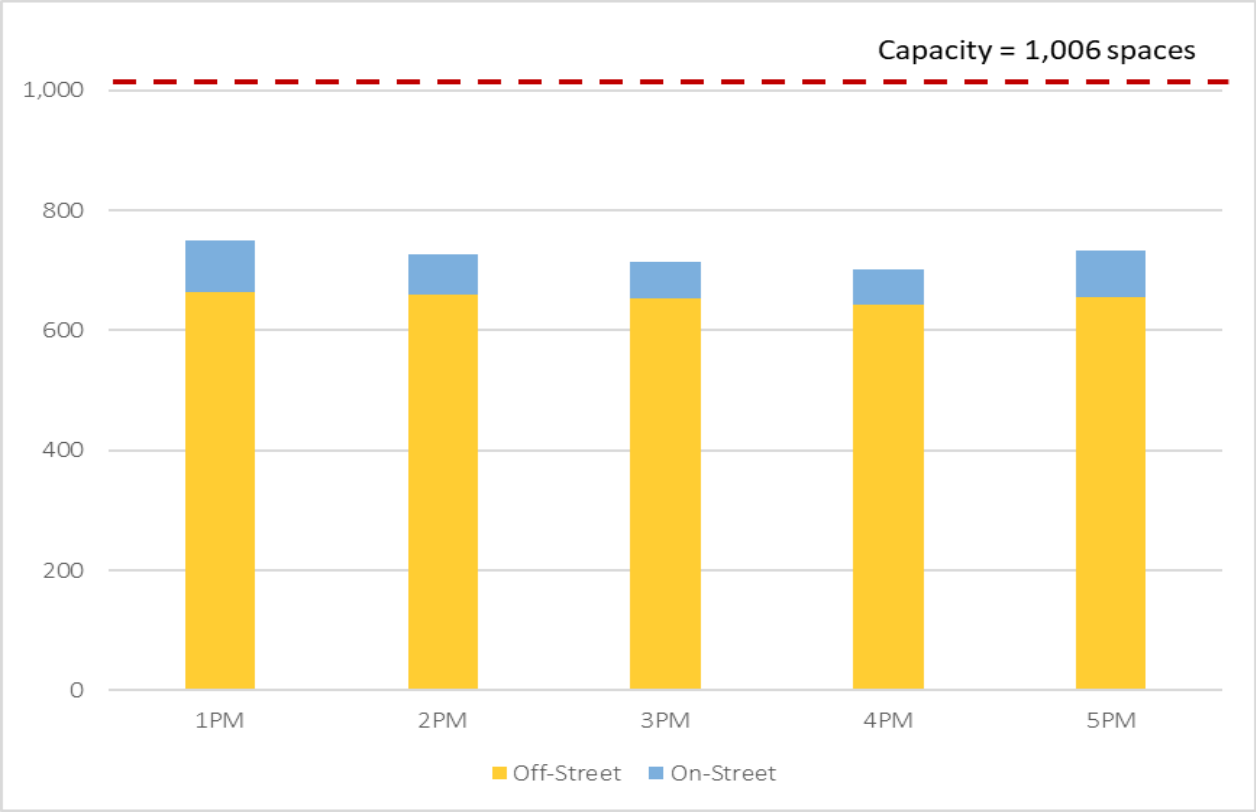

Figure 2. Hourly parking occupancy on a typical weekday

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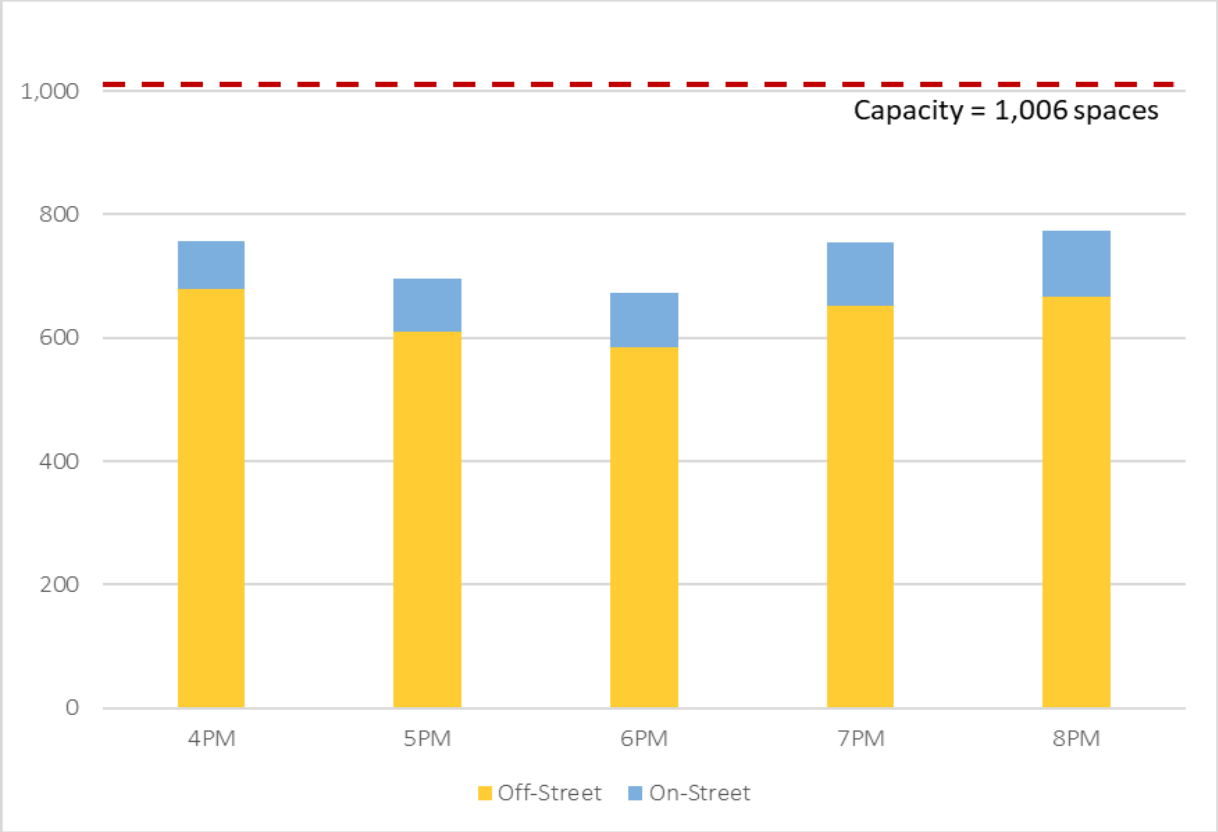

Figure 3. Hourly parking occupancy on a typical Saturday

It must be noted that the survey team could not access the residential/reserved garages and the modeling of residential parking demand will be based on industry standards. It is, however, important to note that parking for residents is reserved. This suggests that market forces, leasing agents, and the would-be tenants themselves are not willing to share residential parking spaces with non-residents even when the residents are at work, on vacation, or otherwise absent from the property. Therefore, when developing parking management strategies that maximize space/staff efficiency it is unlikely that shared parking can be applied to multi-family residential development.

Shared parking relates to the ability for two or more different land use activities to share a finite supply of parking spaces without conflict. The classic and most straightforward example is for a mixed-use development with office and residential activities. Office activity typically exhibits a 9AM to 5PM curve on weekdays and nearly zero demand on a weekend day while residential activity typically exhibits a 5PM to 9AM curve on weekdays and weekends. Therefore, some of the parking spaces developed for the residential component could satisfy the office parking demand while the residents are away. Figure 4 through Figure 7 illustrate weekday hourly parking accumulation patterns for a variety of different land use types as researched by the Urban Land Institute (ULI) and National Parking Association (NPA). However, as noted in the case of City Springs today, residential parking is restricted, reserved for residents, and is not available to satisfy other user groups' parking needs.

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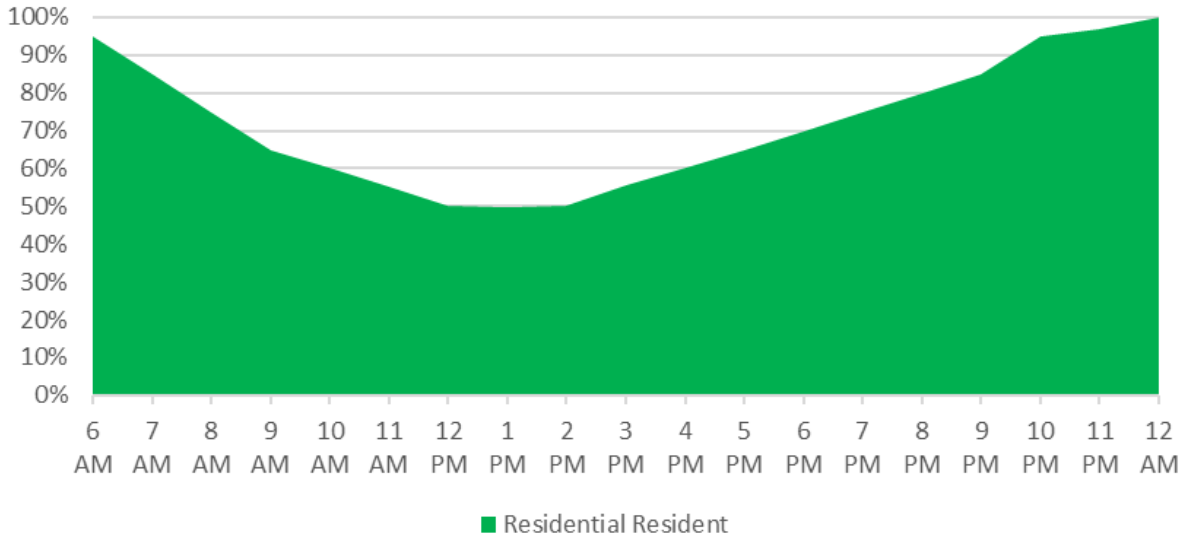

Figure 4. Residential Resident Weekday Parking Accumulation Patterns

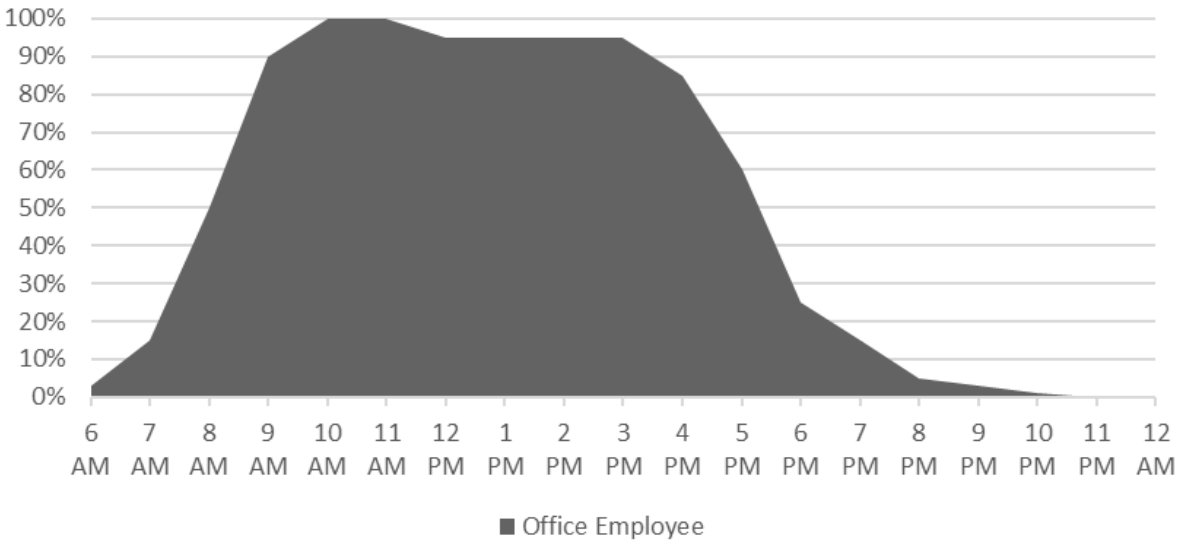

Figure 5. Office Employee Weekday Parking Accumulation Patterns

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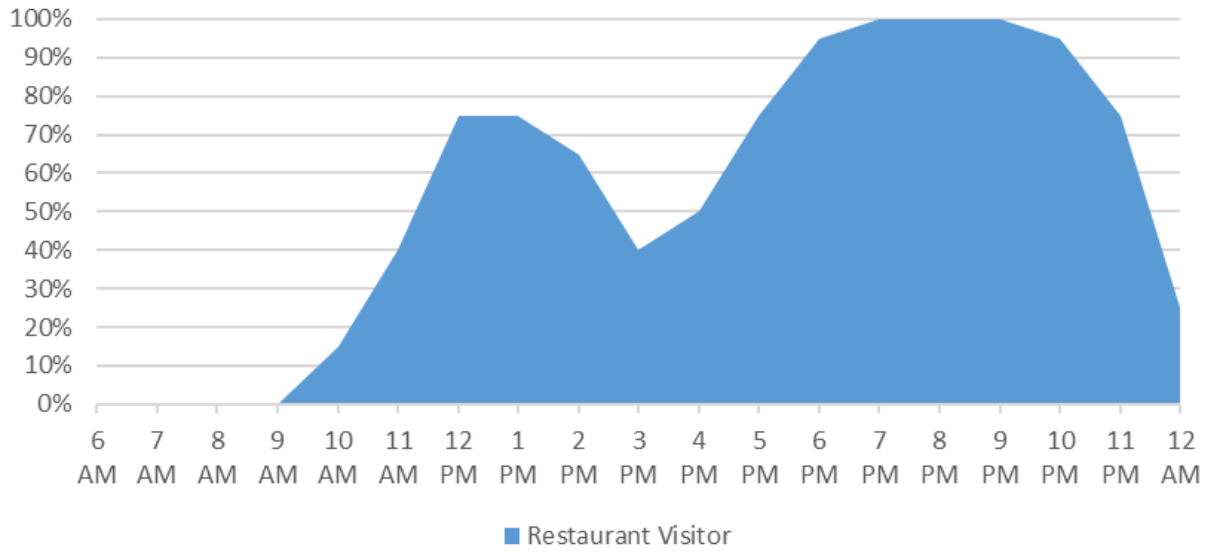

Figure 6. Restaurant Visitor Weekday Parking Accumulation Pattens

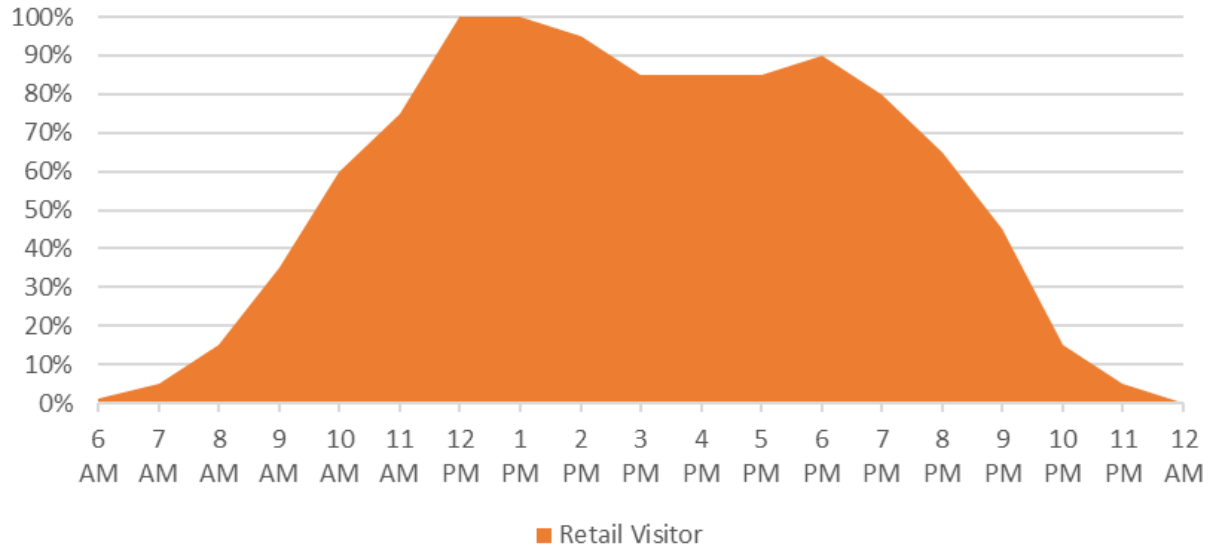

Figure 7. Retail Visitor Weekday Parking Accumulation Pattens

By combining the results of the field surveys of parking utilization with City Springs' development program, ratios that relate to the hourly parking demand by office, retail, and restaurant square feet and Performing Arts Center for a weekday and weekend were created. Figure 8 below illustrates those ratios and patterns by time of day. For example, it is estimated that the peak weekday demand for restaurant parking activity peaks between 7PM and 9PM when the restaurant generates 10.7 parking spaces per 1,000 square feet. However, during the afternoon when the office and retail uses are peaking, the restaurant demand figure decreases to 8.0 spaces per 1,000. Presumably, this reflects the fact that many lunchtime restaurant patrons are office employees and their parking needs were quantified/satisfied under the office designation.

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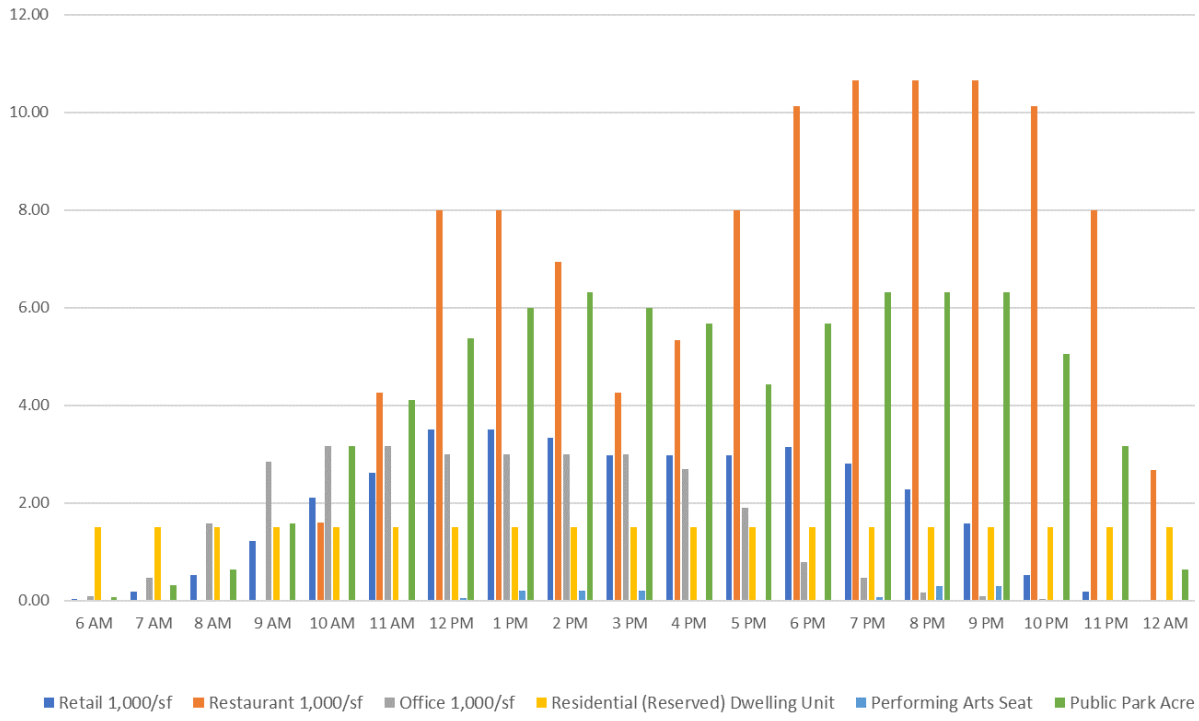

Figure 8. Recommended Weekday Hourly Parking Demand Ratios

Table 1 compares the parking demand ratios based on the 2022 utilization surveys, those based on the 2014 study, and those ratios found in Sandy Springs codes and ordinances. Code required parking includes one specific for the City Springs District (see Section 8.1.3) which applies maximum as opposed to minimum parking requirements. This and other sections of the Parking Division within the code are discussed in greater detail later in this report. It would appear that the 2022-based utilization surveys result in demand ratios that are generally in line with the city's maximum parking requirements. However, the 2022 office ratios are based on City Hall which likely has greater levels of public activity when compared to typical non-governmental office buildings.

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Table 1. Parking Demand Ratio Comparison

Land Use Type	Code Required Parking Sec. 8.1.2. [1] Min Required	Code Required Parking Sec. 8.1.3. [1] Max Required	2014 Parking Study Observatios (1PM)	2022 Survey-based Demand Ratios
Office (City Hall)	3.3 1,000/Sq.ft.	2.0 1,000/Sq.ft.	na 1,000/Sq.ft.	3.2 1,000/Sq.ft.
Residential [2][3]				
Multi-family				
0-1 Bedrooms	1.0 Bedroom	1.1 Bedroom	0.5 Unit	0.85 Unit
2 Bedrooms	1.5 Bedroom	2.2 Bedroom	1.0 Unit	0.9 Unit
3+ Bedrooms	1.7 Bedroom	3.3 Bedroom	1.5 Unit	1.65 Unit
Townhomes	2.0 Bedroom	2.4 Bedroom	0.9 Unit	2.5 Unit
Restaurant	6.7 1,000/Sq.ft.	8.0 1,000/Sq.ft.	7.0 1,000/Sq.ft.	15.0 1,000/Sq.ft.
Retail	3.3 1,000/Sq.ft.	4.0 1,000/Sq.ft.	1.4 1,000/Sq.ft.	3.5 1,000/Sq.ft.
Health & Fitness	3.3 1,000/Sq.ft.	4.0 1,000/Sq.ft.	na 1,000/Sq.ft.	3.5 1,000/Sq.ft.
Performing Arts Venue [3]	2.0 1,000/Sq.ft.	na 1,000/Sq.ft.	na seat	0.44 seat
Public Park	na	na	3.7 Acre	12.0 Acre

(1) City of Sandy Springs Code of Ordinances - Div. 8.1 Parking

(2) Code Required includes 0.2 spaces per unit for guests

(3) Based on ULI/NPA Shared Use 3rd Edition

(4) Live Theater not included in code. Figure here represents "Place of Assembly"

na = Not applicable and/or available in city's codes

Based on the observations and takeaways of this case study, the 2022 parking demand ratios are appropriate to determine both the number of spaces required for new development and the parking reduction and shared parking demand management policies recommended in the *Technical Memorandum: Parking Strategy*.

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APPENDIX

D.

Stormwater Analysis

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CITY SPRINGS
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Technical Memorandum: Stormwater Management Synopsis

Overview

Shared Stormwater Management is being considered by the City of Sandy Springs to encourage development in strategic areas of the City Springs District. Pond and Company has summarized potential locations for stormwater management areas using a basin map. The map indicates hydrologically feasible points that would be effective for shared stormwater Best Management Practices (BMPs). For concentrated, point source stormwater outfalls, Sandy Springs Development Code follows the recommendations by the Atlanta Regional Commission's (ARC) Georgia Stormwater Management Manual (GSMM). The main permitting requirements of which include Runoff Reduction (Water Quality) and Peak Flow Attenuation (Detention).

Detention

For shared stormwater facilities, the BMPs selected could potentially account for one or both requirements. Typically, in high-density developments, providing an area for detention can drastically reduce the amount of developable area on a site or add significant long term cost of construction and maintenance with the use of underground chambers. Therefore, it would be recommended that the shared stormwater areas incorporate a detention facility that can be designed and sized using runoff values for a fully built basin. This can be a traditional dry basin (GSMM standard 4.5), a wet pond (GSMM standard 4.25), or constructed wetlands (GSMM standard 4.26).

Water Quality

Runoff Reduction (Water Quality) requirements can be met in areas with soils that are conducive for groundwater infiltration. If soils do not provide adequate infiltration rates, Water Quality is met with extended detention of the 1.2" storm event. Dependent upon the individual site conditions, additional Water Quality BMPs can be located upstream of the shared detention facilities. However, individual Water Quality BMPs are typically required to have a maximum drainage area of 5 acres. This can be achieved in larger basins by having multiple BMPs in parallel with upstream sub-basins strategically drained. Examples of shared Water Quality BMPs include bioretention (GSMM standard 4.2), enhanced swales (GSMM standard 4.8), and infiltration trenches (GSMM standard 4.12). Alternatively, since Water Quality BMPs typically do not require a large land area, it may be feasible for developers to include these on individual sites.

Green Streets

The City of Sandy Springs is also considering the development of "Green Streets" which would be located on minor interior streets in the City Springs District to provide added stormwater benefits for adjacent developments. The objective of these is to reduce impervious surfaces, provide water quality improvements, and encourage pedestrian and bicycle transit. Typical infrastructure used in urban Green Streets in Sandy Springs would be focused on green infrastructure, such as stormwater planters and tree boxes (GSMM standard 4.24). Green Streets are envisioned as part of the proposed Bluestone Road and Hildebrand Drive improvements (see *PRI.3* and *PRI.4* in *Chapter 4. Implementation Guide*). This infrastructure provides localized enhancements and, if implemented in multiple locations, could provide significant benefits to an entire community and ecosystem.

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Drainage Map Rationale

The GIS data, containing contour lines, was applied to CAD software in order to create a mappable visual layout of the area. Then a draft of the water basins was created around the proposed potential locations for additional stormwater management park. This was analyzed using the elevations from the contour lines along with the data of existing stormwater equipment. After the water basins were created, their areas were calculated using the properties tool in CAD. From those calculations, it is presumed that potential location 5 (from the sheet) will be the best candidate site having a 43.1-acre drainage area. The second-best is potential location 3 with 29.57-acres. The third-best candidate is potential location 4 with 21.36 acres. And finally potential location 1 with 7.79 acres. These findings should inform the Districtwide Stormwater Management Strategy (see project PP.15 in *Chapter 4. Implementation Guide).*

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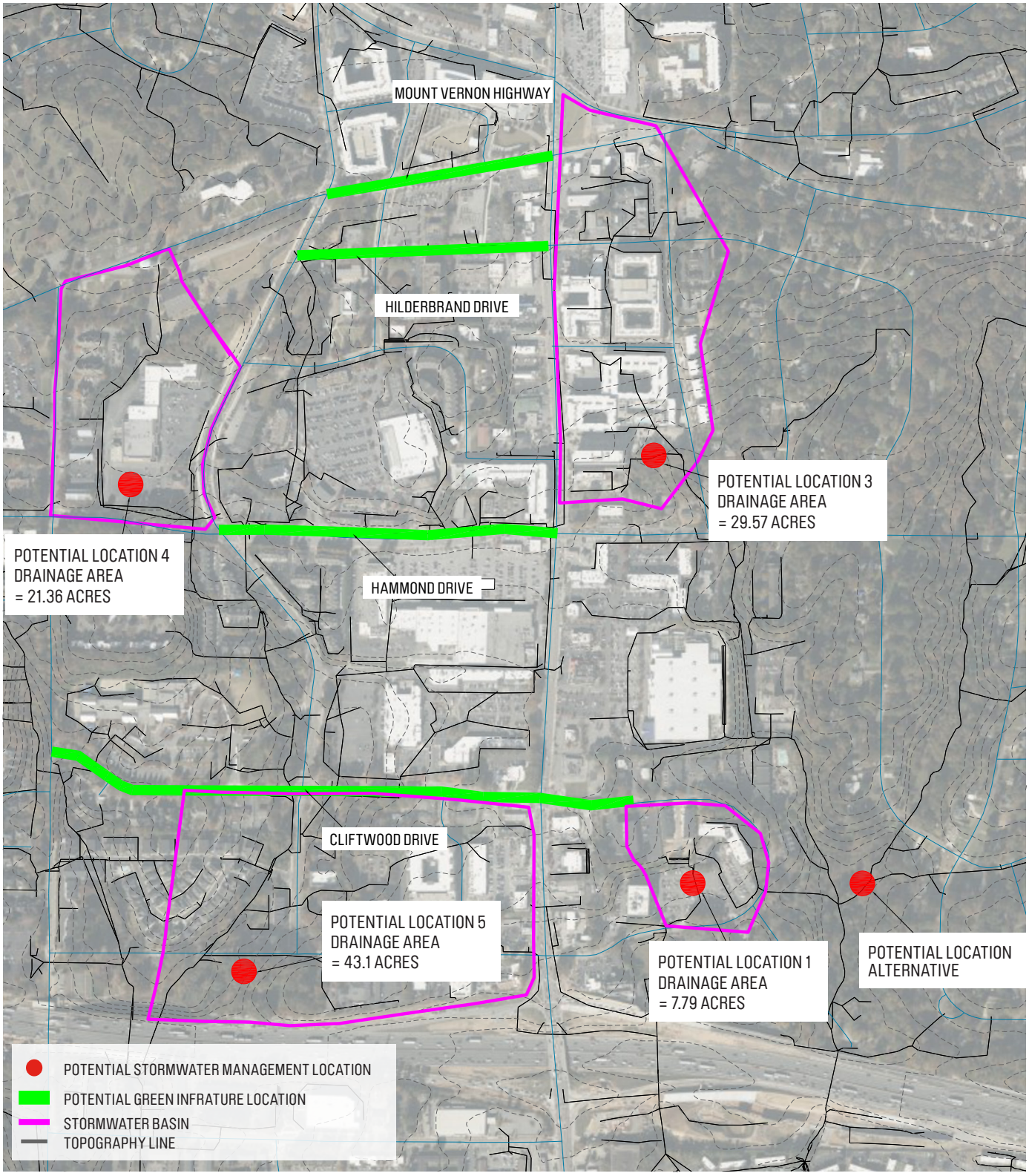
Drainage Map



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APPENDIX

E.

Market Analysis

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City Springs Master Plan Update

Real Estate Market Analysis & Positioning

Prepared for

City of Sandy Springs

DECEMBER 2022

MXD DEVELOPMENT STRATEGISTS | MARKET- DRIVEN DEVELOPMENT STRATEGIES™

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Preface

This report was commissioned by the City of Sandy Springs, as a subcontract to Pond & Company in March 2022. The Market Analysis and Positioning Strategy is a component of the City Springs Master Plan Update and should be read in conjunction with the Master Plan Update document.

The purpose of this report is to provide a comprehensive market analysis for City Springs, the "study area", in Sandy Springs, Georgia.

The first objective of the analysis was to assess the feasibility for retail, office, residential, and hotel development in City Springs over a ten-year time horizon. The assessment considered a range of potential for each asset class and prioritized the amount of each based on an objective assessment of study area characteristics, local competition, market trends, and other important factors. Based on this assessment, recommendation of the most optimal uses was provided, along with the optimal positioning and target markets of each use, which are provided in the Report Recommendations deliverable.

The second key objective was to determine the optimal positioning of City Springs relative to the competitive nature of other nodes and city centers in the northern Metropolitan Atlanta area.

The figures presented in the report are based on an evaluation of the current general level of the economy in the local market, and neither consider, nor make provisions for the effect of any sharp rise or decline in local or general economic conditions.

MXD Development Strategists, Ltd. do not warrant that any estimates contained within the study will be achieved, but that they have been prepared conscientiously on the basis of information obtained during the course of this market analysis. Any tenant references made in this report are for illustrative purposes only.

Reference material used for this report, including previous city plans, was derived from the project team, as well as from the public and private sectors and government publications. This information was supplemented by our experience in the planning and development of real estate projects throughout North America and internationally.

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How to Read This Document

The purpose of the Real Estate Market Analysis and Positioning Document is to establish a baseline understanding of planning and development opportunities in the City Springs District. This is based on a thorough examination of the regional and local real estate market, economic indicators, demographic profiles, competitive nodes, best practices, and stakeholder consultation. The recommendations in this document were used by the consulting team to create a realistic and implementable City Springs Master Plan Update that responds accordingly to market forces.

The major components of this Real Estate Market Analysis and Positioning Document are as follows:

1. **Economic & Demographic Analysis** – A review of the Metro Atlanta and Sandy Springs economies including major economic sectors, top employers, major economic initiatives, and location quotient. A demographic profile of Sandy Springs is also compared to the region.

2. **Retail, Office, Residential and Hotel Market Analyses** - A thorough real estate market study and assessment of residential, retail, employment and hotel opportunities for City Springs to ensure recommended land uses are complementary and feasible to be constructed by the local development community. Real estate data was sourced from CoStar, the leading provider of real estate development information. CoStar was also the source of the geographically-defined submarkets, which form the basis of the analytical methods used by MXD in its quantitative analysis.

   CoStar was also the source for submarket boundaries used in the retail, office, residential, and hotel market analysis. It is important to note that the submarket boundaries differ between asset classes.

   It is typical in the real estate industry for office, retail, hotel, and residential's submarkets geographic boundaries to differ from one another due to how each real estate asset is perceived in the market and where clusters of each real estate asset are spatially allocated in a region. Submarkets typically include multiple cities within their boundaries. This differentiation does not impact the outcomes of the market analysis. A 10-year program of development potential is a major output for the Real Estate Market Analysis. Due to the fluctuating nature of the real estate industry, the development potential displays conservative, moderate and aggressive scenarios for each asset class. This table can be found at the beginning of Chapter 6.

3. **Recommendations & Positioning** – This document culminates with a Recommendations and Positioning section that includes "3 Big Ideas" for the City Springs District and recommendations and positioning for each asset class. An overall market positioning was established using all findings established in this detailed process to differentiate the City Springs District from other nearby competing mixed-use nodes.

While the Recommendations and Positioning found in Chapter 6 influence recommendations in the overall Master Plan Update document, stakeholder and community consultation also plays a major factor and has been taken into consideration. Discussions with real estate brokers, local developers, city staff, and residents were important to crafting the final positioning. This document should ultimately be viewed as a one part of a roadmap to determining how the City Springs District could be developed over the next decade to generate success and pride for the city.

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1

Economic & Demographic Analysis

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Economic & Demographic Analysis

Metropolitan Atlanta Economy

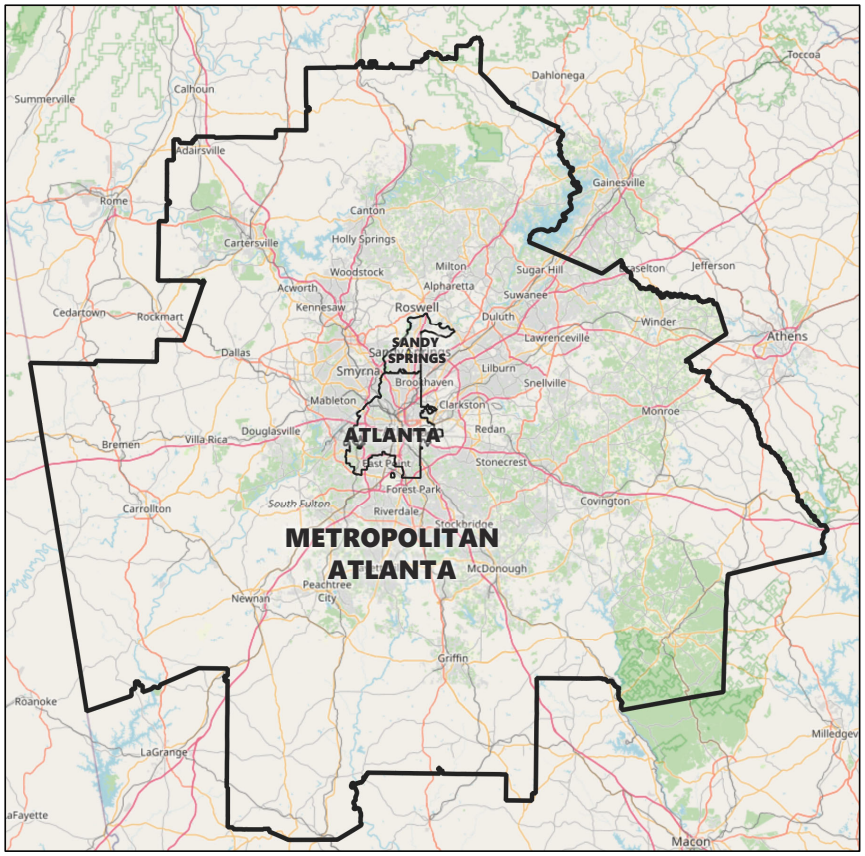
The City Springs District is located in the Metropolitan Atlanta Region (as defined by the U.S. Census Bureau), referred to henceforth as "Metro Atlanta" and "the region", where appropriate. The development of City Springs will be significantly shaped by the state of the Metro Atlanta economy. Specifically, population growth and employment growth generated at a metro scale will be the key demand driver for City Springs. Exploring the market realities of the broader metro region informs the recommendations and positioning opportunities for City Springs.

Metro Atlanta continues to show signs of a robust economic recovery from the effects of the coronavirus pandemic. Total employment in the region was roughly 2% above the pre-pandemic peak as of February 2022. Many economic sectors took a hit in the early months of the pandemic, but employment in the professional & business services and financial activities sectors have rebounded quickly and are now well above their respective pre-pandemic peaks.

A handful of large corporations are in the process of adding thousands of high-paying office jobs. For example, Microsoft, Google, FanDuel, Visa, Cisco, Micron, and Norfolk Southern are opening major offices in Midtown, and in early 2022, Walmart announced it is opening a major tech hub in the City of Atlanta.

In other sizable recent moves, FinTech firm Deluxe Corporation announced 700 new jobs and an Innovation Center in Sandy Springs; TK Elevator opened its North American headquarters at The Battery in Cumberland/Galleria where Papa Johns relocated its headquarters to as well; Mailchimp is expanding its local presence on the Eastside, Carvana is opening a major office in Dunwoody, and Airbnb and Nike are each establishing East Coast hubs in West Midtown. These expansions follow numerous Fortune 500 firms setting up technology-related operations regionally, including BlackRock, Facebook, Anthem, and Honeywell.

Figure: Sandy Springs in Metropolitan Atlanta



Source: U.S. Census Bureau

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Economic & Demographic Analysis

Metro Atlanta boasts lower living and business costs than many other large East and West Coast metros, and this competitive advantage should continue to boost population and job growth to the region. Metro Atlanta has drawn some of the strongest in-migration in the country over the past few decades, and many employers cite lower business costs coupled with the access to high-quality labor has made the move highly profitable.

While not unique to the region, traffic congestion could be a limiting factor for Metro Atlanta's mid- to long-term growth prospects. While MARTA rail is an effective and widely-used mode of transit, it is limited in its scope, lessening its potential impact. However, the future expansion of MARTA is on the horizon, and pedestrian infrastructure improvements throughout the region could help provide residents with alternative modes of transportation.

Urban and core-suburban submarkets in Metro Atlanta benefit from the region's fast-growing base of highly educated workers, particularly those working in the region's booming technology sector. The region produces more than 40,000 college graduates per year, ranking it in the top 10 metropolitan areas nationwide. Metro Atlanta also attracts many well-educated workers migrating to the area for employment, most notably from the Northeast.

Many younger households that would have previously sought a home inside the perimeter are now considering more affordable alternatives in desirable communities located along or outside the perimeter. As a result, Sandy Springs has become more sought after as a place to call home due to its strong demographics, good schools, proximity to jobs, and easy accessibility. These are considered highly desirable traits for future population growth.

Education and health services employment is less concentrated in the region than the national average, but that sector has seen substantial job growth over the past few years. Multiple healthcare systems are constructing new facilities, and the sector is poised to grow in order to adequately service the region's expanding population. Piedmont Hospital opened phase one of the $450 million Piedmont Heart Institute tower in Buckhead early in order to treat coronavirus patients, Emory University Hospital Midtown is underway on its $500 million Winship Cancer Institute tower, and Children's Healthcare of Atlanta is building a $1.5 billion hospital and campus expansion in Brookhaven that will open in 2025.

The greater region is also emerging as a major electric vehicle manufacturing hub, which will boost spin-off industrial activity and job growth in the coming years. SK Innovation's new facility in Commerce will employ thousands at full build-out and could eventually serve as one of the largest hubs of electric vehicle battery manufacturing in the world. And on the eastern fringe of the metro region along I-20, Rivian announced it will build a new $5 billion electric vehicle manufacturing plant, which is slated to ultimately employ 7,500 workers.

The presence of the well-connected Hartsfield-Jackson Atlanta International Airport helps attract potential residents and companies, including Mercedes-Benz and State Farm, which have relocated major operations to Sandy Springs and Dunwoody, respectively.

Metro Atlanta's status as a transportation and logistics hub also helped attract Norfolk Southern, which moved its corporate headquarters to Midtown in 2021. The firm is adding roughly 850 new jobs with an average salary over $100,000. The airport, along with competitive tax incentives, has also helped the region's growing film and entertainment industry, which is responsible for $3 billion in annual direct spending in the state.

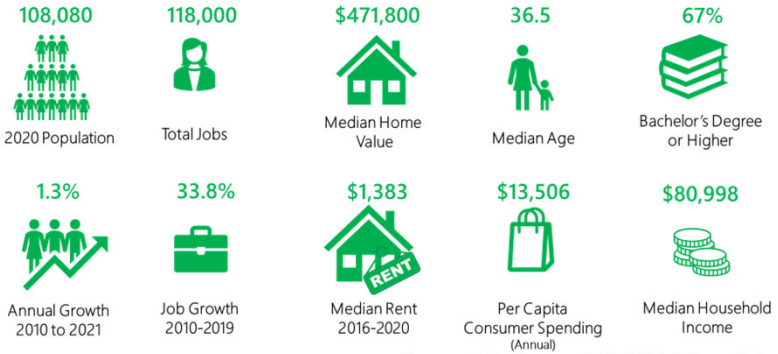
Economic & Demographic Analysis

Sandy Springs Profile

Sandy Springs is a suburban community of approximately 108,000 residents located in the region's affluent northern suburbs. The city incorporated in 2005 and is now the seventh largest city in the state. City Springs is in a strategic location in the region. Direct connectivity to I-285, GA 400, and three MARTA stations makes the study area a compelling place to live, work, and play. Sandy Springs has experienced increased demand due to its high quality of life.

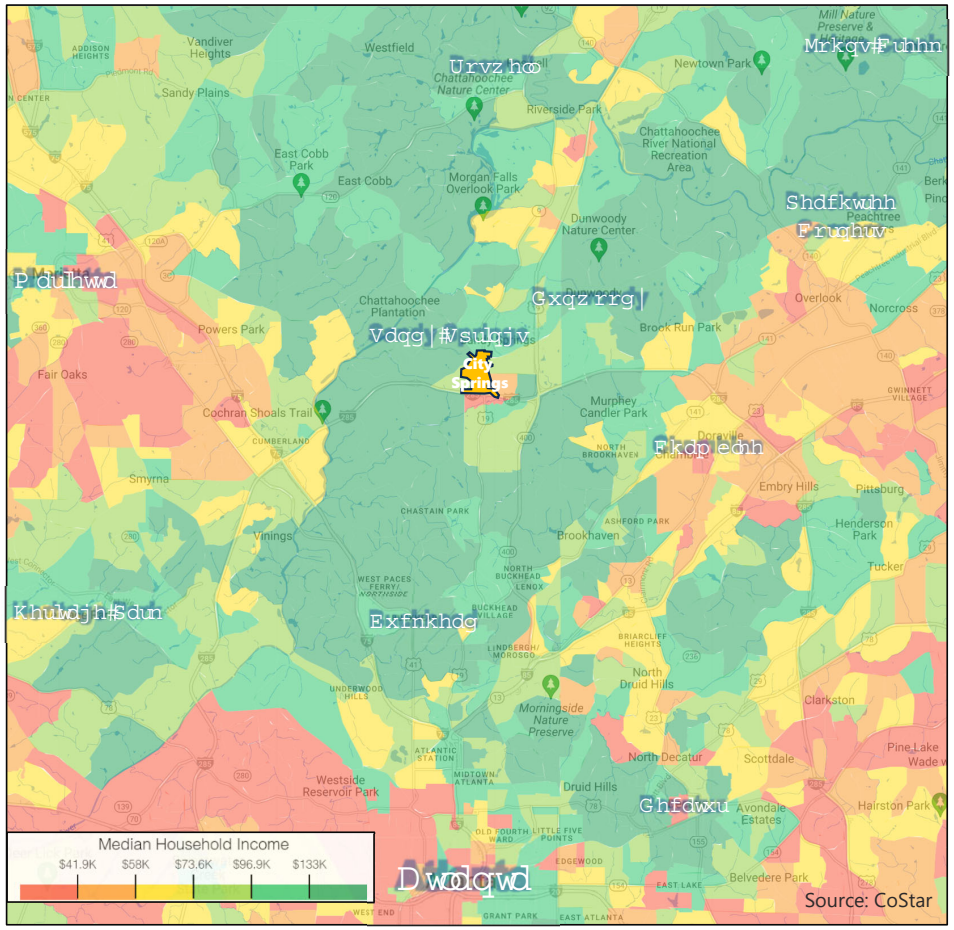
The city is characterized by median household income levels of $80,998, well above the Atlanta MSA median of $71,193 (American Community Survey 2020 5-year estimates). Home values are commensurately higher as well ($530,000 in Sandy Springs versus $259,000 in metro Atlanta), as reported in the Housing Needs Assessment. Education levels are significantly higher than the Metro Atlanta average: 67% of adults aged 25 or over have a bachelor's degree or higher level of education, compared to 39.5% of the entire region. Population growth, coupled with the appealing demographic profile, suggests the potential for the development of additional commercial and residential uses.

Figure: Sandy Springs Demographic Highlights



Source: U.S. Census, ACS 2020 5-Year Estimates

Figure: Median Household Income



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Economic & Demographic Analysis

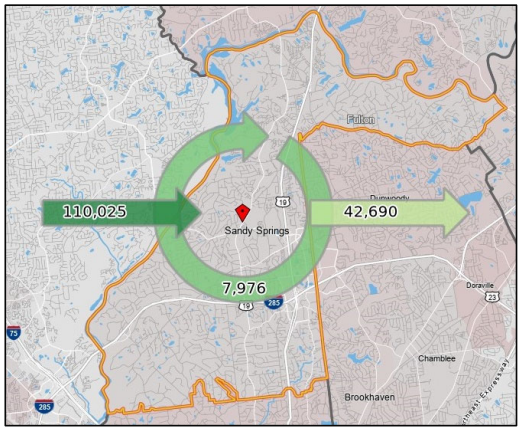
Sandy Springs Employment

Sandy Springs is a major employment hub within Metro Atlanta. Prior to Covid-19, over 110,000 people traveled into the city for work daily and 7,976 were both working and living in the city for a total of 118,001 jobs. While the rise of teleworking has modified how many workers flow into the city each day, the number of jobs based in Sandy Springs has not decreased. The large daytime population provides an important source of business for retail and restaurants in the city as well as supportable demand for new housing development.

As shown by the OntheMap illustrations below (using the most recent dataset of 2019), employment is concentrated along the highway network with large clusters in the Perimeter Center and Medical Center cluster areas. While the City Springs area does have some clustering of employment, these jobs are largely Retail, Food & Beverage (F&B), and Services. A key challenge to diversifying the range of activities in City Springs will be to attract professional employment to the area away from its traditional location at intersections of the metropolitan highway network.

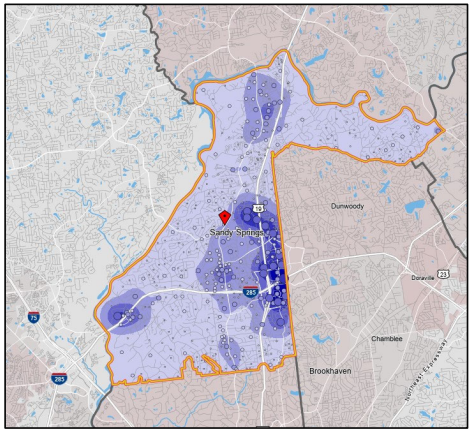


Figure: Daily Inflow/Outflow of Workers



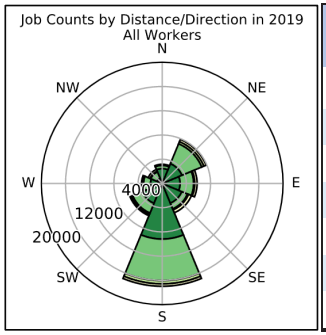
Source: OntheMap, 2019

Figure: Employment Density



Source: OntheMap, 2019

Figure: Sandy Springs Resident Workplace Destinations



Outbound Worker Destinations		
Cities, CDPs, Etc.	Count	
Atlanta City, GA	12,816	25.3%
Alpharetta City, GA	3,146	6.2%
Dunwoody City, GA	2,124	4.2%
Roswell City, GA	1,642	3.2%
Brookhaven City, GA	1,161	2.3%
Marietta City, GA	971	1.9%

Source: OntheMap, 2019

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Economic & Demographic Analysis

Sandy Springs Employment Inflow/Outflow

A study of the workforce living in Sandy Springs compared to the jobs located in the city provides insight on the local economy and potential economic opportunities.

Overall, Sandy Springs is an employment center with significantly more jobs than resident workers. While 50,666 workers live in Sandy Springs, there are 118,001 jobs in the municipality. As a result, there is a net inflow of over 67,000 workers each day according to data from the U.S. Census Bureau, Center for Economic Studies.

There are only two major employment sectors that experience a net outflow of workers from Sandy Springs to other jurisdictions: Transportation & Warehousing, and Public Administration. Outflow is minimal in comparison to the size of these industries in Sandy Springs.

There are 5,252 Sandy Springs residents working in the Health Care sector, yet over 18,800 such jobs in the city. Similarly, Finance and Insurance experiences a net inflow of over 10,000 workers a day, and Professional, Scientific & Technical Services over 9,000 workers.

Administration & Support also demonstrates a net inflow of workers to jobs in Sandy Springs. However, such "back office" type employment is not associated with higher wages, and it is unlikely that many of these workers could afford to live in Sandy Springs.

A key opportunity for City Springs is to target these high-wage professionals seeking a shorter commute (even walking, biking or e-biking) to their place of employment in Sandy Springs. This can be accomplished through the provision of amenities appealing to younger professionals as well as a variety of appropriate housing options.

Table: Sandy Springs Employment Inflow/Outflow

Employment Sector	Workers Living in Sandy Springs	Jobs in Sandy Springs	Daily Inflow or Outflow of Workers to Sandy Springs
Agriculture, Forestry, Fishing & Hunting	20	13	-7
Mining, Quarrying, and Oil & Gas Extraction	17	113	96
Utilities	103	63	-40
Construction	1,425	2,703	1,278
Manufacturing	1,542	2,445	903
Wholesale Trade	2,628	6,847	4,219
Retail Trade	4,593	7,101	2,508
Transportation & Warehousing	1,380	521	-859
Information	3,086	6,495	3,409
Finance & Insurance	3,989	14,554	10,565
Real Estate	1,368	3,916	2,548
Professional, Scientific & Technical Services	7,681	16,844	9,163
Management of Companies & Enterprises	2,386	7,779	5,393
Administration & Support	4,746	15,396	10,650
Educational Services	2,960	4,221	1,261
Health Care & Social Assistance	5,252	18,842	13,590
Arts, Entertainment & Recreation	828	1,162	334
Accommodation & Food Services	4,282	6,129	1,847
Other Services	1,390	2,179	789
Public Administration	990	678	-312
TOTAL	**50,666**	**118,001**	**67,335**

Source: OntheMap, 2019

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Economic & Demographic Analysis

Sandy Springs Top 10 Employers

Within Sandy Springs, the largest employers in 2022 are almost all within the Software and the Professional, Scientific, & Technical Services categories. These companies are located outside of the City Springs District study area and are concentrated in the Central Perimeter business district, with the exception of the Intercontinental Exchange located in the Powers Ferry area.

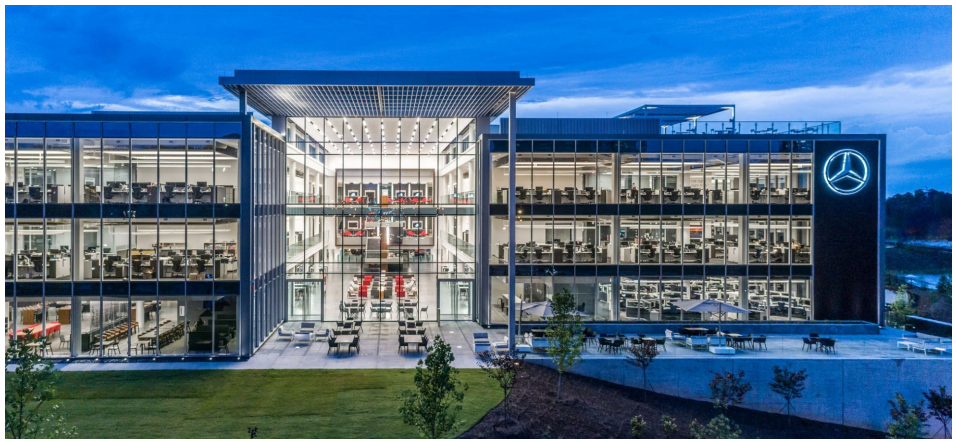
United Parcel Service's (UPS) global headquarters is one of the largest employers in the city as of 2022 with over 2,000 employees and 1.8% of total employment.

The Mercedes-Benz USA headquarters opened in 2018 and currently employs nearly 1,000 workers. Mercedes Benz moved their national headquarters from Montvale, New Jersey, to Sandy Springs.

City of Sandy Springs 2022 Top 10 Employers

Employer	Industry	# of Employees
Cox Enterprises	Software/Professional, Scientific, Technical Services	3,211
United Parcel Service	Software/Professional, Scientific, Technical Services	2,081
Onetrust	Logistics & Transport	2,043
IBM Corporation	Software/Professional, Scientific, Technical Services	1,935
Intercontinental Exchange	Software/Professional, Scientific, Technical Services	994
VMware	Software/Professional, Scientific, Technical Services	960
Inspire Brands	Software/Professional, Scientific, Technical Services	931
WestRock	Manufacturing	847
Elavon	Software/Professional, Scientific, Technical Services	819
Mercedes-Benz USA	Automotive	908

Source: Sandy Springs Economic Development, 2022



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Economic & Demographic Analysis

Sandy Springs Location Quotient Analysis

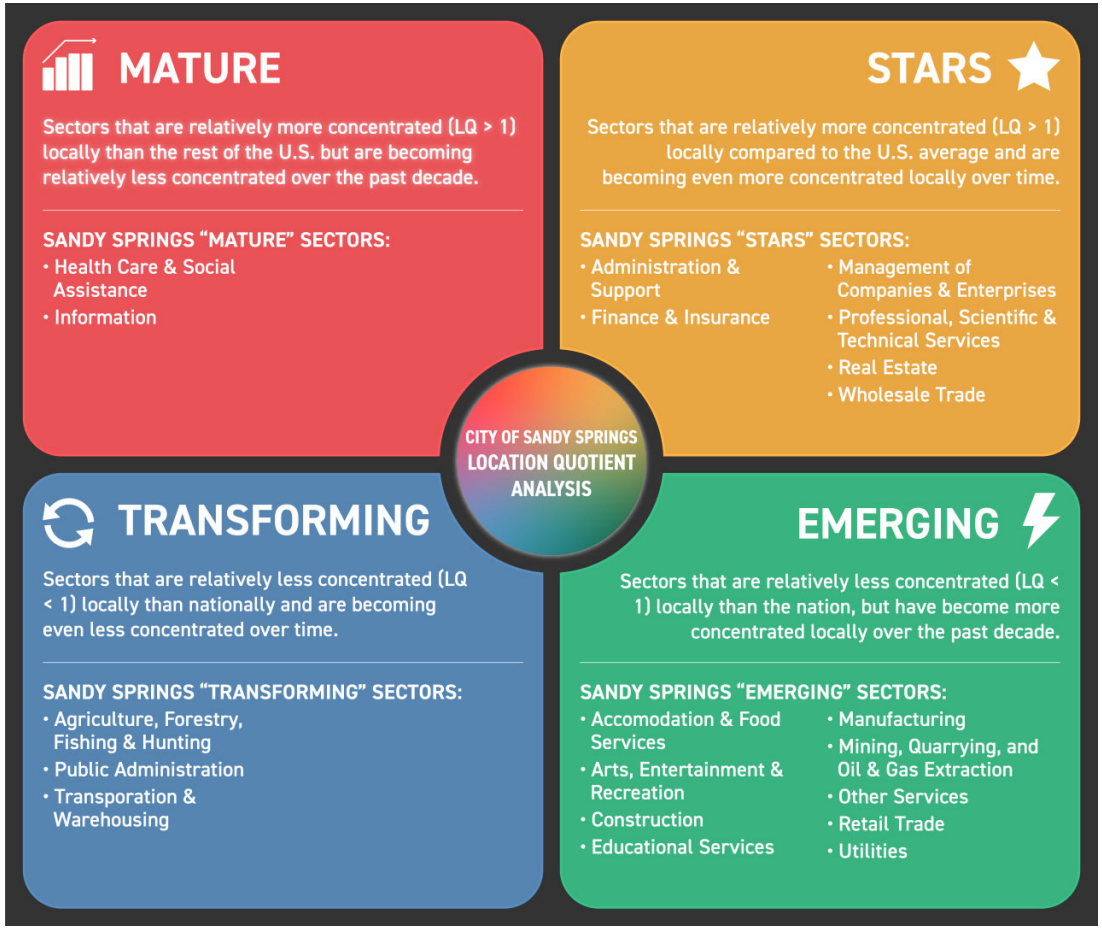
A location quotient analysis quantifies the degree of concentration between different employment sectors in the City of Sandy Springs relative to the U.S. employment sectors. U.S. Census data between 2014 and 2019 (the latest data available) was used to identify employment concentration and growth.

Star sectors are those with a higher concentration of employment in the city relative to the U.S. average and are quickly growing. Sandy Springs' Star sectors share a concentration of office-intensive industries including Management of Companies & Enterprises, Administration & Support, Finance & Insurance, and Professional, Scientific & Technical Services. These sectors continue to add new employment and so are driving demand for commercial real estate development in Sandy Springs. This presents potential opportunities for the City Springs District.

Similarly, the Emerging sectors of Accommodation & Food Services, Arts, Entertainment & Recreation as well as Retail Trade suggest longer term demand for additional retail and entertainment activity in the city. This supportive evidence was considered in the retail analysis described further in the report.

Mature sectors are those that are more concentrated than the U.S. average; however, they are becoming less concentrated over time by experiencing less growth than the U.S average. Health Care & Social Assistance lost significant employment between 2014 and 2019, although it is still the largest employment sector in the city as of 2019 U.S. Census data. Overall, the Mature and Transforming sectors are ones which are not introducing additional employment to the local area and so are not currently driving demand for commercial development.

Table: City of Sandy Springs LQ Diagram



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Retail Market Analysis

MXD DEVELOPMENT STRATEGISTS

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Retail Market Analysis

Metro Atlanta Retail Overview

The Metro Atlanta retail market stands strong as indicators in absorption, vacancy, leasing activity and rent growth have positively improved since the beginning of the pandemic. **Construction activity, while muted, is generally supportive of new retail development in the City Springs area.**

Absorption

Annual net absorption in 2021 reached over 4.3 million SF, which is a strong recovery from 2020 when the pandemic and its economic outfall generated a net negative absorption of -256,728 SF. Despite retail's strong resurgence, it is important to note the steady decline in net absorption since 2014 when nearly 6 million SF were absorbed.

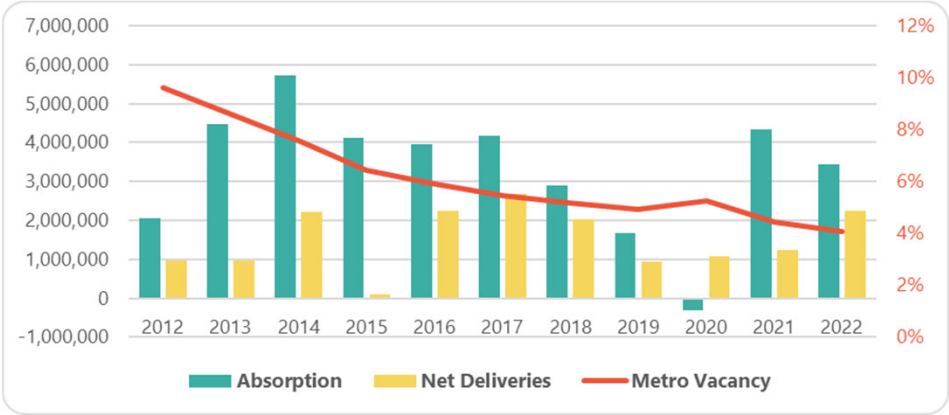
Demand for new retail is expected to be concentrated in the region's northernmost suburbs (for example, Alpharetta) that feature higher incomes and spending patterns**.** Additionally, neighborhoods inside the Perimeter such as Midtown, West Midtown and the Eastside will profit from densification and gentrification with influxes of high-income demographics.

Vacancy

The Metro Atlanta vacancy rate has decreased steadily over the past decade. **Vacancy reached a ten-year low of 4.5% by the end of 2021**. **Historically, retail vacancy rates below 5-6% were sufficient to trigger substantial amounts of new construction. However, deliveries have remained at low levels indicating uncertainty of the long-term prospects of many forms of retail. This trend, which is characteristic of most major markets nationwide, may temper demand forecasts for City Springs.**

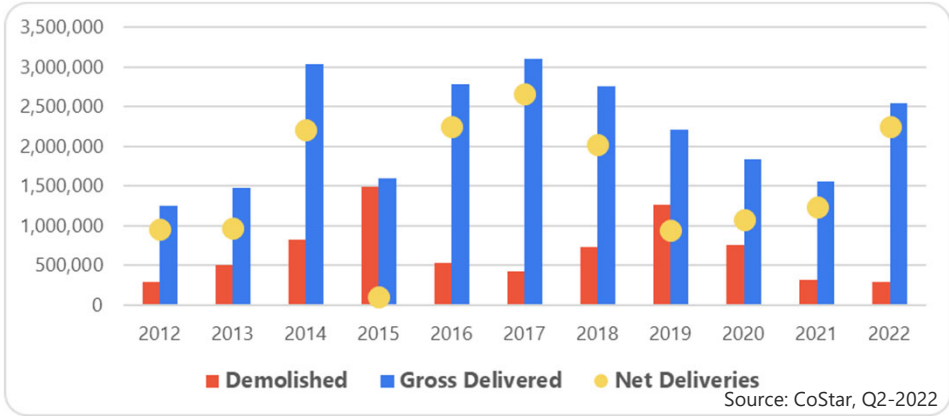
Retail vacancy rates have been further reduced by demolitions of obsolete retail properties over the past decade. Many of these demolitions have been made to make way for new multi-unit developments in desirable locations.

Figure: Metro Atlanta – Retail Absorption, Net Deliveries & Vacancy



Source: CoStar, Q2-2022

Figure: Metro Atlanta Demolitions & Deliveries



Source: CoStar, Q2-2022

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Retail Market Analysis

Vacancy rates are highest for Malls (over 10%) and lowest for Power Centers (i.e., retail centers comprised solely of large format "big box" stores), General Retail (i.e., streetfront retail shops) and smaller strip centers, which typically focus on local services and convenience. Malls have seen a steady uptrend in vacancy since 2017, and the future of enclosed retail space in Metro Atlanta does not appear bright due to national shifts in shopping patterns towards unenclosed mixed-use environments such as what is envisioned for City Springs.

Leasing Activity

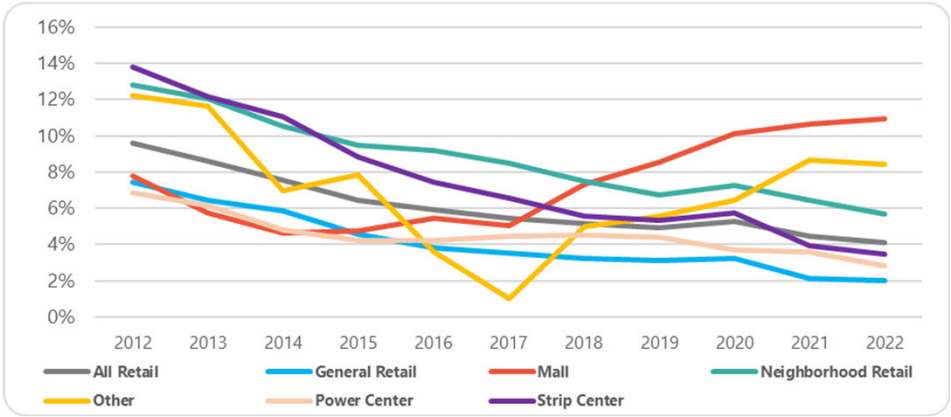
Metro Atlanta's strong economic recovery should continue to help boost retail demand over the near term, but leasing activity remains below pre-pandemic averages for the market. As with the rest of the country, Metro Atlanta has seen numerous big-box store closures as well as firms moving out of spaces after declaring bankruptcy. For example, JCPenney and Macy's have each closed multiple locations throughout the region over the past few years, vacating hundreds of thousands of square feet in the process.

Population growth in the region has roughly doubled the U.S. average over the past decade. This growth has helped drive demand for retail space throughout Metro Atlanta. The region's northernmost suburbs tend to grow the fastest and have high incomes, so those areas will continue to garner an outsized share of leasing activity. Neighborhoods inside the Perimeter should continue to benefit from urbanization and gentrification, slowing retail growth in communities along the Perimeter including City Springs.

Rent

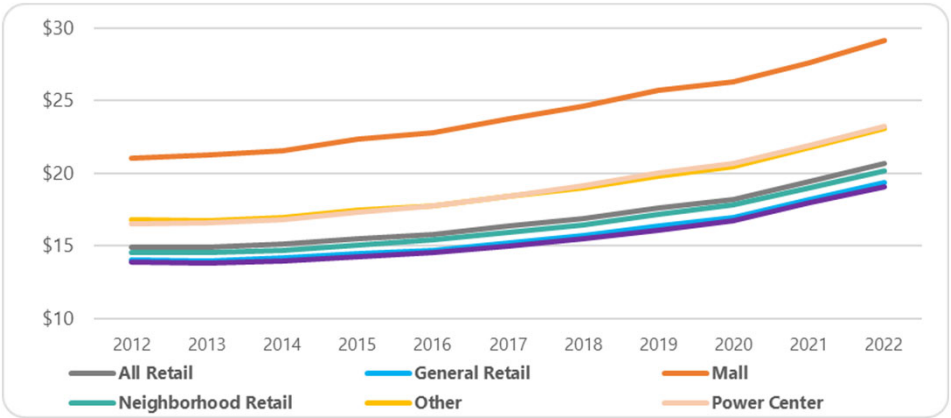
Retail rents have been climbing steadily for the past five years, primarily due to minimal new supply being developed. Average market rent rose to $19.34 in Q4 2021, up from $17.92 in Q2 2020, an annual increase of 7.9%. **Of note, strong demographic trends, and limited supply in the Sandy Springs area generated the fastest rental increase in the region before the pandemic. Since then, however, exurban and south Metro Atlanta submarkets have been the strongest performers due to little supply and consistent vacancy rates.**

Figure: Metro Atlanta Retail Vacancy by Format



Source: CoStar, Q2-2022

Figure: Metro Atlanta Retail Rental Rates by Format



Source: CoStar, Q2-2022

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Retail Market Analysis

Construction Activity

Retail development in Metro Atlanta has remained limited for years compared to the region's historical norms. The market has about 1.9 million SF or 0.5% of its existing inventory under construction, which is roughly in line with the national average of 0.4%.

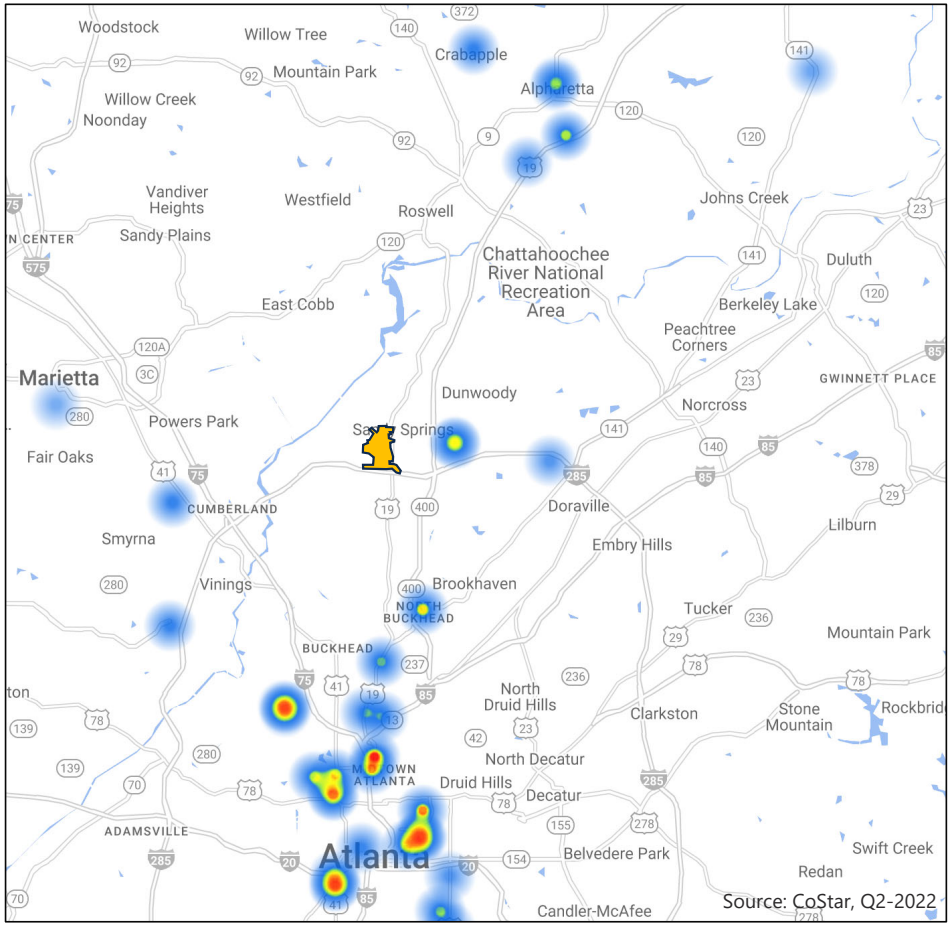
The region has added a net of approximately 18 million SF of retail inventory since 2010. In comparison, developers built more than 90 million SF of retail stock from 2000 to 2010. This trend has occurred at a similar ratio nationwide, as the retail sector has experienced the continued encroachment of online shopping, and increased construction costs. As a result, retail developers have largely focused on smaller neighborhood-oriented retail that services local areas.

Most of the retail built in Metro Atlanta over the past few years has targeted affluent households and areas with strong demographic growth, particularly fast-growing, exurban submarkets such as Alpharetta. Denser, more affluent locales such as Buckhead/Lenox and Midtown/Brookwood have maintained notable but relatively modest construction pipelines. The Atlanta Central Business District (CBD) submarket, which includes some gentrifying East Atlanta neighborhoods, has delivered a significant amount of retail in recent years.

Developers continue to target older, well-located retail centers for redevelopment plays, and many of these projects include multi-unit components. For example, the Southern Post, a redevelopment of the 47,000 SF Roswell Plaza in downtown Roswell includes 40,000 SF of retail, 95,000 SF of loft space, 128 apartments and 10 townhomes. **The scale and composition of this development (including multi-use housing) provides an indication as to the type of development that could succeed in the City Springs District.**

Other major potential redevelopment plays include those for North Point Mall in Alpharetta, Gwinnett Place in Duluth, and North DeKalb Mall in Decatur.

Figure: Retail Currently Under Construction, Q2-2022



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Retail Market Analysis

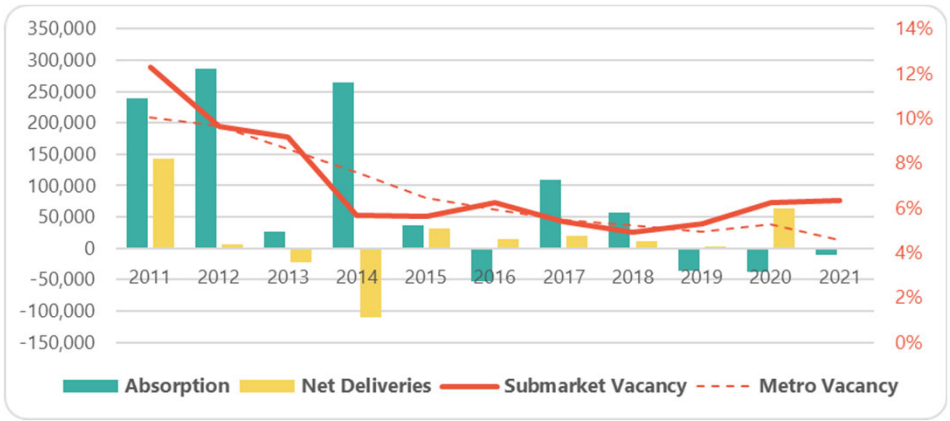
Sandy Springs/North Central Retail Submarket

Sandy Springs/North Central is a distinct retail submarket within Metro Atlanta, as identified by CoStar. The submarket contains some of the region's most affluent suburbs, with many households earning over $100,000/year. The submarket also sits in a central location in the region and is easily accessible by GA 400, I-285, and MARTA's Red Line. As such, the area has added thousands of office jobs over the past few years, as firms like Deluxe Corporation, Mercedes-Benz USA, Cox Enterprises, and State Farm have invested heavily in new headquarter locations.

Absorption & Deliveries

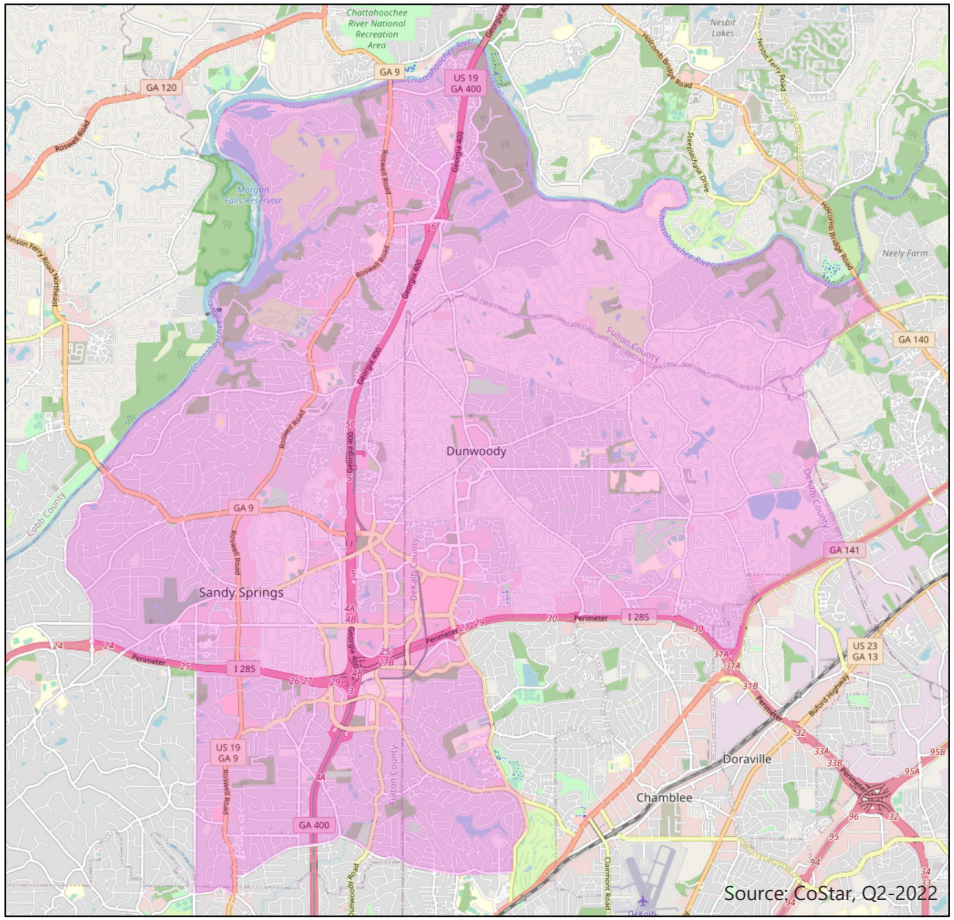
As with the wider Metro Atlanta area, the absorption of retail space in Sandy Springs/North Central was trending downwards even prior to the pandemic. Despite limited demand, vacancy rates were held low through minimal delivery of new space and the demolition of a significant obsolete retail space.

Figure: Sandy Springs/North Central - Retail Absorption, Net Deliveries & Vacancy



Source: CoStar, Q2-2022

Figure: Sandy Springs/North Central Retail Submarket



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Retail Market Analysis

Very little new retail supply has been delivered in Sandy Springs/North Central over the past few years. However, the first phase of GID Investment's High Street project was approved by the City of Dunwoody in early 2021. The first phase of the development is slated to add 150,000 SF of retail to the local market. The project is entitled for up to 400,000 SF at build-out. Additional retail has been completed in City Springs as part of several mixed-use redevelopments.

Demolitions are common in the submarket, and developers continue to target aging retail centers for potential mixed-use projects. For example, nearly 150,000 SF of retail was demolished to create the City Springs multi-use campus that includes a park, restaurants, retail, residential units, Performing Arts Center, and City Hall.

A number of older shopping centers along Roswell Road are being considered by developers for potential development projects, such as Jamestown's proposed redevelopment of Parkside Shops. However, most of these plans are preliminary.

Vacancy

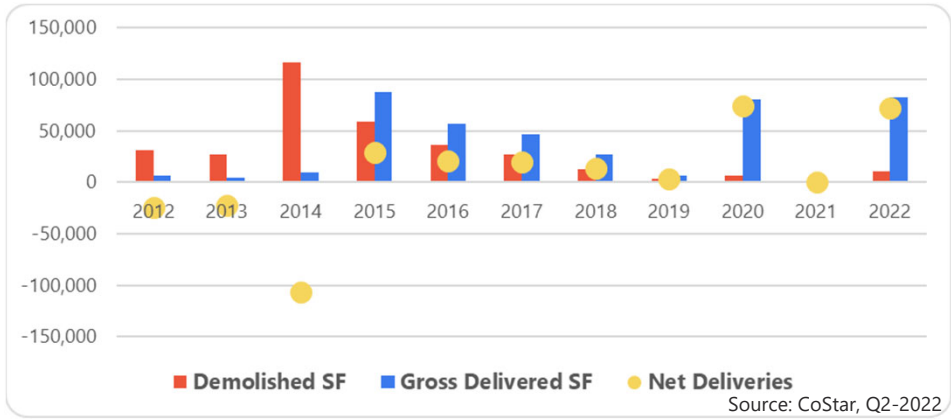
Even though net absorption has slowed in recent years, the submarket's vacancy rate has generally held steady and currently sits at a healthy 4.9%, down from 9.7% in 2012. This rate should remain low as there is little in terms of speculative supply in the near-term pipeline. The submarket has had to contend with a few large move-outs over the past several quarters.

Leasing Activity

Most leasing activity involves smaller service-oriented or restaurant space. Nearly all leases signed since 2018 have been smaller than 10,000 SF.

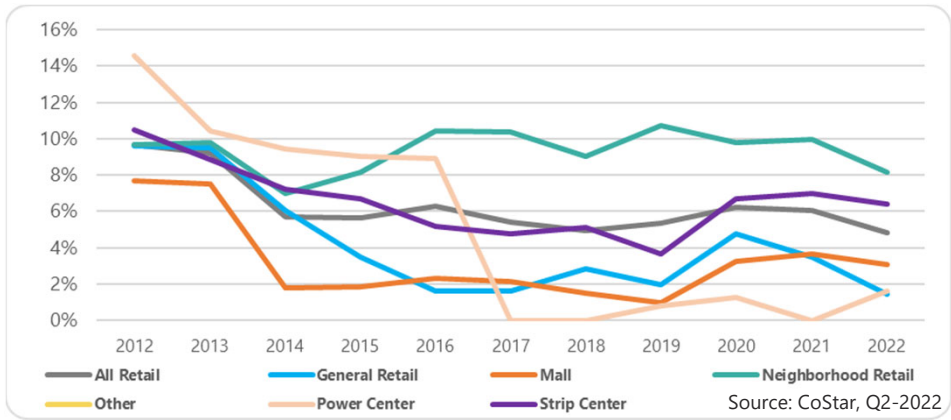
Recent retail tenant move-ins skew strongly towards services in the City Springs study area, with F&B tenants moving into the south side and northern side of the district. Leasing activity generally skews towards smaller independent retailers in City Springs while national chains are drawn to the Perimeter Center area. This trend suggests that City Springs should focus initially on the types of tenants which already demonstrate an interest in the area: smaller, independent retailers and F&B.

Figure: Sandy Springs/North Central – Demolitions & Deliveries



Source: CoStar, Q2-2022

Figure: Sandy Springs/North Central – Vacancy Rate by Retail Format



Source: CoStar, Q2-2022

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Retail Market Analysis

Rent

Retail asking rents in Sandy Springs/North Central average $27/SF which is well above the regional average and lower only than upscale in-town submarkets such as Buckhead/Lenox and Midtown/Brookwood. Smaller space near Perimeter Center can exceed $40/SF, though rents in City Springs are typically around the submarket average. Low vacancy rates coupled with minimal recent construction pipeline has created buoyancy for rents in Sandy Springs/North Central in recent years.

Cap Rate

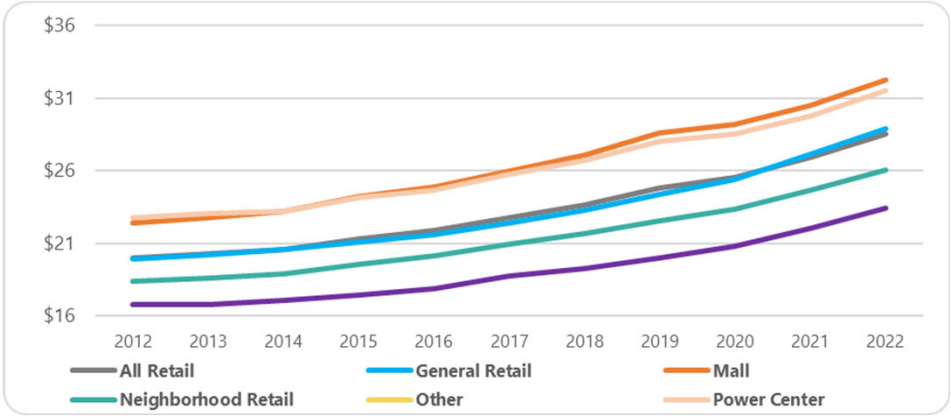
Cap rates are a means of estimating a development value based on current rental revenue. The lower the cap rate, the higher the project valuation. Retail cap rates in Sandy Springs/North Central are at healthy lows of 6.4% to 7.2% depending on the retail format. General Retail, which is primarily streetfront retail such as found at grade in mixed-use buildings, boasts the lowest cap rates which bodes well for the continued growth of the City Springs District..

Under Construction/Proposed New Retail

About 40% of the submarket's retail inventory is located within half a mile of Roswell Road, and another 40% is within a 1-mile radius of Perimeter Mall. Additional retail development is constrained by land availability in Sandy Springs/North Central.

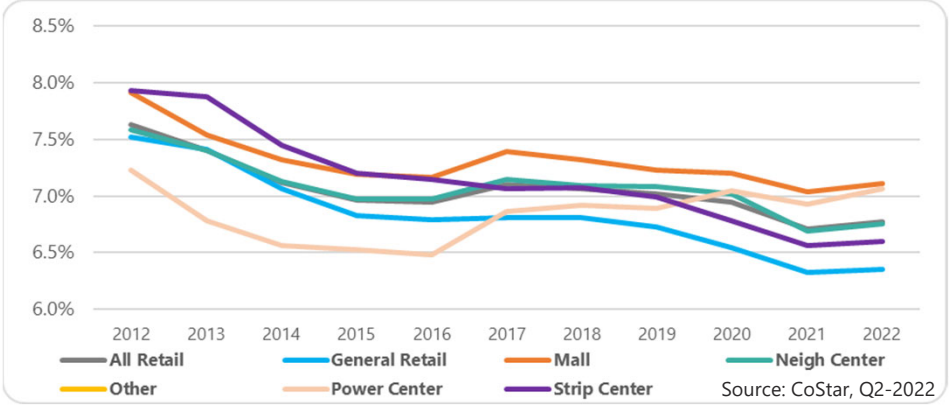
Developers have focused on mixed-use projects over the past decade, and the High Street project could add up to 400,000 SF retail along with 600 luxury apartments over the next few years based on their entitlement. Developers are likely to continue to target older shopping centers for redevelopment opportunities in the coming years.

Figure: Sandy Springs/North Central – Retail Rental Rate Trends



Source: CoStar, Q2-2022

Figure: Sandy Springs/North Central – Cap Rate by Retail Format



Source: CoStar, Q2-2022

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Retail Market Analysis

The major retail developments (over 50,000 SF) in the north Metro Atlanta region, currently either proposed or under construction, were surveyed and detailed below. While not all will provide any competitive impact on City Springs, they do provide a sense of the scale and format of other development in the general area.

High Street is the largest retail site currently under construction in the submarket. Located in the City of Dunwoody, the project will introduce 150,000 SF of retail to Sandy Springs/North Central. Phase I, is currently under construction delivering 2023 on Perimeter Center Pkwy. Phase 1 will offer an upscale retail street together with other uses in a mixed-use master planned site.

Of note, two Neighborhood Centers near City Springs include MarketPlace Terrell Mill (127,000 SF) located west of City Springs at 1360 Powers Ferry Rd SE in Marietta that is delivering in 2023 and Belle Isle Square (53,085 SF) proposed south of City Springs at 4969 Roswell Rd.

Table: Major Retail Proposals & Under Construction

Retail Node	Address	Size SF	Retail Format	Status
High Street Atlanta Phase 1	Perimeter Center Pkwy NE, Dunwoody	150,000	Mixed-Use	Under Construction (Delivery 2023)
Life Time Athletic Buckhead	3462 Peachtree Rd NE, Buckhead	90,000	Health Club	Under Construction (Delivery Late 2022)
Lotus Grove	5597 Buford Hwy NE, Doraville	73,000	Mixed-Use	Under Construction (Delivery 2022)
MarketPlace Terrell Mill	1360 Powers Ferry Rd SE, Marietta	127,000	Neighborhood Center	Under Construction (Delivery 2023)
Belle Isle Square	4969 Roswell Rd, Sandy Springs	53,085	Neighborhood Center	Proposed
Large Format Development	11 Ravinia Dr, Dunwoody	110,000	Large Format	Proposed
Manna Pro Feed Mill Redevelopment	5466 New Peachtree Rd, Chamblee	54,677	Food Hall/Mixed-Use	Proposed

Source: CoStar, Q2-2022; *Proposals Over 50,000 SF

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Retail Market Analysis

11 Ravinia Dr/Pkwy, Dunwoody





Source: Bagby, D. reporternewpapers.net

High Street Atlanta Phase I – Perimeter Center Pkwy, Dunwoody





Source: HighStreetAtlanata.com

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Retail Market Analysis

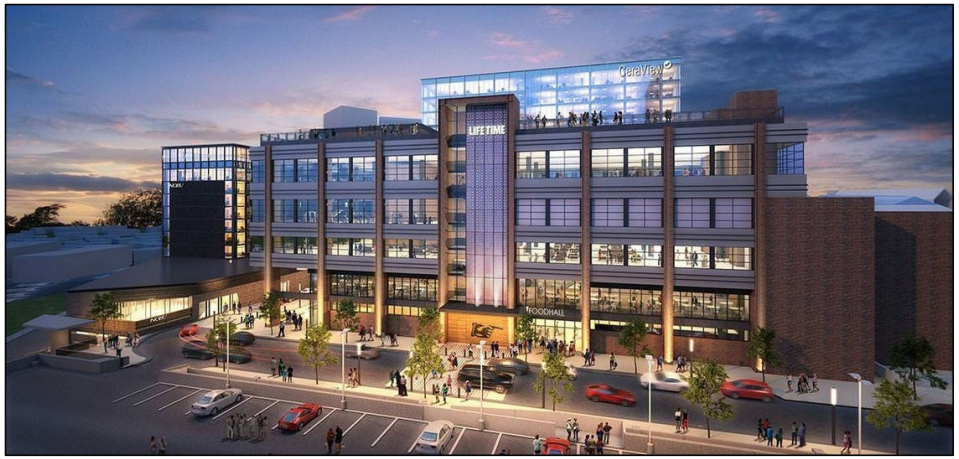
MarketPlace Terrell Mill – 1360 Powers Ferry Rd, Marietta





Source: marketplaceterrellmill.com

Lifetime Athletic Buckhead – 3462 Peach Tree Rd, Buckhead





Source: Lifetime

MXD DEVELOPMENT STRATEGISTS

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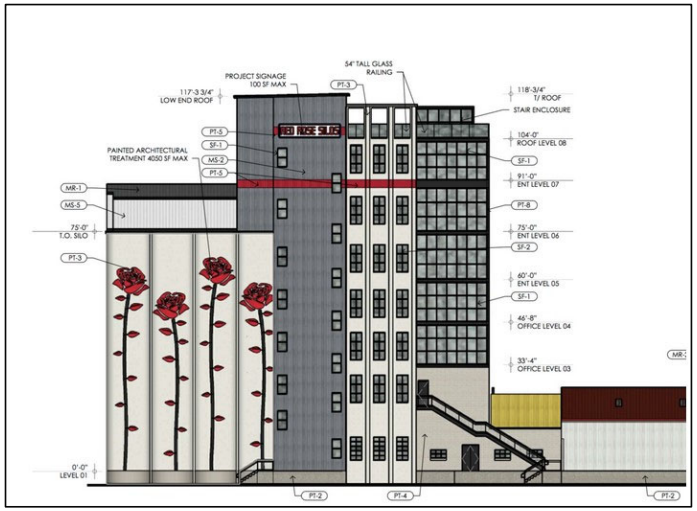
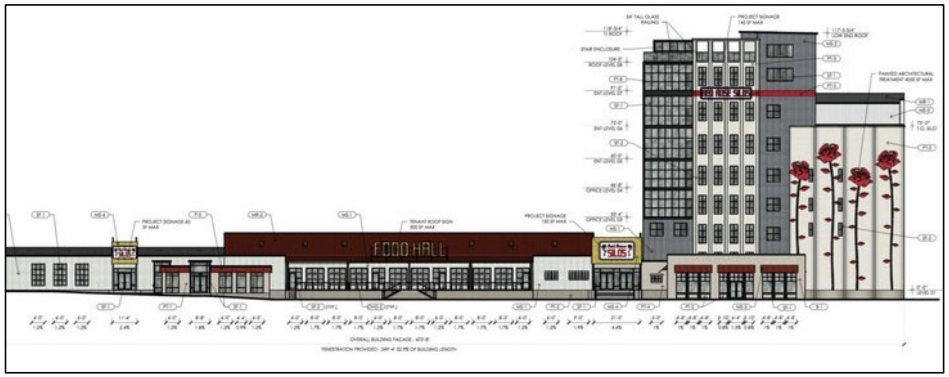
Retail Market Analysis

Manna Pro Feed Mill Redevelopment– 5466 New Peachtree Rd, Chamblee





Source: Atlanta Business Chronicle

Lotus Grove – 5597 Buford Highway, Doraville





Source: Atlanta Business Chronicle

Retail Market Analysis

Submarket Residual Demand

Having established overall market conditions in Metro Atlanta and specifically the Sandy Springs/North Central retail submarket, a Residual Demand analysis was performed to estimate the demand for additional retail space in the entire submarket over the next 10 years to inform what can be supported in the City Springs District. Residual Demand analysis is based on supply and demand patterns, rental rates, new construction, cap rates and other key metrics.

The objective of the Residual Demand analysis is to provide a maximum limit on retail absorption at City Springs over the next decade, and to provide a realistic timeline for absorption. By understanding the likely demand for new retail space for the entire submarket, it is possible to then identify the amount of this total that City Springs could reasonably expect to attract based on key factors such as competition, location, and site-specific characteristics.

From the Residual Demand analysis detailed below, it is notable that total retail inventory has barely increased in the local submarket over the past decade. Vacancy has dropped from 9.7% to 4.9% so the amount of occupied floorspace has increased by 603,000 SF since 2012. Absorption in Sandy Springs/North Central averages a moderate 58,993 SF per year.

With vacancy at a healthy 4.9%, the total Residual Demand (i.e. the amount of new retail space the submarket could introduce and still be at a healthy vacancy rate) is currently just over 192,000 SF. Current construction of 157,400 SF is in balance with this residual demand, and as such vacancy rates are expected to remain relatively stable over the next several years.

Over the next decade, High Street and other projects under construction will be absorbed, and an additional 433,000 SF of new retail space will be needed in the submarket over and above what is currently under construction. Some of this total will be taken up by projects in the proposed/planning stages, and part of this residual demand will be captured by City Springs, an estimate of which is made in the remainder of this section.

Table: Sandy Springs/North Central Residual Demand Analysis

Residual Demand	Historic Supply (2012)				Current Supply (2022)				Residual Demand				
	Inventory (SF)	Vacancy Rate	Vacant SF	Occupied SF	Inventory (SF)	Vacancy Rate	Vacant SF	Occupied SF	Current Residual Demand SF	Under Construction SF	10-Year Avg. Annual Net Absorption (SF/Yr)	2023 Residual Demand SF	2032 Residual Demand SF
Sandy Spring/N Ctrl	**10,377,782**	**9.7%**	**1,011,139**	**9,366,643**	**10,465,305**	**4.9%**	**508,731**	**9,956,574**	**192,444**	**157,400**	**58,993**	**94,038**	**432,531**
General Retail	2,334,963	9.8%	228,093	2,106,870	2,227,715	2.1%	46,675	2,181,040	102,582	150,000	7,417	-40,001	-75,830
Mall	2,532,144	7.7%	194,764	2,337,380	2,531,614	3.5%	89,817	2,441,797	79,801		10,442	90,243	104,417
Neighborhood Center	4,178,276	9.8%	411,161	3,767,115	4,336,739	8.1%	349,962	3,986,777	-59,400		21,966	-37,434	219,662
Other													
Power Center	931,993	14.5%	135,078	796,915	931,797	0.3%	3,149	928,648	59,281		13,173	72,455	131,733
Strip Center	400,406	10.5%	42,043	358,363	437,440	4.4%	19,128	418,312	10,180	7,400	5,995	8,775	52,549

Source: CoStar, Q2-2022, Analysis by MXD

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Retail Market Analysis

Competitive Analysis

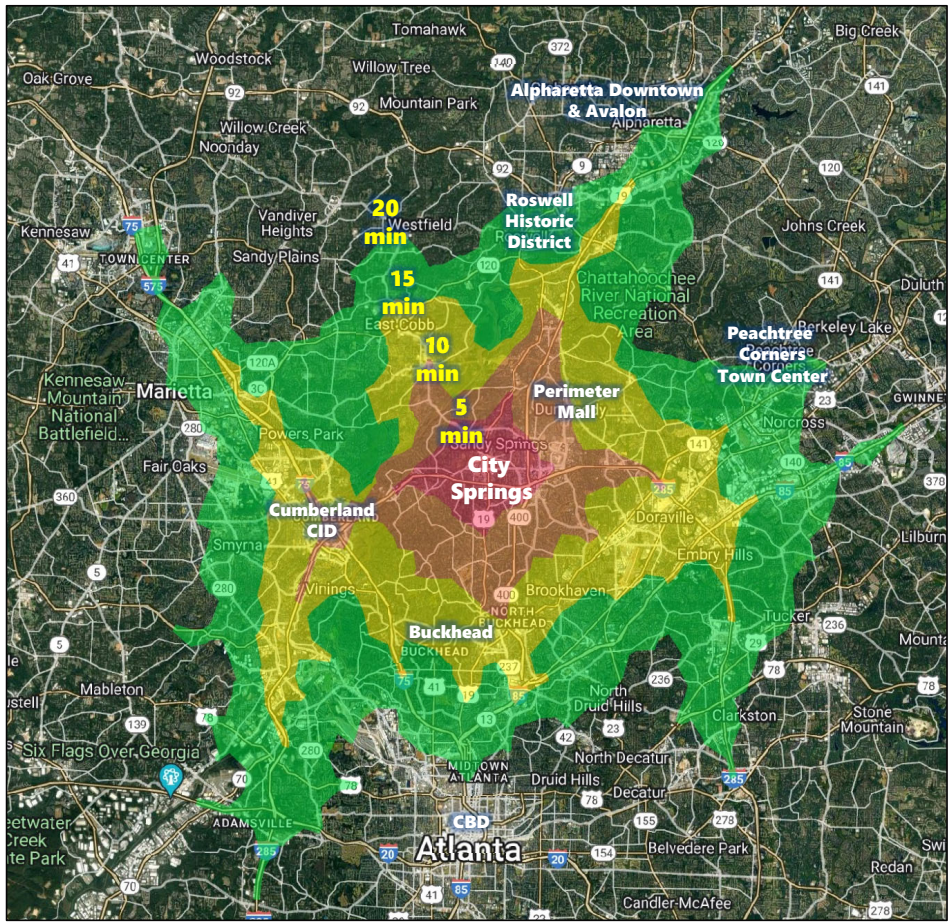
There are a number of competitive nodes in the north Metro Atlanta region which City Springs will contend with. Of particular significance are other planning areas which share aspirational similarities with City Springs to attract new development including retail, restaurants, and entertainment in a variety of urban forms and densities, primarily through infill and redevelopment. These nodes will all be competing for many of the same customers, as well as the same types of shopping, dining and entertainment tenants and thus will have a direct impact on the amount of retail space that could be supported at City Springs.

For suburban retail, nearly all patronage is generated from within a 20-minute drive time zone, with most patrons drawn from a 10-minute drive. **A key challenge for City Springs is that it is located within a 5-to-10-minute drive of Perimeter Center, an established regional retail node with several redevelopment projects planned or under construction. High Street is already under construction and represents a substantial portion of supportable new retail space in the submarket over the next decade.**

A 10-minute drive to the southwest, the Cumberland Community Improvement District (CID) is an established shopping and entertainment node of 3.2 million square feet. The area is also undergoing planning for its next evolution. This puts pressure on patronage that City Springs could aspire to attract from this direction.

A classic conundrum in the retail sector is to be located within the trade areas of two or more major established competitive nodes. Typically, the most strategic response to this situation is to focus on creating a successful **compact neighborhood-oriented retail node with multiple amenities**, most notably green space for the public, typically lined with restaurants and entertainment. Success at a local level can be leveraged to attract a broader range of tenants as well as entertainment anchors over the longer term. This is the recommended initial strategy for City Springs to pursue.

Figure: Drive Time Zones and Competitive Planning Areas



Source: Open Route Service

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Retail Market Analysis

Table: Competitive Nodes Performance Summary

Retail Node	Formats	Inventory SF	Anchors	Average Lease Rate/SF	Vacancy Rate	12-Month Net Absorption SF	Cap Rate	Notes
Perimeter Mall	Enclosed Mall Power Center Mall Street Front Retail	3.4M SF	Macy's, Nordstrom, Dillard's, Target, Walmart, Best Buy, Bed Bath & Beyond	$30.65	3.3%	63.8K	6.9%	Shifting to mixed-use district. Large office market. MARTA access. Strategic location at I-285/GA 400.
Roswell Historic District	Streetfront Retail Alleyways	637K	Canton Street Farmers Market Bayou'Q	$21.72	5.4%	9.9K	6.3%	Event venue area. Numerous festivals. East-West Alley F&B cluster. Ped-friendly.
Cumberland CID	Enclosed Mall Power Center	3.2M	Coca Cola Roxy, Mizuno Experience Center Costco, Macy's	$28.38	9.7%	-30.4K	7.0%	Strategic I-285/I-75 location. The Battery mixed-use development. Entertainment and hotels cluster.
Buckhead	Enclosed Mall Power Center Streetfront Retail	6.3M	Macy's, Nordstrom, Bloomingdale, World Market	$37.93	2.0%	48.6K	6.5%	Increasingly ped-friendly focus.
Peachtree Corners Town Center	Power Center Mall Streetfront Retail	1.5M	The Belk, Old Navy, Barnes & Noble, HomeGoods, CMX Bistro Movie Theater	$24.01	2.4%	16.8K	6.4%	Revitalizing Innovation Hub. Ped-friendly retail development.
Alpharetta – Downtown & Avalon	Mixed-Use Streetfront Retail	1.2M	Regal Avalon Cinema, Whole Foods Market, Crate & Barrel, Publix	$34.01	3.0%	7.5K	6.4%	Mixed-use development is dominant format.

Source: CoStar, Q2-2022

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Retail Market Analysis

























Retail Market Analysis

Demand Analysis

Having reviewed retail market conditions across Metro Atlanta and the Sandy Springs/North Central submarket, as well as profiled existing and future competition, the focus of this section now turns to retail demand. A demographic analysis was undertaken for areas within one to three miles from the center of the City Springs area (defined in this study as the intersection of Roswell Road and Hammond Drive NE). Key highlights include:

Population

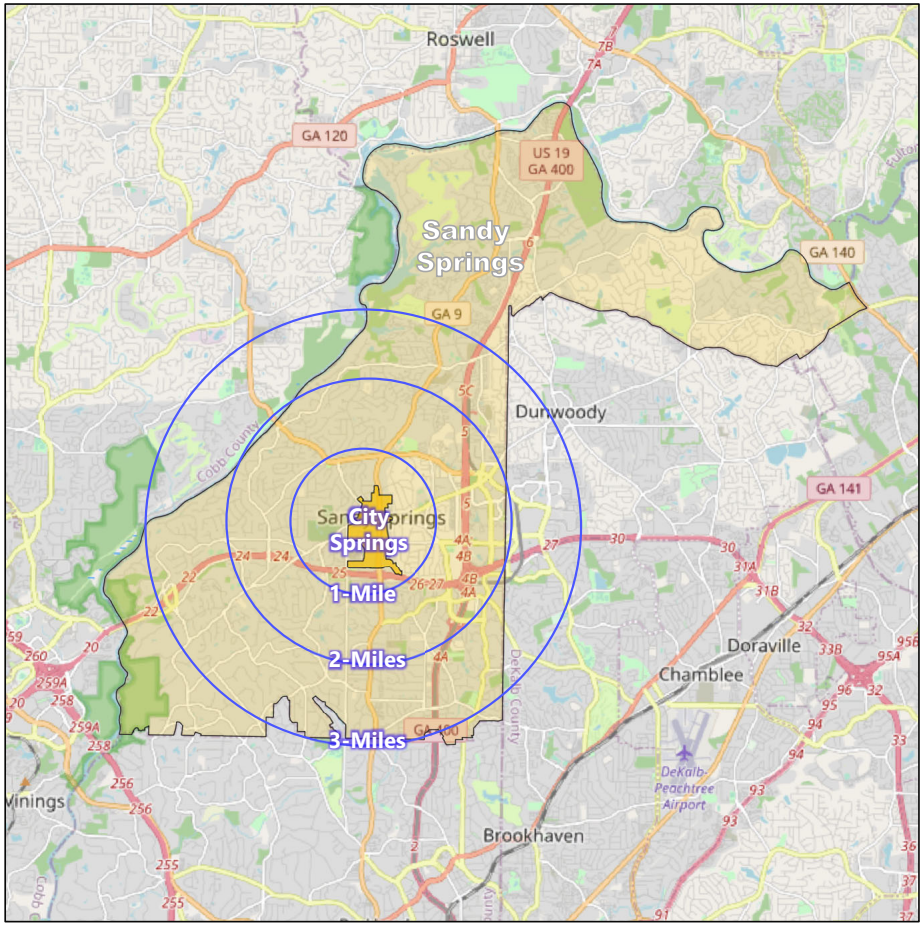
Currently **94,730 people live within 3-miles of City Springs**, and this number is anticipated to grow by 1.5% a year to 109,797 people by 2032, a pace that is close to the national population growth rate (source: Esri Business Data). This growth projection does not include additional multi-unit housing that may result from the City Springs planning effort.

The 15,067 new residents can each support approximately 45 SF of additional shopping, dining and entertainment uses based on the current income profile of the area. Thus, additional population growth within a 3-mile radius will generate support for approximately 678,000 SF of new retail space over the next decade. However, it is important to note that a significant portion of this retail expenditure will occur outside the 3-mile radius both within the submarket but also to major shopping destinations in the north Metro Atlanta area.

An estimated 20% of this new retail spending will be made in City Springs given typical retail consumer shopping patterns, as well as the quantity and quality of retail competition in the north metro. In addition, up to 10% of patronage is anticipated as inflow from outside of the 3-mile radius.

Based simply on population growth and retail competition, over the next decade approximately 135,000 SF of additional retail space is estimated to be supportable at City Springs. Several other techniques will be applied to "triangulate" this preliminary estimate.

Figure: Radius Analysis



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Retail Market Analysis

Household Income

Household incomes are high, averaging $132,686 within a 2-mile radius of City Springs (Source: Esri Business Data, 2022), well above the average household income of $99,541 in Metro Atlanta and $97,026 for the entire U.S. Additional analysis of income distribution reveals that there is a much higher concentration of households earning more than $200,000 than found nationally, with a lesser but still significant cluster of households earning $125,000 to $199,999.

Conversely there are significantly fewer lower-income households that earn under $50,000 a year than found nationally. The market for value-oriented fare (i.e. Walmart) is limited, while mid-market retail (i.e. The Gap) will have an average appeal in the local market.

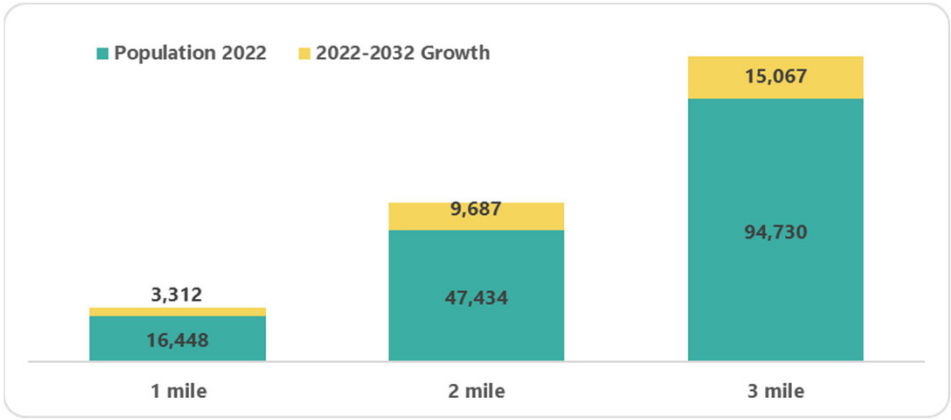
When juxtaposing the high-income local demographics to the currently available shopping, dining and entertainment options in City Springs, there appears to be an opportunity for increased upscale options in the local area.

Educational Profile

When looking at adults 25 years or older living within the 3-mile radius of City Springs, there is a pronounced highly educated profile (Source: Esri Business Data, 2022). Specifically, 36% have a Bachelor's Degree and an additional 25% an Advanced Degree compared to 24% and 15% respectively across Metro Atlanta.

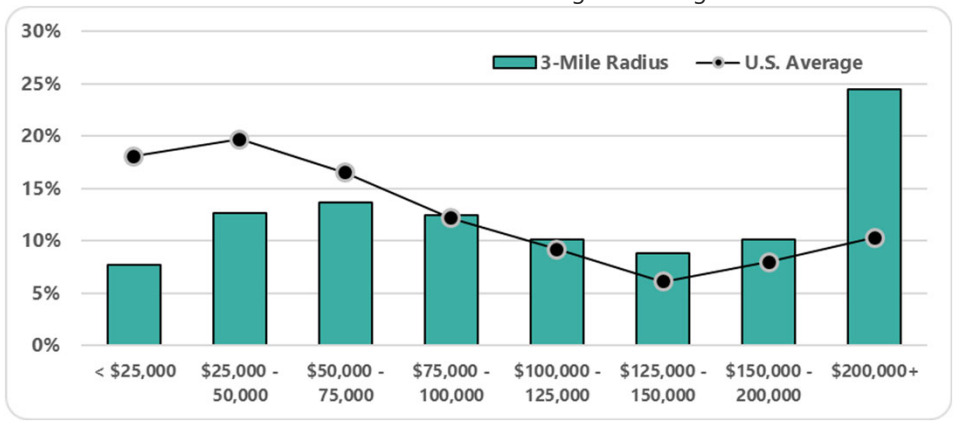
It is a retail industry standard that level of education affects a person's spending profile; two individuals of similar age, gender and income will likely exhibit profound differences if they have highly different educational backgrounds. A person with higher levels of educational attainment typically spends greater amounts on full-service restaurants, services, books, electronics and travel.

Figure: Population, 2021-2026



Source: Esri Business Data, 2022

Figure: Average Household Income



Source: Esri Business Data, 2022

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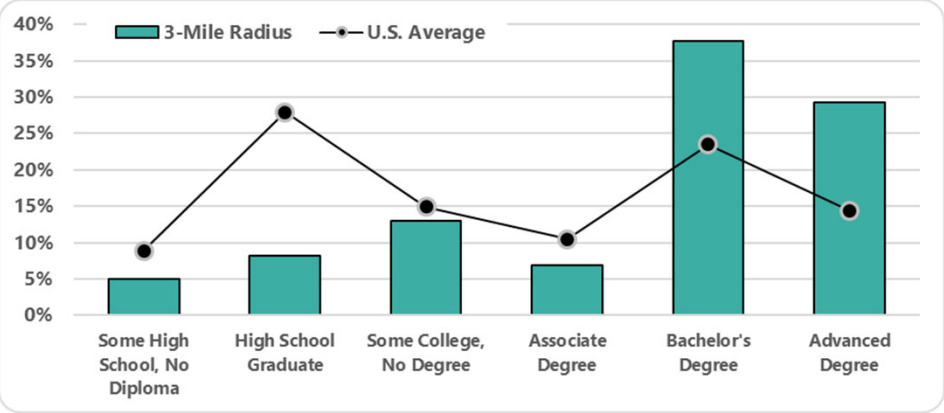
Retail Market Analysis

Figure: Educational Attainment, Residents Aged 25+



Source: Esri Business Data, 2022

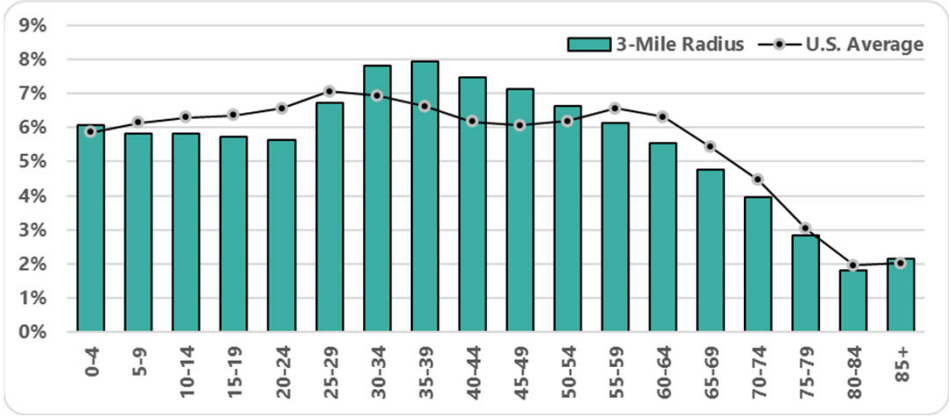
Age Profile

There is a clear concentration of younger adults aged 25 to 39 in the City Springs vicinity: **23,000 25-39 year-olds live within three miles of the study area**, which is 23% more concentrated than the U.S. average). Conversely, there are relatively fewer children, early 20s adults, and people aged 60 years+ than found nationally.

Household Profile

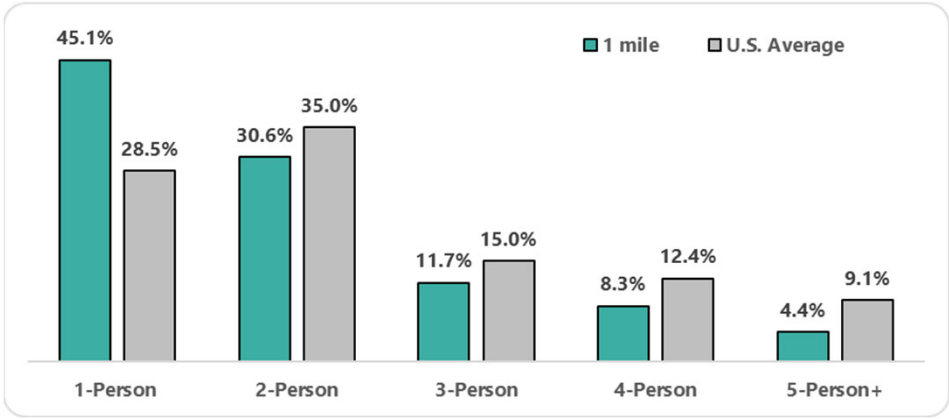
The City Springs area is characterized by smaller households. Households are smaller than average in the 3-mile radius but particularly smaller within City Springs. **Specifically, over 40% of households within one mile of the center of City Springs are singles, well above the national average of 28.5%.** This "on-site" population spends $4,332 per capita on "Food Away from Home" annually (i.e. restaurants, cafes, etc.) compared to the national average of $3,526. Similarly, they spend $459 on "Entertainment Fees & Admissions" compared to $380 nationally, and $763 on "Alcohol" vs. $579.

Figure: Age Cohort Profile



Source: Esri Business Data, 2022

Figure: Household Size Profile



Source: Esri Business Data, 2022

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Retail Market Analysis

Location Analysis

Retail success is famously attributed to "location, location, location". City Springs' locational qualities are assessed to determine basic feasibility of additional retail in the area, as well as to calibrate the retail model used in this study. Visibility and accessibility are considered the most important location qualities along with the population and income characteristics described previously. Additional location factors to consider include local employment, complementary development and physical site factors such as topography.

Visibility

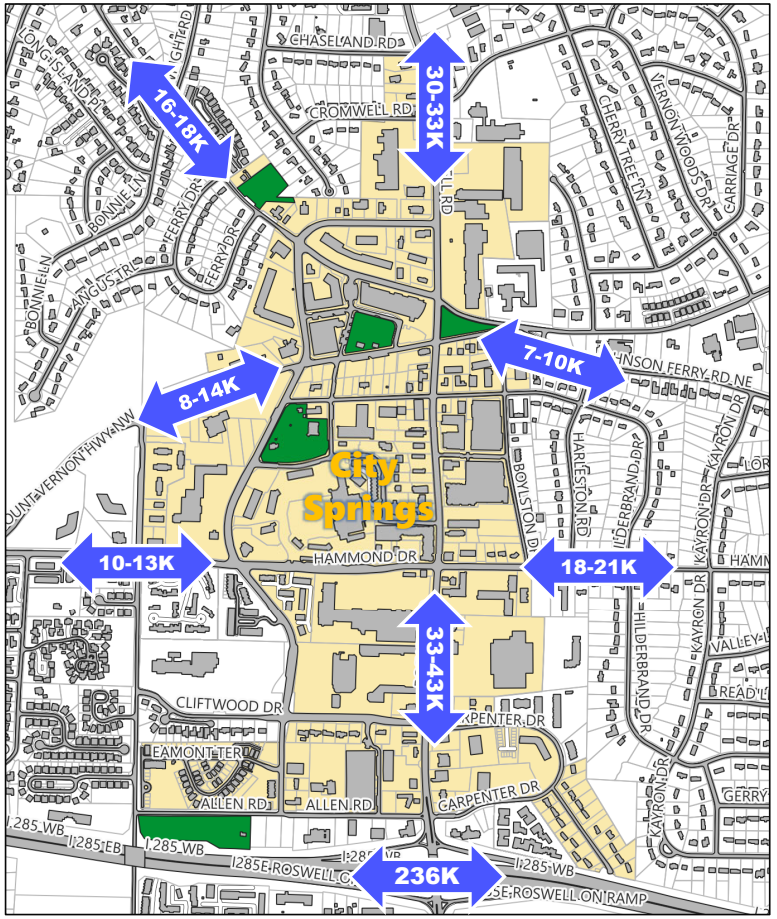
The City Springs' southern border runs along I-285 on which 236,000 vehicles pass per day. However, as referenced in the ECA, despite lengthy frontage, visibility from this major thoroughfare is limited, due to the highway traffic passing at below grade, the perpendicular direction of City Springs from I-285 and the lack of high visibility retail buildings with a line of sight from the highway (see imagery on following page).

The 30,000 to 43,000 vehicles which pass through the heart of City Springs along Roswell Road are sufficient to support community scale retail, which is defined as under 300,0000 SF by the Urban Land Institute. Many retail tenants look for a minimum of 30,000 vehicles per day in their site selection process. However, for traffic along Roswell Road, the retail experience is largely fragmented with no clear gateway to indicate you are entering the City Springs District, although the City has plans to address this through its wayfinding plan. . Furthermore, many anchor tenants that draw patronage to the District are located in traditional suburban settings with large setbacks.

Accessibility

Access from the regional market is considered very good at City Springs, with 760,000 people living within a 20-minute drive of the study area, and over 6,600 living within a 20-minute walk of the existing City Springs campus. While retailers located along GA 400 @ I-285 benefit from superior accessibility from two major thoroughfares, City Springs still benefits from better accessibility than most retail development sites found nationally. Local accessibility benefits from Roswell Road, Mount Vernon Highway and Johnson Ferry Road, facilitating convenient access from many of the high-income subdivisions located within a 20-minute drive to City Springs.

Figure: Vehicles Per Day



Source: CoStar, Q2-2022

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Retail Market Analysis













Source: Google

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Retail Market Analysis

Transit access is not considered supportive of retail development at the City Springs District. Although MARTA has three train stations in Sandy Springs, the stations are more than a 20-minute walk from City Springs and are not considered as supportive infrastructure for the study area. Retail tenants discount the spending potential of bus riders due to associated retail spending potential and the reduced carrying capacity of an individual arriving without a car. Although most of the suburban retail patronage arrives by private automobile, younger generations are increasingly eschewing travel by car for transit, and retail tenants are taking notice.

Local Employment

Local employees provide an important source of patronage to retail tenants in suburban employment nodes such as Sandy Springs, particularly for Food & Beverage ("F&B") operations, that may otherwise have limited weekday lunchtime demand. Employees are time-constrained during the weekday, and few are willing to drive more than five minutes on a regular basis in order to shop or dine on their lunch break. After work employee patronage can be important for many restaurant concepts, but convenience shopping at grocers, drug stores or services is typically done closer to a commuter's home than to their workplace. Office workers are the largest spenders while workers in trades typically have low daytime spending, even if they earn large salaries. Lower wage service workers such as retail employees tend to have very low daytime spending profiles as well. For this reason, only office workers within a five-minute drive are included as potential demand segments in this analysis.

There are currently 10,123 office employees working within a five-minute drive of the City Springs District. The Urban Land Institute reports that the average daily spend for suburban office workers is $23.12 (2018 study, inflated to 2022 dollars), primarily on lunchtime food & beverage, but also including morning coffee/snack, as well as various sundries purchased during the lunch hour (source: International Council of Shopping Centers). In total, the local employment base represents an additional $45 million annual spend at City Springs over and above local residents.

Forecasting growth in office employment over the next decade, the local office submarket (detailed in the next section) is expected to grow by just over 700,000 SF. Based on an industry standard of 200 SF of office space per worker (which may change due to Covid-19), this suggests 3,500 additional office employees in the office submarket by 2032 with an incremental increase in retail spending of $15.4 million ($2022). Unlike residential expenditure, this spending will occur almost exclusively in the local area, resulting in support for an additional 44,000 SF of retail, primarily F&B tenants in the entire submarket. This figure is over and above incremental demand driven by population growth. City Springs is positioned to capture a minor share of this incremental new demand.

Complementary Development

City Springs has a number of complementary developments that can drive patronage to local shops and restaurants. Most notably, the new Performing Arts Center draws thousands of visitors annually into City Springs. Similarly, City Green, Act3 Performing Arts Theater and The Springs Cinema & Taphouse are all major anchors from which additional retail development can be leveraged.

Site Characteristics

The City Springs study area is large and contains a variety of existing land uses. The development area has significant topography which lends character to the area but also acts to reduce visibility and accessibility within City Springs. Roswell Road, the major north-south artery bisecting the study area has a significant change in elevation which typically acts to reduce walkability.

A key challenge is the sheer size of the study area. City Hall and the Performing Arts Center are a natural anchor to a retail district. However, the greatest traffic volume is along I-285 at the southern end of City Springs. It will be essential to locate the relatively limited demand for additional retail in the City Springs study area in strategic locations accessible to local and regional traffic.

Retail Market Analysis

Demand Forecasting

Demand for new retail development in City Springs was estimated by analyzing the absorption history of the wider Sandy Springs/Central Perimeter submarket as well as City Springs specifically, the projected residual demand for retail in the entire submarket described previously, pipeline trends, as well as the locational attributes of City Springs detailed previously.

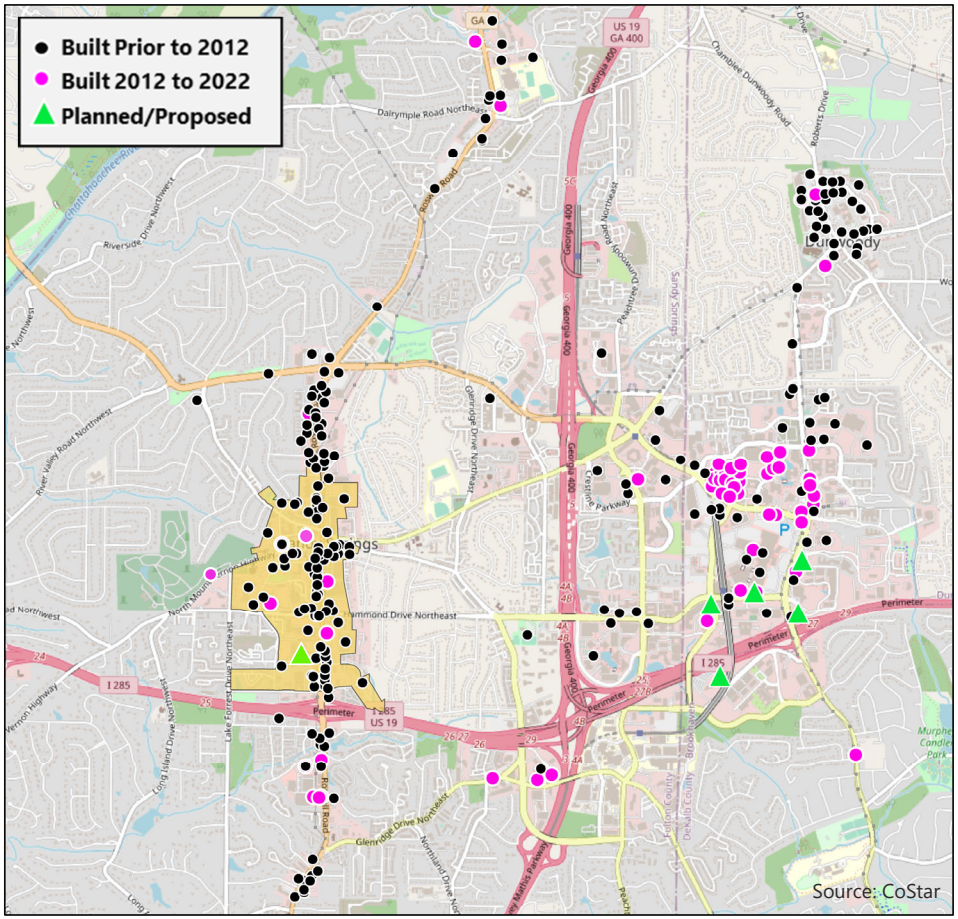
City Springs contains 22% of all new retail floorspace developed in the Sandy Springs/North Central submarket over the past decade. City Springs also houses 19.3% of all retail space currently in planning or under construction.

Combining historic and pipeline data indicates that City Springs could capture 19% of the 433,000 SF of new shopping, dining and entertainment space anticipated to be developed in the submarket over the next decade. This equates to 84,000 SF. However, considering City Springs' locational strengths and overall development vision, this market share could reach up to 30% or 130,000 SF. The previous analysis based on incremental population and employment increases indicated demand for an additional 135,000 SF (population-driven) and 44,000 SF (employment-driven) for a total of 179,000 SF. The average of these two separate analyses suggests **the total support for new retail (shopping, dining, services and entertainment) over the next decade is 155,000 SF**.

Table:
Market Share Estimate for City Springs and the Sandy Springs/North Central Submarket

Area	2012 Inventory	2022 Inventory	2012-2022 Inventory Growth (SF)	% of 2012-2022 Inventory Growth	Planned/ Under Construction (SF)	% of Planned/ Under Construction	Est. Future Market Share	10-Year Projected Demand
City Springs	1,587,876	1,654,592	66,716	22.1%	64,000	16.6%	19.3%	83,632
Rest of Submarket	8,187,396	8,422,455	235,059	77.9%	322,400	83.4%	80.7%	348,899
TOTAL	**9,775,272**	**10,077,047**	**301,775**	**100.0%**	**386,400**	**100.0%**	**100.0%**	**432,531**

Figure: Retail Development by Year Built



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Retail Market Analysis

Summary & Implications

- Shopping, services, dining and entertainment ("retail") in Metro Atlanta is performing at a healthy level, with low vacancy and increasing rents, spurred on by rapid growth in employment and population.
- Only 18 million SF of new retail space has been added to the metro since 2010. By comparison, 90 million SF was added from 2000 to 2010. The impact of online commerce has reduced the demand for new space and concentrated it into food & beverage, services and convenience retail (i.e. grocery, drug store, liquor, etc.) typically in smaller formats than built in the past.
- New construction has concentrated in the region's core business districts and gentrifying neighborhoods as well as its most distant exurbs. Sandy Springs occupies a "middle area" that is currently experiencing the least amount of retail developer interest. However, the Sandy Springs/North Central retail submarket saw the most rapid increases in rental rates prior to the pandemic. Benefiting from excellent demographics and accessibility, the area supports a 40% rental premium over the region's average, suggesting strong tenant interest but inadequate supply. As such, developer interest should shift to Sandy Springs over the next few years to meet this latent demand.
- Over the past decade, absorption has slowed to an average of just 64,000 SF/year, and healthy vacancy rates have been maintained as much through demolition of obsolete retail properties as from new demand. Leasing has been almost entirely restricted to smaller service-oriented or restaurant space of less than 10,000 SF. This group of tenants is likely to form most new additions to City Springs' retail inventory.
- The amount of new retail development in the Sandy Springs vicinity is limited compared to previous decades. Projects under construction are largely amenity-laden mixed-use developments in infill areas or redevelopments. In other words, they compete directly with the project vision for City Springs.
- A Residual Demand analysis indicates that the entire Sandy Springs/North Central submarket will require an additional 433,000 SF of new shopping, dining and entertainment ("retail") space over the next decade over-and-above what is currently under construction.
- City Springs will be in direct competition with two major north metro retail nodes (Perimeter Center and the Cumberland Community Improvement District) for the identified 433,000 SF of space, and both have plans to expand and evolve their offering in a format that directly competes with City Springs.
- A demographic analysis of the residents living within a one to three-mile radius of City Springs provided important insights to optimal retail positioning. The area is characterized by young professional singles and couples earning high incomes.
- **Between 84,000 SF to 179,000 SF of new retail space is estimated to be warranted in City Springs over the next decade based on historic absorption, pipeline trends and the district's locational attributes.**
- From this analysis, it is recommended the next phase of development in City Springs focus on a compact initial phase of development that appeals to young professionals. Specifically, focusing on the central green space with neighborhood-oriented shopping, upscale conveniences, new-to-market restaurants (including many independents), after-work gathering/entertainment/recreation concepts, and a limited amount of boutique shopping.
- Future phases of development can be more destination-oriented once this initial phase has met success. There are over 760,000 people living within 20-minutes of City Springs, many of whom are affluent, and appealing to this target market should be kept in mind as a longer-term objective for City Springs.

MXD DEVELOPMENT STRATEGISTS

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Office Market Analysis

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Office Market Analysis

Metro Atlanta Office Overview

Metro Atlanta's office market is currently in a downturn, challenged by a large amount of speculative construction vacancy (office buildings under development that have yet to secure tenants), sublet leasing vacancy, large move-outs of businesses reassessing work models, and weak rent growth. The office market has shown signs of stabilizing in recent months, but the region still faces uncertainty as the effects of the coronavirus pandemic on the office sector persist.

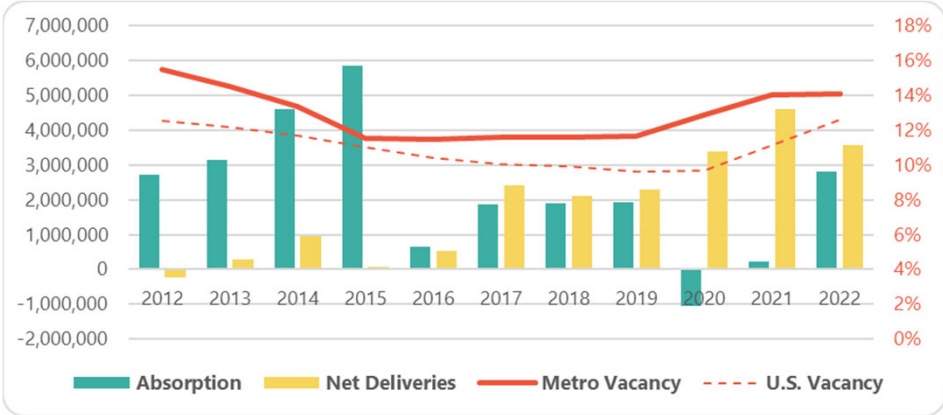
Absorption & Deliveries

Office absorption had slowed in Metro Atlanta even prior to the pandemic. From 2017 to 2019 absorption averaged two million SF per year, or roughly half the average of 2012-2016. Absorption trended into negative territory in 2020 but has since rebounded, driven largely by the tech sector.

Deliveries have increased steadily in recent years, causing vacancy rates to remain at a relatively high level of 14%. The market's high vacancy is further exacerbated by the lack of demolition in the Metro Atlanta market. Unlike the retail sector, which has seen many obsolete properties being removed from the market to make way for multi-unit and mixed-use development, the office inventory has experienced minimal demolition over the past decade.

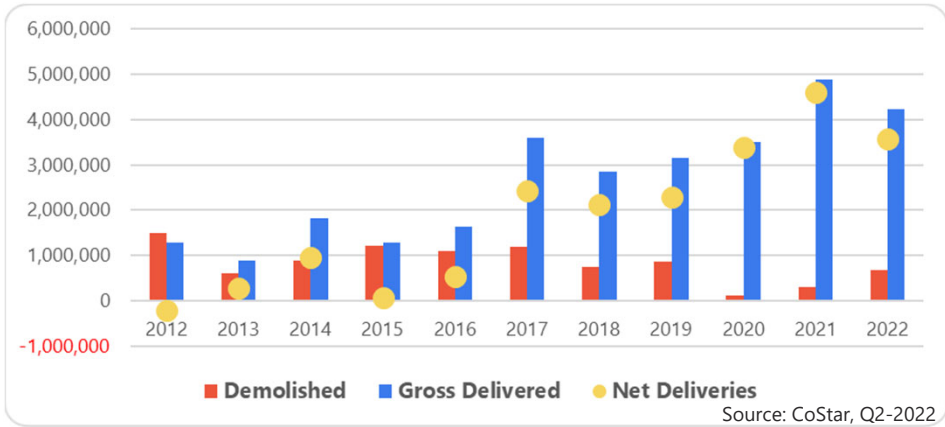
The potential of firms looking to reduce their physical office footprints and/or shifting toward a more permanent remote or flex work structure could continue to weigh on office demand in the near term. A pronounced and sustained demand recovery is contingent on firms maintaining or increasing their physical office footprints rather than shedding space, and uncertainty will likely weigh on the sector until leasing activity returns to pre-pandemic levels for an extended period.

Figure: Metro Atlanta Office Absorption, Net Deliveries & Vacancy



Source: CoStar, Q2-2022

Figure: Metro Atlanta Office Demolitions & Deliveries



Source: CoStar, Q2-2022

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Office Market Analysis

Rent

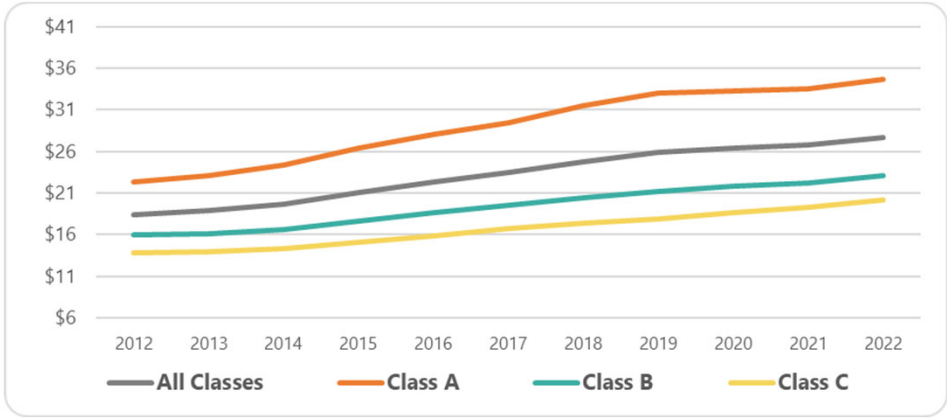
Rent growth across all of Metro Atlanta has slowed considerably since the onset of the pandemic, as most office landlords froze asking rents in response to the crisis. Rent growth will likely remain minimal due to the metro's elevated vacancy rate, prevalent sublet space and steady influx of speculative supply.

Rents in Metro Atlanta averaged $27.72/SF in Q2-2022 for all properties and $34.66/SF for Class A space. Rent for Class C space averaged just $20.11/SF but budget space is currently experiencing the fastest-growing rental rates at 3.8% year-over-year.

The difference between Class A office rents in Midtown and Buckhead and those in premier suburban submarkets such as Central Perimeter do provide a competitive advantage for those suburban locales. Specifically, the gap between Class A rents in Midtown and Central Perimeter was about $5/SF in 2008, but has since risen to $11/SF.

Buckhead's relative success, as measured by high rental rates can be attributed to its appeal to companies seeking high-quality space with access to transit and plentiful local amenities. The area continues to add significant residential density, and the community is working on several projects focused on improving walkability and adding greenspace, such as the Path 400 Greenway and the proposed Park Over 400. Additionally, Buckhead's location gives tenants access to the highly educated labor force in the northern suburbs as well as in the in-town neighborhoods, allowing many of those workers to commute to the submarket relatively easily via highway or MARTA. In fact, according to CoStar, over 40% of Buckhead's workforce lives within 10 miles of the submarket, compared to under 30% in Central Perimeter.

Figure: Metro Atlanta Office Rental Rate by Class



Source: CoStar, Q2-2022

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Office Market Analysis

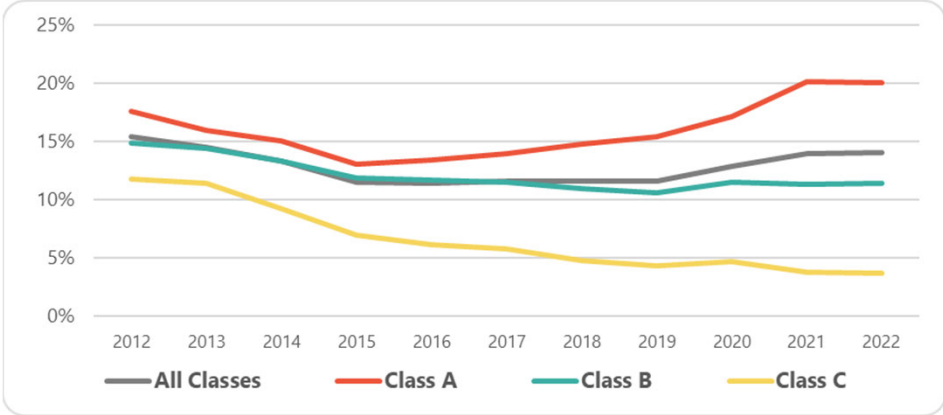
Vacancy

Metro Atlanta's overall vacancy rate reached 14% in Q2-2022 with Class A reaching 18%-20%. This is significantly higher than the historical average. As many companies continue to reduce physical office footprints, the amount of vacant office space will continue to increase.

The region's active supply pipeline is also putting upward pressure on vacancy rates and will continue to over the next several years, as about 60% of the roughly 5.2 million SF under construction is currently unleased.

The amount of sublet availability in Metro Atlanta remains a concern for the market and could serve as a headwind for the metro's office recovery for years. The region now has more sublet space on the market than at any point since the Great Recession, and the amount of sublet space remains persistently high, with some sizable availabilities popping up in recent quarters.

Figure: Metro Atlanta Office Vacancy Rate Growth by Class



Source: CoStar, Q2-2022

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Office Market Analysis

Construction Activity

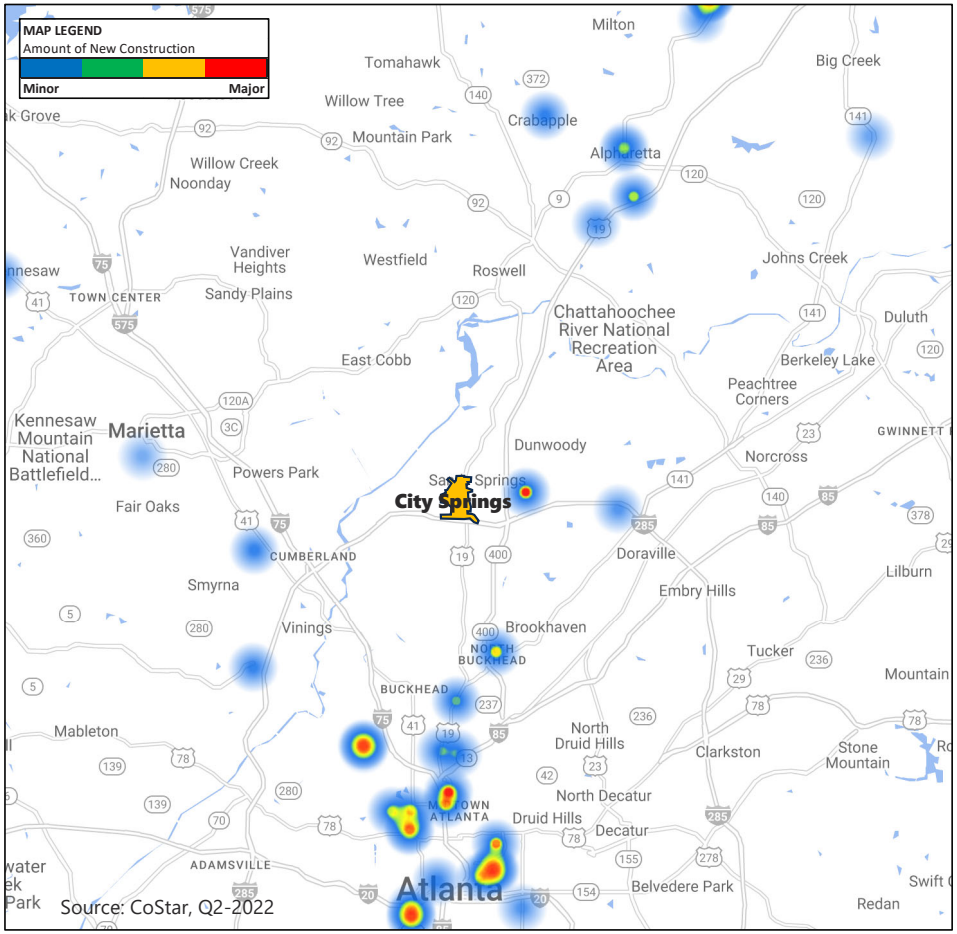
Metro Atlanta's office construction pipeline has slowed over the past year, as the roughly 5.2 million SF under construction is down from the nearly 8 million SF that was underway at the start of 2021 as new projects did not keep pace with deliveries. While construction activity has slowed, about 60% of the current pipeline has yet to be leased, which will ensure vacancy rates remain high over the next several years.

The pandemic and its long-term impact on the office sector has yet to deter Metro Atlanta area developers from breaking ground on speculative office projects. Examples include Echo Street West (300,000 SF), Westside Paper (224,000 SF), and the Offices at Northlake Mall (530,000 SF) which all started construction with major speculative components after the pandemic hit. In Midtown, there is even more speculative supply in the late planning stages, as firms like Cousins Properties, Selig Enterprises, and Portman Holdings are planning several major speculative projects.

A large portion of the region's recently delivered or under construction pipeline is concentrated in the City of Atlanta's in-town submarkets, including Midtown, Downtown, Northside Drive/Georgia Tech, and Buckhead. Midtown projects like 1105 West Peachtree (679,000 SF) and Atlantic Yards North and South (523,000 SF) started construction with major speculative components, but those developments have generally been quick to lease.

New office construction was slow to return to Metro Atlanta coming out of the Great Recession, but developers responded to the region's consistently low vacancies, strong rent growth, and impressive leasing velocity by breaking ground on several major projects in the second half of the last decade. Projects such as the 2017-built Three Alliance and the 2019-built 725 Ponce were quick to lease at top-of-the-market rents, but the region's recently delivered and under construction developments are facing a significantly more challenging leasing environment due to the ongoing effects of the coronavirus pandemic.

Figure: Office Currently Under Construction



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Office Market Analysis

Submarket Office Overview

Central Perimeter has attracted several large-scale corporate tenants in recent years, but the submarket's vacancy rate is still well above its pre-pandemic average. Furthermore, the submarket is contending with a sharp rise in sublet availability. An elevated vacancy rate has had a limiting effect on rental increases, and the current year-over-year rent growth of 1.3% is well below the submarket's pre-pandemic annual average of 5.8% (2013 to 2019).

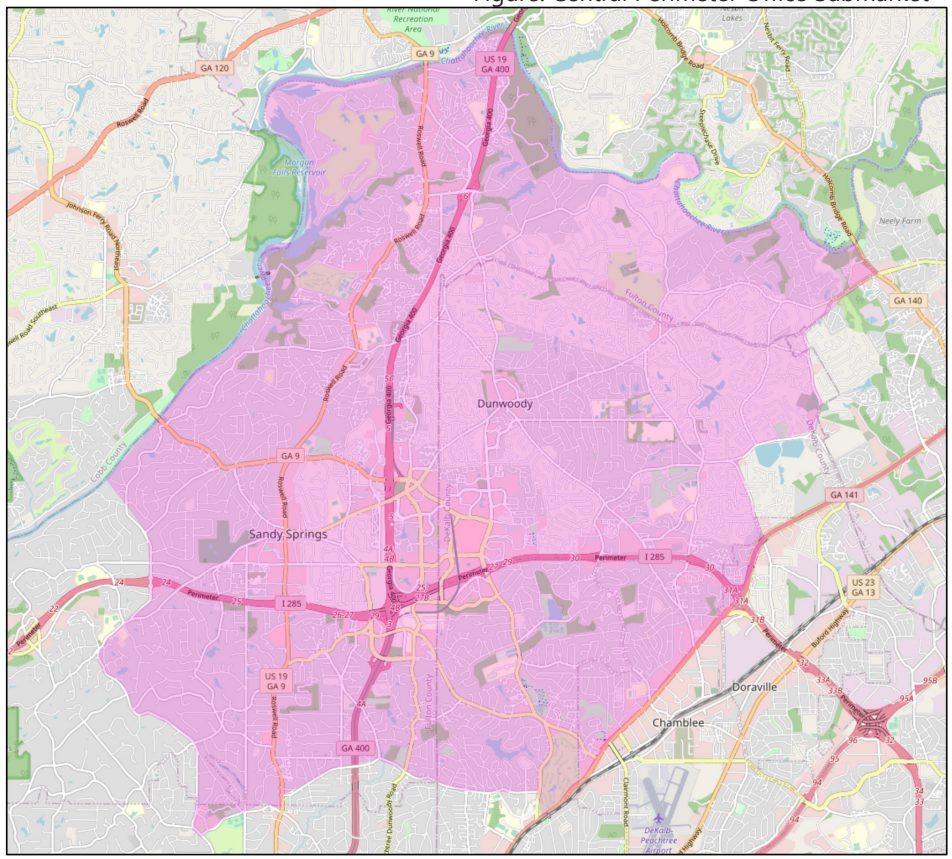
Despite these recent challenges, Central Perimeter has numerous positive qualities. The submarket benefits from its transit accessibility, concentration of Class A office space, and location near some of the region's most highly educated suburbs. These advantages have helped attract a handful of major office users over the past few years, including State Farm, Mercedes-Benz USA; and sizable locations for Cox Enterprises, Insight Global, and Deluxe Corporation.

Figure: Office Class Composition by Submarket (see map on following page)



Source: CoStar, Q2-2022

Figure: Central Perimeter Office Submarket



Source: CoStar, Q2-2022

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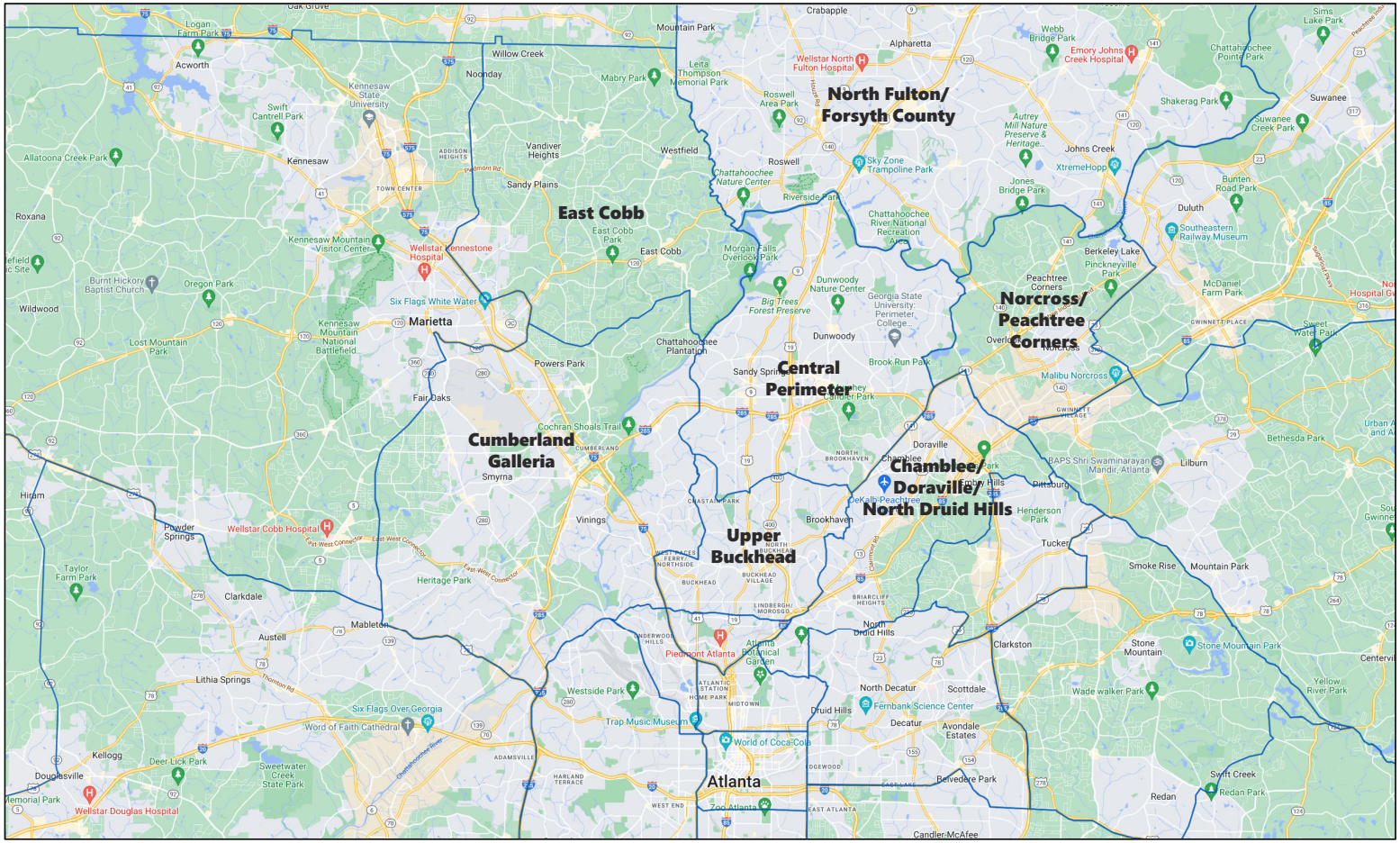
Office Market Analysis

Figure: North Metro Atlanta Office Submarkets



Source: CoStar, Q2-2022

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Office Market Analysis

Absorption & Deliveries

Absorption was slowing in Central Perimeter even prior to the pandemic, yet despite reduced demand, delivery of new space trended upwards during the previous decade. This pattern somewhat reflects what is happening across Metro Atlanta, but also points to the growing premium tenants are placing on in-town locations such as Midtown as well as outer suburbs such as Alpharetta over established office nodes developed primarily in the 1980s and 1990s such as Central Perimeter. Given this dynamic, office nodes within Central Perimeter, such as City Springs, must consider the drivers of in-town and exurban success: increased walkability, enhanced amenities and multi-unit residential development.

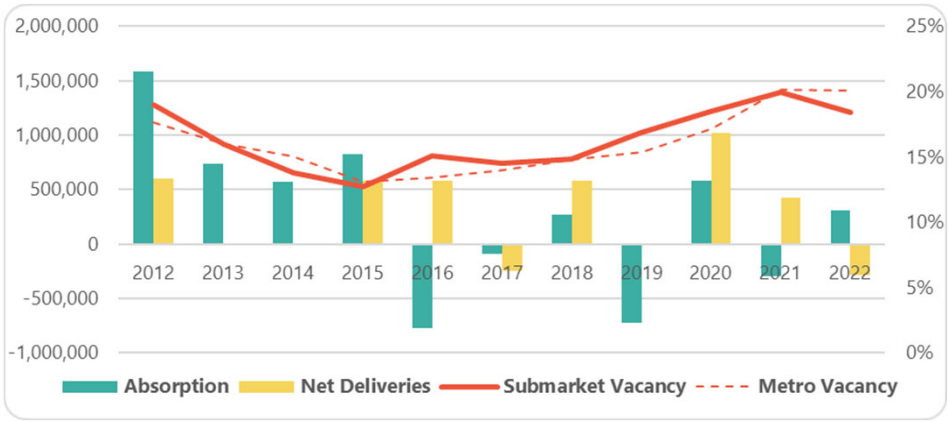
Vacancy

Central Perimeter's vacancy rate has decreased over the past year, but at 18.4% it is still above where it was right before the pandemic hit (16.9% in 2019), and well above its historical average (15.4% from 2012 to 2019). The submarket is also challenged by a large surplus of sublet space: fully 2.9% of Central Perimeter's inventory is currently advertised as sublet availability, which is above the Metro Atlanta average of 1.8%.

As with Metro Atlanta, the Central Perimeter submarket's fundamentals may continue to face headwinds in the coming years as the office sector grapples with the lingering effects of the coronavirus pandemic. Large leases in high-end properties have traditionally been the key driver for Central Perimeter's office sector. Over the past two years, large tenants signing sizeable leases have helped the submarket backfill large blocks of vacant space.

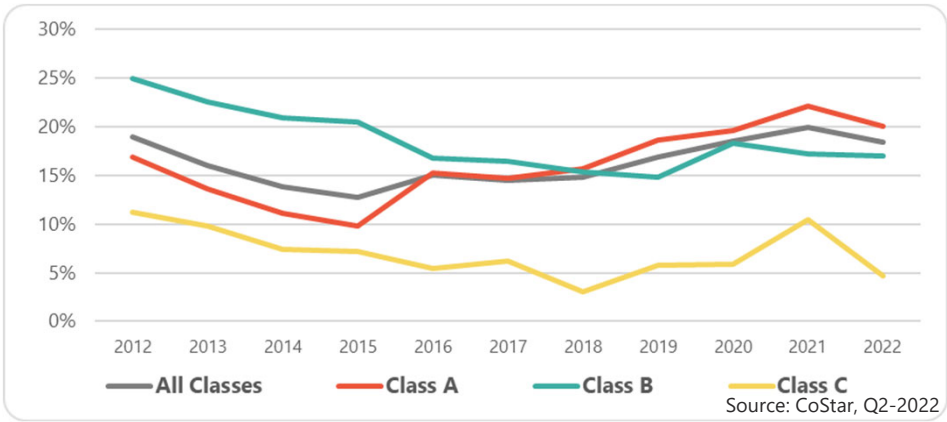
Central Perimeter was largely built during the boom years of the 1980s, when this area of Metro Atlanta emerged as a major suburban employment and residential node. While much of that space is still of high quality, vacancies in properties built before 1990 trend an additional 3% above the submarket average, and tenants have been slowly migrating to newer office developments over the years.

Figure: Central Perimeter Office Absorption, Net Deliveries & Vacancy



Source: CoStar, Q2-2022

Figure: Central Perimeter Office Vacancy Rate by Class



Source: CoStar, Q2-2022

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Office Market Analysis

Rent

Rent growth in Central Perimeter has remained relatively flat since the onset of the pandemic. Year-over-year growth of 1.3% is well below the submarket's pre-pandemic annual average. The increase in sublet availabilities and high level of vacancy will likely continue to make it difficult for owners to significantly raise rents over the next several years.

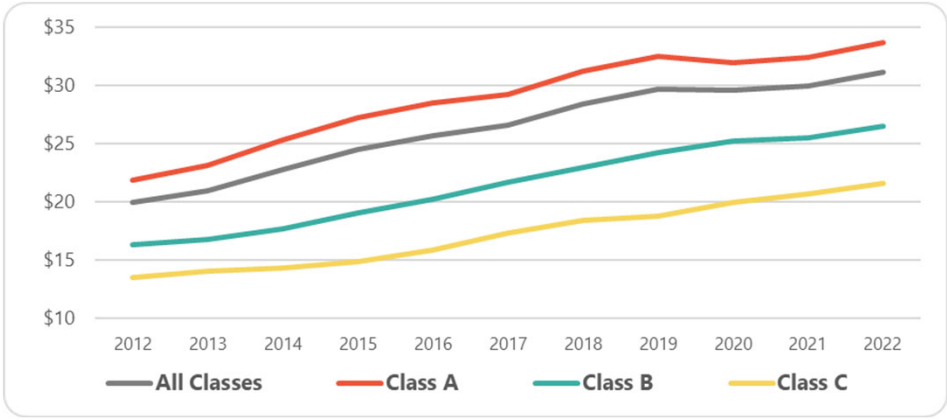
Recent weakness comes after years of strong rent growth performance. Rents in Central Perimeter are more than 35% above their pre-Great Recession peak, outperforming the Metro Atlanta average over the past decade. Central Perimeter performed better than other northern suburban submarkets like North Fulton/Forsyth County and Cumberland/Galleria, where rents are about 25% above their respective prior peaks.

While Class A rents in Central Perimeter are some of the highest in the region and are the highest among suburban submarkets, they come at a roughly 30% discount to those in Midtown and are 20% below rents in Buckhead. This rental disparity gives Central Perimeter assets a competitive advantage in attracting firms that are looking for high-end, well-located, transit-accessible space but don't want to pay top-of-the-market rents. While City Springs does not have direct access to MARTA rail, it will provide an increasingly compelling and more affordable alternative to the core Central Perimeter office cluster as well as Buckhead and Midtown.

Cap Rates

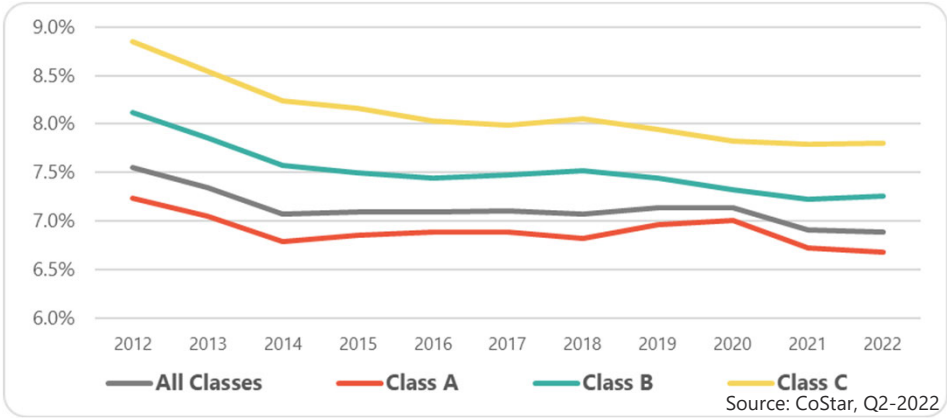
Cap rates for office developments in Central Perimeter average 6.9%, which compares favorably to the Metro average of 7.2%. These rates have compressed slightly since 2014, but they may have bottomed out as there has already been a slight uptick in Class B cap rates, and long-term uncertainty in the office sector has shifted some investor interest to other forms of development.

Figure: Central Perimeter Office Rental Rate Trends



Source: CoStar, Q2-2022

Figure: Central Perimeter Office Cap Rate Trends



Source: CoStar, Q2-2022

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Office Market Analysis

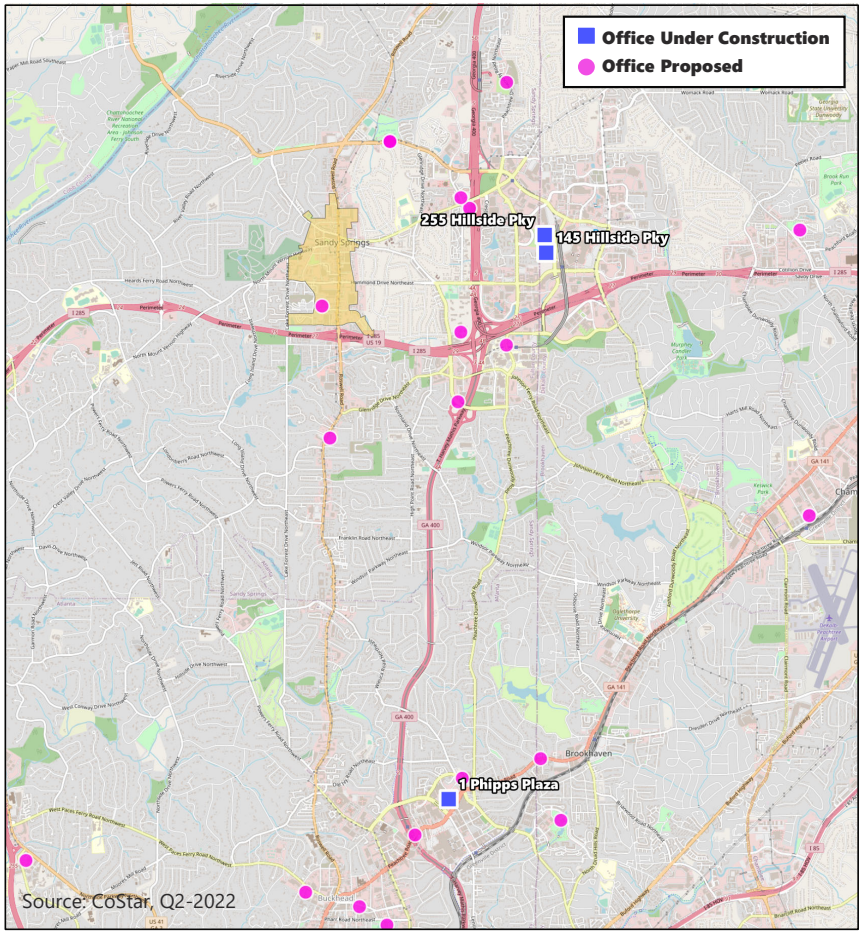
Under Construction/Proposed New Office

Most of the new office assets built in Central Perimeter over the past several years were build-to-suit projects located near mass transit. Cox Enterprises' facility is within a 10-minute walk of two MARTA stations located in Sandy Springs, while State Farm's campus is adjacent to the Dunwoody MARTA Station.

The pandemic may disrupt plans for new developments in the submarket in the near term, as owners, lenders, and developers continue to adjust to the changing office environment both locally and nationally. Speculative office supply in Central Perimeter is rare when compared to the recent and current pipelines in Midtown and Buckhead. Even suburban competitors such as Cumberland/Galleria and North Fulton/Forsyth submarkets have delivered slightly more speculative office over the past decade than Central Perimeter.

A few large-scale projects are in the works in Central Perimeter, but developers are rethinking the scale and timing of the office portions of these deals because of the pandemic's impact on the office sector. Most notably, GID Development Group is working on its mixed-use High Street project, which could eventually add an additional 139,000 SF of office across the street from the State Farm campus. The first phase will include roughly 150,000 SF of retail, public green space, 600 apartments, and just 40,000 SF of office. After years of setbacks, the Dunwoody Development Authority approved a $19 million tax break for the first phase of the project in early 2021, and the development started construction in late 2021.

Figure: Proposed and Under Construction Office Properties (10,000 SF+)



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Office Market Analysis

Office in City Springs

Currently there is approximately 670,000 SF of office inventory in City Springs, or just 1.8% of the entire Central Perimeter submarket. Office inventory is comprised of primarily low-rise buildings, generally of one or two stories, with a small number of mid-rise buildings. Nearly 94% of this total was built prior to 2000, and fully 70% was built prior to 1975.

Of total inventory, 62% is Class B and 38% is Class C. By comparison, for the entire Central Perimeter inventory, 69% is Class A, 24% is Class B and 6% is Class C. The average office property in City Springs District is just 11,964 SF.

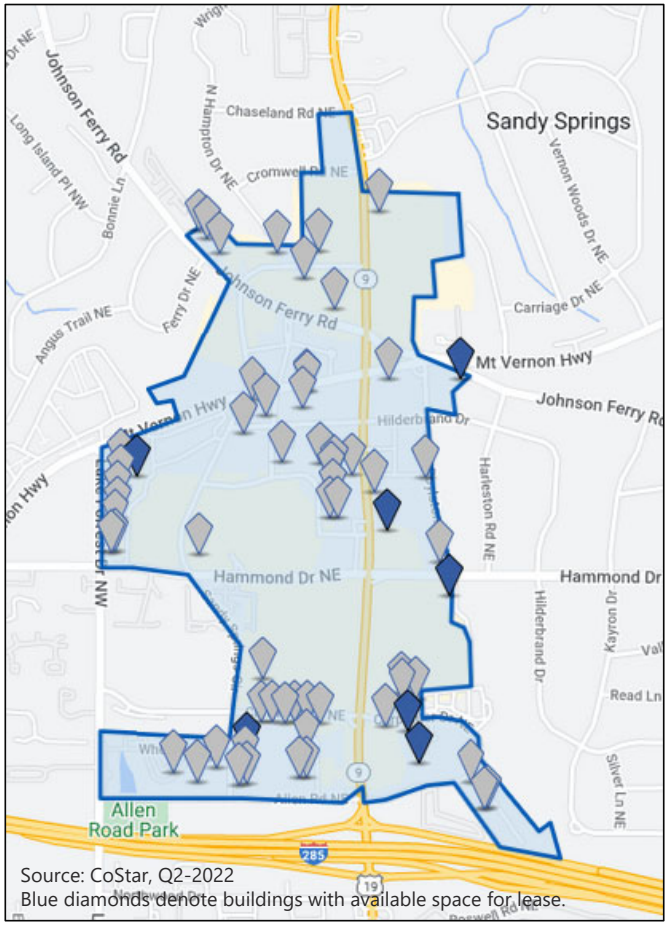
Currently 5920 Roswell Road is the only office development proposed for City Springs, although a construction start date has not been specified yet. The developer, Jamestown, L.P., is proposing to develop 63,500 SF of loft office space as part of a mixed-use development.

Average lease rates in City Springs ($22.65 per SF) are well below both the Central Perimeter submarket average ($30.10) and Metro Atlanta average ($26.88). Much of this difference is driven by the lack of modern office inventory, as other buildings of a similar vintage closer to the I-285/GA 400 command only marginally higher rents.

Current tenants in City Springs skew heavily towards locally-oriented services, with realtors, lawyers and financial/insurance firms catering to individuals and households taking up 33% of space. Such tenants typically seek proximity to their customer base, and so are more akin to retail tenants than other types of office tenants. As such their growth is highly correlated with population growth in the local area.

Technology tenants, which have been the driving force of office absorption in Metro Atlanta over the past two years, constitute just 7% of leased area in City Springs. As will be demonstrated in the remainder of this section, demand for office space in City Springs is forecast to be limited over the next decade. Were the City intent on significantly expand its office base beyond the locally-oriented office tenants outlined above, it will need to tap into the burgeoning Metro Atlanta tech industry, as no other sector is in fast growth mode. Attracting tech companies (as well as non-tech office tenants) requires the provision of high-amenity, walkable mixed-use environments (including housing) that appeal to tech company workers. The success of Buckhead's office sector is directly attributable to such initiatives. However, the lack of direct MARTA rail access will provide an obstacle to expanding the tech presence at City Springs.

Figure: Existing Office Properties



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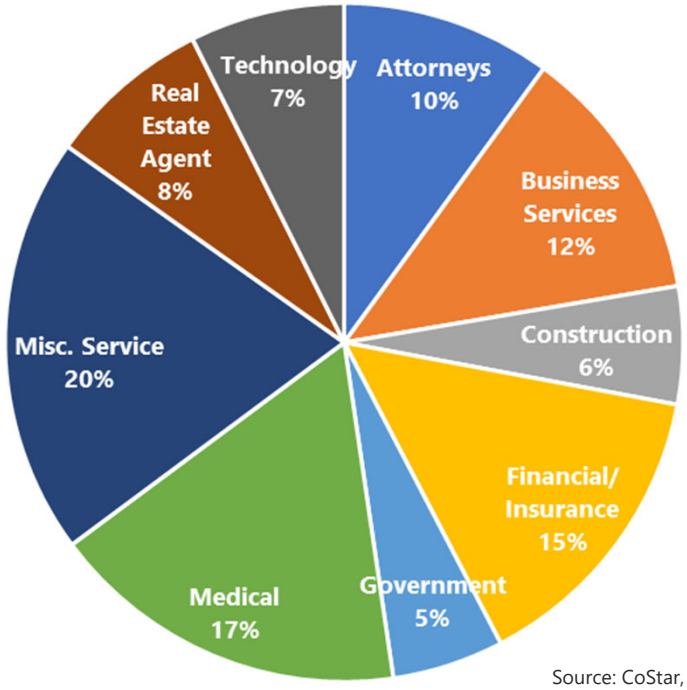
Office Market Analysis

Figure: Representative City Springs Office Buildings, CoStar Q2-2022



Figure: City Springs Office Floorspace by Economic Sector



Source: CoStar, Q2-2022

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Office Market Analysis

Submarket Residual Demand

The Central Perimeter office submarket was analyzed to estimate the demand for additional office space in the area over the next 10 years, based on supply and demand patterns, rental rates, new construction, cap rates and other key metrics. The overall demand projected for the entire submarket forms the basis for projecting office demand specifically in City Springs out to 2032.

Total office inventory in Central Perimeter has grown by 1.9 million SF over the past decade, a moderate increase of 5.4% compared to Metro Atlanta's 6.5% increase. Weakening absorption matched with vacancy rates that have remained over 18% has underlain this modest growth. The entire submarket is forecast to support an additional 701,000 SF of new office space over the next decade, over-and-above new properties currently under construction. The accelerated shift to remote working may slow overall office demand even further, however.

Table: Office Submarket Performance Metrics

Office Performance Metrics	Historic Performance (2012)					Current Performance					Avg. Annual Change in New Development Capital Value per SF
	Market Asking Rent	Vacancy Rate	Cap Rate	New Development Capital Value per SF	Existing Inventory Sale Price per SF	Market Asking Rent	Vacancy Rate	Cap Rate	New Development Capital Value per SF	Existing Inventory Sale Price per SF	
Central Perimeter	**$19.77**	**18.9%**	**7.6%**	**$215.93**	**$149.40**	**$30.96**	**18.3%**	**6.9%**	**$365.88**	**$242.07**	**5.4%**
Class A	$21.82	16.9%	7.2%	$250.79	$165.99	$33.62	20.1%	6.7%	$402.34	$266.41	4.8%
Class B	$16.30	25.0%	8.1%	$150.65	$116.18	$26.44	17.0%	7.3%	$302.17	$188.36	7.2%
Class C	$13.46	17.2%	8.9%	$125.90	$112.48	$21.52	6.1%	7.8%	$259.08	$196.62	7.5%

Table: Office Submarket Residual Demand Projection

Office Submarket Residual Demand	Historic Supply (2012)				Current Supply (2022)				Residual Demand				
	Inventory (SF)	Vacancy Rate	Vacant SF	Occupied SF	Inventory (SF)	Vacancy Rate	Vacant SF	Occupied SF	Current Residual Demand SF	Under Construction SF	10-Year Avg. Annual Net Absorption (SF/Yr)	2023 Residual Demand SF	2032 Residual Demand SF (Cumulative)
Central Perimeter	**34,765,283**	**19.0%**	**6,609,032**	**28,156,251**	**36,678,776**	**18.4%**	**6,763,405**	**29,915,371**	**-972,229**	**85,871**	**175,912**	**-882,188**	**701,020**
Class A	22,811,038	16.9%	3,852,991	18,958,047	25,462,782	20.1%	5,112,743	20,350,039	-631,293	85,871	139,199	-577,965	674,828
Class B	9,011,379	25.0%	2,250,416	6,760,963	8,840,133	17.0%	1,505,703	7,334,430	-374,166		57,347	-316,819	199,301
Class C	2,942,866	17.2%	505,625	2,437,241	2,375,861	6.1%	144,959	2,230,902	33,231		-20,634	12,597	-173,108

Source: CoStar, Q2-2022, Analysis by MXD

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Office Market Analysis

Location Analysis

The City Springs District's locational qualities are assessed to determine basic feasibility of additional office in the study area, as well as to calibrate the office demand model used in this study. Key location factors that are widely acknowledged within the office development sector as determining office development success relate to local area quality, amenities, and travel time for executives. These factors were weighted based on MXD's collective decades of experience in office market analysis and industry textbooks such as published by the Urban Land Institute.

A site rating was allocated to the City Springs District based on a quantitative and/or qualitative assessment of each site factor. Overall, the study area scores a 6.2/10 as an office development area, which is slightly above average when compared to other suburban office nodes found nationally. Weaknesses cited relate to proximity to higher education facilities, prestige of tenants, and rail transit accessibility.

Table: City Springs Office Location Assessment

Office Location Factor	**Factor Weighting (1 to 10)**	**Site Rating 1 = Low 10 = High**	**Notes**
Travel Time for Executives	10	10	Sandy Springs is centrally located to neighborhoods of executive housing.
Amenities within Walking Distance	9	6	Commercial development in City Springs but not extensive or integrated.
Area Quality/Prestigious Tenants	8	3	Major tenants located close to Hwy 400 and MARTA.
Travel Time for Workforce	7	8	761,000 residents within 20-minute drive.
Access to Other Office Employment Nodes	6	7	834,000 jobs within 20-minute drive but no MARTA rail station or major office cluster in City Springs.
Transit Accessibility	6	4	37/100 *Transit Score* for Roswell Rd @ Hammond Dr (walkscore.com).
Walkability	4	8	79/100 *Walk Score* for Roswell Rd NE @ Hammond Dr (walkscore.com).
Bikeability	3	4	42/100 *Bikeability Score* for Roswell Rd NE @ Hammond Dr (walkscore.com).
Access to Recreation Amenities	3	4	Below average amount of parks, river frontage, etc. within walking distance.
Public Expenditure in the Vicinity (Recent & Future)	5	5	City Springs is a major development initiative for the City.
Proximity to Higher Education	1	2	No major educational campus within City Springs or environs.
WEIGHTED SITE RATING (Out of 10)		**6.2**	

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Office Market Analysis

Demand Forecasting

Demand for new office development in City Springs was estimated by analyzing the absorption history of the wider Central Perimeter submarket as well as City Springs specifically, the projected residual demand for office in the entire submarket described previously, pipeline trends, as well as the locational attributes of City Springs detailed previously.

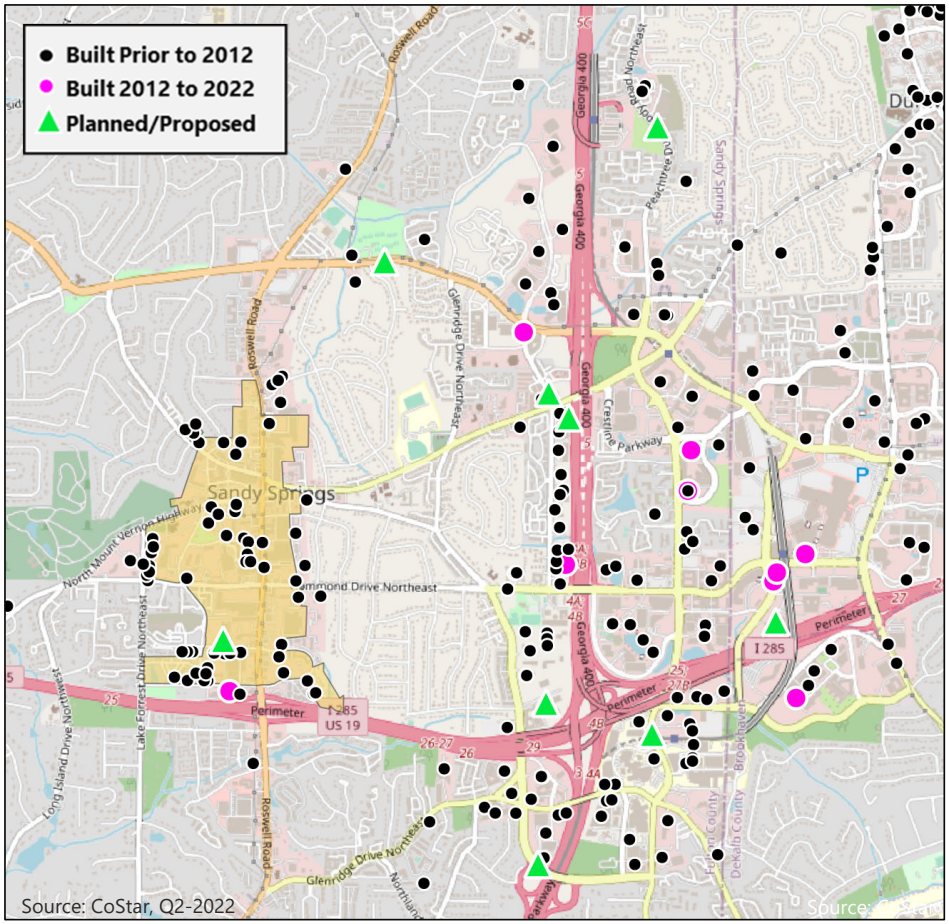
City Springs contains 0.8% of all new office floorspace developed in the submarket over the past decade. Of all the future office development currently in planning or under construction in the submarket, 2.2% is in City Springs. Combining the historic and pipeline data indicates that City Springs could capture 1.5% of the 701,000 SF of new office space anticipated to be developed in the submarket over the next decade. This equates to just 10,800 SF.

However, City Springs' overall development vision is generally more appealing to many tenants over the more corporate and traditional office clusters such as the Perimeter Center area, and the provision of new amenitized office space to replace some of the District's obsolete stock would be in alignment with current market requirements. As such, the achievable market share could potentially reach up to 10% or 70,000 SF over the next decade. A key limitation to office development beyond this total is the lack of MARTA rail access, which is increasingly important as a site selection factor for office development in Metro Atlanta.

Table: Market Share Estimate by Location

Area	2012 Inventory	2022 Inventory	2012-2022 Inventory Growth (SF)	% of 2012-2022 Inventory Growth	Planned/ Under Construction (SF)	% of Planned/ Under Construction	Est. Future Market Share	10-Year Projected Demand
City Springs	654,267	670,267	16,000	0.8%	63,500	2.2%	1.5%	10,796
Rest of Submarket	34,111,016	36,008,509	1,897,493	99.2%	2,766,499	97.8%	98.5%	690,224
TOTAL	**34,765,283**	**36,678,776**	**1,913,493**	**100.0%**	**2,829,999**	**100.0%**	**100.0%**	**701,020**

Table: Office Development by Year Built



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Office Market Analysis

Summary & Implications

- Metro Atlanta's office market is currently in a downturn, challenged by a large amount of speculative construction vacancy, sublet leasing vacancy, large move-outs of businesses reassessing work models, and weak rent growth.
- Even prior to the pandemic, office absorption had begun to slacken, averaging just 2 million SF a year from 2017 to 2019. Yet office construction, much of it speculative, has continued at a steady pace, resulting in increasing vacancy rates metro-wide.
- A large portion of the region's recently delivered or under construction pipeline is concentrated in Metro Atlanta's in-town submarkets, including Midtown, Downtown, Northside Drive/Georgia Tech, and Buckhead.
- The Central Perimeter submarket has experienced much of the same headwinds facing the wider region, with increasing vacancy and slowing rental increases.
- The submarket does benefit from a strategic location, excellent demographics and an inventory of older but high-quality office space that garners higher than average rents but still provides a significant discount to in-town alternatives such as Buckhead and Midtown.
- Currently there is little new office space under planning or construction in the submarket. Developers appear to be biding their time as the macro trend of working from home and the wider pandemic plays out.
- Office in City Springs currently consists of a small stock (670,000 SF) of older low-rise and mid-rise buildings. The average property is just 11,674 SF, and fully 70% of all office space was built prior to 1975. Rents average $24.21/SF, below the metro average but in alignment with equivalent older stock found in the GA 400/I-285 node.
- Office tenants in City Springs tend to be smaller firms serving the local area. The tech sector is not well-represented, yet the long-term vision for City Springs is very much in alignment with the new environments younger workers are gravitating to (with the important exception of transit access).
- A Residual Demand analysis indicates that the entire Central Perimeter submarket will require an additional 701,000 SF of new office space over the next decade over-and-above what is currently under construction.
- City Springs will continue to be challenged by the major office node in the area built around the GA 400/I-285 node. Most of the office development over the past decade has occurred here, and most office projects currently under planning or development also continue to cluster here.
- **Up to 70,000 SF of new office space is estimated to be warranted in City Springs over the next decade based on historic absorption, pipeline trends and the district's locational attributes.**
- From this analysis, it is recommended that new office in City Springs be concentrated around the recommended Retail/Food & Beverage cluster, within walking distance to a concentration of multi-unit housing.
- Office development could be drawn at a larger scale once City Springs is established as a high-amenity, mixed-used urban/suburban district. Although challenged by lack of MARTA rail access, City Springs could nonetheless appeal to many smaller firms seeking relatively affordable rents amidst a high-amenity, walkable area located in the highly-educated, higher-income northern suburbs of the region.

MXD DEVELOPMENT STRATEGISTS

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Residential Market Analysis

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Residential Market Analysis

Metro Atlanta Multi-unit Overview

Metro Atlanta's multi-unit rental sector took a hit at the onset of Covid-19 but has since bounced back quickly posting impressive demand and rent growth figures over the past year. Market conditions were helped by moderate housing construction levels leading up to the pandemic. Multi-unit housing starts have accelerated, but construction activity is only slightly above the national average on a percentage basis.

Absorption & Deliveries

Absorption of new units has trended upwards over the past decade yet is expected to drop in 2022. Meanwhile, net deliveries have only infrequently kept pace with absorption, resulting in decreasing vacancy rates over the past decade.

Metro Atlanta's decreasing vacancy rate was driven primarily through strong demand for multi-unit rather than through widespread demolition of obsolete inventory. This bodes well for overall market conditions.

Examples of Multi-unit Properties in Metro Atlanta



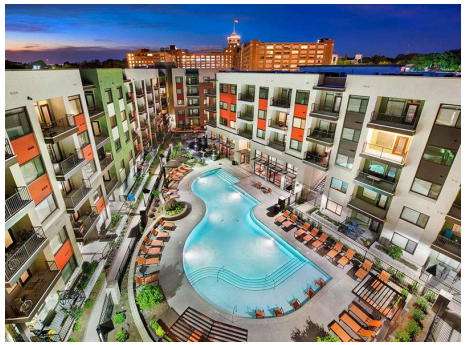
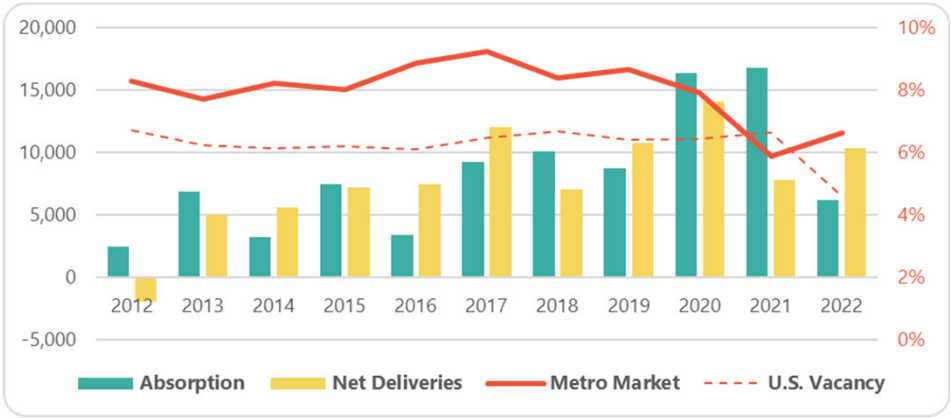
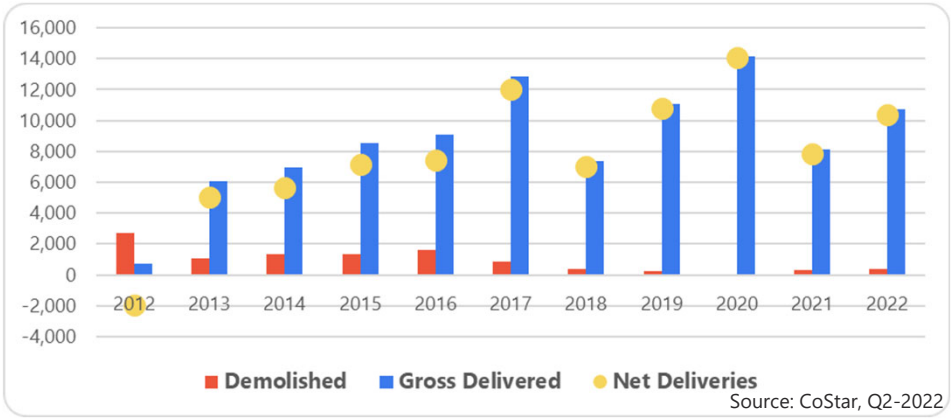


Figure: Metro Atlanta Multi-unit Absorption, Net Deliveries & Vacancy



Source: CoStar, Q2-2022

Figure: Metro Atlanta Demolitions & Deliveries



Source: CoStar, Q2-2022

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Residential Market Analysis

Vacancy

Multi-unit demand proved resilient in Metro Atlanta following the onset of the coronavirus pandemic. Despite a recent uptick, Atlanta's vacancy rate remains well below the market's 10-year average, particularly for Class B units.

Demand is expected to remain strong, driven by in-migration to the region, but major new supply currently under construction (25,000 units) will likely push vacancies higher over the near term.

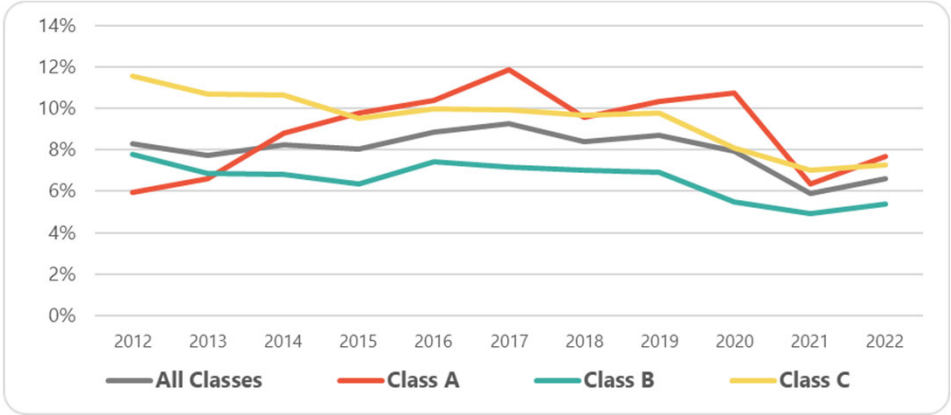
Demand for multi-unit in north Metro Atlanta is driven significantly by educated workers moving to the region for employment opportunities. In other parts of Metro Atlanta, the multi-unit market is supported by a deep pool of renters-by-necessity, including many blue-collar workers. A lack of new workforce housing supply coupled with a wealth of available industrial jobs, has caused the region's blue-collar suburban submarkets to outperform the rest of Metro Atlanta in terms of lower vacancy rates, including the Sandy Springs/Dunwoody submarket.

A vacancy rate of 5.7% in Metro Atlanta is much lower than the 10-year average of 8.1%, which has played a factor in pushing rents higher. Vacancy is highest for Class A properties (6.3%) and is lowest for Class C properties (4.5%) demonstrating a desire for value in an increasingly expensive market. Studio apartments also have a higher vacancy rate than 2 and 3-bedroom units, possibly an impact from the pandemic where renters are seeking more space for home offices.

Rent

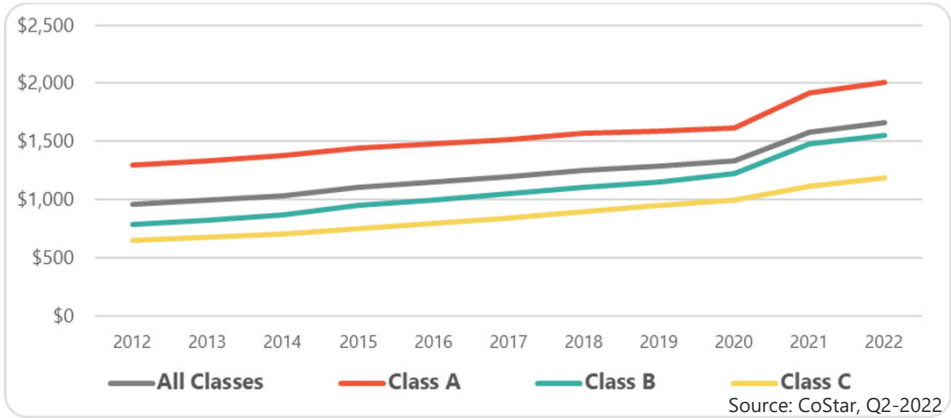
Rent growth is surging in the region and is now about 25% above where it was at the start of 2020. The current year-over-year growth of 14.8% is well above the national average of 10.9%. Rents in Metro Atlanta at $1,605/month, or $1.59 per SF, are now slightly above the national average, while they were more than 15% below the national figure in 2010. However, rental growth is moderating, particularly as supply exceeds demand over the near-term.

Figure: Metro Atlanta – Multi-unit Vacancy by Class



Source: CoStar, Q2-2022

Figure: Metro Atlanta Multi-unit Rental Rate by Class



Source: CoStar, Q2-2022

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Residential Market Analysis

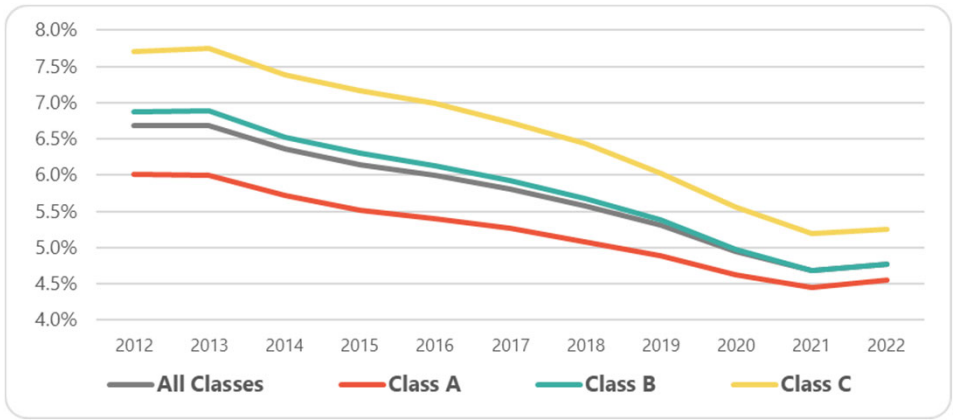
Cap Rates

Capitalization rates have compressed steadily for multi-unit developments in Metro Atlanta over the past decade, resulting in higher valuations. Considering the substantial rental rate increases of the past several years, the profitability of developing multi-unit residential in the region has been considerable. Over the past year cap rates have tipped upwards but remain near historic lows.

Under Construction

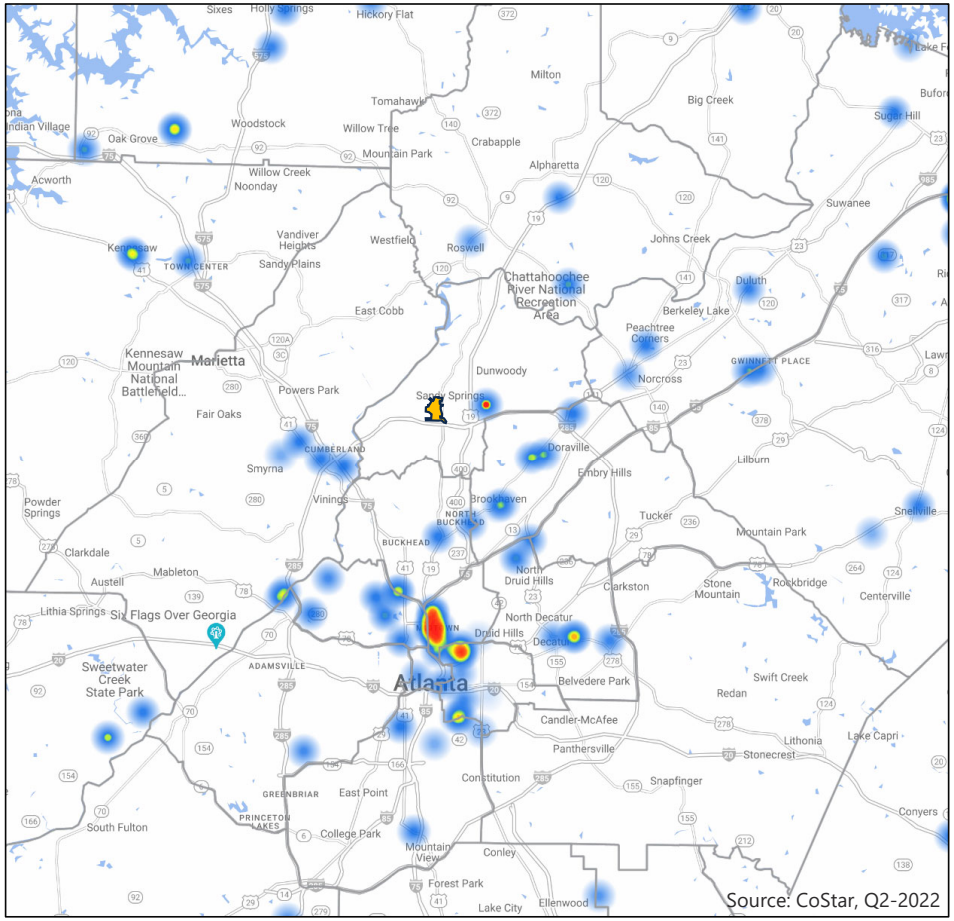
Only 8,000 units were delivered in the region in 2021, compared to more than 14,000 units in 2020. Metro Atlanta now has approximately 25,000 units or 5.3% of inventory under construction, representing the region's largest construction pipeline in more than a decade. Developers have focused on transit-rich, in-town submarkets over the past decade, but suburban districts, particularly in the northeast portion of the region have accounted for a growing share of construction of late.

Figure: Metro Atlanta – Multi-unit Cap Rates by Class



Source: CoStar, Q2-2022

Figure: Multi-unit Currently Under Construction



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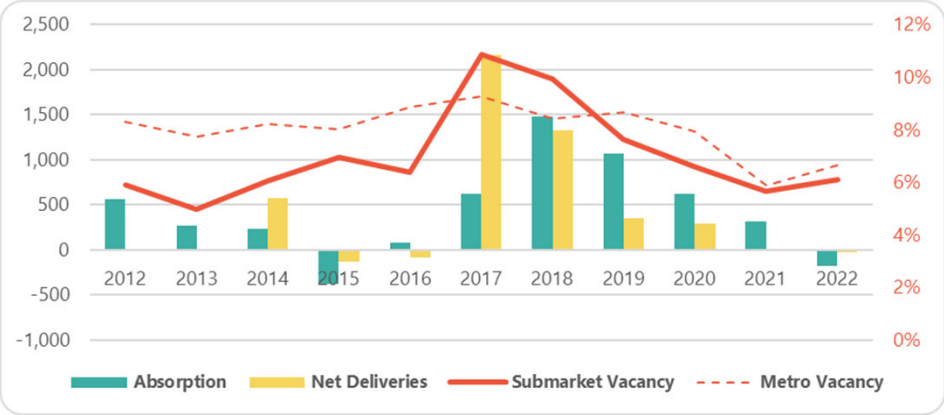
Residential Market Analysis

Submarket Multi-unit Overview

The Sandy Springs/Dunwoody submarket offers proximity to jobs and shopping nodes, as well as easy highway and MARTA access. Apartments in the submarket attract renters working in local offices, as well as medical workers at Medical Center. Newer product targets young professionals and out-of-state transplants. While many renters work within the local area, employment centers in Cumberland, Buckhead, and Midtown, as well as the tech-heavy North Fulton suburbs are also within a close commute.

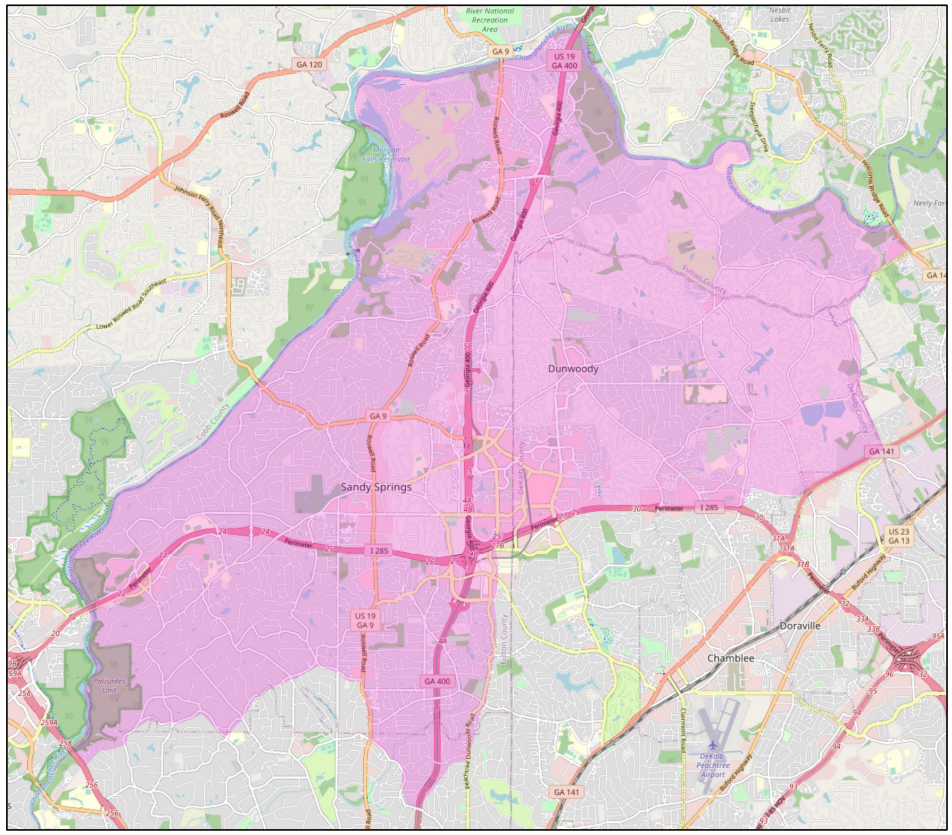
The multi-unit sector in Sandy Springs/Dunwoody has benefited from solid office employment growth, with large corporations like Mercedes-Benz USA and State Farm establishing headquarters in the submarket. Increased employment is driving demand for apartments in the area. However, local developers have cooled their activity in the area, citing challenging local regulations regarding multi-unit project approvals, such as Sandy Springs' requirement of steel/concrete buildings.

Figure: Sandy Springs/Dunwoody – Multi-unit Absorption, Net Deliveries & Vacancy



Source: CoStar, Q2-2022

Figure: Sandy Springs/Dunwoody Multi-unit Submarket



Source: CoStar, Q2-2022

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Residential Market Analysis

Absorption, Deliveries & Vacancy

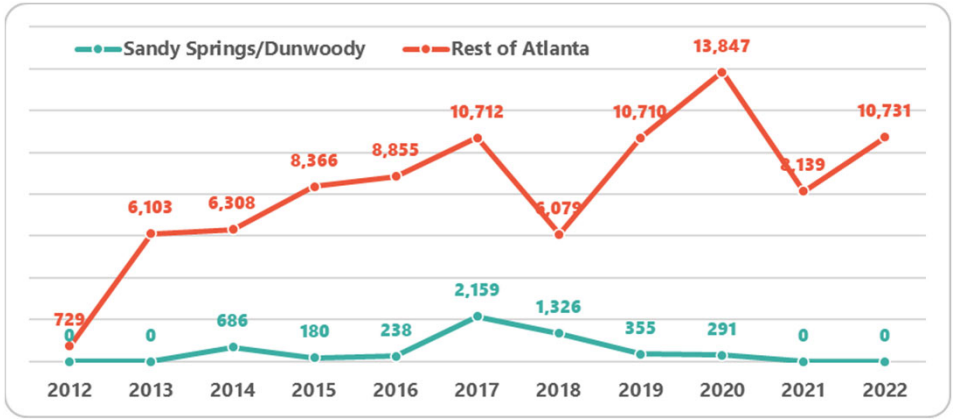
Absorption in Sandy Springs/Dunwoody peaked in 2018 with 1,484 multi-unit homes leased. From 2019, this figure declined steadily to just 314 units in 2021, a drop of 79%. By contrast, in Metro Atlanta, absorption of multifamily units increased by 66% during this time period.

Along with the recent decrease in absorption, a second key recent local trend is a supply surge. In 2017, the introduction of 2,159 new multi-unit homes (all Class A) in the Sandy Springs/Dunwoody submarket caused vacancy to spike from 6% to nearly 11% for all units and nearly 17% for Class A units. This is well above a "healthy" vacancy rate of 5-7% for multi-unit, below which is a typical threshold for multi-unit developers to initiate new projects. The submarket's vacancy rate has since recovered to 6.2%, and with a moderate near-term supply pipeline, this vacancy rate is expected to drop further.

It is particularly noteworthy that delivery of new multi-unit product stalled in the Sandy Springs/Dunwoody submarket just as it accelerated in the rest of Metro Atlanta. This is partly explained by the supply surge described above, but it is notable that deliveries have remained at zero over the past two years, despite the return to historic vacancy rates. This is surprising given the recent significant rent increases and compressed cap rates that make the Sandy Springs/Dunwoody submarket so appealing to develop in. This finding does suggest that multi-unit developers are seeking out other jurisdictions more receptive to their product in which to initiate new development projects, which could be a headwind for the ongoing development of City Springs.

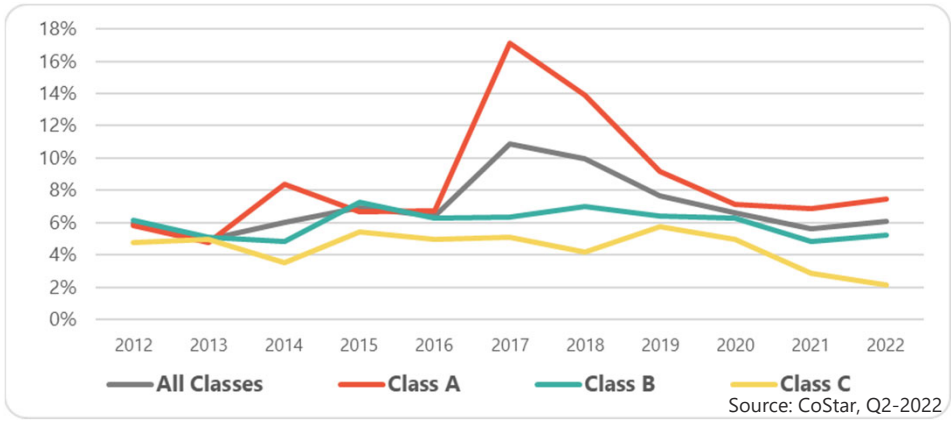
Class A multi-unit product has plateaued at just under 8% vacancy. This is of particular importance to City Springs, as nearly all multi-unit built in the submarket is Class A. As such, the health of the top echelon of the multi-unit sector suggests moderate demand for new product over the near term.

Figure: Sandy Springs/Dunwoody – Multi-unit Gross Deliveries (Units)



Source: CoStar, Q2-2022

Figure: Sandy Springs/Dunwoody Vacancy by Class



Source: CoStar, Q2-2022

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Residential Market Analysis

Rent

Rents in Sandy Springs/Dunwoody grew 17.3% over the past year, marking a significant rebound from the rent losses the submarket suffered in the months after the pandemic hit. Rents are up substantially in all classes of multi-unit buildings. Trailing 12-month rent growth for Class A properties is 16.6%, and Class C assets have collectively pushed rents by 18.5% over the past year.

Rental growth is starting to moderate; however, the submarket's limited near-term supply pipeline should put upward pressure on rental rates over the near term.

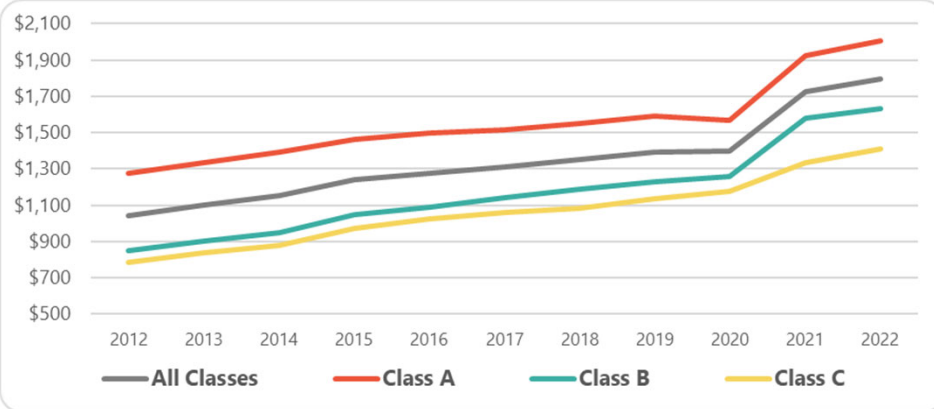
Multi-unit apartments in Sandy Springs/Dunwoody command a premium to the metro average, yielding 9% higher rents. Newer properties built in the past decade are garnering more than $2/SF, and some of the most recently developed properties are pushing rents above $2.50/SF. Despite the relative high cost of renting in Sandy Springs/Dunwoody, properties rent for a relative discount compared to Buckhead and other areas of North Fulton.

Cap Rates

As with Metro Atlanta, multi-unit capitalization rates in Sandy Springs/Dunwoody have compressed steadily over the past decade, resulting in higher valuations. Class A product is realizing a very low 4.4%, which is well below the national average for this sector. Over the past year cap rates have tipped upwards but remain near historic lows.

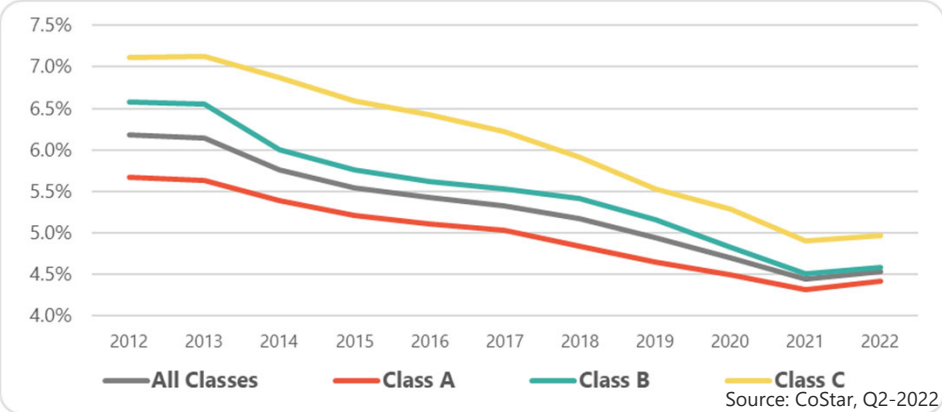
Based on going rental rates, vacancy rates and cap rates, **multi-unit developments in Sandy Springs/Dunwoody have grown in value by an average annual rate of 7.1% over the past decade**. This high level of return suggests that developer interest should return even if demand remains moderate.

Figure: Sandy Springs/Dunwoody Multi-unit Rental Rate by Class



Source: CoStar, Q2-2022

Figure: Sandy Springs/Dunwoody Multi-unit Cap Rates by Class



Source: CoStar, Q2-2022

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Residential Market Analysis

Under Construction/Proposed New Multi-unit

The approval of new multi-unit in the Sandy Springs/Dunwoody submarket can be challenging for developers. Sandy Springs has modified its zoning rules in recent years to prohibit construction of wood-framed structures greater than three stories and larger than 100,000 SF. Given the high inflation of construction costs in recent years, this new zoning effectively making most forms of apartment development financially unfeasible.

Sandy Springs has amended its zoning codes to allow for greater density in particular areas, and there are a few large projects in the pipeline or under construction. Recent high-density projects are typically met with community opposition impeding the multi-unit supply pipeline.

Developers have primarily concentrated on building near Perimeter Center in places with proximity to MARTA stations, retail, and office nodes. In early 2021, the Dunwoody Development Authority approved tax breaks for the first phase of GID Investment's High Street project, adjacent to the new State Farm campus. The first phase of the development is currently under construction and will include roughly 600 multi-unit homes.

In Sandy Springs, developers are focused on many of the city's older shopping centers along Roswell Road for redevelopment purposes. For example, Jamestown is in the preliminary/pre-submittal stage of redeveloping part of the **Parkside Shops** center, proposing to add 190 multi-unit homes and office components along with green space and the existing retail on the site. On the north side, Fairfield Residential is now permitted for the redevelopment of the site of the **North Springs Shopping Center** into a 286-unit multi-unit complex.

The City of Sandy Springs approved changes to its development code in late 2021, paving the way for the potential rezoning of three shopping centers in the North End district. These changes could allow for increased density and multi-unit development on the sites of several shopping centers: **North River Village**, **River Springs**, and **Northridge Shopping Center**. These potential redevelopments would provide City Springs with an additional level of competition for multi-unit development.



North Springs Shopping Center Redevelopment
286 Units



Jamestown's Parkside Shops Development
190 Units

Residential Market Analysis

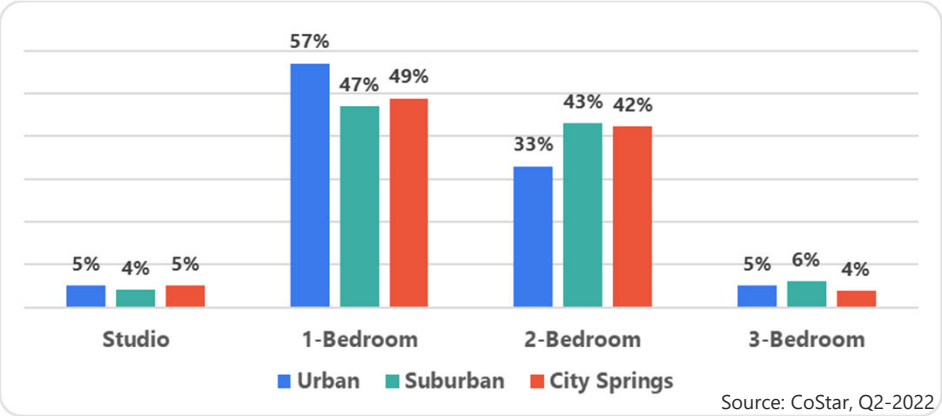
Multi-unit in City Springs

In the past five years 1,352 multi-unit homes were added to the City Springs inventory, for an average of 270 units a year. All new developments are Class A product, with each offering a similar amenity package, including a business center, fitness center, pool and several other smaller features.

The mix of units reflects the local demographic profile of young singles with a high concentration of one-bedroom and two-bedroom apartments. The profile skews to slightly fewer bedrooms than typically found in most suburban multi-unit projects.

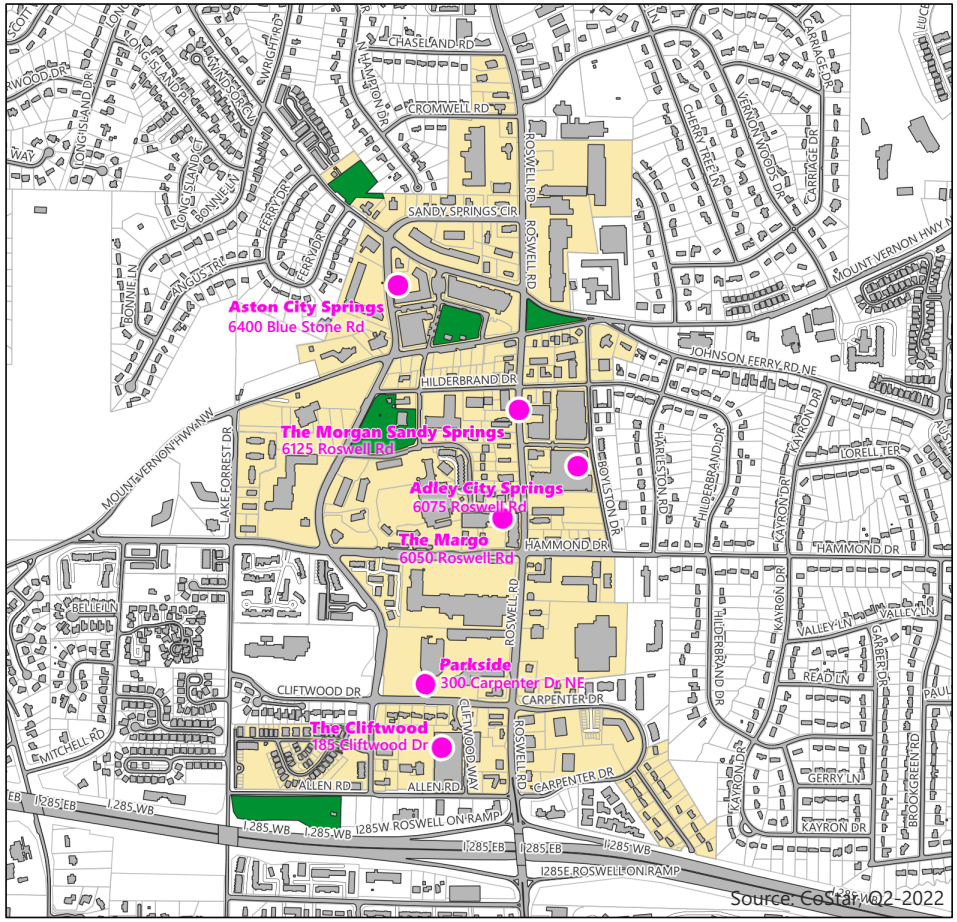
Rental rates range from $2.05/SF to $2.67/SF for City Springs apartments. The highest rate is for Adley City Springs Apartments (6075 Roswell Road), which is the newest building and skews toward studios and 1-bedroom units, which typically command a higher price per SF.

Figure: Unit Mix Comparison – City Springs to National Market Averages



Source: CoStar, Q2-2022

Figure: City Springs Multi-unit Developed in the Past Five Years



Source: CoStar, Q2-2022

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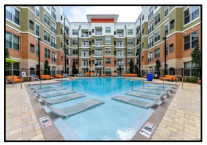
Residential Market Analysis

Table: City Springs Multi-Unit Built in Past Five Years

Development	Address	Units	Rent/SF	**Unit Size SF**	Year Built	Class	Site Amenities
	**Adley City Springs** 6075 Roswell Road	Studio: 24 (8%) 1-Bedroom: 143 (49%) 2-Bedroom: 124 (43%) **Total: 291**	Studio: $3.37 1-Bedroom: $2.84 2-Bedroom: $2.45 **All Units: $2.67**	Studio: 637 1-Bedroom: 771 2-Bedroom: 1,130 **All Units: 913**	2020	A	Business Center, Conference Rooms, Media Center, Pet Washing Station, Pool
	**Aston City Springs** 6400 Blue Stone Road	1-Bedroom: 152 (52%) 2-Bedroom: 131 (45%) 3-Bedroom: 11 (4%) **Total: 294**	1-Bedroom: $2.53 2-Bedroom: $2.49 3-Bedroom: $2.65 **All Units: $2.51**	1-Bedroom: 735 2-Bedroom: 1,155 3-Bedroom: 1,462 **All Units: 949**	2018	A	Business Center, Clubhouse, Fitness Center, Grill, Lounge, Pool
	**The Morgan Sandy Springs** 6125 Roswell Road	1-Bedroom: 149 (48%) 2-Bedroom: 139 (44%) 3-Bedroom: 25 (8%) **Total: 313**	1-Bedroom: $2.40 2-Bedroom: $2.23 3-Bedroom: $2.18 **All Units: $2.29**	1-Bedroom: 790 2-Bedroom: 1,158 3-Bedroom: 1,408 **All Units: 1,003**	2017	A	Bike Storage, Car Charging Station, Clubhouse, Fitness Center, Gameroom, Pool
	**The Margo** 6050 Roswell Road	Studio: 15 (7%) 1-Bedroom: 124(61%) 2-Bedroom: 64 (32%) **Total: 203**	Studio: $2.68 1-Bedroom: $2.38 2-Bedroom: $2.37 **All Units: $2.39**	Studio: 620 1-Bedroom: 783 2-Bedroom: 1,060 **All Units: 858**	2017	A	Business Center, Clubhouse, Fitness Center, Grill, Pet Play Area, Pool
	**The Cliftwood** 185 Cliftwood Drive	Studio: 30 (12%) 1-Bedroom: 92 (37%) 2-Bedroom: 113 (45%) 3-Bedroom: 16 (6%) **Total: 251**	Studio: $2.36 1-Bedroom: $2.35 2-Bedroom: $1.86 3-Bedroom: $1.90 **All Units: $2.05**	Studio: 663 1-Bedroom: 775 2-Bedroom: 1,149 3-Bedroom: 1,425 **All Units: 971**	2017	A	Business Center, Fitness Center, Gated, Grill, Media Center, Pool

Source: CoStar, Q2-2022

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Residential Market Analysis

For-Sale Multi-unit Product

The Metro Atlanta housing market has performed exceptionally well over the past several years. Home prices increased rapidly in 2021, with the median price of a home sold increasing by 23% from January 2021 to January 2022. Thus far, 2022 has seen a continuation of that trend. The average price for condos and townhomes across the region as of January 2022 was $306/per SF. This is up from $225/per SF in January 2019, according to Zillow, a dramatic increase over the past three years.

Until recently, historically-low interest rates boosted buying power, but prices have also been driven by low inventory. Inventory for attached housing had dropped to a historic low of 0.9 months supply by early 2022.

With a buoyant economy and plentiful employment opportunities, Metro Atlanta is one of the top young adult destinations (the leading age cohort in multi-unit purchases) and this has translated into a healthy for-sale multi-unit sector. Desirable areas for condo and townhome buyers must appeal to young buyers by being urban in built-form, providing a similar lifestyle to popular areas in the City of Atlanta such as along the BeltLine and neighborhoods such as Inman Park, the Old Fourth Ward, Buckhead and Midtown.

With rapidly increasing prices, many younger buyers have become priced out of these areas, turning their attention to other neighborhoods south of I-285 such as Brookhaven and Chamblee. I-285 has historically been a psychological border for many young adults who are looking to purchase a condo or townhome, and thus most product has continually been built in nodes closer to Downtown Atlanta. The appeal of "Living Inside the Perimeter" is slowly starting to change as prices increase significantly faster than salaries.

According to interviews with local realtors, active adult (aged 55+), young professionals who cannot afford Midtown or BeltLine neighborhoods, and young families who cannot afford detached single-family homes within the I-285 Perimeter are becoming targets for condo and townhome product in cities such as Sandy Springs, Dunwoody, Brookhaven, Chamblee, and Doraville.

Due to increasing purchase prices in the metro, many buyers are finding themselves priced out of the market entirely. Young adults who prefer to live in more amenity-rich neighborhoods along the BeltLine but cannot afford property are choosing to rent rather than buy.

Figure: Metro Atlanta – Average Sales Price

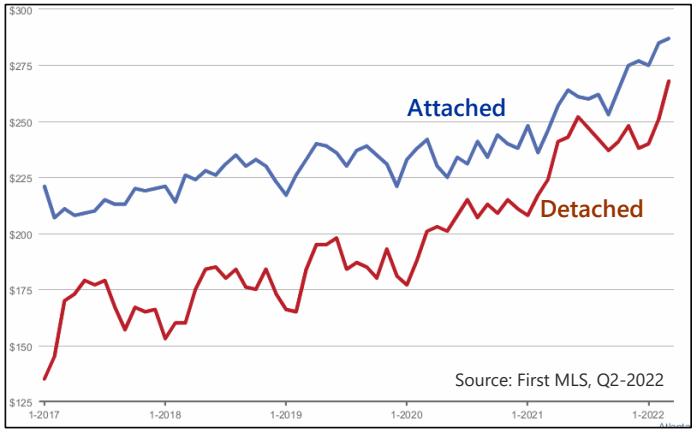
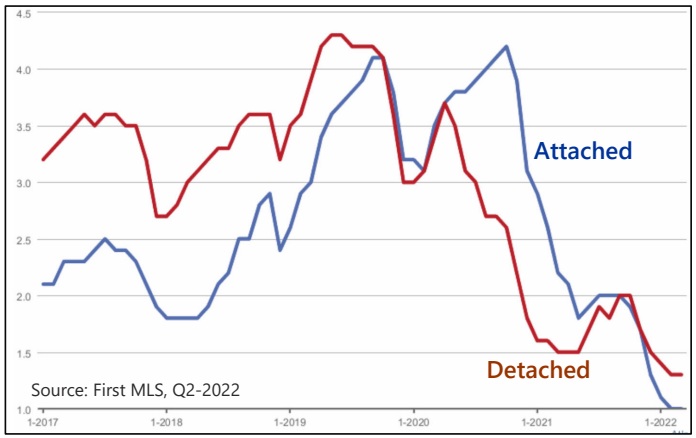


Figure: Metro Atlanta – Months Supply of Homes for Sale



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Residential Market Analysis

Townhome/rowhome and low-rise product continues to be more popular in suburbs located to the north of Buckhead. Midtown and Buckhead are areas of concentration for midrise and high-rise product, with many condo towers between six and twenty stories high.

Attached rental housing remains far more prevalent in Sandy Springs than attached for-sale housing. The Dunhill is an example of new low-rise condo product in Sandy Springs, a 19-unit building with larger-size condos priced at the mid $400,000 range, or approximately $330/per square foot for a 1,350 SF condo.

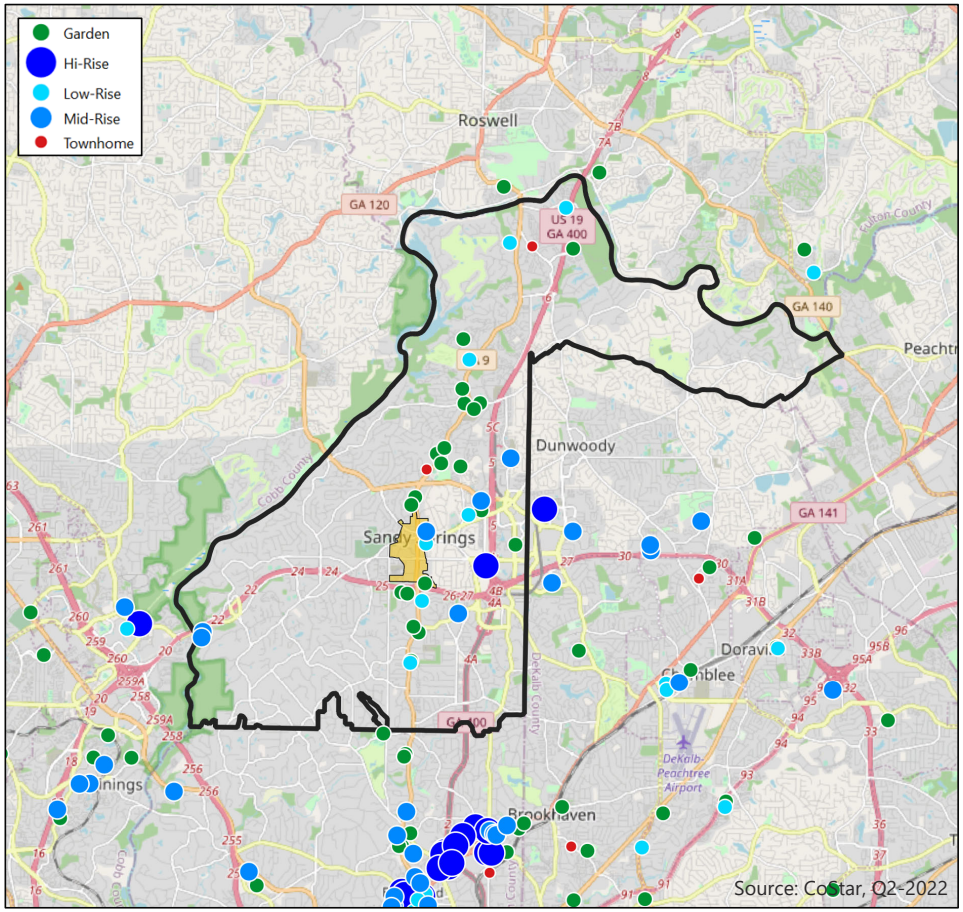
Based on what is planned and under construction for condo and townhome product in the Sandy Springs/Dunwoody submarket, it is expected that larger square footage low-rise, stacked townhome, townhome, and rowhome product will continue to be the most desired for-sale product type.

In addition to The Dunhill, a number of smaller for-sale townhome developments have been built recently in Sandy Springs. However, for-sale units represent only a small fraction of total multi-unit inventory in the local area. **Once City Springs has become an established and compelling destination, with a range of amenities (such as open space enhanced with surrounding shops and restaurants) within walking distance, it is anticipated that it will attract additional for-sale developer interest.** However, over the initial phase of development, it is anticipated that multi-unit rental product will be the dominant form of residential product developed.



The Dunhill, Sandy Springs
6890 Peachtree Dunwoody Rd

Figure: Sample of Multi-unit For-Sale Typologies



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Residential Market Analysis

Submarket Residual Demand

The Sandy Springs/Dunwoody multi-unit and single-unit attached submarket was analyzed to estimate the demand for additional homes in the area over the next 10 years, based on key market metrics such as current vacancy, absorption and cap rates. Based on this residual demand analysis, over the next decade, the entire submarket is forecast to support an additional 4,808 rental units by 2032. As described previously, demand for for-sale units is expected to be minimal compared to rental units in the near to medium term.

It is important to note this represents market-driven demand which may not be met with commensurate supply if such growth is not supported by the jurisdictions within the submarket.

Table: Multi-unit Performance Metrics

Multifamily Performance Metrics	Historic Performance (2012)					Current Performance					
	Market Asking Rent Per Unit/Month	Vacancy Rate	Cap Rate	New Development Value per Unit	Existing Inventory Sale Price per Unit	Market Asking Rent Per Unit/Month	Vacancy Rate	Cap Rate	New Development Value per Unit	Existing Inventory Sale Price per Unit	Avg. Annual Change in New Development Value per Unit
Sandy Springs/Dunwoody	**$1,025**	**5.3%**	**6.3%**			**$1,833**	**6.2%**	**4.5%**			
Class A	$1,273	5.8%	5.7%	$165,028	$147,620	$2,004	7.5%	4.4%	$326,832	$280,405	7.1%
Class B	$902	5.1%	6.6%	$101,781	$71,084	$1,723	5.5%	4.6%	$275,588		10.5%
Class C	$784	4.7%	7.1%	$81,900		$1,412	2.1%	5.0%	$217,144		10.2%

Table: Multi-unit Submarket Residual Demand Projection

Multifamily Submarket Residual Demand	Historic Supply (2012)				Current Supply (2022)				Residual Demand				
	Inventory (Units)	Vacancy Rate	Vacant Units	Occupied Units	Inventory (Units)	Vacancy Rate	Vacant Units	Occupied Units	Current Residual Demand Units	Under Construction Units	10-Year Avg. Annual Net Absorption (Units/Yr)	2023 Residual Demand	2032 Residual Demand (Cumulative)
Sandy Springs/Dunwoody	**29,006**	**5.3%**	**1,550**	**27,456**	**33,457**	**6.2%**	**2,087**	**31,370**	**898**	**-**	**391**	**1,289**	**4,808**
Class A	10,395	5.8%	606	9,789	15,392	7.5%	1,150	14,242	223	-	445	668	4,673
Class B	16,389	5.1%	839	15,550	16,301	5.5%	900	15,401	555	-	-15	540	405
Class C	2,222	4.7%	105	2,117	1,764	2.1%	37	1,727	120	-	-39	81	-270

Source: CoStar, Q2-2022, Analysis by MXD

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Residential Market Analysis

Location Analysis

City Springs' locational qualities are assessed to determine basic feasibility of additional multi-unit and single-unit attached at the site, as well as to calibrate the residential demand model used in this study. Key location factors that are widely acknowledged within the residential development sector as determining residential development success relate to local area quality, amenities, and accessibility to employment and civic facilities. These factors were weighted based on MXD's collective decades of experience in residential market analysis and industry textbooks such as published by the Urban Land Institute.

A site rating was allocated to the City Springs District based on a quantitative and/or qualitative assessment of each site factor. Overall, the study area scores a 7.1/10 as a multi-unit and single-unit attached development site, which is comparably strong to multifamily residential sites found nationally in suburban cities. Weaknesses cited relate to access to recreation, rail transit, major higher education facilities, and "bikeability" for many of the young professionals that make up the local population.

Table: City Springs Multi-unit Location Assessment

Multi-unit Location Factor	**Factor Weighting** (1 to 10)	**Site Rating** 1 = Low 10 = High	**Notes**
Reputation & Prestige of Area/School District	10	10	Sandy Springs is well-regarded as a place to live, particularly for families.
Walkability	9	8	79/100 *Walk Score* for Roswell Rd NE @ Hammond Dr (walkscore.com).
Access to Retail Amenities	8	7	Major retail nodes within short commute. Limited/fragmented retail along Roswell Rd.
Access to Recreation Amenities	7	4	Below average amount of parks, water amenities, etc. within close proximity.
Proximity to Employment	6	7	834,000 jobs within 20-minute drive but no MARTA station or job cluster in City Springs.
Automobile Accessibility	6	9	761,000 residents within 20-minute drive.
Sense of Privacy, Security & Tranquility	5	8	Low crime rate. Overall walkable high-amenity area with medium-density housing.
Transit Accessibility	4	4	37/100 *Transit Score* for Roswell Rd @ Hammond Dr (walkscore.com).
Visibility to Traffic (to generate tenant awareness)	3	7	30,000+ vehicle per day along Roswell Rd NE.
Access to Higher Education Facilities	3	2	No major educational institution within City Springs or environs.
Bikeability	3	4	42/100 *Bikeability Score* for Roswell Rd NE @ Hammond Dr (walkscore.com).
Proximity to Medical Facilities	2	10	Major health care facilities in the area.
Access to Cultural Amenities	1	7	Performing Arts Center and other cultural destinations.
WEIGHTED SITE RATING (Out of 10)		**7.1**	

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Residential Market Analysis

Demand Forecasting

Demand for multi-unit and single-unit attached development in City Springs was estimated by analyzing the absorption history of the various subareas within the Sandy Springs/Dunwoody submarket, the projected residual demand in the entire submarket described previously, as well as the locational attributes of City Springs detailed previously. Numbers below are designated by CoStar and do not reflect the number of units on page 46 of the Master Plan report.

Downtown Sandy Springs contains approximately 32% of all new residential units developed in the submarket over the past decade, second only to Perimeter Center. Future units currently in planning or under construction are largely concentrated in Perimeter Center (81% of total), while the City Springs District contains just 5% of these future deliveries.

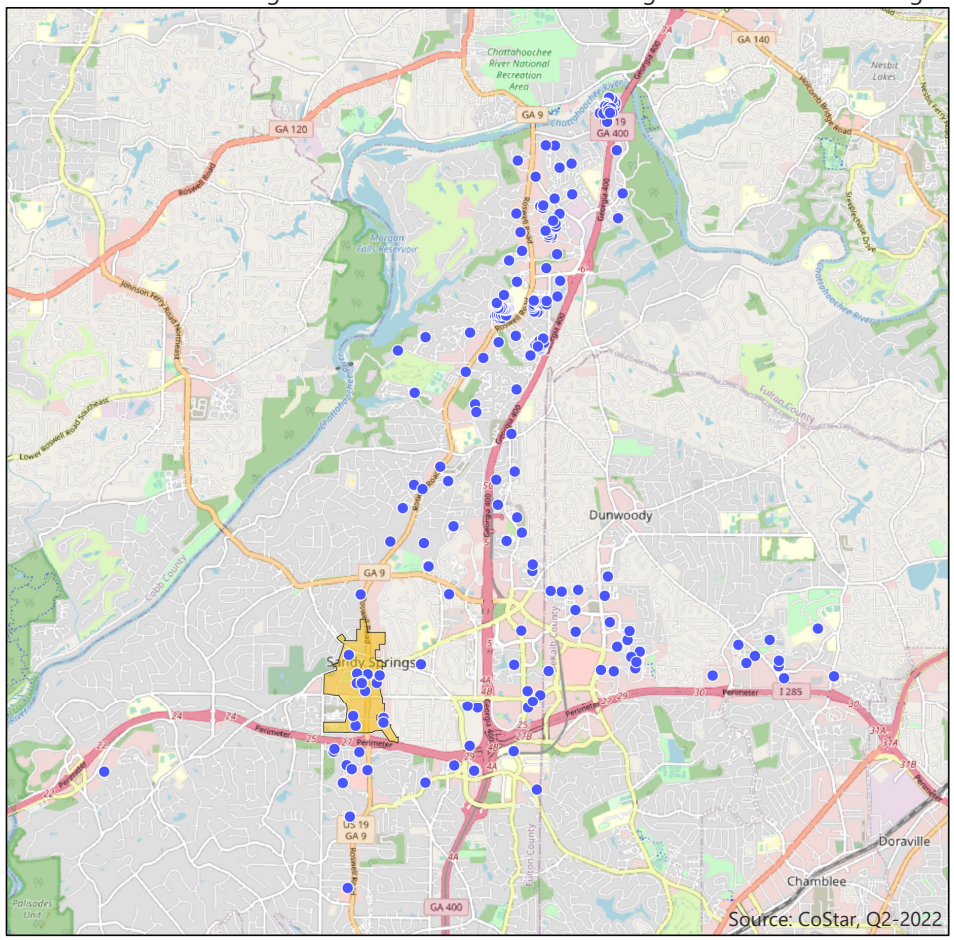
Combining the historic and near-term future trend data indicates that City Springs could capture 18% of the 4,808 new residential units anticipated to be developed in the submarket over the next decade. This equates to 865 units. However, considering City Springs' locational strengths for multi-unit and overall development vision, this market share could reach up to 25% or 1,202 units. These totals are over-and-above units currently under construction.

Table: Market Share Estimate by Neighborhood

Neighborhood*	2012 Inventory	2022 Inventory	2012-2022 Growth	% of Growth	Planned/ Under Construction	% of Planned/ Under Construction	Est. Future Market Share
Downtown Sandy Springs	457	2,039	1,582	32%	190	5%	18%
Dunwoody	5,456	5,692	236	5%	-	0%	2%
Perimeter Center	5,878	8,078	2,200	45%	3,392	81%	63%
Sandy Springs	13,154	14,049	895	18%	586	14%	16%
South Sandy Springs	1,311	1,311	-	0%	-	0%	0%
TOTAL	**26,256**	**31,169**	**4,913**	**100%**	**4,168**	**100%**	**100%**

* Neighborhood names and boundaries as designated by CoStar

Figure: Submarket Multi-unit and Single-unit Attached Buildings



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Residential Market Analysis

Summary & Implications

- Metro Atlanta's residential sector has experienced several record-setting years as new supply has failed to keep pace with a surge in demand driven by strong in-migration to the region.
- New supply has recently accelerated to 25,000 new multi-unit and single-unit attached units under construction which will keep the region's vacancy rate from dropping further below its current 5.7%.
- Across the region, smaller rental units such as studios and 1-bedrooms are posting higher vacancy rates than larger units with 2- and 3-bedrooms, reflecting the impact of the pandemic where renters are seeking more space including home offices.
- Rent in Metro Atlanta has grown by 25% over the past two years and is now slightly more expensive than the national average but still well below most coastal cities.
- New multi-unit construction in Metro Atlanta has concentrated primarily in transit-rich, in-town submarkets as well as suburban districts particularly in the northeastern suburbs.
- The Sandy Springs/Dunwoody submarket has performed well in recent years and has been buoyed by several large corporations moving to the area including Mercedes-Benz USA and State Farm.
- Both communities in the submarket are regarded by developers as challenging to seek approvals in, and this has served to cool development in the area in recent years, even as multi-unit and single-unit attached development surged in the rest of Metro Atlanta.
- A supply surplus of multi-unit in 2017 has also acted to reduce new construction as several years of absorption were required to reduce vacancy rates to a profitable level for new supply.
- In the Sandy Springs/Dunwoody submarket, rental rates have surged by 17.3% over the past year, while cap rates have compressed down to a very low 4.4%. As a result, developments have grown in value by an average of 7.1% per year over the past decade, an enticing prospect for potential developers.
- A Residual Demand analysis indicates that the entire Sandy Springs/Dunwoody submarket could support an additional 4,808 new multi-unit and single-unit attached homes over the next decade over-and-above what is currently under construction.
- According to the Urban Land Institute, suburban multi-family developments draw the majority of their tenants from a three-mile radius. As such, City Springs will be in direct competition with Perimeter Center for this projected submarket demand, which benefits from MARTA access, major employment nodes and a regional retail offering. However, City Springs offers a potentially more compelling address for young professional renters, with a more authentic urban/suburban setting.
- Reflecting on the demographic analysis, multi-unit market performance metrics, recently-completed developments, as well as interviews with local realtors, there appears to be strong support for higher-end single-unit attached and multi-unit developments in City Springs.
- **Between 865 and 1,202 new multi-unit and single-unit attached rental units are forecast to be developable in City Springs over the next decade, over-and-above units currently under construction. For-sale units represent a small fraction of total multi-units in the area and demand over the next decade is considered limited until the City Springs "address" is established.**
- For-sale condo development is considered a limited opportunity for City Springs in the near-term, however once the district is an established "address" among young professionals, and the amenity base has been expanded, an opportunity for significant condo development is also anticipated.

MXD DEVELOPMENT STRATEGISTS

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5

Hotel Market Analysis

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Hotel Market Analysis

Metro Atlanta Hotel Overview

The Metro Atlanta hospitality market maintains a strong position in 2022 with indicators showing positive recovery since the downturn of the pandemic in 2020. Occupancy rates rose to 60% at the end of 2021 compared to a low of 47.8% at the end of 2020 and are nearing the 10-year average of 65%. Significant reductions in international visitors and conferences greatly impacted Downtown and Midtown hotels causing a much sharper decrease in occupancy rates relative to suburban and exurban hotel submarkets, which attract the majority of their business from domestic leisure travelers.

Average daily rates (ADR) are strong across the metro market and are near pre-pandemic levels for the Metro Atlanta market, demonstrating that hotels are not relying on discounts to attract visitors. Increasing occupancy rates and rising ADR create positive revenue per available room (RevPAR) with approximately 2% to 3% annual growth, continuing the trend of recovery. RevPAR is expected to reach 2019 levels by 2024.

Construction across the market saw 3,500 rooms across 25 properties delivered in 2021 compared to 2,600 rooms in 2020. Currently 4.6% of total inventory or approximately 5,100 rooms are under construction as of Q1 2022, higher than the national average of 2.8%. New supply has focused on large, upscale and luxury properties, and construction has been most prominent in Downtown, Midtown, Alpharetta and the northeastern suburbs, where occupancy rates and room rates have shown the greatest resurgence.

Prior to the pandemic, demand for the Metro Atlanta hospitality market was continuing to grow at approximately the same rate as supply, resulting in hotel occupancy hovering around 70% since 2015. At the same time, ADR growth was steady, driving 2%-3% annual RevPAR growth.

The current trend for hotel properties is to be built in-or-alongside mixed-use, commercial, or entertainment developments. Recent examples include:

- The 249-room **Hilton Alpharetta** on Windward Parkway with office and residential,
- The 346-room **Westin Gwinnett Hotel** connected to Duluth's Infinite Energy Center's 72,000 SF convention space coming in 2023,
- The 975-room **Signia by Hilton** next to the Georgia World Congress Center which will open with 75,000 SF of meeting space and broke ground in 2021 to open 2023, and
- The 156-room **AC Hotel by Marriott** at Perimeter Center.



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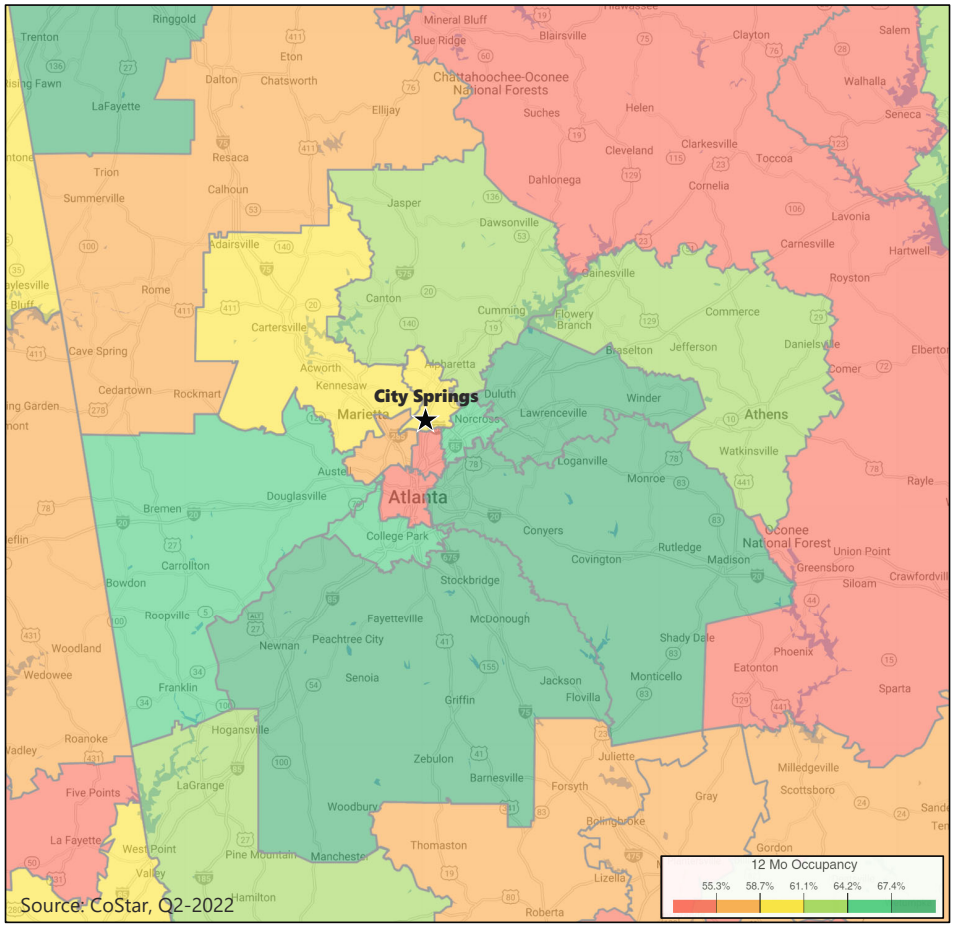
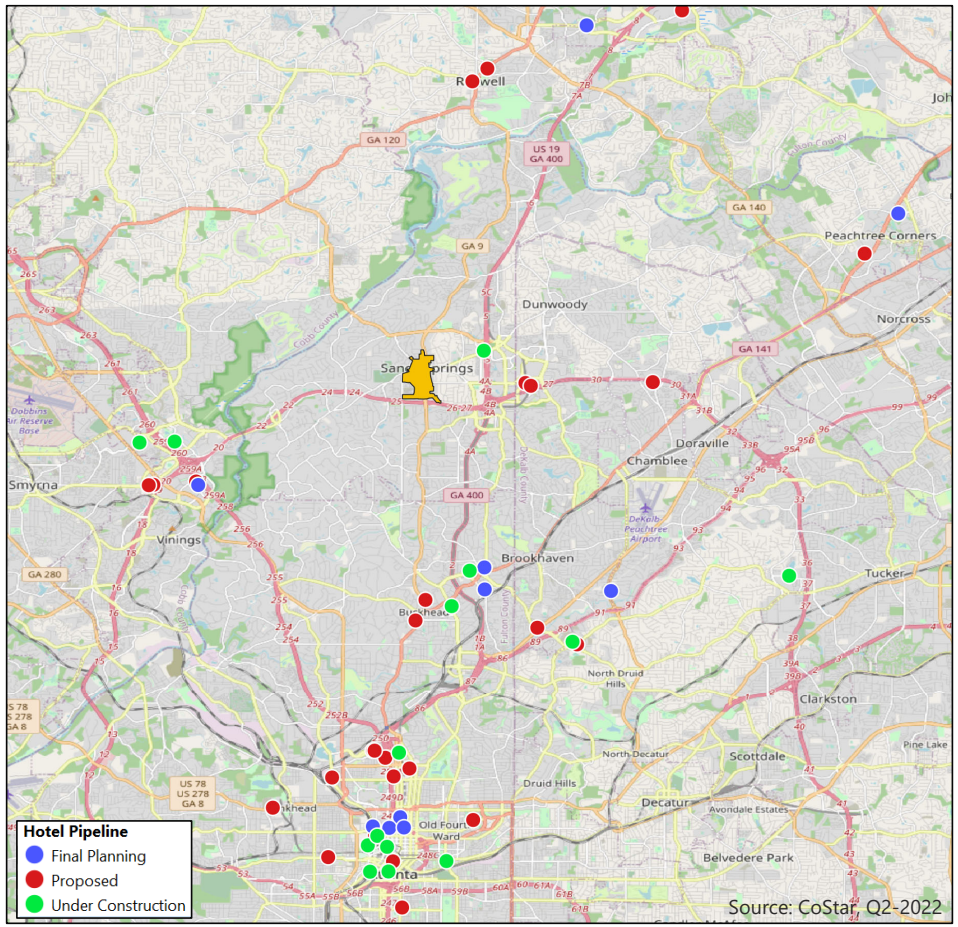
Hotel Market Analysis

Figure: Metro Atlanta Hotel 12-Month Occupancy Rate (July 1, 2021 to June 30, 2022)



Source: CoStar, Q2-2022

Figure: North Metro Atlanta Hotel Pipeline



Source: CoStar, Q2-2022

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Hotel Market Analysis

Submarket Hotel Overview

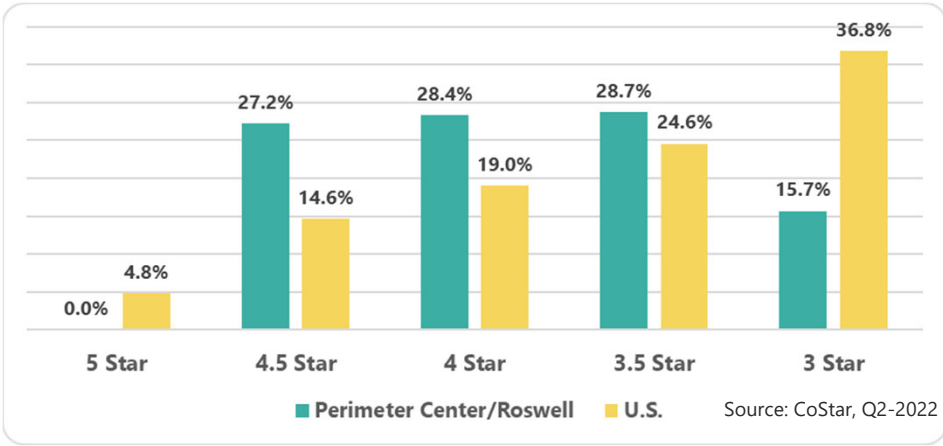
Perimeter Center/Roswell is a smaller hotel submarket containing just over 5% of the region's total inventory. While there are currently no 5-star hotel properties in the submarket, there is **a substantial concentration of 4.5-star rooms (27.2% of inventory) and 4-star rooms (28.4% of inventory)**.

Hotels in Perimeter Center/Roswell are generally larger than most other markets, **averaging 152 rooms per property**. This is above the Metro Atlanta market average of 116 rooms and well above the U.S. average of 90 rooms.

Like the region, the submarket is still enduring the effects of the pandemic but is beginning to recover. Rising since a low point of 41% in February 2021, **occupancy** is currently 58%, slightly under the Metro Atlanta average of 60%. Economy hotels (3-star rating) demonstrated the highest occupancy rates in the submarket prior to the pandemic and have since recovered to their pre-Covid rates of 79%.

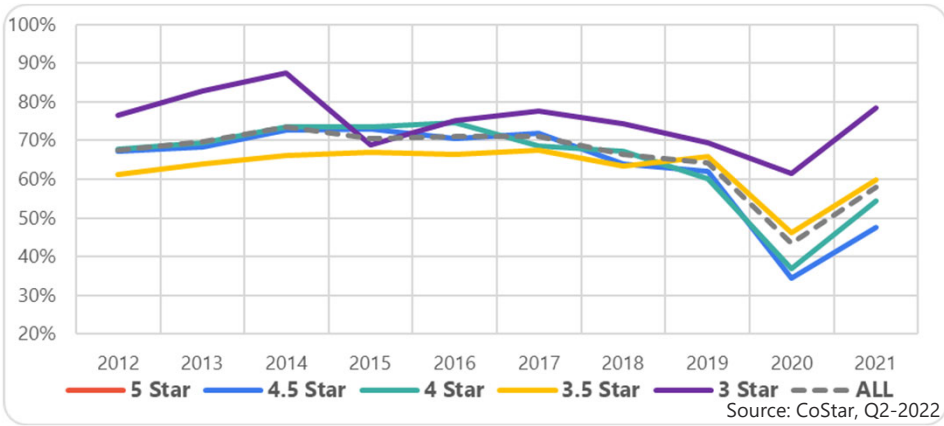


Figure: Central Perimeter/Roswell Submarket Room Inventory by Class



Source: CoStar, Q2-2022

Figure: Central Perimeter/Roswell Submarket Occupancy Rate by Class



Source: CoStar, Q2-2022

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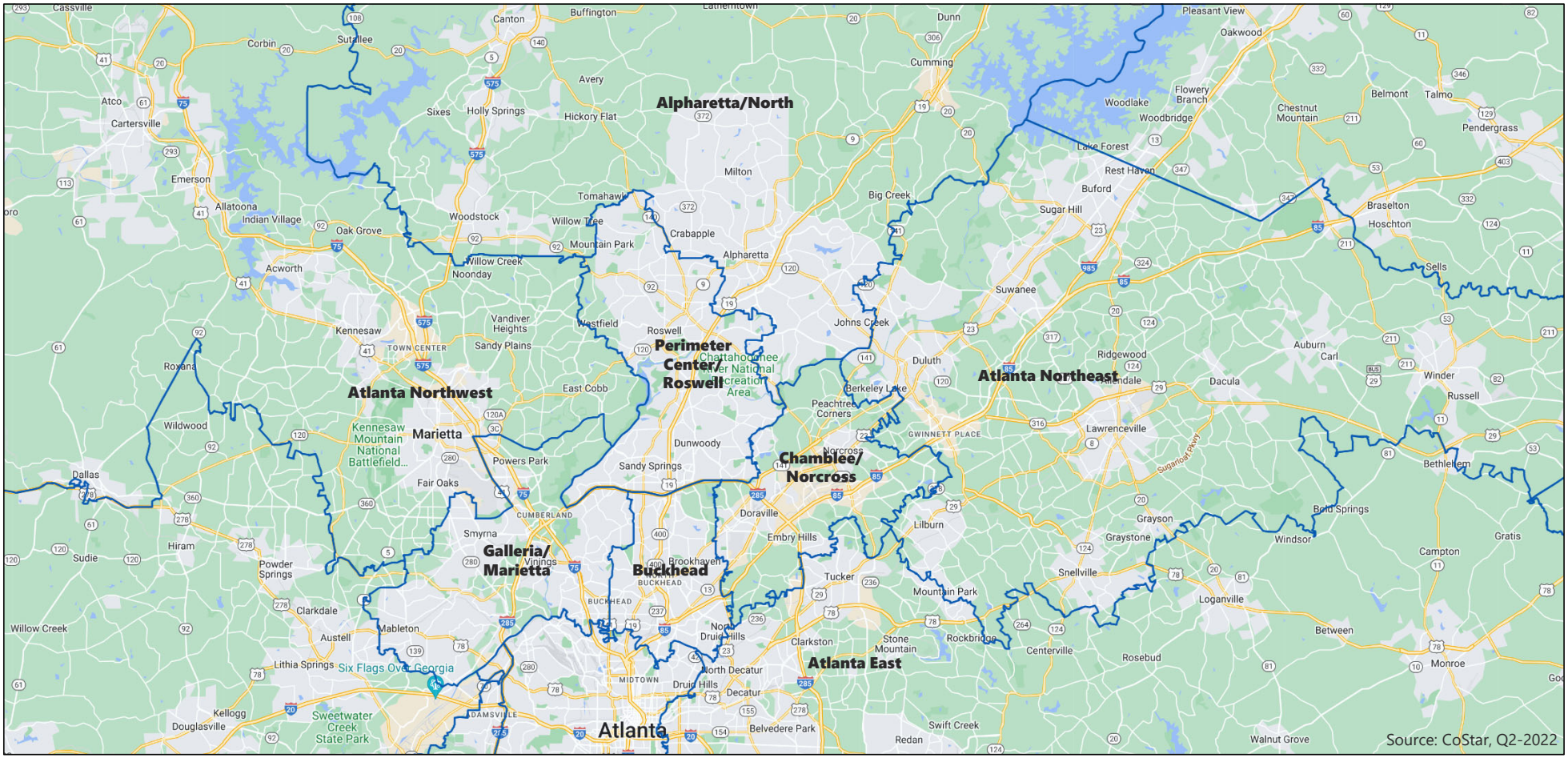
Hotel Market Analysis

Figure: North Metro Atlanta Hotel Submarkets



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Hotel Market Analysis

Average daily rate (ADR) for all classes of hotel bottomed out in 2020 averaging just $87.23. With the recovery in travel, ADR is on track to average $102.06 in 2022. This is still below the pre-pandemic ADR of $120.48 in 2019. Based on current trends, it should take several years for occupancies to increase to where hotels can aggressively increase their rates, particularly for 4.5-star and 4-star properties.

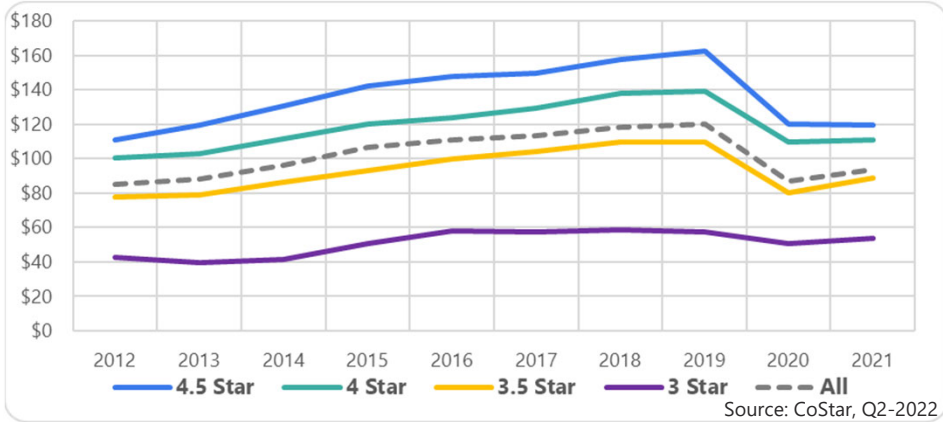
Revenue per available room (RevPAR) reflects occupancy and ADR growth with a low of $31.34 in February 2021 rising to $60.25 by July 2022. Year-over-year (YOY) RevPAR was positive with a change of 42.7% at the end of the year compared to -58.7% at the lowest in Feb 2021. RevPAR is expected to steadily rise back towards pre-pandemic levels over the next few years.

After a lull in hotel expansion, six new hotels opened in the submarket in recent years:

1. Hampton Inn & Suites by Hilton Atlanta Perimeter Dunwoody (4565 Ashford Dunwoody Rd) – 132 rooms, opened 2016.
2. Residence Inn Atlanta Perimeter Center (4695 Ashford Dunwoody Rd NE) – 127 rooms, opened 2017.
3. Hyatt Place Atlanta Perimeter (1232 Hammond Dr) – 176 rooms, opened 2020.
4. AC Hotels by Marriott (40 Perimeter Center Pl) – 156 rooms, opened 2021.
5. Hyatt House Sandy Springs (5785 Peachtree Dunwoody Road) – 129 rooms, opened 2021.
6. Aloft Hotel Sandy Springs (6401 Barfield Road) – 140 rooms, opened 2022.

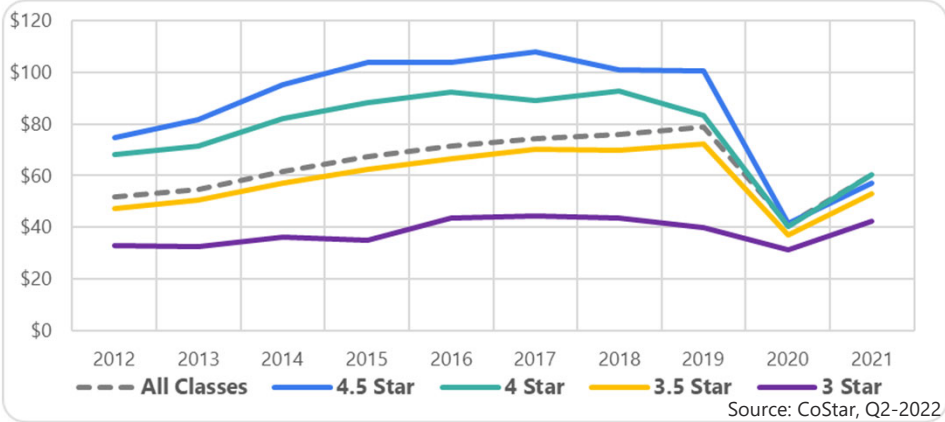
Although these new hotels have added a significant amount of new supply to the local market, they also provide a new mix and positioning of hotel that was previously unavailable. The study area now has a more diverse mix of hotels at different price points and positioning. The Hampton Inn and Residence Inn target mid-market accommodation, the Marriott, Crowne Plaza, and Embassy Suites target business and conference, while the new AC Hotel and Hyatt Place target a younger, trendy, and upscale clientele.

Figure: Perimeter Center/Roswell Submarket ADR by Class



Source: CoStar, Q2-2022

Figure: Perimeter Center/Roswell Submarket RevPAR by Class



Source: CoStar, Q2-2022

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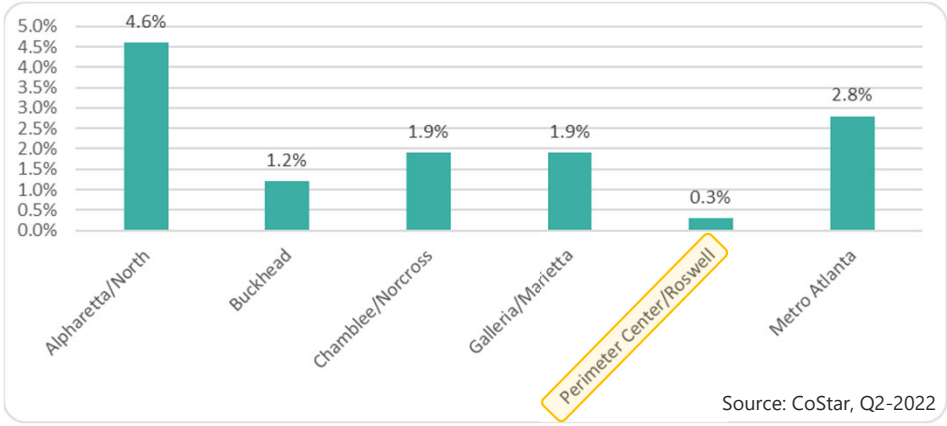
Hotel Market Analysis

There are additional hotels planned in the pipeline that will further increase supply. Campus 244 at 244 Perimeter Center Parkway will have a 145-room Element Hotel, the brand's third location in Metro Atlanta after Buckhead and Midtown. High Street by GID is permitted for two hotels totaling 400 rooms in its mixed-use development. Brands and timing have yet to be announced and are likely to be constructed in the second phase of development.

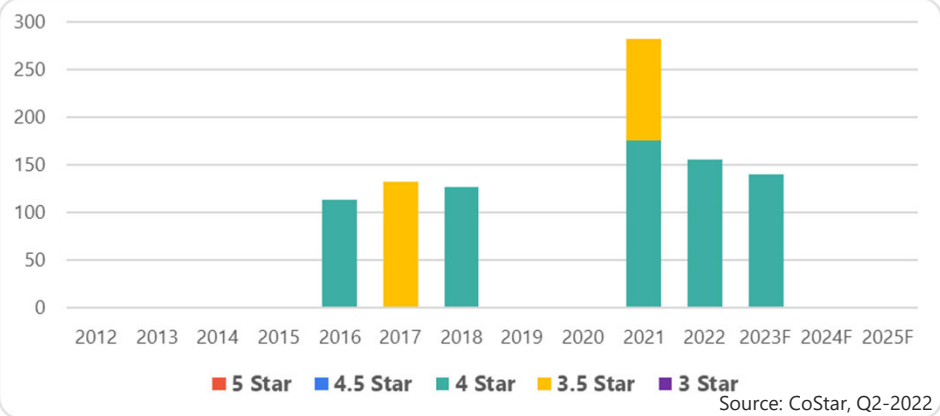
The amount of new hotel supply in the pipeline is surprising, given the tepid demand growth of recent years. Specifically, demand for hotel rooms in Perimeter Center/Roswell has grown much more slowly than neighboring submarkets, averaging just 0.3% a year between 2011 and 2019. By comparison, room night demand grew by 2.8% a year for Metro Atlanta during this period. The recently completed 140-room Aloft Hotel in Sandy Springs, represents a 2.4% addition to the existing inventory.

Figure: Average Annual Increase in Hotel Room Night Demand, 2011-2019



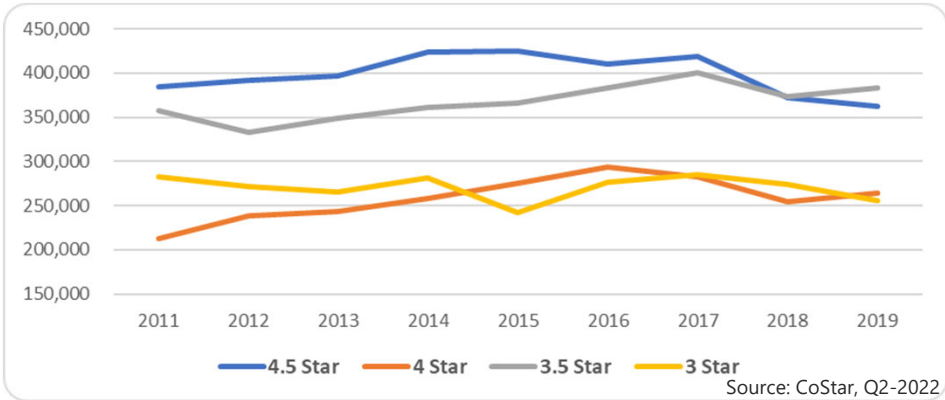
Source: CoStar, Q2-2022

Figure: Hotel Room Deliveries in Perimeter Center/Roswell Submarket



Source: CoStar, Q2-2022

Figure: Hotel Room Night Demand in Perimeter Center/Roswell Submarket by Class



Source: CoStar, Q2-2022

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Hotel Market Analysis

Submarket Residual Demand

The Perimeter Center/Roswell hotel submarket was analyzed to estimate the demand for additional hotel rooms of various classes in the area over the next 20 years, based on supply and demand patterns, ADR, occupancy rates, projects in the pipeline, cap rates and other key metrics. Due to the impact of Covid-19 from 2020 to 2022 on the hotel sector, the year 2019 is used as the measure of current demand so as not to negatively skew projections.

Overall demand remained flat throughout the previous decade, with moderate increases for mid-priced rooms and decreasing demand for both upper price (4.5 star) and economy (3 star) rooms. Additional mid-priced rooms introduced during the past several years have dampened occupancy rates and RevPAR in this segment.

The Submarket Residual Demand model demonstrates market demand for 300 hotel rooms over the next decade. The demand model was conducted prior to the opening of the Aloft Hotel on Barfield Road. The Aloft Hotel takes up 140 of these rooms, while the proposed 145-room Element Hotel will largely take up the balance of future demand. As such, little additional inventory beyond what is already in the pipeline is expected to be developed in the submarket over the next decade.

An additional consideration for this forecast is the demand potential represented by City Springs' Performing Arts Center (PAC) and Conference Center at City Springs. The Americans for the Arts organization indicates that on average state resident attendees to nonprofit performing arts centers spend $0.81 on overnight lodging. Based on the Byers Theatre capacity of 1,070 and the Studio Theatre capacity of 350 people, and assuming 200 events per year at 90% capacity yields an estimated attendance of 256,000. At $0.81 per attendee, hotel revenue generated is approximately $207,000. With average daily rates at $102, this suggests support for 2,030 room nights or nine rooms based on an occupancy rate of 65%. While this brief analysis is predicated on a number of assumptions and cannot substitute for a full economic impact study of the PAC, it does provide some indication of the limited effect of suburban venues on generating hotel nights. A first-to-market advantage is discussed later in the Recommendations & Positioning section of this Appendix.

Table: Hotel Submarket Residual Demand Projection

Hotel Submarket Residual Demand	Historic Supply (2012)				Current Supply (2019)				Residual Demand					
	Inventory (Rooms)	Occupany Rate	Supply Room Nights (Million)	Demand Room Nights (Million)	Inventory (Rooms)	Occupany Rate	Supply Room Nights (Million)	Demand Room Nights (Million)	2019 Residual Demand Rooms	Supply Room Nights 2022 (Million)	Net New Rooms Delivered 2020-2022	10-Year Total Deliveries (Rooms)	2022 Residual Demand Rooms	2032 Residual Demand Rooms
Perimeter Center/Roswell	**5,056**	**67.4%**	**1,833,664**	**1,235,386**	**5,416**	**64.1%**	**1,974,672**	**1,265,535**	**-141**	**2,129,211**	**423**	**781**	**-484**	**297**
5-Star									0		0	0	0	0
4.5-Star	1,595	67.3%	582,175	391,824	1,609	62.0%	585,117	362,812	-104	587,285	5	19	-107	-88
4-Star	962	67.9%	351,130	238,250	1,205	60.0%	439,825	264,031	-86	582,706	391	634	-413	221
3.5-Star	1,493	61.2%	544,945	333,392	1,593	65.9%	581,445	383,103	6	620,500	106	206	-80	126
3-Star and Under	1,006	76.5%	355,414	271,920	1,008	69.4%	368,285	255,589	43	338,720	-80	-78	115	37

Source: CoStar, Q2-2022, Analysis by MXD

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Hotel Market Analysis

Location Analysis

City Springs' locational qualities are assessed to determine basic feasibility of hotel development in the district. Key factors supporting hotel success relate to proximity to major visitor generators such as employment nodes, higher education facilities and destination amenities.

Overall City Springs scores a 4.7/10 as a hotel development site, which is below average compared to other hotel development sites found nationally. Weaknesses cited relate to a lack of proximity to visitor generators, as well as poor visibility into City Springs from I-285.

Despite the low score for City Springs, it should be noted that hotels are changing their site selection criteria. With the advent of widespread GPS usage, online booking and evolving tastes (particularly among young adults), many new boutique hotel concepts are being developed in less traditional environments such as revitalized suburban downtown areas (such as City Springs). A sample of these types of hotels is provided at the end of this section.

Table: City Springs Hotel Location Assessment

Hotel Location Factor	**Factor Weighting** (1 to 10)	**Site Rating** 1 = Low 10 = High	**Notes**
Regional Accessibility (Car and Transit)	10	8	761,000 residents and 834,000 jobs within 20-minute drive but no MARTA rail station.
Visibility from Regional Thoroughfares	9	3	Visibility into City Springs from I-285 is limited. Roswell Rd is a major arterial.
Local Employment Density	8	4	Major tenants driving hotel demand are located close to GA 400 and MARTA.
Tourist Destinations in Local Area	7	2	Minimal number of tourist destinations within a 10-minute drive.
Retail/Food & Beverage within 5-Minute Drive	7	6	Limted and fragmented currently but slated to improve.
Natural Setting/Views/Waterfront	6	2	Relatively few natural elements in the City Springs area.
Walkability	5	8	79/100 *Walk Score* for Roswell Rd NE @ Hammond Dr (walkscore.com).
Proximity to Airport	3	5	30-minute drive to airport, which is average for the metropolitan area.
Access to Destination Amenities	3	3	Limited amount of parks, entertainment, water amenities, etc. within walking distance.
Proximity to Higher Education, Medical or Similar	2	6	Proximity to Medical District but no major higher education facilities nearby.
Travel Time for Workforce	1	5	Centrally-located but local residents do not feature prominently in the hospitality employment sector.
WEIGHTED SITE RATING (Out of 10)		**4.7**	

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Hotel Market Analysis

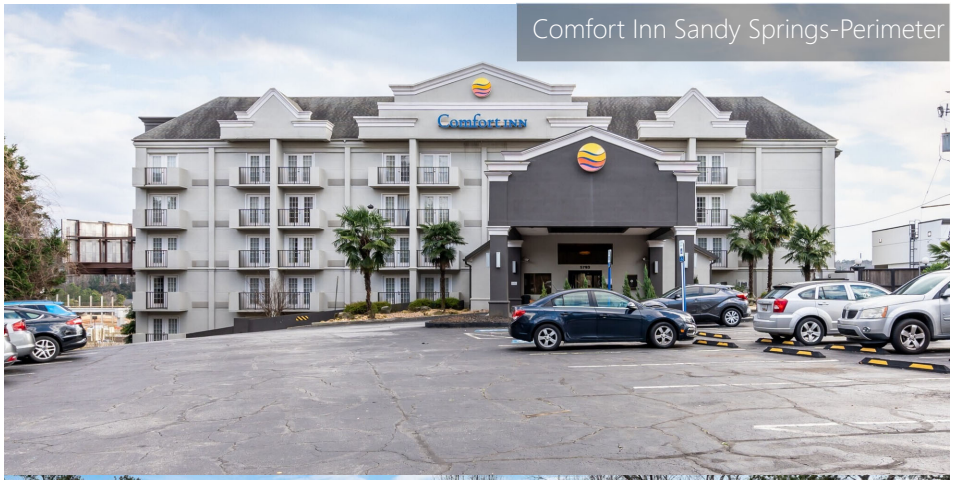
Hotels in The City Springs Vicinity

There are no hotels currently within the City Springs boundary. However, two properties sit just adjacent.

The **Comfort Inn Sandy Springs-Perimeter** at 5793 Roswell Rd NE first opened in 1971, and last renovated in 2003. The 80-room property includes 390 SF of meeting space. Occupancies averaged from 36% to 50% in the five years leading up to the pandemic, while operating expenses exceeded 80% of gross revenue (typically this is closer to 60%). The property sold in 2019 for $103,570/room, which is well below the cost of new build for this price point. The purchase price was based on a cap rate of 7.22% and RevPAR reported in 2020 was just over $32, or slightly below the submarket average for the economy market segment.

The **InTown Suites Sandy Springs** is located at 355 Hammond Dr NE. The 71-room economy hotel was opened in 1999. In 2021, the property generated room revenue of $1.282M, or a RevPAR of just over $50, well above the submarket average.

No new hotels are proposed, being planned or under construction in City Springs. Hotels built in the past decade were concentrated in the core I-285/GA 400 interchange area, closer to the concentration of office, retail, medical activity as well as MARTA rail stations. The new Aloft Hotel and proposed Element Hotel are also located in this core area.



Comfort Inn Sandy Springs-Perimeter



InTown Suites Sandy Springs

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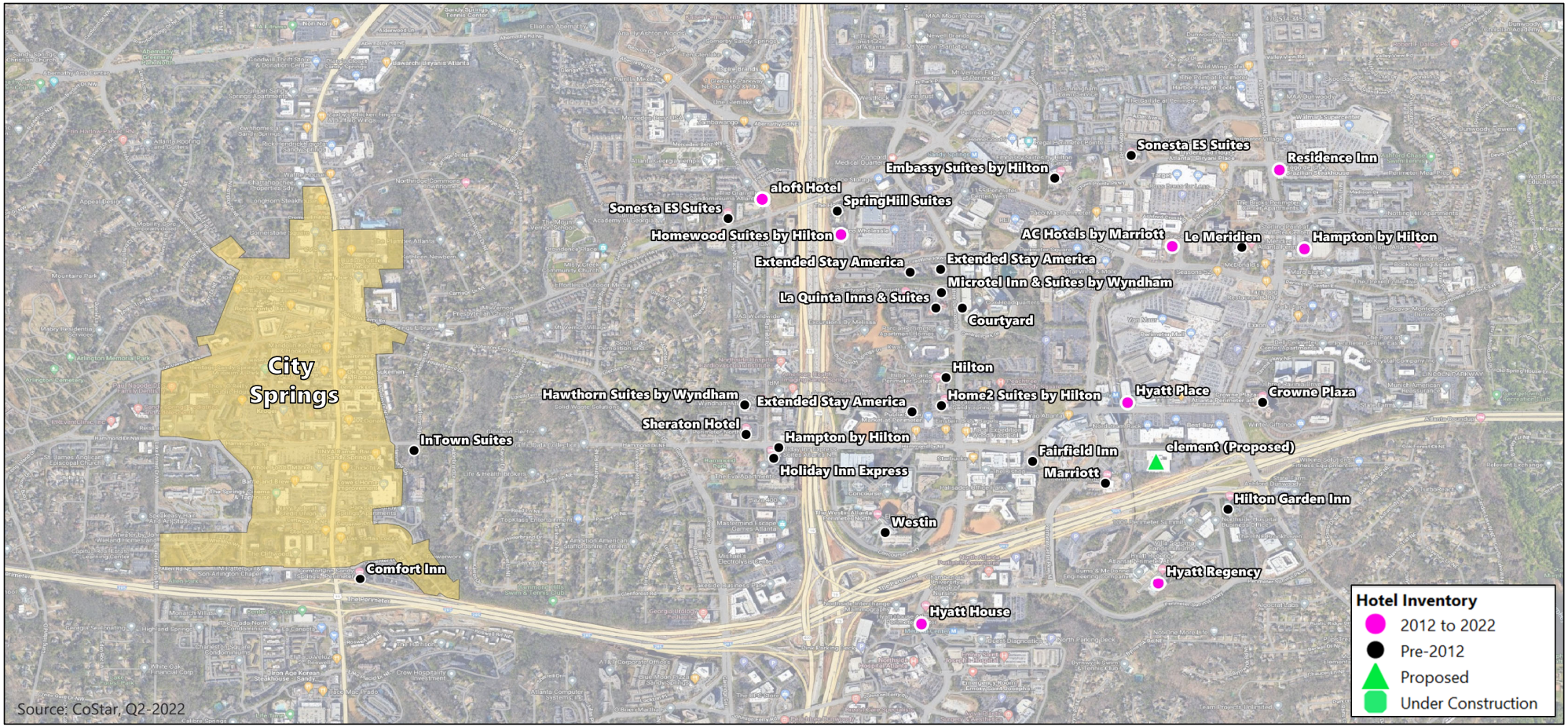
Hotel Market Analysis

Figure: Hotel Inventory



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Hotel Market Analysis

Boutique Hotel Long Term Opportunity

With limited demand over the next decade, it will be difficult to attract a hotel developer in City Springs. An established critical mass and superior accessibility of the core Perimeter Center area is a draw for hotels. However, this does not preclude the opportunity for a smaller boutique hotel in City Springs, particularly as the amenity base is expanded. A hotel may also want to be first-to-market and work with a developer early on.

Many examples exist of successful boutique hotels in suburban locales like City Springs. This is a new phenomena and is still in its infancy, but it does point to a potential longer-term opportunity for City Springs to target as it evolves.

While the specific site factors underlaying each property's development are beyond the scope of this study, it is important to note that they are all located in affluent suburbs of some of the biggest metropolitan areas in the country. In this sense, they are a similar development context to Sandy Springs. A high-level review of each of these properties' locational context reveals that they are located in suburban downtown areas that offer a higher density of housing, employment, recreation and retail amenities than found in City Springs. As such, this underscores the longer-term opportunity of a boutique hotel in City Springs, once the current development vision for the area has been more fully realized.

It is important to note that the room size for these properties ranges from 35 to 124 rooms, and the average is 74 rooms. This sets the target size for a boutique hotel at City Springs over the longer term.

Figure: New Boutique Hotels in Suburban Downtowns



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Hotel Market Analysis

Summary & Implications

- The Metro Atlanta hospitality market is recovering quickly from the pandemic. Average Daily Rates (ADR) are returning to 2019 levels while occupancy rates are also improving.
- Construction of new hotels has returned to pre-pandemic levels. Currently 5,100 rooms are under construction in the region. Development is concentrated in Downtown, Midtown, Alpharetta and several northeastern suburbs. New properties are frequently developed in or alongside mixed-use, commercial or entertainment developments.
- The Perimeter Center/Roswell hotel submarket has a concentration of larger 4.5-star and 4-star properties, reflective of the high percentage of business travelers as a source of business.
- The submarket is recovering at a slightly slower pace than the metro area. Even prior to Covid, demand for hotel rooms largely stalled between 2012 and 2019. Overall development energy in the region has concentrated elsewhere, particularly in the urban core and outermost northern suburbs.
- Despite the tepid demand in growth, new supply delivered has continued at a steady pace with 423 new rooms introduced to the submarket since 2019. As such, occupancy rates have remained low.
- A total of 297 new hotel rooms are estimated to be warranted for the submarket over the next decade. Two new hotel projects in the pipeline will take up nearly all this future demand.
- Despite these market conditions and City Springs' locational challenges as a hotel location, a longer-term opportunity for a smaller boutique hotel in City Springs is a possibility based on the nascent but growing trend towards smaller niche hotels in revitalized suburban downtown areas.

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Recommendations & Positioning

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Recommendations & Positioning

10-year Development Potential

The City Springs study area has the potential for mixed-use development including residential, office, retail, and hotels. Based on the forecast demand for the Metro Atlanta and its component submarkets, an estimate of the amount of each land use that can be supported in the study area is made based on its relative strengths and growth potential.

Table: City Springs 10-Year Market Demand Estimate

LAND USE	CONSERVATIVE SCENARIO	MODERATE SCENARIO	AGGRESSIVE SCENARIO
Residential (For-Rent + For-Sale)	900 UNITS	1,100 UNITS	1,300 UNITS
Office	11,000 SF	40,000 SF	70,000 SF
Retail	84,000 SF	155,000 SF	179,000 SF
Hotel	0 Rooms	50 Rooms (Boutique Hotel)	75 Rooms (Boutique Hotel)

Note: The demand estimates are projections based upon MXD's specific methodology, and that other factors may influence future development.

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Three Big Ideas

Emerging from the market and feasibility land use analysis and case study profiles in Appendix A, the following three big ideas intend to differentiate City Springs as a unique destination and drive the vision for redevelopment.

1) Create a pedestrian-friendly Main Street

Roswell Road is a primary arterial that moves vehicular traffic within Sandy Springs and connects residents to adjacent communities. A more pedestrian-friendly Main Street would be beneficial to creating a better sense of place. Blue Stone Road or Hilderbrand Drive may be ideal targets since the City Springs mixed-use development has catalyzed growth on the northern portion of Blue Stone, and city-owned properties line both streets.



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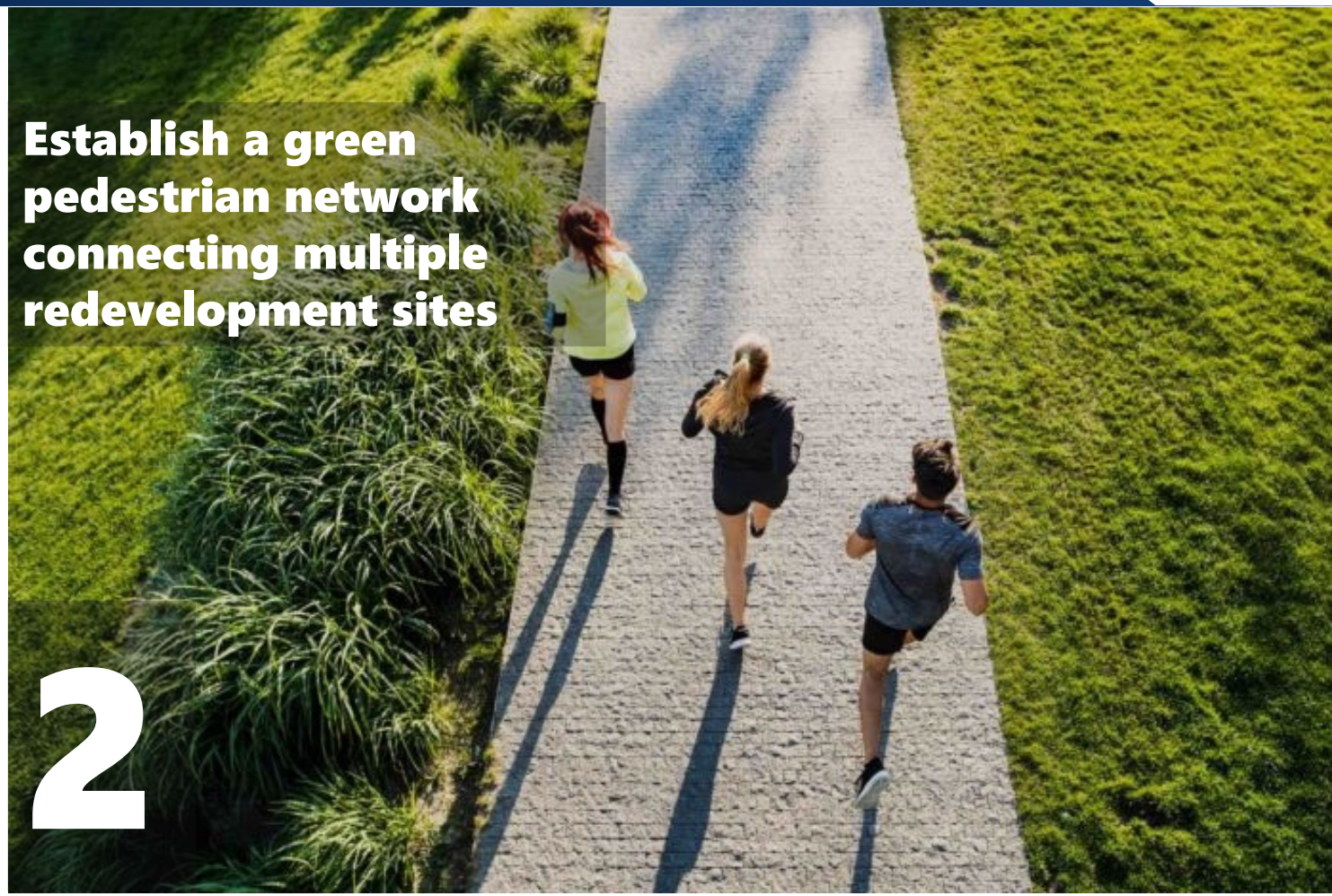
2) Establish a green pedestrian network connecting multiple redevelopment sites

Many parts of City Springs are not yet considered pedestrian friendly. Implementation of other Master Plan recommendations can create a network of parks, plazas, and streets that are safe, green, and healthy for residents, visitors, and workers. This will enable pedestrians to connect between various redevelopment sites as City Springs builds out over time.

Various uses may include green streets, pocket parks, community gardens, multi-use trails, playgrounds, and others.



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Recommendations & Positioning

3) Create livable neighborhoods

While areas such as Perimeter Center, Cumberland, and Buckhead focus on higher density development with large-scale office and entertainment uses, City Springs can differentiate itself as a truly livable neighborhood. This is accomplished through developing a mix of low and mid-rise development that includes a variety of housing types.

Housing diversity, family-friendly amenities, cool restaurants, arts & culture, parks and trails, local events, and co-working spaces will create a high quality of life and a desirable neighborhood.



Recommendations & Positioning

Building on the city-led City Springs development of 2018 and looking forward to what this area could become over the next decade, redevelopment of the study area should create a unique identity that is distinct from other nodal centers in North Atlanta.

There is already a focal point in City Springs with the City Hall, City Green, and the Performing Arts Center. Redevelopment of existing properties in the City Springs study area, especially along Roswell Road and adjacent streets, provides an opportunity to rejuvenate the area through quality development, urban design, and placemaking. This will increase connectivity between neighborhoods and grow the central community "heart" that serves Sandy Springs as a hub for shopping, dining, entertainment, and community services.

Nearby nodes such as Perimeter Center and Cumberland Galleria are high density areas that feature large corporate office towers, enclosed malls, power centers, convention centers, and sports facilities, along with increased traffic from these uses. This differs from what City Springs can become.

Strong local demographics including high household incomes point towards a high-quality attractive environment that attracts young professionals, young families, and downsizing seniors who desire the amenities of Midtown and Buckhead but prefer a lower density and safe environment.

Based on the market analysis and competitive positioning, City Springs should be a community comprised of a wide-range of housing types for people of all stages of life, with accessible places of work, boutique shopping, and a strong amenity package.



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Recommendations & Positioning

Due to the large size of the study area, phasing should focus on redevelopment of properties near City Hall to build upon the critical mass already established. Redevelopment of properties on the edge of the study area should consider how they will connect to the center of City Springs and integrate over time, ensuring that redevelopments do not occur in silos.

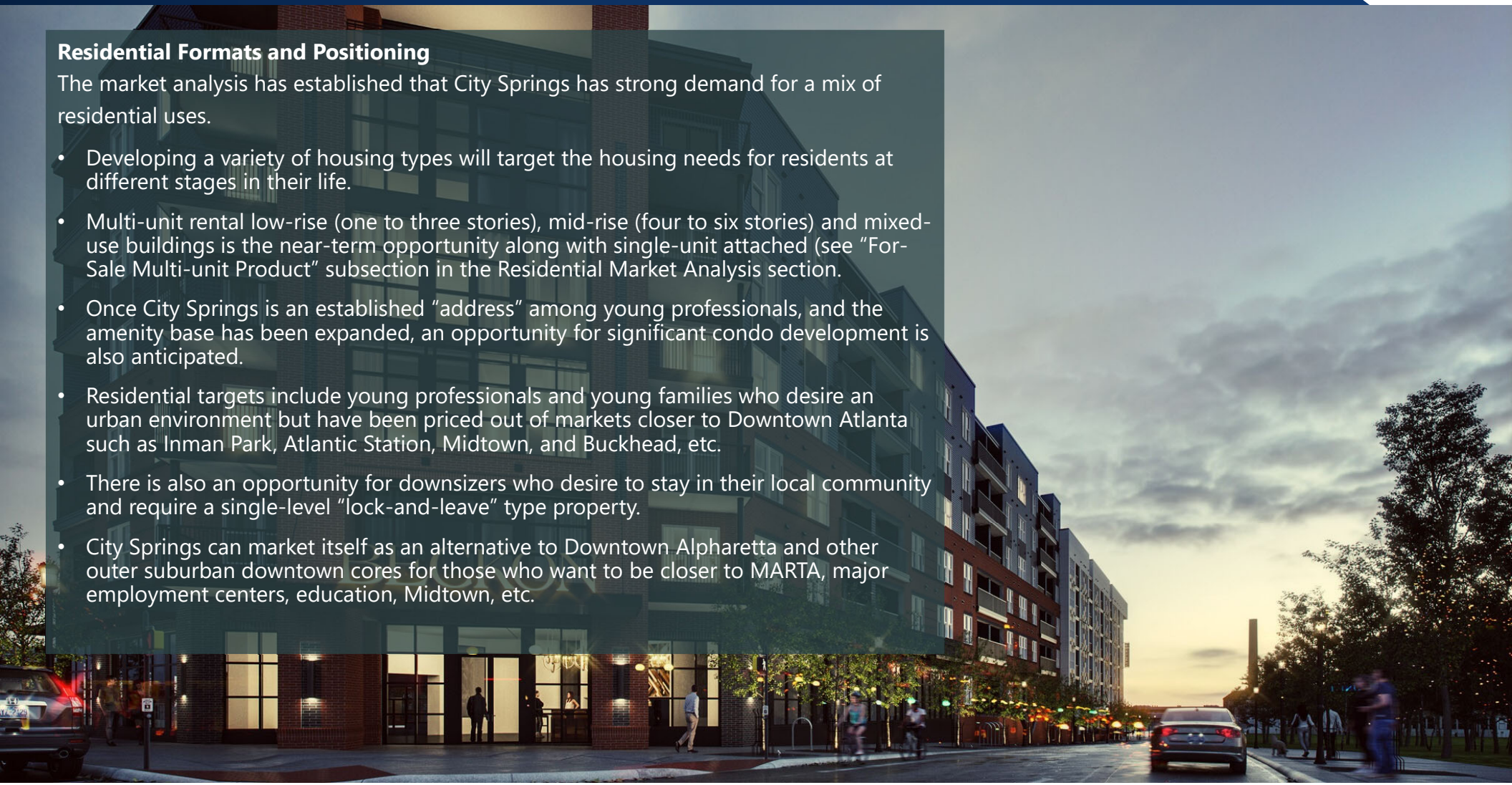
Numerous small properties spread throughout the study area should be amalgamated to trigger redevelopment. The City should work with property owners and developers to create larger sites that are more conducive to multi-unit residential and mixed-use projects.

Residential has the strongest demand in the short term, followed by unique retail, dining, and entertainment concepts. Small boutique office that targets professional tenants may also be viable. Hotel is considered a longer-term play, although the lack of hotel in the study area may prompt a developer to enter as first-to-market based on future plans for City Springs.

A primary "Main Street" should be established in the study area, whether that is Blue Stone Road, Hilderbrand Drive, or another street that could be pedestrian friendly and have a mix of uses.



Recommendations & Positioning



Residential Formats and Positioning

The market analysis has established that City Springs has strong demand for a mix of residential uses.

- Developing a variety of housing types will target the housing needs for residents at different stages in their life.
- Multi-unit rental low-rise (one to three stories), mid-rise (four to six stories) and mixed-use buildings is the near-term opportunity along with single-unit attached (see "For-Sale Multi-unit Product" subsection in the Residential Market Analysis section.
- Once City Springs is an established "address" among young professionals, and the amenity base has been expanded, an opportunity for significant condo development is also anticipated.
- Residential targets include young professionals and young families who desire an urban environment but have been priced out of markets closer to Downtown Atlanta such as Inman Park, Atlantic Station, Midtown, and Buckhead, etc.
- There is also an opportunity for downsizers who desire to stay in their local community and require a single-level "lock-and-leave" type property.
- City Springs can market itself as an alternative to Downtown Alpharetta and other outer suburban downtown cores for those who want to be closer to MARTA, major employment centers, education, Midtown, etc.

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Recommendations & Positioning



- Buildings should be fitted with high quality materials and be designed to integrate into City Springs, rather than built as "silos".
- Highrise formats are prevalent in Midtown and Buckhead but are not recommended for the local submarket. Highrise residential is more preferred for TOD development in the Perimeter Center area.
- Higher density units should be concentrated towards City Hall and along Roswell Road.
- Townhomes, rowhomes and zero lot line homes on the edges of the City Springs boundary will provide a respectful transition to the adjacent single-family neighborhoods.

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Recommendations & Positioning



Office Formats and Positioning

Office is recommended as a supplementary component in City Springs due to a weak market over the immediate to medium term.

- High competition from nodes along MARTA such as Buckhead and the Perimeter Center limit future office in City Springs.
- Changing nature of the workplace due to Covid-19 indicates that employers will be looking for more flexible smaller spaces close to their workforce.
- City Springs can appeal to many smaller firms seeking relatively affordable rents amidst a high-amenity, walkable area located in a highly-educated, higher-income Metro suburb.
- Short-term focus on smaller boutique office and multi-tenant office in mixed-use and multi-use projects will offer space not currently found in the local market.
- New office in City Springs should be concentrated around retail/F&B clusters, multi-unit housing, and local amenities.
- Target professional services, medical, real estate, management, finance, and small tech firms.
- Office development could be drawn at a larger scale once City Springs is established as a high-amenity, mixed-used urban/suburban district. Larger scale office should be located on redevelopment sites closer to I-285.

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Recommendations & Positioning

Retail Formats and Positioning
An opportunity to shift and diversify the retail mix in the City Springs area.

- High Street is expected to absorb most of the near-term retail demand in the submarket. Other nearby nodes are also shifting and slowly expanding their retail offerings.
- Repositioning and redevelopment of the Parkside Shops by Jamestown will be a catalyst for changing the perception of retail in City Springs.
- Construction of new multi-unit residential in City Springs will drive demand for new retail concepts.
- Emphasis should be on "less is more" retail positioning. The tenant mix should be curated and high-quality, with an emphasis on smaller footprint retailers, preferably local or new to the Metro Atlanta market.
- City Springs District should focus on a compact amount of boutique retail focused near to the City Green. The mix should consist of neighborhood-oriented shopping, upscale conveniences, new-to-market restaurants (including many independents), entertainment/recreation concepts, and a limited amount of boutique shops (i.e. small and/or independent shops but not necessarily at an upscale price point).
- This can include specialty grocer, butcher shop, cafes, bakery, chef-driven restaurants, specialty retail (gifts, housewares, etc.), hair salon and barbershops, nail salon, day spa, etc.
- The area is currently characterized by young professional singles and couples earning high incomes. Future residential positioning in City Springs is geared towards young professionals, young families, and downsizers. This is optimal for boutique-style shopping.



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Recommendations & Positioning



- A pedestrian friendly "restaurant row" that features destination restaurants, craft breweries, distilleries, cideries, wine bars, etc. would be a differentiator in the local market.
- Connectivity is required between existing retail developments to create a more pleasing shopping experience. Ensure that new or retrofitted developments have pedestrian or vehicle connectivity between sites.
- A designated Main Street could act as a "garden street", a park-like mixed-use corridor of uses with outdoor spaces intertwined with restaurants and boutique shops.
- Open space and street level uses will allow for indoor and outdoor dining and entertainment opportunities.

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Recommendations & Positioning



Hotel Formats and Positioning
A large existing inventory of hotel rooms coupled with a pipeline of additional hotels in the submarket limits further demand over the next decade.

- Increased redevelopment in City Springs, coupled with a high amenity package will make the area more attractive for a hotel development.
- Market findings demonstrate limited demand for hotel over the next ten years in the City Springs district; however, a small boutique hotel is recommended if a developer/operator would desire to be first to market. Boutique hotels require a minimum number of rooms to make them financially viable depending on land values, parking, amenity package, etc.
- The submarket is limited in its luxury offerings, target positioning should be a 4 or 4.5-star hotel such as Autograph Collection by Marriott or Curio Collection by Hilton. An independent boutique hotel with a destination restaurant could also be viable.
- A boutique hotel should be located near City Hall and the Performing Arts Center to leverage the critical mass established at City Springs. The Performing Arts Center and nearby restaurants will also create synergy with the hotel.
- A local developer may want to be "first to market" in City Springs.

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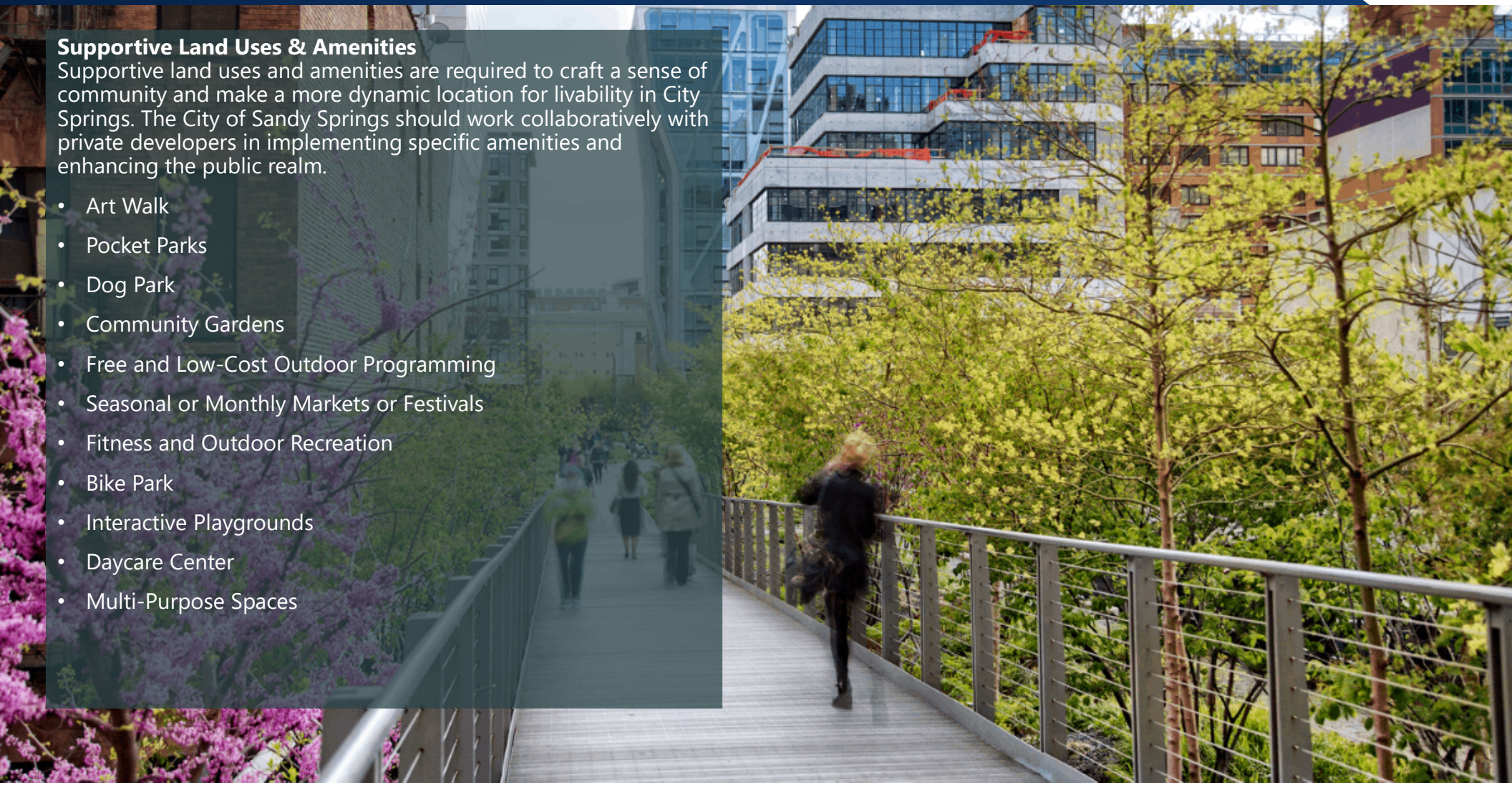
Recommendations & Positioning



Supportive Land Uses & Amenities
Supportive land uses and amenities are required to craft a sense of community and make a more dynamic location for livability in City Springs. The City of Sandy Springs should work collaboratively with private developers in implementing specific amenities and enhancing the public realm.

- Art Walk
- Pocket Parks
- Dog Park
- Community Gardens
- Free and Low-Cost Outdoor Programming
- Seasonal or Monthly Markets or Festivals
- Fitness and Outdoor Recreation
- Bike Park
- Interactive Playgrounds
- Daycare Center
- Multi-Purpose Spaces

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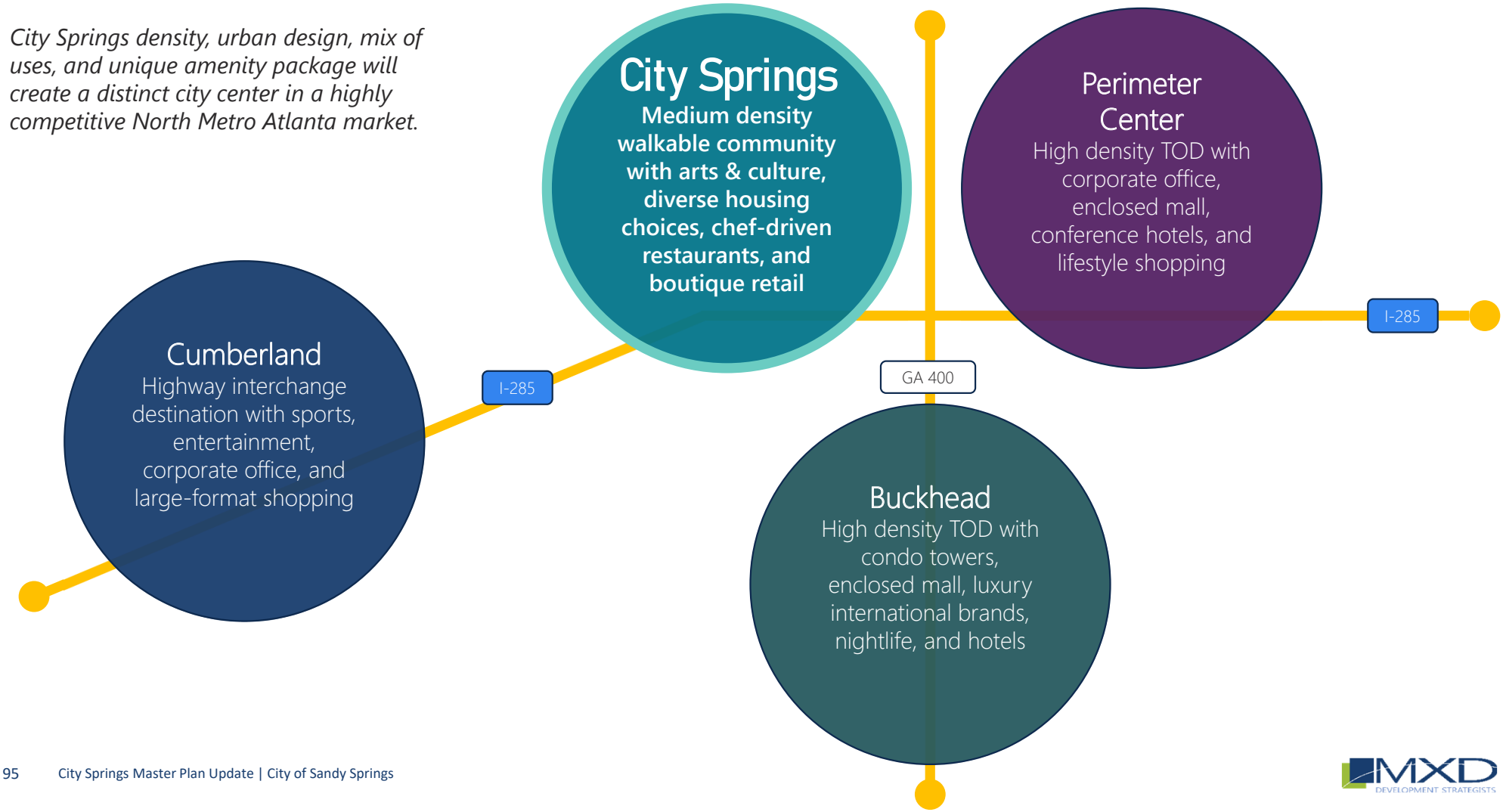
Recommendations & Positioning

City Springs density, urban design, mix of uses, and unique amenity package will create a distinct city center in a highly competitive North Metro Atlanta market.



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Suburban Redevelopment Best Practices

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Suburban Redevelopment Best Practices

Introduction

- Three precedents of suburban city developments in the United States were profiled to garner an understanding of the site context and planned development mix. The case studies also identify zoning and regulatory initiatives that assisted to catalyze the transition to mixed-use districts.
- The case study profiles identify key takeaways that can be considered and applied to the City Springs District to facilitate the transformation of the site into a multi-use district for residents, workers, and visitors.
- The criteria used to select the three precedents include demographics (high median household income, high levels of educational attainment, etc.), similar character and scale to Sandy Springs, along with similar context including proximity to highway network.
- The case studies profiled include:
    - Merrifield – *Fairfax County, Virginia*
    - Bridge Street Corridor – *Dublin, Ohio*
    - SouthPark – *Charlotte, North Carolina*



Source: Fairfax County



Source: MKSK



Source: CoStar

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Merrifield – Fairfax County, Virginia

Development Overview

Merrifield is a census-designated place located in Fairfax County, Virginia. It is home to the approximately 31-acre mixed-use Mosaic District, consisting of residential, hotel, office, retail, and park space. Completed in 2018, the district is the "town center" of the Merrifield community and is located within the Merrifield Commercial Revitalization Area (CRA). Encompassing both the Mosaic District and CRA is the Merrifield Suburban Center, which is an area of approximately 1,550 acres, containing a mix of uses.

Aided by the Greater Merrifield Business Association, property owners, and neighborhood leaders, Fairfax County has defined a vision for the community that embraces both its location and existing amenities, while integrating mixed use developments that serve the community.

Fairfax County's Comprehensive Plan also outlines development and design objectives for implementation into two core areas, with a focus on encouraging pedestrian-friendly and walkable streets. The establishment of a local grid of streets linked by a central roadway has also enhanced connectivity.



Source: Google Earth

Source: Fairfax County: Merrifield Commercial Revitalization Area, The Mosaic District; Merrifield Annual Revitalization Report, 2015

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Merrifield – Fairfax County, Virginia

Land Use - Merrifield Suburban Center (MSC)

The Merrifield Suburban Center is categorized into four land use designations, each with its own set of principles and design features.

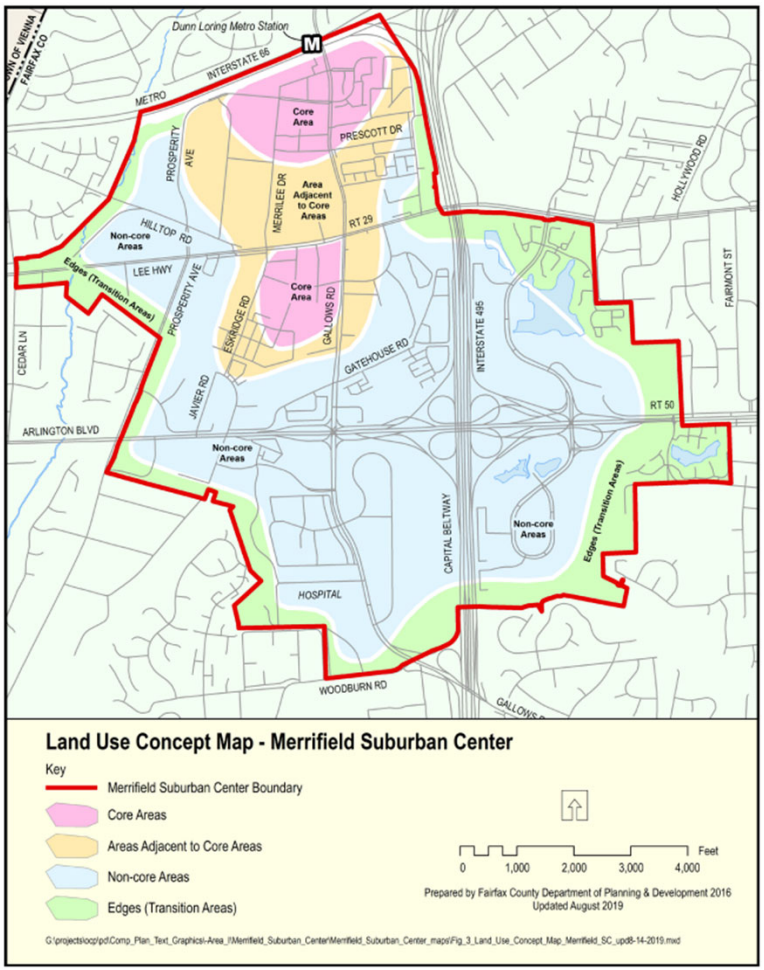
Core Areas
- Highest development intensities.
- Most urban areas of the MSC: the Town Center Area (Mosaic District) and the Transit Station Area.
- Mixed-use development - office, residential, retail, hotel, major entertainment uses, institutional, cultural, recreational, and governmental uses.

Adjacent to Core Areas
- Will have the potential to become more urban and pedestrian-oriented in character, but will have less intense development than the core areas.

Non-Core Areas
- More pedestrian oriented but will have a predominantly suburban appearance.
- High quality development - site and building design and materials.
- Open space amenities to provide a sense of place in a suburban setting.

Edge Areas
- Define the limits of the MSC and provide a significant degree of land use compatibility with the adjacent residential neighborhoods.
- Include permanent open space, transitional uses - low rise and/or low intensity office, neighborhood retail, garden apartments, and expansive roadway rights-of-way.

Source: 2017 Edition of the Comprehensive Plan - Merrifield Suburban Center



Source: 2017 Edition of the Comprehensive Plan - Merrifield Suburban Center

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Merrifield – Fairfax County, Virginia

Merrifield Commercial Revitalization District

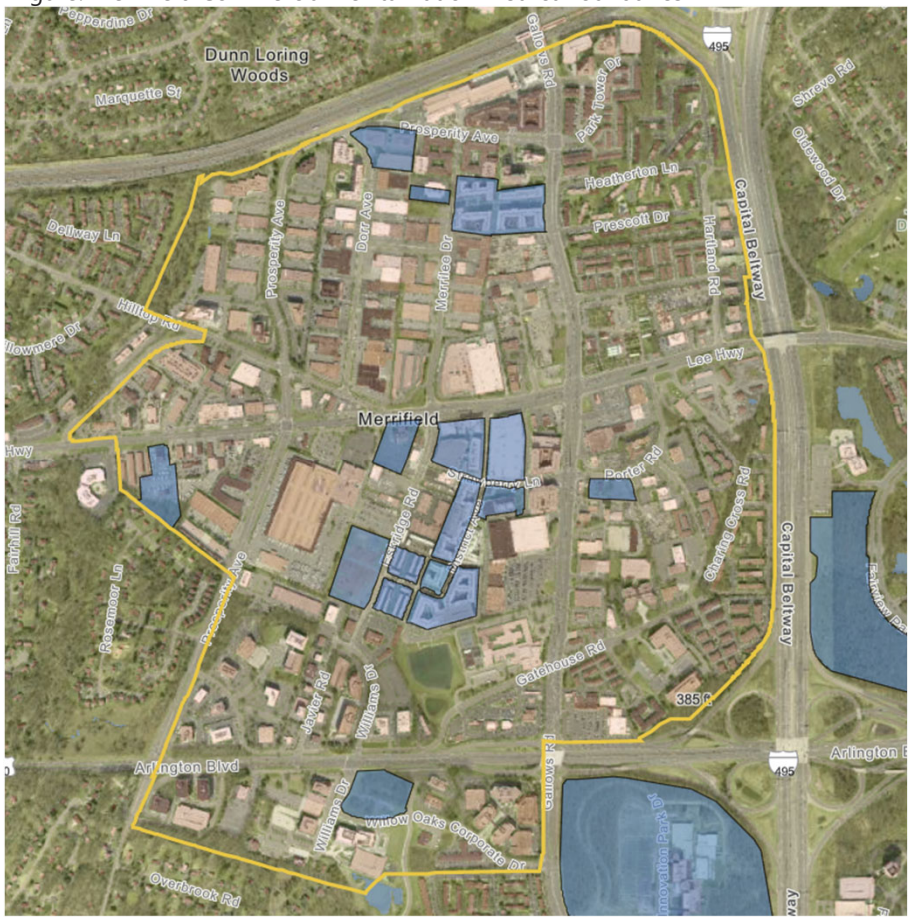
Contained within the larger Merrifield Suburban Center, the Merrifield CRA is located between I-66, the Capital Beltway, and the Dunn Loring-Merrifield Metro Station. It is where both 'core area' land use designations are located. The Merrifield CRA has a total area of 774.78 acres and has a population of 10,076. The Merrifield CRA was designated in 1998 by the Providence District Board of Supervisors, to encourage new development, revitalization, and redevelopment to support the area's economic viability.

Merrifield's CRA designation assisted in the creation of Fairfax County's first Tax Increment Finance District and Community Development Authority in 2009. It allowed for the development of the Town Center through a public-private partnership.

Development of the Mosaic District was at the forefront of revitalization efforts within the CRA.

Source: Fairfax County: Merrifield Commercial Revitalization District; Fairfax County Public Investment in Support of Private Development: Economic Development Tools including Tax Increment Financing (TIF)

Figure: Merrifield Commercial Revitalization District Boundaries



Source: Fairfax County Development Activity Web Map

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Merrifield – Fairfax County, Virginia

District Development
The Mosaic District

"We view our project as the ember of a much larger urban plan that will be the catalyst of economic and community development for a much larger district."

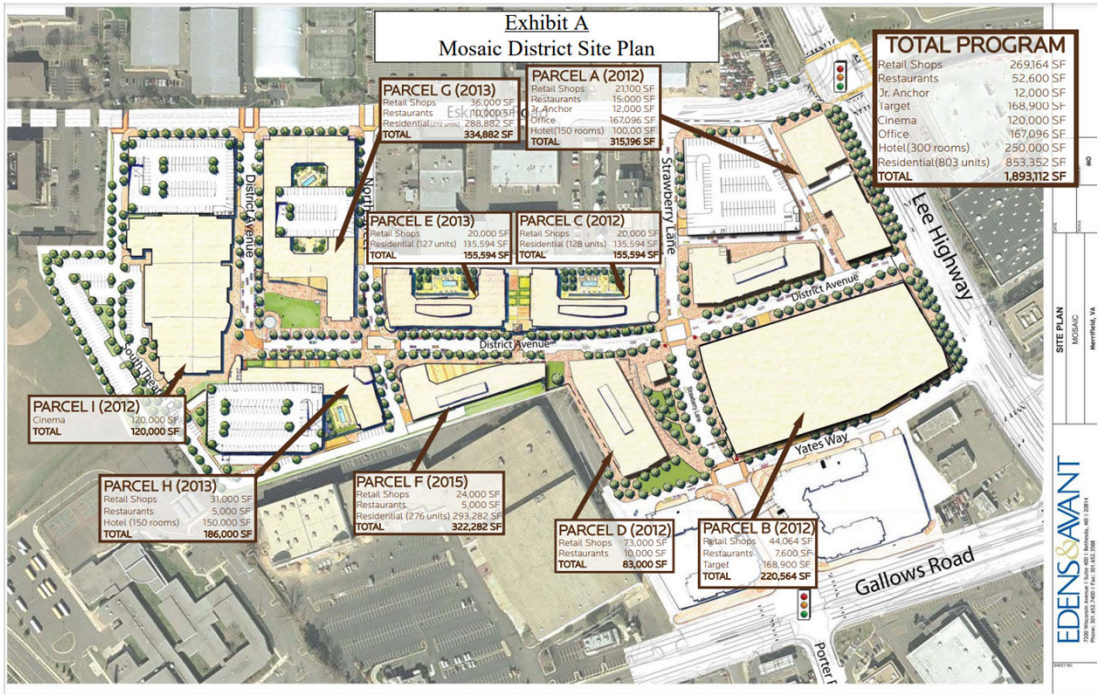
- Jodie W. McLean,
President and Chief Investment Officer of Edens & Avant

The District benefitted from Tax Increment Financing to help fund public infrastructure with Planned Development Commercial (PDC) and Planned Residential Mixed Use (PRM) designations. Assisted by retail real estate owner, operator and developer Edens & Avant, the development of the mixed-use district was understood to be the catalyst project for Fairfax County's long-term revitalization plans.

According to financial figures collected in 2021, this former industrial area saw a 1,734% increase in assessed value, from $38,271,740 before redevelopment to $663,560,710 after redevelopment. Annual property taxes collected in 2021 also reflected an increase in tax revenue, from $409,508 before redevelopment to $7,564,592 after redevelopment.

Source: CISION PR Newswire, 2010; Fairfax County Public Investment in Support of Private Development: Economic Development Tools including Tax Increment Financing (TIF)

Figure: Mosaic District Site Plan



Source: Fairfax County Special Assessment Report No. 13

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Merrifield – Fairfax County, Virginia

Recent Development Projects

Recent redevelopment projects and transportation improvements have catalyzed further development of the Merrifield community, achieving several of the goals set forth in the Comprehensive Plan. Redevelopment in the CRA is attracting new users and residents, bringing economic benefit for the surrounding community. Since the Plan's adoption in 2001, eight new streets and 25 new intersections have been constructed, each with bicycle or pedestrian friendly amenities.

Source: Merrifield Annual Revitalization Report, 2015

INOVA Health Care Services

- A 258,000 SF expansion of the Fairfax Hospital campus, to include a new Cancer Treatment and Research Center.

Fairview Park

- An 86-acre site turned into 2.4 million square feet of mixed-use development.
- Includes an outdoor plaza, first floor retail, indoor and outdoor amenities.

Halstead Square

- Mixed-use development consisting of 80,375 SF of retail, 150 room boutique hotel, and 6200+ residential units.
- Located south of the Dunn Loring Metro near prosperity Avenue and Gallows Road.

Caboose Brewing Co.

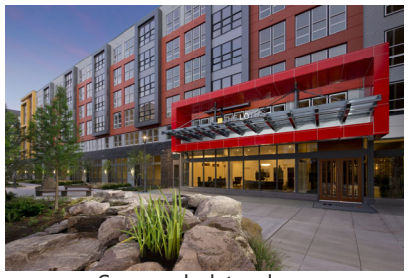
- Adaptive reuse of an existing industrial building as an alcohol production facility and brewery, including beer production, restaurant and retail sales.



Source: Fairfax County



Source: Google Earth



Source: halsteadsquare.com



Source: Caboose Brewing Co.

Sources: Fairfax County; Focus on NoVA Real Estate; Annandale Today; Lincoln Property Company: New Amenities For The Dunn Loring Metro & Merrifield Submarket

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Bridge Street Corridor – Dublin, Ohio

Development Overview

Bridge Street Corridor is a 1,100-acre major commercial district located in Dublin, Ohio. It includes a mix of older shopping areas, Dublin's historic town center, and low-density office spaces. The Corridor was developed to form a new town center, incorporating higher-density, walkable neighborhoods. Initial planning efforts for the Corridor commenced in 2009 and were followed by the creation of The Bridge Street District Plan. The District Plan incorporates several documents within it, including those developed as part of the Bridge Street Corridor Study process. Documents such as the Vision Report (adopted by City Council in 2010) and Planning Foundations document have assisted in the implementation of unique design principles and development objectives in the District.



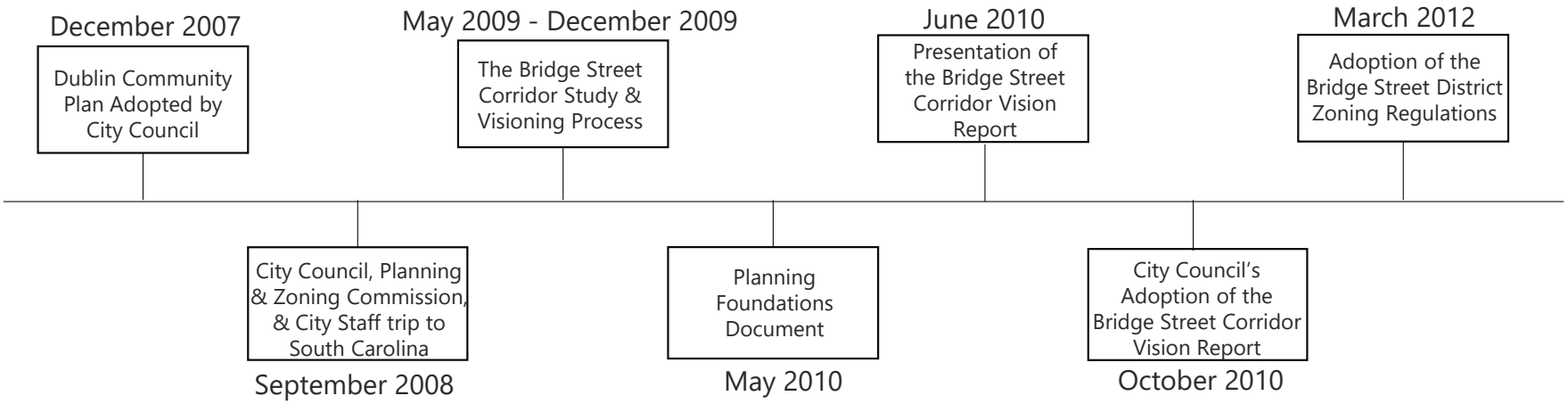
Source: MKSK

Source: Good Clancy: Bridge Street Corridor Plan; City of Dublin

Bridge Street Corridor – Dublin, Ohio

Timeline of the Bridge Street District Corridor Development

- Much of the preliminary analysis for the Bridge Street District Plan was informed by the 2007 Dublin Community Plan, which also identified Historic Dublin as a "special planning area".
- In 2008, City Council, the Planning & Zoning Commission, and City staff visited Greenville, South Carolina to study design principles and objectives that would be applicable to Dublin.
- The 2009 Bridge Street Corridor Study comprehensively explored Historic Dublin and informed the Planning Foundations and Vision Report documents, through the analysis of emerging market and economic opportunities, avenues for growth and preservation, and opportunities for a more sustainable pattern of future development.
- The 2010 Planning Foundations document summarizes the findings of the Study and outlines emerging trends and community goals. It also identifies unique opportunities emerging from the planning process.
- The 2010 Vision Report considers the optimal role for the corridor, with respect to the background information revealed through the Planning Foundations document and sets a precedent for development approaches and objectives for the future.
- In 2012, the City adopted the Bridge Street District Zoning Regulations that comprehensively implemented illustrative elements and the "Vision Principles" of the Vision Plan. The "hybrid" regulations allow for a combination of conventional zoning regulations.
- Each of these steps in Dublin's planning process contributed to the development of the Bridge Street District Plan, and the vibrant, walkable, mixed-use District that continues to experience redevelopment and growth.



Source: City of Dublin Community Plan: Overview and Purpose; The Planning Process; Implementing the Vision

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Bridge Street Corridor – Dublin, Ohio

Bridge Street District Plan

Figure: Bridge Street Corridor Vision Plan



Source: Bridge Street Corridor Study Vision Report

Development Objectives:

- Take advantage of the area's existing assets and amenities (Historic Dublin, Scioto River, access to regional road systems).
- Put forth a more sustainable pattern for future development.
- Capitalize on emerging market opportunities.
- Plan for emerging housing and commercial development markets, to ensure the vision is economically viable.
- Plan for shifting demographics and future demand for high-value, mixed-use development set in walkable environments.
- Establish a vision for the transformation of underutilized land in the city's core.
- Enhance Dublin's overall economic strength and quality of life.

Source: Bridge Street District - Dublin Community Plan: Overview and Purpose

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Bridge Street Corridor – Dublin, Ohio

District Development
Character Districts

The Bridge Street Corridor Vision outlines seven unique districts across the study area. Looking at the study area as a series of districts is important for several reasons:

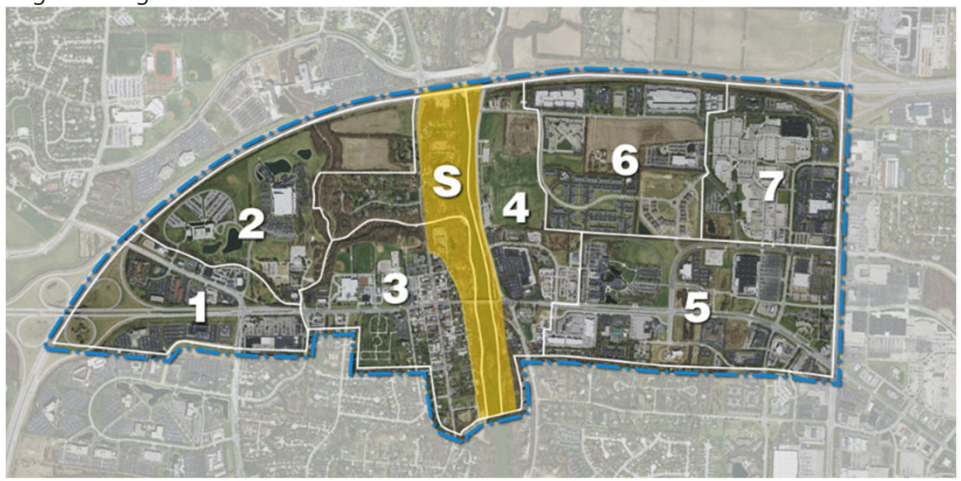
- The different areas have unique existing conditions - access, topography, development history, land ownership, adjacent land uses, and other factors that significantly affect potential development opportunities, challenges and character.
- Each district will reflect applications of the vision principles through their development potential.
- Most development opportunities in the study area are geared toward walkable, mixed-use settings that depend on relatively concentrated development activity in specific places.
- Concentrations of development require unique characteristics that deepen their appeal to different niche markets.
- Districts can help direct development phasing in ways that maximize the benefit of development at every stage.
- New walkable mixed-use development will benefit from being concentrated in certain areas to establish "critical masses" of place, activities, and infrastructure.

Source: Bridge Street Corridor Study: Vision Report

1. Bridge Street Gateway District
2. Indian Run District
3. Historic Dublin District
4. Riverside District
5. Dublin-Granville Road District
6. Tuller/Greenway District
7. Sawmill District

S. Scioto River Overlay

Figure: Bridge Street District: Character Districts



Source: City of Dublin Community Plan: Overview and Purpose

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Bridge Street Corridor – Dublin, Ohio

Recent Development Projects

Bridge Park
- Newest and only walkable, mixed-use community in downtown Dublin.
- 30 acres located along the Scioto River.
- Cornerstone of the city's long-term vision for the Bridge Street District.
- Features luxury condos and apartments, a grocery, restaurants, shops, Class A office space, entertainment venues, a hotel and conference center and multiple green spaces.

New Library (Dublin Branch of the Columbus Metropolitan Library) & Public Garage
- Library: 41,000 square feet of usable space, a larger homework help center and gathering spaces for the community.
- Public Garage: Four-levels, 549-spaces, adjacent to the new Dublin Branch Library with 200 parking spots reserved for library use and the rest available for public parking for Downtown Dublin.

Pedestrian Bridge – The Dublin Link
- Pedestrian and bicycle accessible.
- Spans the Scioto River in the heart of Dublin connecting the future Riverside Crossing Park on the east side of the river as well as nearby commercial, residential and retail to Downtown Dublin on the west side.

Riverside Crossing Park
- Located on the east and west sides of the Scioto River, connected by the Pedestrian Bridge.
- Offers public plazas providing access to restaurants, shops, and a new library.

Source: Dublin Chamber of Commerce: Downtown Dublin & the Bridge Street District; City of Dublin: Development Projects

Figure: Bridge Park



Source: City of Dublin: Development Projects

Figure: Dublin Branch of the Columbus Metropolitan Library



Source: City of Dublin: Development Projects

Figure: The Dublin Link



Source: City of Dublin: Development Projects

Figure: Riverside Crossing Park



Source: City of Dublin: Development Projects

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SouthPark – Charlotte, North Carolina

Development Overview

SouthPark is a suburban activity center located six miles south of Downtown Charlotte, North Carolina. The area is comprised of retail, residential, and commercial nodes, and was originally dairy farmlands. SouthPark Mall was originally constructed on the site in the 1970s and became the economic anchor of the surrounding area. The expansion of the mall continued through the late 20th century as it changed and reinvented itself to follow the changing economic market. The mall's success also prompted the development of multi and single-family residential neighborhoods, as well as office developments within the surrounding area.

While SouthPark was historically a location for office and retail, it has more recently evolved from a suburban activity center to an urban activity center. With more than $800 million invested into the center, it has become the most concentrated area of new development. As of 2016, more than 2,000 residential units were either recently delivered, under construction, or proposed. Records indicate that 1.3 million square feet of new office space had been entitled since 2000, and an additional 375,000 square feet was promised. Further, 550,000 square feet of new retail was under consideration through the rezoning process.



Source: Google Earth

Source: Urban Land Institute, SouthPark, Charlotte , North Carolina

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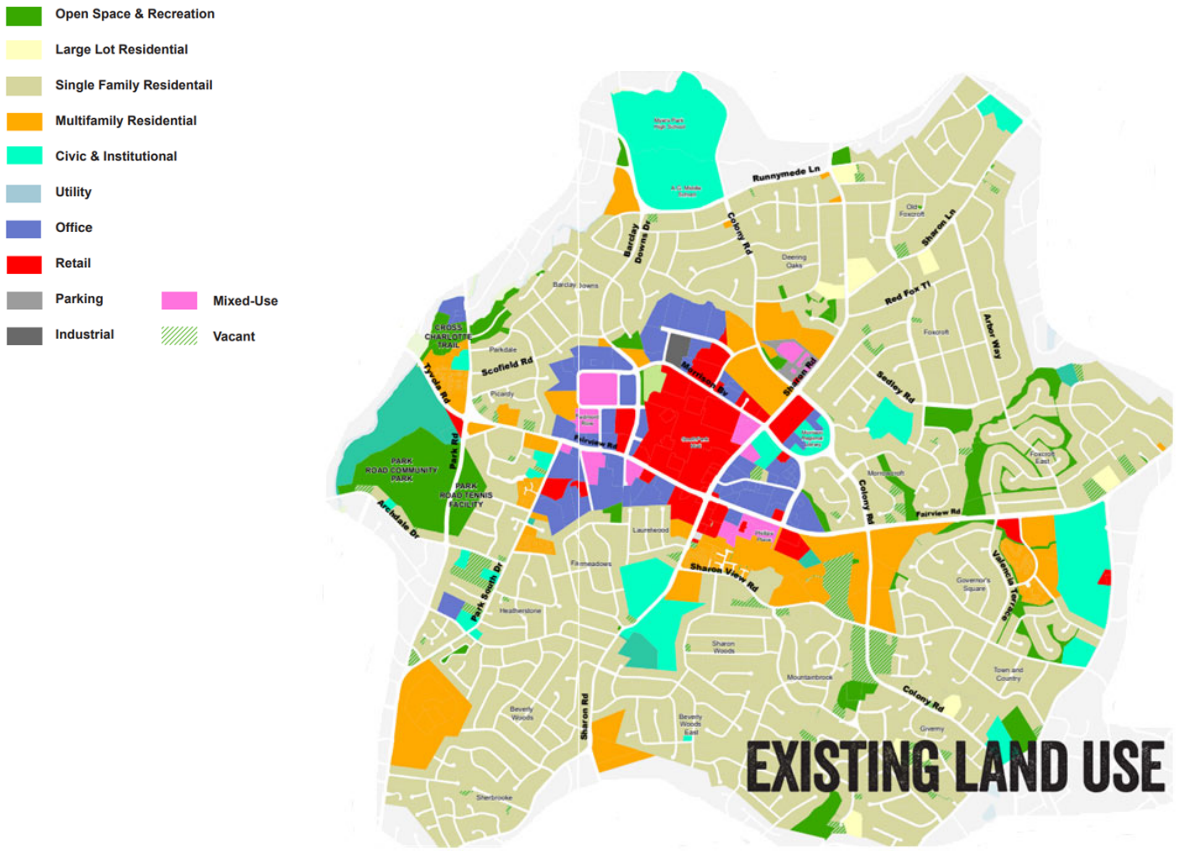
SouthPark – Charlotte, North Carolina

Land Use

- SouthPark is generally organized as a regional activity center with several neighborhoods surrounding it.
- Existing land uses and their intensities in the activity center represent an area that is changing from a more suburban to a more urban place.
- Buildings are getting taller, development is becoming more compact, and surface parking lots are being replaced with parking decks.

Source: SouthPark CNIP Summary Report, 2018



Source: SouthPark CNIP Summary Report, 2018

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SouthPark – Charlotte, North Carolina

SouthPark Comprehensive Neighborhood Investment Program (CNIP)

The SouthPark CNIP is intended to support the identification and implementation of public investments, that will help to sustain the high levels of private investment already underway.

The 2018 SouthPark CNIP identified "Six City-Wide CNIP Goals":

- A well-connected network of streets, sidewalks, greenways, and bike lanes that link to and enhance existing community assets.
- Easy accessibility to transit and the larger regional network of streets.
- Better connections between neighborhoods and major employment, institutional, and retail areas.
- Successful public/private partnerships that leverage investments and catalyze changes occurring in neighborhoods.
- Greater coordination with public safety, code enforcement, social services, and education.
- Enhanced engagement with residents in determining which investments meet their collective aspirations.

CNIP Projects

- Barclay Downs Dr. Sidewalk - $2.5 million
- Backlot Trail Phase 1, Real Estate Acquisition - $2.575 million
- Enhanced Crosswalks - $1.6 million
- The Loop Framework - $400,000
- Briar Creek Wayfinding - $250,000
- Public-Private Partnerships - $1.5 million

Source: SouthPark CNIP 2021: Reconfirming Community Priorities

Source: City of Charlotte: SouthPark CNIP; SouthPark CNIP 2021: Reconfirming Community Priorities

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SouthPark – Charlotte, North Carolina

The Loop Framework

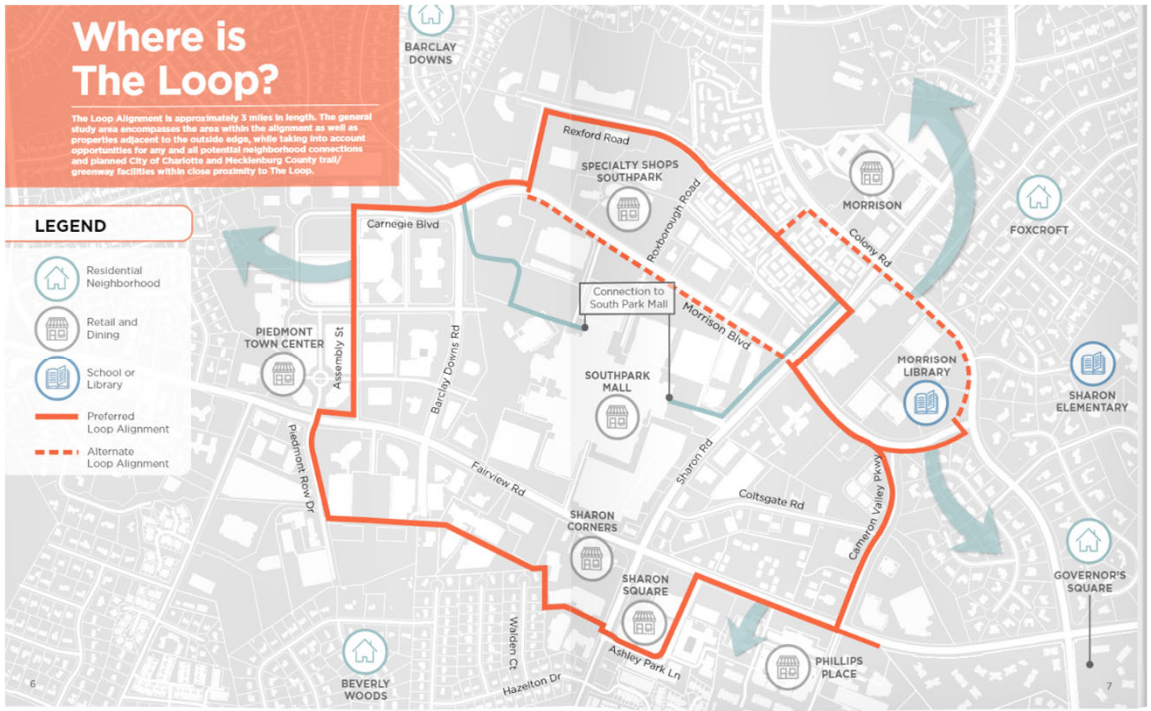
"The Loop can be a catalyst to bring SouthPark the kind of energy and vitality seen in other great places."

The Loop is a 3-mile route around the SouthPark activity center that caters to bicycle and pedestrian traffic. It connects shops, restaurants, hotels, and parks and enhances connectivity between destinations and public spaces. The intent is to not only provide a healthy alternative to vehicular travel throughout the district, but to magnify the impacts of private investments in or near the public realm, and to create greater attraction.

Both existing and proposed streets will connect a system of destinations that users can bike and walk to within the activity center. Unused portions of private and public land adjacent to The Loop will provide an opportunity to create linear parks through the placement of seating areas, and the creation of public plazas.

The Loop is expected to produce economic benefits through an increase in residential property values.

Source: theloopclt.org



Source: theloopclt.org

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SouthPark – Charlotte, North Carolina

Recent Development Projects

Each listed development is located near or within the boundaries of the proposed Loop, enhancing connectivity and walkability of key destinations.

Apex SouthPark

- Mixed-use development encompassing 345 luxury apartments, a 175 room Hyatt Centric Hotel, 68,000 SF worship center for SouthPark Church, and 90,000 SF of ground floor retail.

Phillips Place

- 164,000 SF mixed-use center including 26 small shops and restaurants, 402 apartment units, and a 124-room hotel.

Piedmont Town Center

- Mixed-use project including 110,726 SF retail, 416,000 SF office, and residential (179 condo units).

The Colony - Ongoing

- Redevelopment of an existing 350-unit apartment complex into a mixed-use community that will include 990 multifamily units, a 200-room hotel, a 70,000 SF grocery store, 200,000 SF of ancillary retail, and 200,000 of office.

Figure: Apex SouthPark



Source: apexsouthpark.com

Figure: Phillips Place



Source: Lincoln Harris: Phillips Place

Figure: Piedmont Town Center



Source: Lincoln Harris: Piedmont Town Center

Figure: The Colony



Source: Axios Charlotte

Source: apexsouthpark.com; Schlosser Development: The Colony; Lincoln Harris: Phillips Place, Lincoln Harris: Piedmont Place

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Suburban Redevelopment Best Practices

Key Takeaways & Considerations

- Generate street grids to enable greater walkability and pedestrianization.
- Develop districts or subareas that are characterized by a unique set of functions.
- Generate linking pathways for pedestrian and/or bicycle traffic to connect destination locations.
- Create flexible land use guidelines and zoning regulations that allow for mixed use developments and the tailoring of development priorities.
- Create a "core" of critical mass from which development can diverge from. City Springs has already made progress of creating this core of development.
- Plan for transitionary uses closer to single family residential neighborhoods to ensure appropriate scale and built form. Sandy Springs already has specific requirements related to this in the city's development code.
- Add in parks, plazas, and greenways to achieve a more activated, vibrant, and connected community. City Springs already has several parks and plazas and can build upon what is already there.
- Various policies and incentives are required to be implemented by the jurisdiction to enable and trigger redevelopment.

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APPENDIX

F.

Programs & Incentives Supplement

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City Springs Master Plan Update
Programs and Incentives

Appendix to City Springs Master Plan Update

December 2022

MXD DEVELOPMENT STRATEGISTS | MARKET- DRIVEN DEVELOPMENT STRATEGIES℠

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Introduction

MXD's Market Analysis, located in the Appendix of the Master Plan Update, identified significant opportunities for infill and redevelopment in the study area. This includes multifamily residential, single family attached residential, retail, office, and hotel. Due to a variety of factors including increased construction costs, policy guidelines, and developer resistance to certain projects, many cities in Metro Atlanta are required to provide incentives to enable and initiate innovative private development.

The Recommended Programs and Incentives are suggested based on best practice research, Existing Incentives provided by the city, and the context of the Master Plan Update. Supporting certain programs and incentives will allow the city to implement certain aspects of the Master Plan Update, maintain and establish vitality of the district, and create renewal in various areas to form a cohesive and connected livable center through a mix of desired uses.

Existing Incentives currently adopted by the City are first examined. Five Recommended Programs and Incentives are then presented. The identified potential programs and incentives are based on existing statutory provisions and parameters available in Sandy Springs that may change over the course of the next decade. The city should continue to revisit potential programs and incentives available on an ongoing basis.

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Existing Incentives

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Existing Incentives

Sandy Springs Economic Development Incentive Policy For Businesses And Employment Growth

The City of Sandy Springs, at its sole discretion, may provide certain economic development assistance or incentives to attract, retain, or expand businesses located or to be located within the corporate limits of the City that are consistent with the following requirements and criteria:

1. Achieve City goals, as may be established and revised by the City of Sandy Springs from time to time;
2. Result in the location, expansion or retention of a business within the City;
3. Demonstrate the financial and management capability to implement and sustain the business;
4. Create a minimum number of full-time positions working at a business located within the City, as described under section "Available Incentives". For large employers, these full-time positions must meet or exceed the average wage level within the City of Sandy Springs; and
5. Provide new capital investment for a business relocating or expanding in the City, as described under section "Available Incentives". Note: Capital investment must be in new construction, an addition to an existing facility or capital improvements. For purposes of this policy, "capital improvements" means property improvements that either will enhance the property value or will increase the useful life of the property.
6. Agree to designate "Sandy Springs" as the city listed in the business's mailing address.

Source: Sandy Springs Economic Development Incentive Policy Fact Sheet

City Goals

The following economic goals and strategies are considered City goals as a part of this policy:

1. Attract and retain a variety of employment opportunities for Sandy Springs residents.
2. Encourage and support a high level of diverse, quality retail business and services, with an emphasis on local businesses that contribute to the City's sales and property tax base so that needed infrastructure, physical amenities, services and expansion of such services are provided.
3. Create a vibrant, unique downtown as a "destination" for Sandy Springs.
4. Encourage and support tourism, entertainment, arts and culture as an important contributor to the City's overall economic health.
5. Sustain the long-term economic well-being of the City and its citizens through redevelopment and revitalization efforts.

Source: Sandy Springs Economic Development Incentive Policy Fact Sheet

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Existing Incentives

Available Incentives

1. **Expedited Permitting Process:** The City may expedite the permitting process required for business location or expansion. The City's Community Development Department is experienced with fast-tracking permit approvals to insure conservation of time and expense for a prospective business.
2. **Waiver of Permit/Impact Fees:** The City may waive all building permit fees associated with the business relocation/expansion including all fees associated with new construction, plan review and tenant finishes. Additionally, businesses relocating to the City that meet the criteria defined in this policy may be exempt from impact fees assessed pursuant to Chapter 107 of the Sandy Springs Code of Ordinances (Impact Fee Ordinance).
3. **Waiver of Business and Occupation Taxes:** The City may waive applicable business license taxes assessed pursuant to Chapter 54, Article V of the Sandy Springs Code of Ordinances (Business and Occupation Taxes) up to the sum of seventy-five thousand dollars ($75,000) on an annual basis. This waiver may be for a period of up to three (3) years depending upon the total capital investment, length of location commitment, and jobs created (see tables below.)

Large Employer Incentives				
		Tier I	Tier II	Tier III
Minimum Criteria	Number of New Jobs Created[1]	15	50	100+
	Amount of Capital Investment	$1 million	$1 to $5 million	$5 million
	Number of Years Commitment	4	7	10
	Location	Citywide	Citywide	Citywide
Incentives Available	Business Tax Waiver	1 year	2 years	3 years
	Expedited Permitting	Yes	Yes	Yes
	Building & Impact Fee Waiver	Yes	Yes	Yes

Retail and Hospitality Incentives				
		Tier I	Tier II	Tier III
Minimum Criteria	Number of New Jobs Created	5	10	15+
	Amount of Capital Investment	$250,000	$500,000	$750,000
	Number of Years Commitment	4	7	10
	Location	Redevelopment Zone	Redevelopment Zone	Redevelopment Zone
Incentives Available	Business Tax Waiver	1 year	2 years	3 years
	Expedited Permitting	Yes	Yes	Yes
	Building & Impact Fee Waiver	Yes	Yes	Yes

Source: Sandy Springs Economic Development Incentive Policy Fact Sheet

Source: Sandy Springs Economic Development Incentive Policy Fact Sheet

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Existing Incentives

Economic Development Incentive Policy for Affordable Housing

The Affordable Housing Incentive Policy has been adopted to provide incentives to encourage a mix of uses and range of housing options in areas appropriate for redevelopment and to expand the City's affordability to middle- income residents, provide support for seniors and other special-needs populations.

There is specific eligibility requirements and criteria that private developers must meet to be given consideration for incentives:

- Any housing project that proposes to create at least 150 new or replacement housing units and at least 20% of the units will be made available to individuals or families with annual incomes of no more than 120% of the annual median income of all households in Sandy Springs; or
- Any housing project of at least 150 housing units that proposes to replace at least 150 existing rental housing units with no less than 75% of the units intended for home ownership.

City Council may also determine that a specific project will bring benefit to the City that is consistent with its objectives and goals and provide consideration for incentives.

The available incentive for affordable housing is to waive all permit fees associated with construction and plan review of the project. Projects that meet the criteria may also qualify to be exempt from impact fees.

Source: Economic Development Incentive Policy for Affordable Housing

City Goals

The following housing goals and strategies are considered City goals as a part of this policy:

1. Preserve existing single family neighborhoods by locating new housing in select redevelopment areas;
2. Increase the supply of housing and the range of housing choices;
3. Promote workforce and mixed-income housing;
4. Provide housing options to complement local employment growth and improve the City's jobs-housing balance;
5. Provide housing for seniors and other special-needs populations; and
6. Focus new housing supply in mixed-use areas.

Source: Economic Development Incentive Policy for Affordable Housing

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Recommended Programs and Incentives

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Recommended Programs and Incentives

There are five programs and incentives that are applicable to the City Springs District that would accelerate and further enable redevelopment of underutilized sites. The five programs and incentives were confirmed through best practice research and discussions with City staff.

- Continue Development Authority Involvement
- Development Approval Process
- Public Private Partnerships
- Facade Improvement Program / Urban Placemaking Program
- Bonus Height Zoning

These recommendations provide a toolkit for the city to assist in the implementation of the City Springs Master Plan Update; however, further investigation is required by City staff to determine which programs and incentives would be optimal for specific transportation, infrastructure, and development programs. Approval from Mayor and Council is also required prior to moving forward.

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Continue Development Authority Involvement

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Municipal Development Authorities

Development Authority Creation
Under Georgia Statute, local government authorities can be created in three ways: by general enabling act, local laws, and Constitutional Amendments. There are 11 types of authorities that can be created through a general enabling act including a Development Authority and Downtown Development Authority.

Sandy Springs Development Authority

- The Development Authority is an independent body that operates under the direction of a seven-member board and meets on an as-needed basis. Members serve four-year terms, and each member is appointed by the Mayor and confirmed by City Council.
- The Development Authority provides catalytic funding for desirable economic development projects in Sandy Springs by providing access to capital and other financial incentives.

Development Authority Incentives & Programs
The Authority provides taxable and tax-exempt bond financing opportunities pursuant to the Georgia Development Authorities Law to stimulate diverse, high-quality economic development. Bonds can facilitate financing for a company or institution that allows it to buy land, build new facilities, expand existing facilities, upgrade equipment, or otherwise make investments that enhance value and create jobs within Sandy Springs.

Applicability for City Springs District

The mission statement of the Sandy Springs Development Authority expresses the intent to support projects that align with City goals and can be used to assist and encourage specific items from the City Springs Master Plan Update. The Development Authority should explore options to enable opportunities to provide new homeownership pathways in the City Springs District, when those projects meet base criteria for consideration.

The Development Authority should also consider partnerships with the private development community on an as-needed basis if the projects have a public component and will bring desirable outcomes for the district from a taxation or economic development perspective.

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Development Approval Process

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Fast Track Entitlements

Development Approval Process Streamlining

The entitlement process refers to "the legal method of obtaining the necessary approval(s) for the right to develop property for a specific use".

Many factors are considered before granting approval, including proposed use, previous use, conformity with current zoning ordinances, or requests for amendments to zoning ordinances to allow the proposed use. Private developers are often deterred by complicated, poorly defined, and time-consuming approval processes, as well as additional barriers to approval by governments and the public.

The additional costs and time associated with the development approval process, as well as uncertainty and the possibility of delays, is a major deterrent for some developers who lose potential sales revenue for every month that developments are not under construction. With the potential for impacts to eventual product cost and project feasibility, streamlining the process is an attractive option.

Applicability for City Springs District

Streamlining the process could include adjustments or reductions to submission and review requirements, the timeline for development proposals, and the timeline for review and commenting by governing bodies. A shorter approval period would cut pre-construction costs as ready-to-redevelop land would sit for shorter periods of time, allowing developers to construct, market, and sell property in a timely fashion.

Streamlining would also allow for the elimination of project-by-project approval processes, giving projects that meet the standards the chance to proceed to design and permit processes.

Figure: Example Developer Checklist For Streamlined Approval



Example of a Streamlined Development Process

Blue Island, Illinois

Adopted a new zoning district for their TOD area on June 12, 2012.

- Entitled the Uptown Transit-Oriented District,
- Includes a streamlined approval process for TOD projects.
- Includes a checklist to be used by developers to determine the approval process for their proposed project.

Source: Regional Transportation Authority. (2012). Streamlining the Entitlement Process for Transit-Oriented Development: Best Practices Summary

Sources: Regional Transportation Authority. (2012). Streamlining the Entitlement Process for Transit-Oriented Development: Best Practices Summary; Urban Land Institute. (2019). Creating Effective Public/Private Partnerships.

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Public Private Partnerships

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Public Private Partnerships

Public Private Partnerships (PPPs)
Public/private partnerships are a form of alliance between government entities and private developers to achieve a common goal. These partnerships may also include other actors such as non-profit associations, non-governmental institutions, and intermediary groups. Citizens and neighborhood groups are also important stakeholders within the process.

Development PPPs have the power to transform blighted or underused sites within a community and are often proactively formed to achieve key public objectives such as downtown revitalization, transit-oriented development, or affordable housing.

Development PPPs can be formed by municipalities that have public land for inclusion within a project, or municipalities that wish to repurpose surplus public facilities for private use. These agreements may also be initiated when a developer is unable to undertake a project without assistance from a host municipality. Developers may require assistance from municipalities with navigating site assembly, overly restrictive zoning, remediation, public facilities etc.

Example of Public Private Partnership

Brickell City Centre
Miami, Florida

- A 6.5 million-square-foot mixed use project by Swire Properties.
- Government participation included the adoption of a Special Area Plan, which allowed for certain deviations from the code because of the size, scale, and complexity of the project.
- The County Transit Agency, the Florida Department of Transportation, and the City of Miami conveyed easements and small parcels to the developer at market rates, which helped facilitate the development.

Source: Kasdin, N. (2016). Successful Public/Private Partnerships: From Principles to Practices, Urban Land Institute.

Source: Urban Land Institute. (2016). Successful Public/Private Partnerships: From Principles to Practices

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Public Private Partnerships

Applicability for City Springs District

Participating in Public Private Partnerships is advantageous for the City to ensure that certain public benefits are received, or complex redevelopments are built to city-specific standards. The City should be selective and specific when entering into PPPs with private developers and other entities.

There are four specific PPPs that would be proactive to investigate on a case-by-case basis:

1. Partnerships to develop a public/private parking structure.
2. Partnerships for redevelopment of City-owned land.
3. Partnerships for parks, walking trails, and green space on privately-owned land.
4. Partnerships for roadways and infrastructure.

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Facade Improvement and Urban Placemaking Programs

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Facade Improvement and Urban Placemaking Programs

Facade Improvement Programs

Facade Improvement Programs provide funding to commercial and mixed-use property owners and tenants of property to renovate, restore, or redesign the facades on their buildings. This program improves the appearance of commercial and mixed-use buildings by modernizing and enhancing the facades which in turn improves the overall streetscape. When successfully implemented in downtown settings, Facade Improvement Programs provide more pleasing environments, a more enjoyable walking experience for visitors, increase lease rates, and generate more tax revenue.

While one-time lump-sum grants are the most common form of the program, low interest loans, tax credits, and design assistance can also be integrated to incentivize owners and tenants to improve the look of their building's exteriors.

Facade Improvement Program – Madison, GA

Facade Grant Program

Within the Downtown Development Area, the Downtown Development Authority of Madison (DDA) supports a grant program to stimulate investment in the preservation and revitalization of downtown buildings. These grants provide matching reimbursement funds for approved improvement projects (repairs and in-progress projects are not eligible).

Source: Madison, Georgia

Facade Improvement Program – Toccoa, GA

Facade Grant Funding

The City of Toccoa's Facade Grant Program is a competitive program originated by the Downtown Development Authority (DDA) designed to encourage new or existing property owners to improve the appearance of buildings in the Main Street District. Details of the program include:

- Eligible facades are easily visible and in public right-of-ways.
- Improvements must preserve the individual character of each building with its unique features.
- All improvements must meet the Historic Preservation Commission's design guidelines if located within the Historic District and have an approved Certificate of Appropriateness (COA) before being eligible for funding.
- The maximum granted per facade is up to $5,000 on a 50/50 matching basis.
- The maximum granted per project is limited to $20,000 on a 50/50 matching basis for four facades.
- Only one renovation project will be eligible per property in a 3-year time period.
- Facade grant funds may be used for exterior improvements only.

Source: Mains Street Toccoa, GA

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Facade Improvement and Urban Placemaking Programs

Invest Atlanta Commercial Property Improvement Grant

Small Business owners are eligible to apply for grants of up to $50,000 that can be used for both internal and external improvements to their commercial property. Small businesses across the city are eligible with priority to minority-owned small businesses in disinvested areas, as identified in the One Atlanta Economic Mobility Plan.

Eligibility requirements:

1. For-profit and nonprofit small businesses operating in commercial properties with a total building size smaller than 15,000 square feet located in the City of Atlanta are eligible to apply.
2. Small businesses who lease their commercial space should have a minimum of 1-year left on their lease and will need approval from the property owner.
3. Applicants must provide a current City of Atlanta business license.
4. Owners of vacant commercial properties that meet the size requirements may be eligible to apply.
5. Small businesses in multi-tenant commercial buildings smaller than 15,000 square feet are eligible.
6. Awardees must provide a match equal to at least 10% of the grant award.
7. Priority will be given to small businesses located in disinvested areas of the city.

Source: Invest Atlanta: Atlanta Commercial Property Improvement Grant.

Ineligible Applicants include:

1. Properties constructed in the last 10 years are not eligible.
2. Properties with national credit tenants (i.e., national chain businesses) are not eligible.
3. Properties occupied by religious institutions and public agencies are not eligible.
4. Properties not zoned for commercial use are not eligible.
5. Properties operating as package stores or for purposes of adult entertainment, including gambling, are not eligible.

Source: Invest Atlanta: Atlanta Commercial Property Improvement Grant.

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Facade Improvement and Urban Placemaking Programs

Eligible Uses for the Invest Atlanta Commercial Property Improvement Grant

- Painting
- Lighting
- Windows, doors, framing, etc.
- Signage, canopies, awnings, etc.
- Gates, fencing, landscaping, etc.
- Building surface repairs: concrete, siding, limestone, etc.
- Surface upgrades on the ground: tiling, asphalt resurfacing, etc.
- Eligible interior improvements include:
  - Flooring, walls and ceiling upgrades
  - HVAC, water heater, plumbing, electrical, and other systems repairs
  - Structural repairs to walls, floors, stairs, and interior doors
- Certain soft costs, such as architectural and planning services are eligible but shall not exceed 10% of grant amount.

*Operations, inventory, and other soft costs are not eligible expenses.

Source: Invest Atlanta: Atlanta Commercial Property Improvement Grant.

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Facade Improvement and Urban Placemaking Programs

Urban Placemaking Programs

Public spaces are where residents, shoppers, and employees of City Springs interact daily, and the need to meet the growing demand of the population of the area. Placemaking is the creation of places and building communities that have a unique identity. It can include urban design, active programming, landscaping, and art, amongst other items.

Urban Placemaking Programs are in place to promote and incentivize enhancements to spaces. Private developers may not include placemaking in their plans as there may be significant upfront costs to construction as well as ongoing upkeep costs upon delivery of the development. These programs are not implemented as often as Façade Improvement Programs since they can be more difficult to define and negotiate.

A successful Urban Placemaking Program requires planning tools approved by council to assist in achieving the objectives of social vibrancy, beautification, connectivity, and the creation of memorable places.

Promoting Privately Owned Public Spaces – Singapore

The Singapore Urban Redevelopment Authority (URA) introduced unified design standards and incentives for privately owned public spaces in 2017. If a developer includes public space into their redevelopment project, they can qualify for a density bonus or gross floor area exemption.

The Singapore URA also requires minimum amounts of public space to be integrated into a project based on the development's total gross floor area. Design requirements may include free 24-hour access, public seating, landscaping, bike racks, pathways, greenspace and shading.

Source: Singapore URA

Station North Arts & Entertainment District – Baltimore, MD

Tax Breaks and Incentives to Increase Arts & Culture

The City of Baltimore worked with State officials to designate the Station North area as a Maryland State Arts & Entertainment District. There are more than 20 A&E districts in Maryland. This designation allows for certain tax breaks and incentives that make it attractive for arts and culture to accelerate in an area. These include:

- Income tax break for qualifying artists that live in the City of Baltimore and produce and sell their works in the Station North district.
- Property tax incentives for renovating spaces in the Station North district that will be used for artistic purposes. This must be approved by the city with stipulations.
- Tax emptions for certified arts and entertainment activities occurring in the district.

Tax credits can be up to ten years depending on the qualifications.

Source: Urban Institute, 2015

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Facade Improvement and Urban Placemaking Programs

Applicability for City Springs District

There is limited placemaking in the City Springs District aside from the existing City Springs Campus. The city will continue to face challenges of attracting development that will create new exciting and memorable places that establish a visual identity for City Springs.

It will be beneficial for Sandy Springs to work with current landowners and the development community to set expectations of the type of placemaking required in the district. It should be a primary goal of the Master Plan Update to create and enhance a unique sense of place through a balance of natural, built, and art forms. Promoting safe, inclusive, and vibrant places that foster community well-being will also be advantageous for the private development community when marketing their developments.

Grants, tax breaks, and incentives are all important tools that Sandy Springs can use to implement placemaking on privately owned land. This includes further investigation of:

- Minimum public space designations on any developments in the City Springs district.
- Density bonuses for significant public space or arts & culture additions to the design of the development.
- Activation of underused spaces on privately-owned land.
- Tax breaks for spaces designated as Arts & Culture.
- Grants for constructing outdoor patios, sidewalks, landscaping, and tree canopies on private land.

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Bonus Height Zoning

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Bonus Height Zoning

Bonus Height Zoning

Bonus Height Zoning is a method that is used to encourage cooperation in land assembly. Allowances for taller development in some cities encourages developers to assemble adjacent properties to allow for taller buildings on larger sites, leading to higher land values per square foot. Developers are incentivized to pay more to combine properties, which encourages landowners to sell their land for redevelopment. This may encourage higher density on larger sites through voluntary land assembly.

Applicability for City Springs District

The City Springs District has many small and oddly configured parcels under 2 acres in size that would be difficult to redevelop on their own. Property owners and developers must be incentivized to purchase multiple properties and combine for larger-scale redevelopment. Bonus Height Zoning will allow developments to become more profitable through additional height if they consist of combined properties.

Developers could also receive additional building height if they provide specific items that meet the goals and needs of the City Springs District. This includes:

- Opportunities for home ownership (condominiums and townhomes)
- Residential affordability
- Public green spaces
- Public art

Height bonuses are already written into the Sandy Springs code and have been applied to new zoning districts (such as North End mixed-use) but could be more flexible moving forward. Graduated Density Zoning is one way to incorporate more flexibility. The City can work to create specific legislation for the City Springs District as it is unique from the rest of the city.

The following criteria may be considered when identifying target locations that would be eligible for bonus height incentives:

- Prioritize Opportunity Sites as identified in the City Springs Master Plan through zoning overlays that regulate area-specific height bonuses that reflect desired height within the District.
- Prioritize areas within the District that lack open space within a quarter-mile radius to promote this plan's intent for walkability and connectivity, making more efficient use of land by encouraging greater height and a balanced floor area ratio (FAR) to achieve additional open space opportunities
- Prioritize areas within the District that vary in topography to protect existing viewsheds throughout the district.

Example of Bonus Height Zoning

Journal Square neighborhood

Jersey City, New Jersey

- Adopted similar zoning regulation/incentive.
- Has many small lots dating from its original settlement in the 17th century.
- Has zoning that allows six times higher housing on sites larger than 60,000 square feet (5,600 sq m) than on sites smaller than 6,000 square feet (557 sq m), to encourage assembly of fragmented land.

"A developer who assembles 12 lots measuring 5,000 square feet (465 sq m) each to produce a 60,000-square-foot site can therefore build six times more housing than if the lots were developed separately. This windfall gives property owners a strong incentive to join in land assembly for new housing."

Source: Urban Land Institute: How Zoning Can Ease Land Assembly

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APPENDIX

G.

Glossary of Terms

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CITY SPRINGS
MASTER PLAN

Glossary of Terms

Absorption – The amount of square footage or number of units occupied, leased, or sold in a specific market over a defined amount of time.

Average Daily Rate (ADR) – A measure of the average rental revenue earned for an occupied room per day. ADR is calculated by dividing total room revenue by the number of rooms sold. A higher ADR may display success in maximizing room rates in a specific market.

Capitalization Rate / Cap Rate – The rate of financial return expected on a real estate property based on the income that the property is expected to generate. Cap rates are used to measure and compare financial returns for multiple real estate assets. A cap rate is calculated by dividing the properties Net Operating Income (NOI) from its total property asset value.

Fenestration - The arrangement of windows and doors on the elevations of a building.

Green Streets - Green Streets are landscaped streetside planters or swales that capture stormwater runoff and allow it to soak into the ground as soil and vegetation filter pollutants.

Gross Lease Rate – A commercial real estate lease whereby the tenants pay the property owner a set amount and the property owner are responsible for paying all additional costs and expenses associated with the property.

Last Mile Options - Describes the beginning or end of an individual trip made primarily by public transportation. In many cases, people will walk to transit if pedestrian infrastructure is present.

Mobility as a Service/Mobility on Demand - Integration of various forms of transport services into a single mobility service accessible on demand

Multi-unit Housing – A lot containing two or more attached or detached dwelling units. Multi-unit includes apartments, condominiums and "stacked flats".

Net Deliveries – The amount of new construction square footage or number of units in a specific market over a defined amount of time.

Net Lease Rate – A commercial real estate lease whereby the tenant pays the property owner base rent, with all expenses in addition to the base rent required to be covered by the tenant.

Non-Capital Intensive Parking Access -

Occupancy Rate – Percentage of all available square footage or units that are leased or occupied in a specific market.

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Single-unit Attached Housing – Two or more dwelling units in a row in which each unit is located on an individual lot and has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more vertical common walls.

Single-unit Detached Housing - One dwelling unit on a single lot.

Smart parking technology - Smart Parking is a parking strategy that combines technology and human innovation in an effort to use as few resources as possible—such as fuel, time and space—to achieve faster, easier and denser parking of vehicles for the majority of time they remain idle.

Speculative construction - Describes a process in which unused land is purchased or a building project is undertaken with no formal commitment from any end users.

Submarket – A defined area in a larger specific market. A submarket in a metropolitan area could be considered a neighborhood, city, or cluster of cities.

Revenue Control - Real time computerized parking systems for transient and credentialed customers available in varying levels of functionality and complexity which allow parking owners and operators to control access and collect parking revenues from users.

Revenue Per Available Room (RevPAR) – A measure of a hotels performance in filling available rooms at a specific average daily rate. RevPAR is calculated by either dividing total room revenue by number of rooms available or multiplying a hotels ADR by its occupancy rate.

Vacancy Rate – Percentage of all available square footage or units that are not leased or occupied in a specific market.

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CITY SPRINGS

PREPARED BY

POND

RESOLUTION NO. _____

STATE OF GEORGIA
COUNTY FULTON

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF SANDY SPRINGS TO APPROVE THE CITY SPRINGS MASTER PLAN UPDATE 2022

WHEREAS, the Mayor and Council of the City of Sandy Springs ("City") initiated a process to prepare a ten (10) year update of the City's 2012 City Center Master Plan, known as The City Springs Master Plan Update 2022 ("Plan Update"), in January, 2022; and

WHEREAS, the Mayor and City Council approved Pond and Company ("Pond") as the Master Consultant to oversee development of the Plan Update; and

WHEREAS, Pond's development of the Plan Update engaged the community, including in-person public open house meetings, virtual input sessions, and active outreach to City events; and

WHEREAS, per City process, the Plan Update was presented to the City Planning Commission ("Planning Commission") on November 16, 2022, for its recommendation to Mayor and City Council; and

WHEREAS, the Planning Commission recommended approval of the Plan Update as it was presented on November 16, 2022; and

WHEREAS, the Mayor and City Council desire to accept the Planning Commission's recommendation to approve the Plan Update;

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

1. The Mayor and City Council hereby approve the Plan Update, as attached hereto.

2. The City Manager and appropriate City staff are hereby authorized to take such action as may be deemed necessary to effectuate the intent of this Resolution.

RESOLVED this the _____ day of December, 2022.

Approved:

_____
Russell K. Paul, Mayor

Attest:

_____
Raquel Gonzalez, City Clerk

(Seal)

SANDY SPRINGS
CITY CLERK'S OFFICE

TO: Eden Freeman, City Manager

FROM: Dave Wells, Director of Facilities/Capital Construction and Building Operations

DATE: November 22, 2022 Submission for the December 20, 2022 City Council Meeting

ITEM: Request for Mayor and City Council to Authorize a Contract Award to Reeves Young for Final Construction of Veterans Park, and to Authorize the City Manager to Execute a Contract

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Recommendation:

Based upon evaluation of Proposals in accordance with the criteria and process described in the Request for Qualifications #23-042, Construction Manager at Risk Services for Veterans Park, ("RFQC") and herein, the Evaluation Committee has determined that the Proposal submitted by Reeves Young represents the best value for the City and therefore recommends Reeves Young for contract award to perform the Project as Construction Manager at Risk ("CM at Risk").

Background:

The City of Sandy Springs ("City") conducted a qualifications-based solicitation ("Solicitation") to identify and select a construction firm with the capacity and demonstrated experience to provide construction services ("Services") as CM at Risk for final construction of Veterans Park at City Springs. On October 26, 2022, the City issued its RFQC seeking responses ("Proposals") from highly qualified and experienced firms to perform the Services described in the RFQC. Proposals were due on November 22, 2022, no later than 2:00 PM E.S.T.

Discussion:

Proposals Received

The City received Proposals from the following four (4) firms ("Offerors"):

Reeves Young, LLC ("Reeves Young")
Turner Construction Company ("Turner")
Astra Group, LLC ("Astra")
MAPP, LLC

Proposals were initially examined for administrative compliance with Solicitation submittal instructions and at that time disqualified MAPP for not following mandatory submittal instructions.

Evaluation

The City formed a committee to evaluate Proposals ("Evaluation Committee") using the criteria set forth in the RFQC and to recommend a qualified firm to perform the Services. The Evaluation Committee consisted of the following City personnel:

1. Dave Wells, Director of Facilities, Capital Projects, and Building Operations

2. Richard Collins, Construction Manager
3. Christine Schultz, TSPLOST Project Manager

Evaluation Criteria

Section 5 of the RFQC identified the criteria on which the City would evaluate Proposals. The City evaluated Proposals to determine which one represented best value for the City. While cost was considered, it was not the sole determining factor in the evaluation process. The City reviewed and carefully considered the past performance (references) history of the Offerors, as described in the RFQC.

Criteria for the technical component of Proposals was as follows:

1. Qualifications
2. Experience / References
3. Capabilities

Utilizing the stated criteria, Proposals were scored and ranked in accordance with the following:

CRITERIA	SUMMARY DESCRIPTION	POINTS
Qualifications	Include complete information related to the Offeror demonstrating the sustainable ability to execute the Project	40% 40 points possible
Experience/ References	Include relevant references	20% 20 points possible
Capabilities	Describe the facilities and equipment to be used along with the Project approach and division of labor	40% 40 points possible
	TOTAL POINTS POSSIBLE	**100%**

Evaluation

Following individual review and scoring, the Evaluation Committee members met to discuss the Proposals. The Evaluation Committee reached consensus and selected the two (2) highest scoring Offerors as qualified for further consideration. These Offerors were Reeves Young and Turner. Both Offerors clearly demonstrated a superior understanding of the Project, with experience very relevant to the size and scope of the Project.

Fee Proposals

The fee proposals submitted by the two (2) Offerors qualifying for further consideration were as follows:

Offeror	General Conditions (lump sum to include pre-construction)	Construction Fee (as a percentage of direct cost and General Conditions cost)	Bonding Cost
Reeves Young	$399,492.00	3.25%	$68,000.00
Turner	$421,618.00	3.75%	$73,200.00

Results of Scoring

Following further consideration of the two (2) most qualified Offerors, the Evaluation Committee particularly noted the following qualities in reaching the conclusion that Reeves Young represents the best value for the City:

- Experienced team
- Similar experience with projects of similar size and scope
- Good references from past projects

Financial Impact:

Contract award is in the amount of $399,492.00. There are adequate budgeted funds available for this contract under project code F2104. Once pricing has been completed by the CM and Guaranteed Maximum Pricing (GMP) is set, any additional funds required for construction of the park will be requested from Council at that time.

Alternatives:

City Council may decide not to award the contract to Reeves Young as recommended and provide further guidance to staff.

Review:

Karina Reyna, Assistant City Clerk	Created/Initiated - 12/12/2022
Richard Collins, Construction Manager	Approved - 12/12/2022
Dave Wells, Director of Facilities/Capital Construction and Building Operations	Approved - 12/12/2022
Toni Carlisle, Chief Financial Officer	Approved - 12/15/2022
Kathy Williams, Staff Attorney	Approved - 12/15/2022
Eden Freeman, City Manager	Final Approval - 12/16/2022

Attachments:

1. Resolution - Veterans Park CM at Risk _Reeves Young

RESOLUTION NO._____

STATE OF GEORGIA
COUNTY OF FULTON

RESOLUTION AUTHORIZING CONTRACT AWARD TO REEVES YOUNG, LLC TO PERFORM CONSTRUCTION MANAGER AT RISK SERVICES FOR FINAL CONSTRUCTION OF VETERAN'S PARK AT CITY SPRINGS ("PROJECT"); AUTHORIZING THE CITY MANAGER AND THE CITY ATTORNEY TO NEGOTIATE A CONTRACT FOR THE PROJECT; AND AUTHORIZING THE CITY MANAGER TO EXECUTE THE CONTRACT

WHEREAS, the City of Sandy Springs ("City") has identified the need to engage a qualified contractor to provide construction manager at risk ("CM at Risk") services for final construction of Veterans Park at City Springs ("Project"); and

WHEREAS, to advance the Project, the City issued its Request for Statements of Qualifications ("RFQC") on October 26, 2022, seeking responses ("Proposals") from highly qualified and experienced firms to perform the services described in the RFQC; and

WHEREAS, on November 22, 2022, the City received four (4) Proposals, including a Proposal from Reeves Young, LLC ("Reeves Young"); and

WHEREAS, the City formed a committee to evaluate Proposals ("Evaluation Committee") using the criteria set forth in the RFQC and to recommend a qualified firm to perform the Services; and

WHEREAS, following evaluation of Proposals in accordance with the criteria stated in the RFQC, the Evaluation Committee recommends that contract award be made to Reeves Young to perform CM at Risk services for the Project based on the Proposal submitted by Reeves Young, as described in the Evaluation Memorandum attached to this resolution;

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

1. the contract for CM at Risk services for the Project is hereby awarded to Reeves Young in accordance with the recommendation of the Evaluation Committee in the attached Evaluation Memorandum;
2. the City Manager and City Attorney are authorized to negotiate a contract with Reeves Young to perform the Project based on the Proposal submitted by Reeves Young;
3. the City Manager is hereby authorized to execute the negotiated contract with Reeves Young;
4. the City Manager and appropriate City staff are hereby authorized to take such actions as may be deemed necessary to effectuate the intent of this Resolution.

RESOLVED this the _____ day of _____, 2022.

Approved:

_____
Russell K. Paul, Mayor

Attest:

_____
Rocky Gonzalez, City Clerk

(Seal)

SANDY SPRINGS
CITY CLERK'S OFFICE

TO: Eden Freeman, City Manager

FROM: William H. Martin, Jr., AIA, Public Works Director

DATE: November 22, 2022 Submission for the December 20, 2022 City Council Meeting

ITEM: Request for Mayor and City Council Consideration of Approval of Contract Award to NV5 Engineers and Consultants, Inc. for Design Services on Windsor Parkway Sidewalk Gap Fills Project S2161, and to Authorize the City Manager to Execute the Contract

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Recommendation:

Staff recommends contract award to NV5 Engineers and Consultants, Inc. ("NV5"), to provide design services for the Windsor Parkway Sidewalk Gap Fill Project S2161 ("Project"), and requests authorization for the City Manager to execute a contract with NV5.

Background:

The City of Sandy Springs plans to construct approximately 2,440 LF of sidewalk, curb and gutter, retaining wall, stormwater system, and associated improvements on the south side of Windsor Parkway, filling sidewalk gaps between Windsor Court and Dalmer Road.

Discussion:

On August 4, 2022, the City issued a Request for Quote ("RFQ") seeking quotes from qualified consultants to perform design services for the Project. The following three (3) responses were received by the September 1, 2022, deadline:

Consultant	Quote
American Engineers, Inc.	$427,500.00
Atkins North America	$365,830.35
NV5	$209,689.00

Upon review of the responses, staff recommends that award be made to the lowest, most responsible and responsive quote of NV5, in the amount of $209,689.00.

Financial Impact:

There are adequate funds available in the TSPLOST 2021 Sidewalk Program for the Project.

Alternatives:

The City may choose not to award this contract to NV5 and provide further instruction to staff.

Review:

Cheryl Oslund, Administrative Coordinator	Created/Initiated - 12/8/2022
Marty Martin, Director of Public Works	Approved - 12/8/2022
Toni Carlisle, Chief Financial Officer	Approved - 12/8/2022
Kathy Williams, Staff Attorney	Approved - 12/8/2022
Eden Freeman, City Manager	Final Approval - 12/16/2022

Attachments:

1. Resolution - Windsor Parkway Sidewalk Gap Fills Project S2161_NV5 Engineers
2. Vicinity Map - Windsor Parkway Sidewalk Gap Fills Project S2161_NV5 Engineers

RESOLUTION NO. _____

STATE OF GEORGIA
COUNTY OF FULTON

A RESOLUTION TO APPROVE CONTRACT AWARD TO NV5 ENGINEERS AND CONSULTANTS, INC. FOR DESIGN SERVICES ON WINDSOR PARKWAY SIDEWALK GAP FILLS PROJECT S2161, AND TO AUTHORIZE THE CITY MANAGER TO EXECUTE THE CONTRACT

WHEREAS, on August 4, 2022, the City of Sandy Springs ("City") advertised its Request for Quotes ("RFQ") seeking quotes from qualified consultants to perform design services ("Services") for the Windsor Parkway Sidewalk Gap Fill Project S2161 ("Project"); and

WHEREAS, staff received three (3) responses to the RFQ on September 1, 2022, including a quote from NV5 Engineers and Consultants, Inc. ("NV5") in the amount of $209,689.00; and

WHEREAS, the quote submitted by NV5 was the lowest, most responsive and responsible bid; and

WHEREAS, staff desires that City Council approve contract award to NV5;

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

1. NV5 is hereby awarded a contract in the amount of $209,689.00 to perform the Services; and

2. the City Manager is authorized to execute a contract with NV5, subject to approval of the City Attorney and the City Finance Director; and

3. the City Manager and appropriate City staff shall take such actions as may be deemed necessary to effectuate the intent of this Resolution.

RESOLVED this _____ day of December, 2022.

APPROVED:

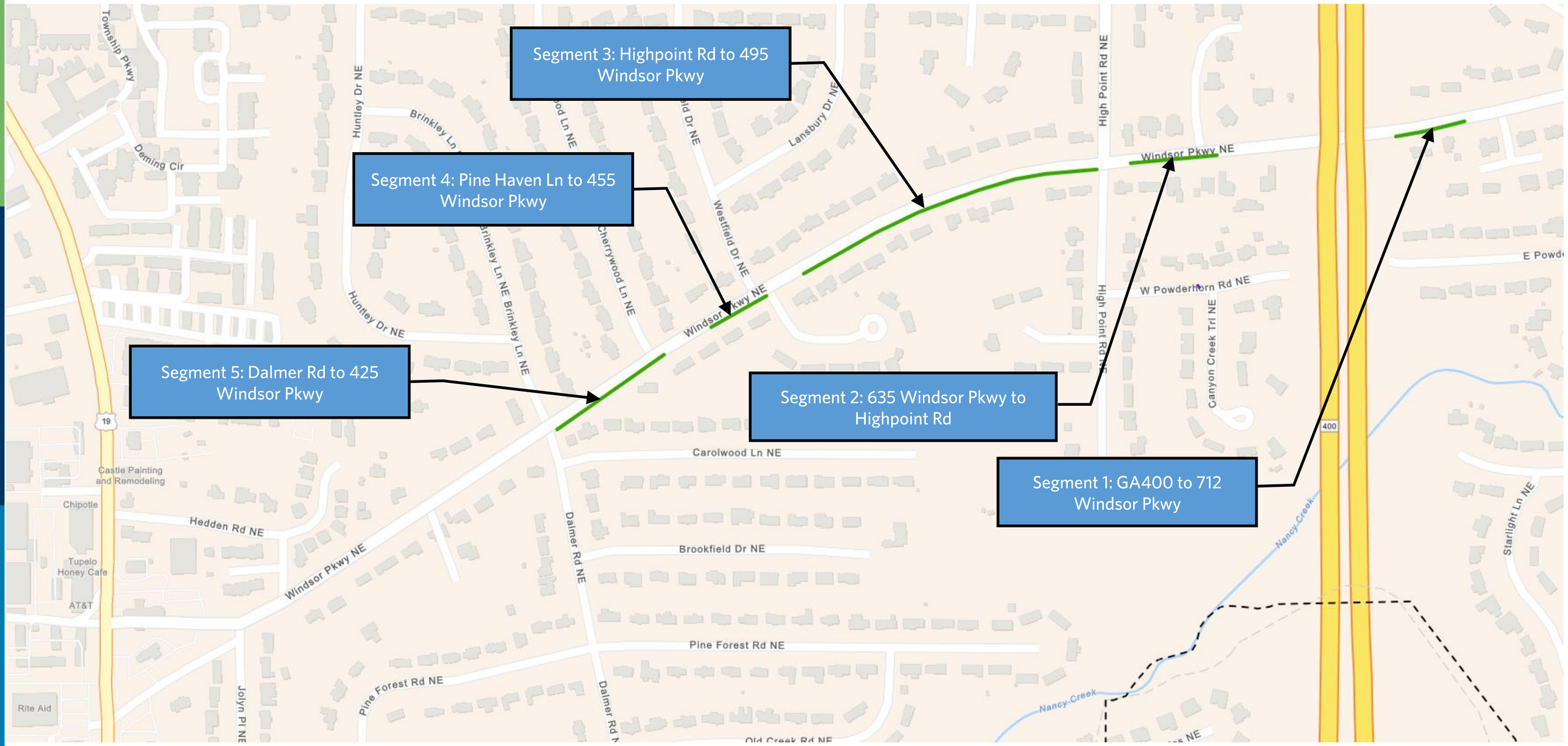
_____
Russell K. Paul, Mayor

Attest:

_____
Raquel D. Gonzalez, City Clerk

(Seal)

S2161 Windsor Parkway Sidewalk Gap Fills Project



SANDY SPRINGS
CITY CLERK'S OFFICE

TO: Eden Freeman, City Manager

FROM: William H. Martin, Jr., AIA, Public Works Director

DATE: November 18, 2022 Submission for the December 20, 2022 City Council Meeting

ITEM: Request for Mayor and City Council Consideration of Approval of Contract Award to NV5 Engineers and Consultants, Inc. for Design Services on Riverside Drive Sidewalk Project S2165, and to Authorize the City Manager to Execute the Contract

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Recommendation:

Staff recommends contract award to NV5 Engineers and Consultants, Inc. ("NV5"), to provide design services for the Riverside Drive Sidewalk Project S2165 ("Project"), and requests authorization for the City Manager to execute a contract with NV5.

Background:

The City of Sandy Springs plans to construct approximately 1,610 LF of sidewalk, curb and gutter, retaining wall, stormwater system, and associated improvements on the west side of Riverside Drive from the existing sidewalk at the Interstate-285 interchange south to the Mt. Vernon Highway intersection.

Discussion:

On August 4, 2022 and September 23, 2022, the City issued a Request for Quote ("RFQ") seeking quotes from qualified consultants to perform design services for the Project. The following three (3) responses were received by the October 19, 2022, deadline:

Consultant	**Quote**
NV5 Engineers and Consultants, Inc.	$160,675.00
Atkins	$335,428.00
American Engineers, Inc.	$349,000.00

Upon review of the responses, staff recommends that award be made to the lowest, most responsible and responsive quote of NV5, in the amount of $160,675.00.

Financial Impact:

There are adequate funds available in the TSPLOST 2021 Sidewalk Program for the Project.

Alternatives:

The City may choose not to award this contract to NV5 and provide further instruction to staff.

Review:

Cheryl Oslund, Administrative Coordinator	Created/Initiated - 12/8/2022
Marty Martin, Director of Public Works	Approved - 12/8/2022
Toni Carlisle, Chief Financial Officer	Approved - 12/8/2022
Kathy Williams, Staff Attorney	Approved - 12/8/2022
Eden Freeman, City Manager	Final Approval - 12/16/2022

Attachments:

1. Resolution - Riverside Dr Project S2165_NV5 Engineers
2. Vicinity Map - Riverside Dr Project S2165_NV5 Engineers

RESOLUTION NO. _____

STATE OF GEORGIA
COUNTY OF FULTON

A RESOLUTION TO APPROVE CONTRACT AWARD TO NV5 ENGINEERS AND CONSULTANTS, INC. FOR DESIGN SERVICES ON RIVERSIDE DRIVE SIDEWALK PROJECT S2165, AND TO AUTHORIZE THE CITY MANAGER TO EXECUTE THE CONTRACT

WHEREAS, on August 4, 2022 and September 23, 2022, the City of Sandy Springs ("City") advertised its Request for Quotes ("RFQ") seeking quotes from qualified consultants to perform design services ("Services") for the Riverside Drive Sidewalk Project S2165 ("Project"); and

WHEREAS, staff received three (3) responses to the RFQ on October 19, 2022, including a quote from NV5 Engineers and Consultants, Inc. ("NV5") in the amount of $160,675.00; and

WHEREAS, the quote submitted by NV5 was the lowest, most responsive and responsible bid; and

WHEREAS, staff desires that City Council approve contract award to NV5;

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

1. NV5 is hereby awarded a contract in the amount of $160,675.00 to perform the Services; and

2. the City Manager is authorized to execute a contract with NV5, subject to approval of the City Attorney and the City Finance Director; and

3. the City Manager and appropriate City staff shall take such actions as may be deemed necessary to effectuate the intent of this Resolution.

RESOLVED this _____ day of December, 2022.

APPROVED:

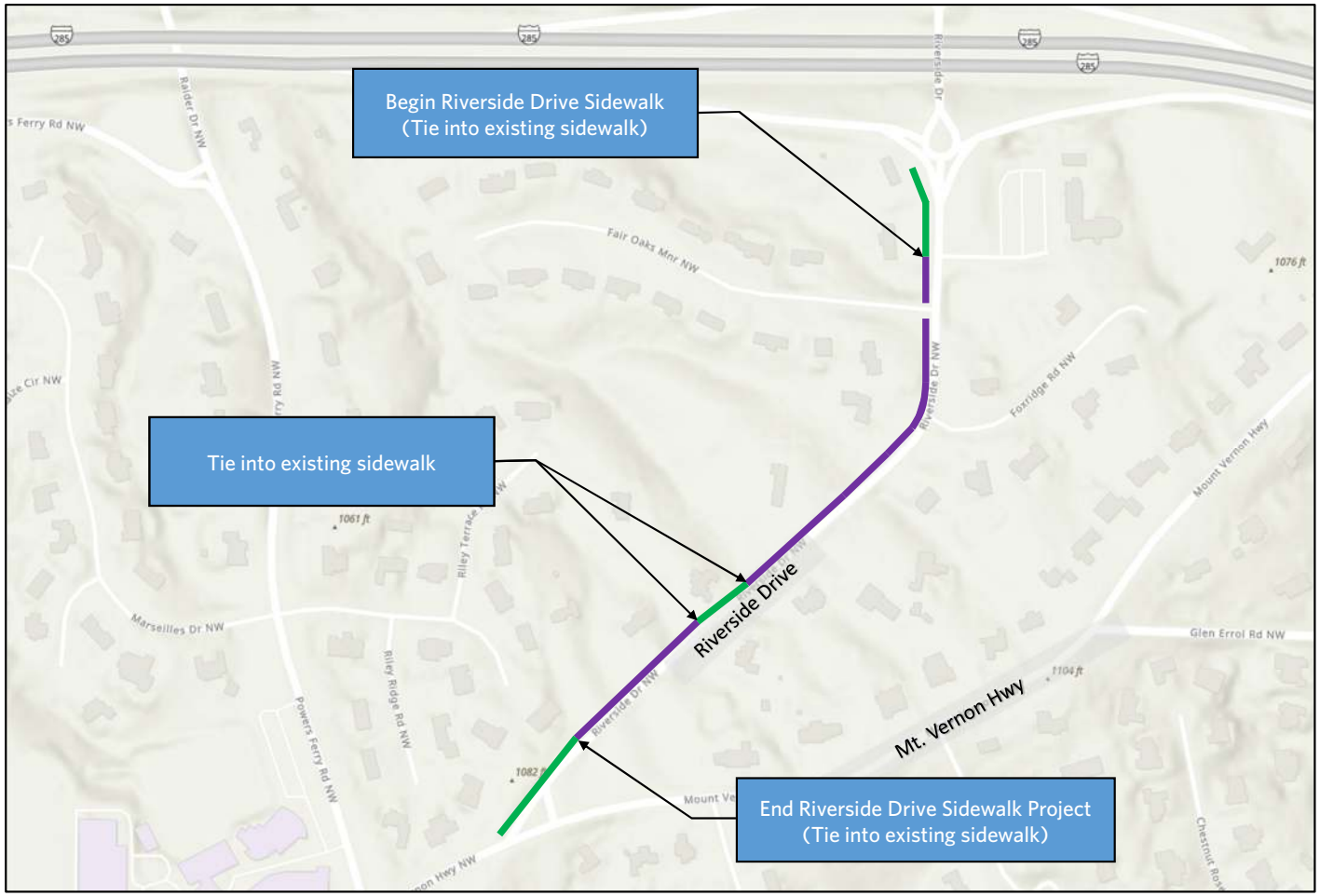
_____
Russell K. Paul, Mayor

Attest:

_____
Raquel D. Gonzalez, City Clerk

(Seal)

S2165 Riverside Drive (I-285 to Mt. Vernon Hwy)



SANDY SPRINGS
CITY CLERK'S OFFICE

TO: Eden Freeman, City Manager

FROM: William H. Martin, Jr., AIA, Public Works Director

DATE: November 18, 2022 Submission for the December 20, 2022 City Council Meeting

ITEM: Request for Mayor and City Council Consideration of Approval of Contract Award to NV5 Engineers and Consultants, Inc. for Design Services on the Gap Fill Sidewalks Project S2188, and to Authorize the City Manager to Execute the Contract

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Recommendation:

Staff recommends contract award to NV5 Engineers and Consultants, Inc. ("NV5"), to provide design services for the Gap Fill Sidewalks Project S2188 ("Project"), and requests authorization for the City Manager to execute a contract with NV5.

Background:

The City of Sandy Springs ("City") plans to construct approximately 1,202 LF of sidewalk, curb and gutter and associated improvements on five (5) separate "gap-fill" sidewalk segments that were part of the previously established priority scored list of Capital Sidewalk Projects. These segments were identified as "gap fill" projects because they are short segments that provide a connection between existing sidewalk networks or segments. The following segments are included in the Project:

Segment 1: Windsor Parkway (940 Windsor Parkway to Peachtree Dunwoody)
Segment 2: South Johnson Ferry Road (Existing Sidewalk to Brookhaven City Limit)
Segment 3: Glenridge Drive (Messina Way to Existing Sidewalk at Spalding Trace)
Segment 4: River Exchange Drive (3000 River Exchange Drive to Spalding Drive)
Segment 5: Allen Road (at Northeast Corner of Sandy Springs Circle Intersection)

Discussion:

On August 1, 2022 and September 21, 2022, the City issued a Request for Quote ("RFQ") seeking quotes from qualified consultants to perform design services for the Project. The following two (2) responses were received by the October 19, 2022 deadline:

Consultant	**Quote**
NV5 Engineers and Consultants, Inc.	$154,125.00
American Engineers, Inc.	$270,000.00

Upon review of the responses, staff recommends that award be made to the lowest, most responsible and responsive quote of NV5, in the amount of $154,125.00.

Financial Impact:

There are adequate funds available in the TSPLOST 2021 Sidewalk Program for the Project.

Alternatives:

The City may choose not to award this contract to NV5 and provide further instruction to staff.

Review:

Cheryl Oslund, Administrative Coordinator	Created/Initiated - 12/8/2022
Marty Martin, Director of Public Works	Approved - 12/8/2022
Toni Carlisle, Chief Financial Officer	Approved - 12/10/2022
Kathy Williams, Staff Attorney	Approved - 12/12/2022
Eden Freeman, City Manager	Final Approval - 12/16/2022

Attachments:

1. Resolution - Gap Fill Sidewalks S2188_NV5 Engineers
2. Vicinity Map - Gap Fill Sidewalks S2188_NV5 Engineers

RESOLUTION NO. _____

STATE OF GEORGIA
COUNTY OF FULTON

A RESOLUTION TO APPROVE CONTRACT AWARD TO NV5 ENGINEERS AND CONSULTANTS, INC. FOR DESIGN SERVICES FOR THE GAP FILL SIDEWALKS PROJECT S2188, AND TO AUTHORIZE THE CITY MANAGER TO EXECUTE THE CONTRACT

WHEREAS, on August 1, 2022 and on September 21,2022, the City of Sandy Springs ("City") advertised its Request for Quotes ("RFQ") seeking quotes from qualified consultants to perform design services ("Services") for the Gap Fill Sidewalks Project S2188 ("Project"); and

WHEREAS, staff received two (2) responses to the RFQ on October 19, 2022, including a quote from NV5 Engineers and Consultants, Inc. ("NV5") in the amount of $154,125.00; and

WHEREAS, the quote submitted by NV5 was the lowest, most responsive and responsible bid; and

WHEREAS, staff desires that City Council approve contract award to NV5;

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

1. NV5 is hereby awarded a contract in the amount of $154,125.00 to perform the Services; and

2. the City Manager is authorized to execute a contract with NV5, subject to approval of the City Attorney and the City Finance Director; and

3. the City Manager and appropriate City staff shall take such actions as may be deemed necessary to effectuate the intent of this Resolution.

RESOLVED this _____ day of December, 2022.

APPROVED:

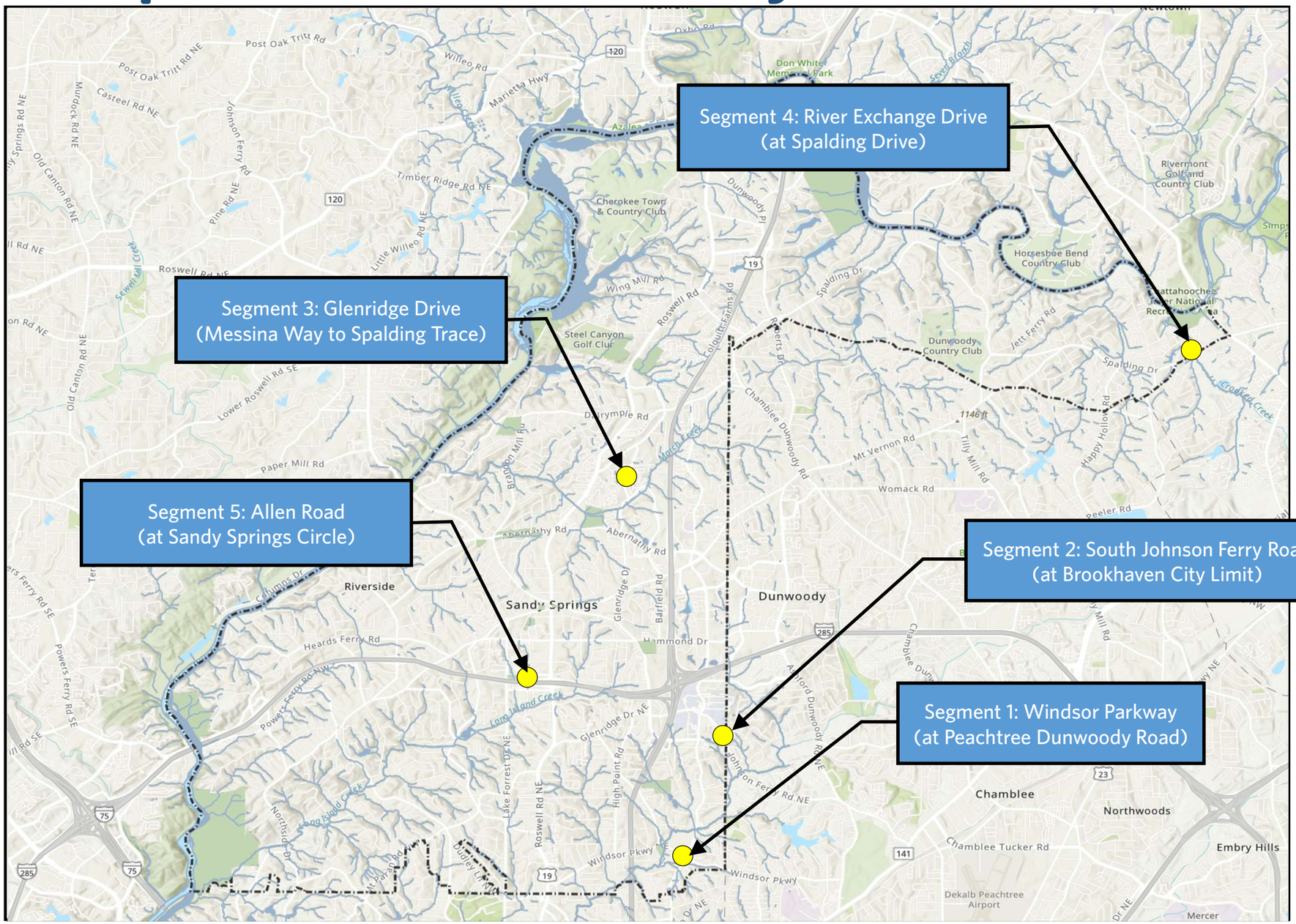
_____
Russell K. Paul, Mayor

Attest:

_____
Raquel D. Gonzalez, City Clerk

(Seal)

S2188 Gap Fill Sidewalks Project



SANDY SPRINGS
CITY CLERK'S OFFICE

TO: Eden Freeman, City Manager

FROM: William H. Martin, Jr., AIA, Public Works Director

DATE: November 18, 2022 Submission for the December 20, 2022 City Council Meeting

ITEM: Request for Mayor and City Council Consideration of Approval of Contract Award to Kimley-Horn and Associates, Inc. for Design Services on Lake Forrest Drive (City Limit to Long Island Drive) Sidewalk Project S2185 and Lake Forrest Drive (Long Island Drive to Mt. Paran Road) Sidewalk Project S2183, and to Authorize the City Manager to Execute the Contract

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Recommendation:

Staff recommends contract award to Kimley-Horn and Associates, Inc. ("Kimley-Horn"), to provide design services for the Lake Forrest Sidewalk Projects S2185/S2183 ("Project"), and requests authorization for the City Manager to execute a contract with Kimley-Horn.

Background:

The City of Sandy Springs ("City") plans to construct approximately 4,590 LF of sidewalk, curb and gutter, retaining wall, stormwater system, and associated improvements on the west side of Lake Forrest Drive, from the City limit to Long Island Drive and from Long Island Drive to Mt. Paran Road. Due to the proximity of S2185 and S2183, many design-related tasks can be combined into one effort. Final limits of the Project will be determined by the construction budget. It is the intent of the City to provide separate plan sets for S2185 and S2183, including full construction documents.

Discussion:

On August 18, 2022 and September 23, 2022, the City issued a Request for Quote ("RFQ") seeking quotes from qualified consultants to perform design services for the Project. The following responses were received by the October 19, 2022 deadline:

Consultant	**Quote**
Kimley-Horn and Associates, Inc.	$219,710.71
NV5 Engineers and Consultants, Inc.	$243,159.00
Atkins North America, Inc.	No Response
KCI Technologies, Inc.	No Response
Heath & Lineback Engineers, Inc.	No Response

Upon review of responses received, staff recommends that award be made to the lowest, most responsible and responsive quote of Kimley-Horn, in the amount of $219,710.71.

Financial Impact:

There are adequate funds available in the TSPLOST 2021 Sidewalk Program for the Project.

Alternatives:

The City may choose not to award this contract to Kimley-Horn and provide further instruction to staff.

Review:

Cheryl Oslund, Administrative Coordinator	Created/Initiated - 12/8/2022
Marty Martin, Director of Public Works	Approved - 12/8/2022
Toni Carlisle, Chief Financial Officer	Approved - 12/8/2022
Kathy Williams, Staff Attorney	Approved - 12/8/2022
Eden Freeman, City Manager	Final Approval - 12/16/2022

Attachments:

1. Resolution - Lake Forrest Drive Sidewalk Projects S2185 and S2183_Kimley-Horn
2. Vicinity Map - Lake Forrest Drive Sidewalk Projects S2185 and S2183_Kimley-Horn

RESOLUTION NO. _____

STATE OF GEORGIA
COUNTY OF FULTON

A RESOLUTION TO APPROVE CONTRACT AWARD TO KIMLEY-HORN AND ASSOCIATES, INC. FOR DESIGN SERVICES ON LAKE FORREST DRIVE (CITY LIMIT TO LONG ISLAND DRIVE) SIDEWALK PROJECT S2185 AND LAKE FORREST DRIVE (LONG ISLAND DRIVE TO MT PARAN ROAD) SIDEWALK PROJECT S2183, AND TO AUTHORIZE THE CITY MANAGER TO EXECUTE THE CONTRACT

WHEREAS, on August 18, 2022 and on September 23,2022, the City of Sandy Springs ("City") advertised its Request for Quotes ("RFQ") seeking quotes from qualified consultants to perform design services ("Services") for the Lake Forrest Drive Sidewalk Projects S2185/S2183 ("Project"); and

WHEREAS, staff received two (2) responses to the RFQ on October 19, 2022, including a quote from Kimley-Horn and Associates, Inc. ("Kimley-Horn") in the amount of $219,710.71; and

WHEREAS, the quote submitted by Kimley-Horn was the lowest, most responsive and responsible bid; and

WHEREAS, staff desires that City Council approve contract award to Kimley-Horn;

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

1. Kimley-Horn is hereby awarded a contract in the amount of $219,710.71 to perform the Services; and

2. the City Manager is authorized to execute a contract with Kimley-Horn, subject to approval of the City Attorney and the City Finance Director; and

3. the City Manager and appropriate City staff shall take such actions as may be deemed necessary to effectuate the intent of this Resolution.

RESOLVED this _____ day of December, 2022.

APPROVED:

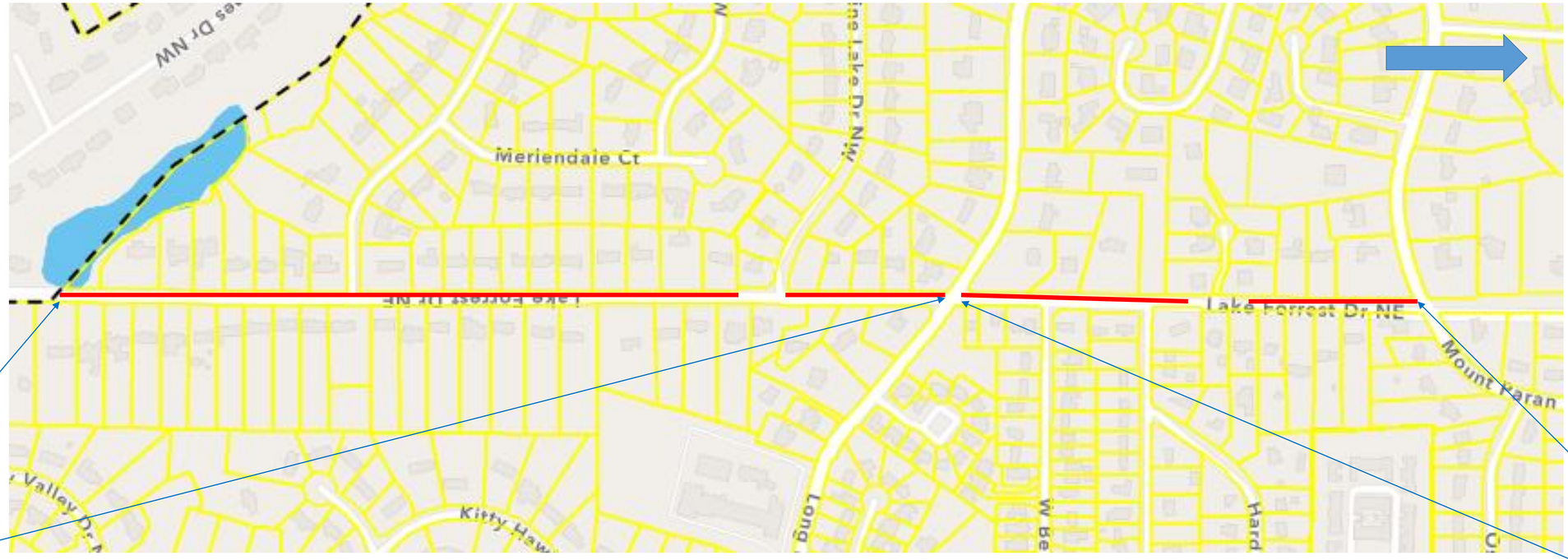
_____
Russell K. Paul, Mayor

Attest:

_____
Raquel D. Gonzalez, City Clerk

(Seal)

S2185 – Lake Forrest Drive Sidewalk Project (City Limit to Long Island Drive)
S2183 – Lake Forrest Drive Sidewalk Project (Long Island Drive to Mt. Paran Road)



S2185
Construct approximately 2,990 L.F. of sidewalk on the west side of Lake Forrest Drive between the City Limit and Long Island Drive

S2183
Construct approximately 1,600 L.F. of sidewalk on the west side of Lake Forrest Drive between Long Island Drive and Mt. Paran Road.

SANDY SPRINGS
CITY CLERK'S OFFICE

TO: Eden Freeman, City Manager

FROM: William H. Martin, Jr., AIA, Public Works Director

DATE: November 18, 2022 Submission for the December 20, 2022 City Council Meeting

ITEM: Request for Mayor and City Council Consideration of Approval of Contract Award to Kimley-Horn and Associates, Inc. for Design Services on Mt. Paran Road and Powers Ferry Road (Rebel Trail to Carol Lane) Sidewalk Project S2186, and to Authorize the City Manager to Execute the Contract

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Recommendation:

Staff recommends contract award to Kimley-Horn and Associates, Inc. ("Kimley-Horn") to provide design services for the Mt. Paran Road and Powers Ferry Road (Rebel Trail to Carol Lane) Sidewalk Project S2186 ("Project"), and requests authorization for the City Manager to execute a contract with Kimley-Horn.

Background:

The City of Sandy Springs ("City") plans to construct approximately 4,440 LF of sidewalk, curb and gutter, retaining wall, stormwater system, and associated improvements to provide a continuous sidewalk system along Mt. Paran Road from Rebel Trail to the intersection with Powers Ferry Road and on Powers Ferry Road from Rebel Trail to Carol Lane.

Discussion:

On August 18, 2022, the City issued a Request for Quote ("RFQ") seeking quotes from qualified consultants to perform design services for the Project. The following two (2) responses were received by the September 21, 2022, deadline:

Consultant	**Quote**
Kimley-Horn and Associates, Inc.	$246,590.67
Atkins North America	$797,500.00

Upon review of the responses, staff recommends that award be made to the lowest, most responsible and responsive quote of Kimley-Horn, in the amount of $246,590.67.

Financial Impact:

There are adequate funds available in the TSPLOST 2021 Sidewalk Program for the Project.

Alternatives:

The City may choose not to award this contract to Kimley-Horn and provide further instruction to staff.

Review:

Cheryl Oslund, Administrative Coordinator	Created/Initiated - 12/8/2022
Marty Martin, Director of Public Works	Approved - 12/8/2022
Toni Carlisle, Chief Financial Officer	Approved - 12/10/2022
Kathy Williams, Staff Attorney	Approved - 12/12/2022
Eden Freeman, City Manager	Final Approval - 12/16/2022

Attachments:

1. Resolution - Mt. Paran Road and Powers Ferry Road Project S2186_Kimley-Horn
2. Vicinity Map - Mt. Paran Road and Powers Ferry Road Project S2186_Kimley-Horn

RESOLUTION NO. _____

STATE OF GEORGIA
COUNTY OF FULTON

A RESOLUTION TO APPROVE CONTRACT AWARD TO KIMLEY-HORN AND ASSOCIATES, INC. FOR DESIGN SERVICES ON MT. PARAN ROAD AND POWERS FERRY ROAD (REBEL TRAIL TO CAROL LANE) SIDEWALK PROJECT S2186, AND TO AUTHORIZE THE CITY MANAGER TO EXECUTE THE CONTRACT

WHEREAS, on August 18, 2022, the City of Sandy Springs ("City") advertised its Request for Quotes ("RFQ") seeking quotes from qualified consultants to perform design services ("Services") for the Mt. Paran Road and Powers Ferry Road (Rebel Trail to Carol Lane) Sidewalk Project S2186 ("Project"); and

WHEREAS, staff received two (2) responses to the RFQ on September 21, 2022, including a quote from Kimley-Horn and Associates, Inc. ("Kimley-Horn") in the amount of $246,590.67; and

WHEREAS, the quote submitted by Kimley-Horn was the lowest, most responsive and responsible bid; and

WHEREAS, staff desires that City Council approve contract award to Kimley-Horn;

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

1. Kimley-Horn is hereby awarded a contract in the amount of $246,590.67 to perform the Services; and

2. the City Manager is authorized to execute a contract with Kimley-Horn, subject to approval of the City Attorney and the City Finance Director; and

3. the City Manager and appropriate City staff shall take such actions as may be deemed necessary to effectuate the intent of this Resolution.

RESOLVED this _____ day of December, 2022.

APPROVED:

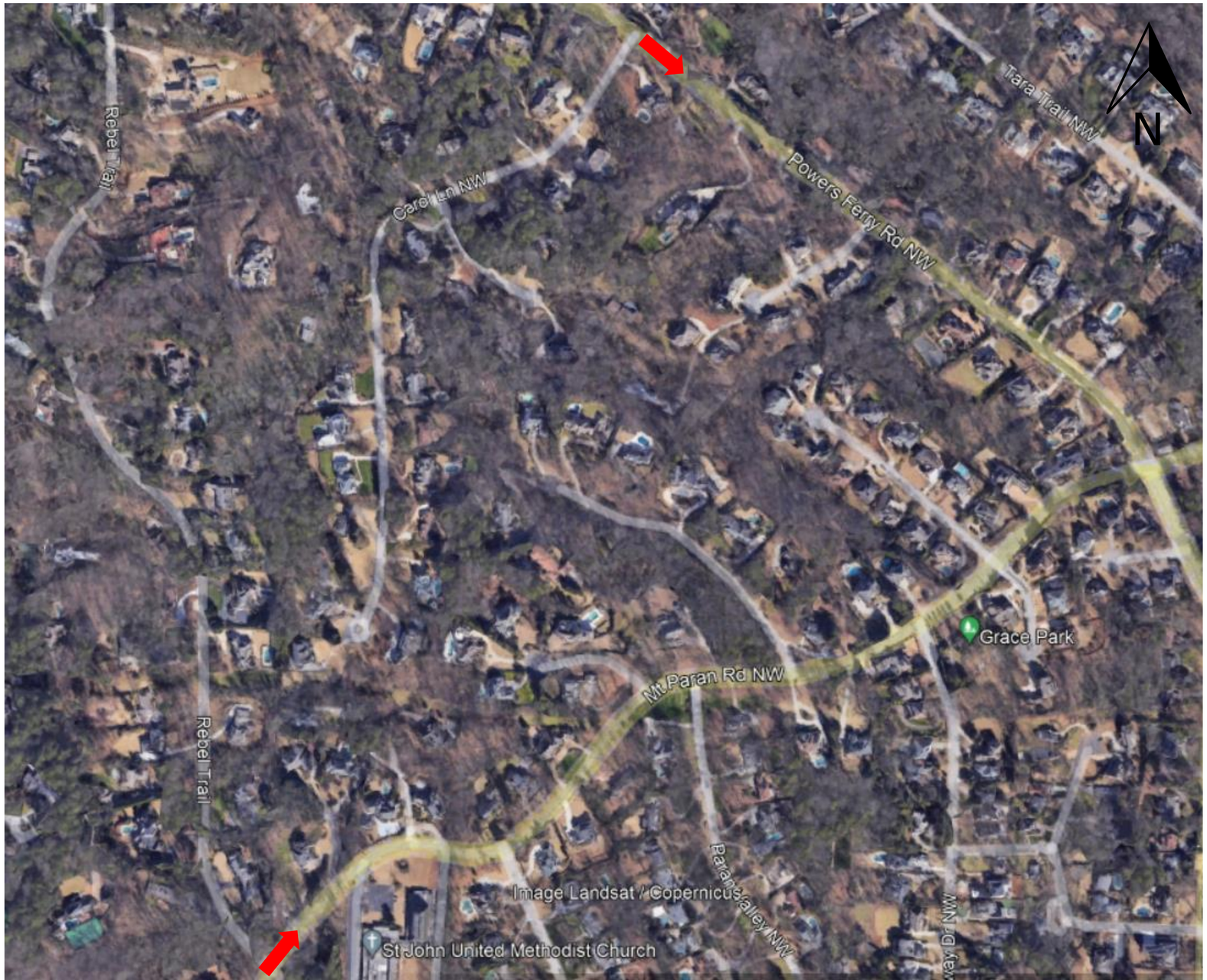
_____
Russell K. Paul, Mayor

Attest:

_____
Raquel D. Gonzalez, City Clerk

(Seal)

S2186 – Mt. Paran Rd and Powers Ferry Rd (Rebel Trail to Carol Ln) Sidewalk Project



SANDY SPRINGS
CITY CLERK'S OFFICE

TO: Eden Freeman, City Manager

FROM: William H. Martin, Jr., AIA, Public Works Director

DATE: December 8, 2022 Submission for the December 20, 2022 City Council Meeting

ITEM: Request for Mayor and City Council Consideration of an Amendment to the City of Sandy Springs FY 2023 Budget to Allow the Transfer of Funds for the T-3000 Capital Paving Program

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Recommendation:

Staff recommends that Council authorize the budget amendment for the T-3000 the Capital Paving Program within the City of Sandy Springs, Fulton County, Georgia.

Background:

The City advertised for bids the FY 2023 CIP/LMIG Paving Program and received bids on October 14, 2022. The bid received by the lowest, most responsive and responsible bidder, Blount Construction, is $6,135,303.70. Current funds available in T-3000 Capital Paving Account total $6,046,184.81.

Discussion:

The total requested amount for the budget amendment is $100,000 for additional funds to be transferred to the T-3000 Capital Paving Account. This amount is required to fully fund the amount of the lowest bid for the FY 2023 CIP/LMIG Paving Contract.

Financial Impact:

The amount of $100,000 is proposed to be transferred from unobligated funds in the Public Works Contractual Services Account.

Alternatives:

The City could not approve the budget amendment at this time and request additional quotes from qualified contractors; however, it may incur additional time delays with no assurance of lower pricing.

Review:

Karen Lugassy, Executive Assistant	Created/Initiated - 12/8/2022
Marty Martin, Director of Public Works	Approved - 12/8/2022
Toni Carlisle, Chief Financial Officer	Approved - 12/8/2022
Kathy Williams, Staff Attorney	Approved - 12/9/2022
Eden Freeman, City Manager	Final Approval - 12/16/2022

Attachments:

1. T3000 Budget Amendment Ordinance

ORDINANCE NO. _____

STATE OF GEORGIA
COUNTY OF FULTON

ORDINANCE BY THE MAYOR AND COUNCIL OF THE CITY OF SANDY SPRINGS TO AUTHORIZE AMENDMENT OF THE CITY'S FY23 BUDGET TO ALLOW THE TRANSFER OF FUNDS

WHEREAS, the City of Sandy Springs ("City") requires additional funding for the delivery of the T-3000 FY23 CIP LMIG Resurfacing Project ("Project") due to a shortfall; and

WHEREAS, the City requires the transfer of $100,000 from the Public Works Contractual Services Account to the T-3000 Capital Paving Account to fund the shortfall;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SANDY SPRINGS, GEORGIA, THAT:

1. the FY 2023 budget is hereby amended to reallocate budget funding by transferring $100,000 from the Public Works Contractual Services Account to the T-3000 Capital Paving Account; and

2. the City Manager and appropriate City staff are hereby authorized to take such actions as may be deemed necessary to effectuate the intent of this Ordinance.

APPROVED AND ADOPTED on this the 20th day of December 2022.

Approved:

_____
Russell K. Paul, Mayor

Attest:

_____
Raquel D. Gonzalez, City Clerk

(Seal)

SANDY SPRINGS
CITY CLERK'S OFFICE

TO: Eden Freeman, City Manager

FROM: William H. Martin, Jr., AIA, Public Works Director

DATE: November 23, 2022 Submission for the December 20, 2022 City Council Meeting

ITEM: Request for Mayor and City Council Consideration of Approval of Contract Award to Blount Construction Company, Inc. for FY 2023 CIP and Local Maintenance Improvement Grant Paving, and to Authorize the City Manager to Execute the Contract

Recommendation:

Staff recommends contract award to Blount Construction Company, Inc. ("Blount") to provide the FY 2023 CIP and Local Maintenance Improvement Grant (LMIG) Paving and requests authorization for the City Manager to execute a contract with Blount.

Background:

At the June 15, 2021 City of Sandy Springs ("City") Council meeting, the City's consultant, MDS Technologies, Inc. ("MDS"), presented its findings for the FY2021 pavement condition index ("PCI") study performed on all City-owned streets. Based on these findings, MDS recommended a list of streets by year for resurfacing. Pavement condition index scores for the FY2023 streets ranged from 22 to 62, and streets were identified to be the next priority for resurfacing in the continuation of Operation Pave On.

Discussion:

Seeking a qualified contractor to perform all of the subsurface, resurfacing, striping, and related work on the approved streets ("Project"), the City issued an Invitation to Bid for the Project on September 14, 2022. A pre-bid conference was held on September 28, 2022. Six (6) bids were received on October 14, 2022, as follows:

Firm	Total Bid
Blount Construction Company, Inc.	$6,135,303.70
NWGP, Inc.	$6,504,845.00
Allied Paving Contractors, Inc.	$6,973,855.00
Stewart Bros., Inc.	$9,247,565.00
Baldwin Paving Company, Inc.	$10,294,241.70
E.R. Snell Contractor, Inc.	$10,680,950.00

The bids received were evaluated by staff. Based on review and analysis, staff recommends that the City award a contract to Blount, who submitted the lowest, most responsive and responsible bid in the amount of $6,135,303.70

Financial Impact:

The City will be responsible for all work associated with the Project. There are adequate funds in Project T-3000 to award this contract. The staff-prepared estimate for the Project is $6,100,000.00.

Alternatives:

The City may choose not to award to Blount and to apply the LMIG grant funds toward another approved use such as intersection improvements, storm drainpipes or, culvert replacement, bridge repair or replacement, and/or signal installation.

Review:

Karen Lugassy, Executive Assistant	Created/Initiated - 12/8/2022
Marty Martin, Director of Public Works	Approved - 12/8/2022
Toni Carlisle, Chief Financial Officer	Approved - 12/8/2022
Kathy Williams, Staff Attorney	Approved - 12/8/2022
Eden Freeman, City Manager	Final Approval - 12/16/2022

Attachments:

1. Resolution - LMIG Contract Award_Blount Construction
2. Vicinity Map - LMIG Contract Award_Blount Construction

RESOLUTION NO. _____

STATE OF GEORGIA
COUNTY OF FULTON

A RESOLUTION TO APPROVE CONTRACT AWARD TO BLOUNT CONSTRUCTION COMPANY, INC. FOR FY 2023 CIP AND LOCAL MAINTENANCE IMPROVEMENT GRANT (LMIG) PAVING SERVICES, AND TO AUTHORIZE THE CITY MANAGER TO EXECUTE THE CONTRACT

WHEREAS, on September 14, 2022, the City of Sandy Springs ("City") advertised its Invitation to Bid seeking bids from qualified consultants to provide the FY 2023 CIP and Local Maintenance Improvement Grant (LMIG) paving services, including subsurface, resurfacing, striping, and related work on approved streets ("Services"); and

WHEREAS, the City received six (6) bids on October 14, 2022, including a bid from Blount Construction Company, Inc. ("Blount"), in the amount of $6,135,303.70; and

WHEREAS, the bid submitted by Blount was the lowest, most responsive and responsible bid; and

WHEREAS, staff desires that City Council approve contract award to Blount;

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

1. Blount is hereby awarded a contract in the amount of $6,135,303.70 to perform the Services; and

2. the City Manager is hereby authorized to execute a contract with Blount, subject to approval of the City Attorney and the City Finance Director; and

3. the City Manager and appropriate City staff shall take such actions as may be deemed necessary to effectuate the intent of this Resolution.

RESOLVED this _____ day of December, 2022.

APPROVED:

_____
Russell K. Paul, Mayor

Attest:

_____
Raquel D. Gonzalez, City Clerk

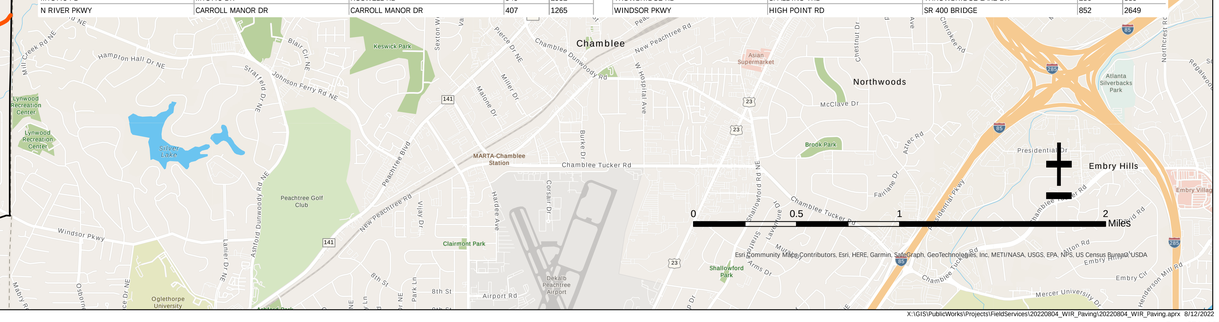
(Seal)

SANDY SPRINGS
GEORGIA

FY2023 Resurfacing

Street_Name	From Street	To Street	Length (ft)	Area (yd2)
ABERNATHY-PEACHTREE DUNWOODY RAMP	ABERNATHY RD	PEACHTREE DUNWOODY RD	109	338
BALL MILL RD	MASTERS CLUB DR	SKYRIDGE DR	1013	3150
BALMORAL RD	ASCOT DR	LONGCHAMPS DR	472	1469
BALMORAL RD	PEACHTREE DUNWOODY RD	ASCOT DR	696	2165
BLACK WATER TRL	BLACK WATER CV	SCHOONER CIR	359	1118
BLACK WATER TRL	LIGHTHOUSE PT	SEAMARSH CT	369	1147
BLACK WATER TRL	N HARBOR DR	BLACK WATER TRL	164	510
BLACK WATER TRL	OLD HARBOR DR	LIGHTHOUSE PT	993	3091
BLACK WATER TRL	SCHOONER CIR	N HARBOR DR	519	1615
BLACK WATER TRL	SEAMARSH CT	BLACK WATER CV	372	1158
BROOK DR	STONE MILL TRL	SUNNY BROOK LN	527	1638
CAMERON GLEN DR	CAMERON GLEN CT	CUL-DE-SAC	703	2187
CAMERON GLEN DR	CAMERON GLEN DR	CAMERON GLEN CT	372	1158
CAMERON GLEN DR	CAMERON RIDGE DR	CAMERON GLEN DR	381	1185
CAMERON GLEN DR	HEARDS FERRY RD	CAMERON RIDGE DR	358	1115
CASTLERIDGE DR	CUL-DE-SAC	BENTON WOODS DR	623	1939
CHEVRON DR	MASTERS CLUB DR	CHAPARRAL DR	1519	4727
CURRY DR	WOODCHASE CT	PEACHTREE DUNWOODY RD	313	973
CURRY DR	WOODCHASE CT	CUL-DE-SAC	1053	3275
ERROL PL	PARK GLEN PT	GREEN GLEN WAY	482	1499
GLEN ERROL RD	GLEN ERROL RD	CLAIRE ROSE LN	418	1299
GLEN ERROL RD	GLEN LAKE DR	GLEN ERROL RD	684	2129
GLEN ERROL RD	GREEN GLEN WAY	GREEN GLEN WAY	56	174
GLEN ERROL RD	GREEN GLEN WAY	GLEN LAKE DR	580	1805
GLEN ERROL RD	LONG ISLAND DR	TAMER LN	2288	7119
GLEN ERROL RD	TAMER LN	GREEN GLEN WAY	316	983
GLENCOURTNEY DR	DUNCOURTNEY DR	THORNHILL LN	517	1609
GLENCOURTNEY DR	THORNHILL LN	SELKIRK DR	544	1692
GLENCOURTNEY DR	THORNWOOD DR	DUNCOURTNEY DR	377	1172
GLENCOURTNEY DR	W SPALDING DR	THORNWOOD DR	920	2861
GLENLAKE PKWY	GLENLAKE PKWY	GLENLAKE PKWY	1024	3185
GLENLAKE PKWY	GLENRIDGE DR	GLENLAKE PKWY	1389	4320
GOLD CREEK CT	GROGANS FERRY RD	CUL-DE-SAC	806	2506
GRANTLEY CT	GROGANS FERRY RD	CUL-DE-SAC	374	1162
GREEN FALLS PT	OLD COBBLESTONE DR	CUL-DE-SAC	379	1180
GREEN GLEN WAY	GLEN ERROL RD	GREEN GLEN WAY	338	1051
GREEN GLEN WAY	GREEN GLEN WAY	ERROL PL	212	660
GREEN GLEN WAY	GREEN GLEN WAY	GLEN ERROL RD	339	1053
GREEN HILL RD	ROSWELL RD	GREEN HILL PL	901	2804
GREYFIELD PL	CUL-DE-SAC	CUL-DE-SAC	98	305
GREYFIELD PL	CUL-DE-SAC	CUL-DE-SAC	161	501
GREYFIELD PL	CUL-DE-SAC	CUL-DE-SAC	161	500
GREYFIELD PL	GREYFIELD PL	LONG ISLAND DR	263	818
HIDDEN FALLS LN	SEVILLE CHASE	CUL-DE-SAC	878	2731
HUNTCLIFF TRCE	RIVER RUN	RIVER RUN	123	381
HUNTCLIFF TRCE	RIVER RUN	WEDGEWAY	614	1911
HUNTERS TRACE CIR	LISA LN	LISA LN	1304	4057
HUNTERS TRACE CIR	LISA LN	HUNTERS TRACE LN	287	891
JOHNSON FERRY RD	JOHNSON FERRY RD	MERIDIAN MARK RD	103	320
JOHNSON FERRY RD	SR400 OVERPASS	MERIDIAN MARK RD	716	2226
KITTY HAWK DR	MYSTIC DR	KITTY HAWK PL	337	1048
LAKE PLACID DR	ROSWELL RD	CALIBRE SPRINGS WAY	1497	4658
LONDONBERRY RD	LONDONBERRY RD	POWERS FERRY RD	1900	5911
LONG GROVE CT	LONG GROVE DR	CUL-DE-SAC	129	403
LONG GROVE DR	CUL-DE-SAC	LONG GROVE CT	279	868
LONG GROVE DR	LONG GROVE CT	LONG GROVE DR	407	1267
LONG GROVE DR	LONG GROVE DR	CUL-DE-SAC	120	372
LONG GROVE DR	LONG ISLAND DR	LONG GROVE DR	187	583
MARK TRAIL CT	MARK TRL	CUL-DE-SAC	277	861
MARK TRL	MARK TRAIL CT	CUL-DE-SAC	908	2826
MARK TRL	STONE MILL TRL	MARK TRAIL CT	504	1568
MEADOW VALLEY DR	MYSTIC DR	MYSTIC DR	1444	4492
MICHELLE CIR	CUL-DE-SAC	EDEN ROC LN	409	1273
MOUNT PARAN RD NW	REBEL TRL	JETT RD	1275	3967
MYSTIC PL	MYSTIC DR	ROSWELL RD	949	2952
N RIVER PKWY	CARROLL MANOR DR	CARROLL MANOR DR	407	1265

Street_Name	From Street	To Street	Length (ft)	Area (yd2)
N RIVER PKWY	GREYFIELD LN	CARROLL MANOR DR	1080	3359
N RIVER PKWY	N RIVER PKWY	SANDALWOOD DR	470	1461
N RIVER PKWY	N RIVER PKWY	WINDING RIVER DR	413	1283
N RIVER PKWY	ROSWELL RD	N RIVER PKWY	488	1517
N RIVER PKWY	SANDALWOOD DR	GREYFIELD LN	265	823
N RIVER PKWY	SANDALWOOD DR	SANDALWOOD DR	748	2326
N RIVER PKWY	WINDING RIVER DR	N RIVER PKWY	288	894
NORTHGREEN DR	NORTHGREEN DR	SUDBURY RD	537	1671
NORTHGREEN DR	NORTHGREEN DR	NORTHGREEN DR	2503	7787
NORTHGREEN DR	SUDBURY RD	SPALDING DR	937	2916
NORTHWOLD DR	BELMORE WAY	CUL-DE-SAC	949	2952
NORTHWOLD DR	ROBERTS DR	BELMORE WAY	1075	3344
NORTHWOOD DR	KINGSPORT DR	ROSWELL RD	1399	4352
NORTHWOOD DR	LAKE FORREST DR	KINGSPORT DR	1098	3415
OLD CREEK RD	DALMER RD	PINE FOREST RD	1276	3970
PARK AVE	E BELLE ISLE RD	ROSWELL RD	1649	5129
PEACHTREE DUNWOODY-ABERNATHY RAMP	PEACHTREE DUNWOODY RD	ABERNATHY RD	220	684
PEACHTREE DUNWOODY RD	ABERNATHY-PEACHTREE DUNWOODY RAMP	PEACHTREE DUNWOODY RD	80	248
PEACHTREE DUNWOODY RD	ABERNATHY RD	PEACHTREE DUNWOODY RD	56	175
PEACHTREE DUNWOODY RD	EMBASSY ROW (SOUTH ENTRANCE)	EMBASSY ROW (SOUTH ENTRANCE)	53	165
PEACHTREE DUNWOODY RD	EMBASSY ROW (SOUTH ENTRANCE)	CHARLES TOWNE SQ	920	2861
PEACHTREE DUNWOODY RD	GLEN MEADOW CT	PEACHTREE DUNWOODY CT	490	1525
PEACHTREE DUNWOODY RD	MOUNT VERNON HWY NE	PEACHTREE DUNWOODY RD	511	1589
PEACHTREE DUNWOODY RD	PEACHTREE DUNWOODY-ABERNTAHY RAMP	ABERNATHY-PEACHTREE DUNWOODY RAMP	34	106
PEACHTREE DUNWOODY RD	PEACHTREE DUNWOODY RD	PEACHTREE DUNWOODY RD	658	2047
PEACHTREE DUNWOODY RD	PEACHTREE DUNWOODY RD	ABERNATHY RD	64	200
PEACHTREE DUNWOODY RD	PEACHTREE DUNWOODY RD	MOUNT VERNON HWY NE	1022	3179
QUIET WATER LN	TREERIDGE CT	SPALDING DR	775	2411
QUIET WATER LN	WATERRIDGE CT	TREERIDGE CT	927	2884
REDS RIDGE CT	POWERS FERRY RD	CUL-DE-SAC	214	665
RIVERSIDE DR	JOHNSON FERRY RD	N RIVERSIDE CIR	1177	3660
RIVERSIDE DR	N RIVERSIDE CIR	BREAKWATER RDG	289	900
RIVERSIDE PKWY	RIVER SHORE PKWY	RIVERCLIFFE DR	940	2923
ROBERTS DR	GETTYSBURG PL	SUMMERBROOK DR	319	992
ROBERTS DR	ISLAND FERRY RD	LONG BEACH CIR	520	1617
ROBERTS DR	ISLAND FORD PKWY	LONG BEACH CIR	198	616
ROBERTS DR	LONG BEACH CIR	ISLAND FERRY RD	478	1487
ROBERTS DR	LONG BEACH CIR	SUMMER XING	934	2906
ROBERTS DR	SUMMER XING	SR 400 BRIDGE	1818	5656
ROBERTS DR	SUMMERBROOK DR	ISLAND FORD PKWY	986	3067
SPALDING DR	BRIDGEGATE CT	HABERSHAM WATERS RD	834	2594
SPALDING DR	DUNVEGAN CLOSE	STONEYKIRK CLOSE	623	1937
SPALDING DR	HABERSHAM WATERS RD	OLD DOMINION DR	943	2935
SPALDING DR	HAPPY HOLLOW RD	SPALDING LN	984	3061
SPALDING DR	JETT FERRY RD	RYEFIELD DR	1023	3183
SPALDING DR	MABRY RD	SPALDING CIR	694	2158
SPALDING DR	OLD COBBLESTONE DR	SAGEBRUSH DR	347	1078
SPALDING DR	OLD DOMINION DR	OLD COBBLESTONE DR	747	2322
SPALDING DR	QUIET WATER LN	SPALDING HLS	738	2297
SPALDING DR	ROSWELL RD	WYCOMBE RD	664	2064
SPALDING DR	RYEFIELD DR	DUNVEGAN CLOSE	358	1112
SPALDING DR	SPALDING CIR	SPALDING CT	185	576
SPALDING DR	SPALDING DR	BRIDGEGATE CT	1117	3476
SPALDING DR	SPALDING LN	NESBIT FERRY RD	948	2949
SPALDING DR	STONEYKIRK CLOSE	SPALDING HEIGHTS DR	1251	3891
SPALDING DR	WYCOMBE RD	MABRY RD	462	1436
STELLA DR	DANBURY LN	DUDLEY LN	687	2139
SUNNY BROOK LN	ROSWELL RD	SUNNY BROOK PL	635	1976
SUNNY BROOK LN	SUNNY BROOK PL	BROOK DR	327	1017
SUNNY BROOK PL	SUNNY BROOK LN	EOP	320	995
TREERIDGE CT	QUIET WATER LN	CUL-DE-SAC	1050	3267
TROWBRIDGE RD	FIELDSBORN WAY	TROWBRIDGE LAKE DR	602	1872
TROWBRIDGE RD	SEWELL DR	TROWBRIDGE RD	723	2250
TROWBRIDGE RD	SPALDING TRL	SEWELL DR	416	1295
TROWBRIDGE RD	SPALDING TRL	THROWBRIDGE LAKE DR	286	889
WINDSOR PKWY	HIGH POINT RD	SR 400 BRIDGE	852	2649



Esri Community Maps Contributors, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

SANDY SPRINGS
CITY CLERK'S OFFICE

TO: Eden Freeman, City Manager

FROM: William H. Martin, Jr., AIA, Public Works Director

DATE: November 23, 2022 Submission for the December 20, 2022 City Council Meeting

ITEM: Request for Mayor and City Council Consideration of Approval for the Mayor to Sign the Application Signature Page and Cover Letter for Submittal by Public Works to the Georgia Department of Transportation for the Fiscal Year 2023 Local Maintenance and Improvement Grant

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Recommendation:

Staff recommends that the Mayor and City Council approve the attached list of streets, LMIG Application Signature Page, and Cover Letter for consideration by the Georgia Department of Transportation ("GDOT") for the Fiscal Year 2023 LMIG.

Background:

On an annual basis, GDOT allows submissions by local governments for funding of needed projects within city, county or state rights-of-way. In furtherance of Operation Pave On, the Public Works Department has compiled a list of roads in need of resurfacing to submit to GDOT for funding under this Grant. The application is due to GDOT by February 1, 2023.

Discussion:

The attached list represents approximately 3.57 miles of roads that are in need of resurfacing. The list was compiled using the 2021 pavement condition index (PCI). The streets to be submitted represent streets within the FY 2023 Capital LMIG Resurfacing Project.

There is a required 30% minimum local match to the LMIG. The City's LMIG distribution is $974,708.56. The estimated amount to complete this work, which includes all items necessary to complete the resurfacing of these roads, is $1,340,454.97. It is recommended that the City submit work in excess of the necessary amount to insure expenditure of the entire grant plus the required 30% local match.

Proposed Street List

Road Name	Beginning	Ending	Length (Miles)
BALMORAL RD	PEACHTREE DUNWOODY RD	LONGCHAMPS DR	0.22
GLEN ERROL RD	CLAIRE ROSE LN	LONG ISLAND DR	0.82
N RIVER PKWY	ROSWELL RD	CARROLL MANOR DR	0.79
NORTHGREEN DR	SPALDING DR	NORTHGREEN DR	0.75
ROBERTS DR	SR 400 BRIDGE	GETTYSBURG PL	0.99
			3.57 mi

Financial Impact:

If the City chooses to submit these roads, the financial impact to the City will be the 30% required match of $292,412.57, plus any funds that may be above and beyond that amount to complete the submitted list.

Alternatives:

The City may choose to apply these grant funds toward another approved use such as intersection improvements, replacing storm drain pipes or culverts, bridge repair or replacement, and signal installation.

Review:

Karen Lugassy, Executive Assistant	Created/Initiated - 12/8/2022
Marty Martin, Director of Public Works	Approved - 12/8/2022
Toni Carlisle, Chief Financial Officer	Approved - 12/8/2022
Kathy Williams, Staff Attorney	Approved - 12/8/2022
Eden Freeman, City Manager	Final Approval - 12/16/2022

Attachments:

1. Resolution - FY 2023 LMIG Application and Cover Letter
2. FY 2023 LMIG Application Signature Page
3. GDOT FY 2023 LMIG Cover Letter
4. LMIG Proposed street list FY2023
5. FY 2023 LMIG Application Instructions
6. Vicinity Map - FY 2023 LMIG Application

RESOLUTION NO. 2022 - _____

STATE OF GEORGIA
COUNTY OF FULTON

RESOLUTION TO APPROVE LIST OF STREETS AND APPLICATION FOR SUBMITTAL BY PUBLIC WORKS TO THE GEORGIA DEPARTMENT OF TRANSPORTATION FOR THE FISCAL YEAR 2023 LOCAL MAINTENANCE AND IMPROVEMENT GRANT, AND TO AUTHORIZE MAYOR TO EXECUTE THE APPLICATION AND COVER LETTER.

WHEREAS, on an annual basis, the Georgia Department of Transportation ("GDOT") allows submissions by local governments for funding of needed projects within city, county or state rights-of-way pursuant to a local maintenance and improvement grant ("LMIG") program; and

WHEREAS, in furtherance of the City's Operation Pave On, the City's Public Works Department has compiled a list of roads in need of resurfacing ("Project"), using the 2021 pavement condition index, to submit to GDOT for funding under the 2023 LMIG program; and

WHEREAS, the proposed street list is attached hereto as Exhibit "A"; and

WHEREAS, the City's LMIG distribution is $974,708.56 and the required City match is 30%, or $292,412.57; and

WHEREAS, City staff desires that City Council approve the proposed street list attached hereto as Exhibit "A", authorize the Mayor to execute the application and cover letter, and authorize staff to submit the application to GDOT for funding for the Project through the LMIG program; and

NOW THEREFORE, BE IT RESOLVED, by the City Council of the City of Sandy Springs, Georgia, that:

1. The proposed street list shown on Exhibit "A" attached hereto is authorized; and

2. The Mayor is hereby authorized to execute the LMIG application and cover letter for submission to GDOT for funding for the Project through the LMIG program; and

3. City staff is hereby authorized to submit the executed application to GDOT for funding for the Project through the LMIG program; and

4. In the event that the application is recommended for funding, the City has the resources required to fund the required 30% match of $292,412.57; and

5. The Mayor and City Manager are hereby authorized to take such actions as shall be deemed necessary to effectuate the intent of this Resolution.

RESOLVED this _____ day of December, 2022.

Approved:

_____
Russell K. Paul, Mayor

Attest:

_____
Raquel D. Gonzalez, City Clerk

(Seal)

EXHIBIT A

PROPOSED STREET LIST

Road Name	Beginning	Ending	Length (Miles)
BALMORAL RD	PEACHTREE DUNWOODY RD	LONGCHAMPS DR	0.22
GLEN ERROL RD	CLAIRE ROSE LN	LONG ISLAND DR	0.82
N RIVER PKWY	ROSWELL RD	CARROLL MANOR DR	0.79
NORTHGREEN DR	SPALDING DR	NORTHGREEN DR	0.75
ROBERTS DR	SR 400 BRIDGE	GETTYSBURG PL	0.99
			3.57 mi

GEORGIA DEPARTMENT OF TRANSPORTATION LOCAL MAINTENANCE & IMPROVEMENT GRANT (LMIG) APPLICATION FOR FISCAL YEAR 2021

TYPE OR PRINT LEGIBLY. ALL SECTIONS MUST BE COMPLETED.

LOCAL GOVERNMENT AFFIDAVIT AND CERTIFICATION

I, _____ (Name), the _____ (Title), on behalf of _____ (Local Government), who being duly sworn do swear that the information given herein is true to the best of his/her knowledge and belief. Local Government swears and certifies that it has read and understands the LMIG General Guidelines and Rules and that it has complied with and will comply with the same.

Local government further swears and certifies that it has read and understands the regulations for the Georgia Planning Act of 1989 (O.C.G.A. § 45-12-200, et seq.), Service Delivery Strategy Act (O.C.G.A. § 36-70-20, et seq.), and the Local Government Budgets and Audits Act (O.C.G.A. 36-81-7 et seq.) and will comply in full with said provisions. Local government further swears and certifies that the roads or sections of roads described and shown on the local government's Project List are dedicated public roads and are part of the Public Road System in said county/city. Local government further swears and certifies that it complied with federal and/or state environmental protection laws and at the completion of the project(s), it met the match requirements as stated in the Transportation Investment ACT (TIA).

Further, the local government shall be responsible for any claim, damage, loss or expense that is attributable to negligent acts, errors, or omissions related to the designs, drawings, specifications, work and other services furnished by or on behalf of the local government pursuant to this Application ("Loss"). To the extent provided by law, the local government further agrees to hold harmless and indemnify the DEPARTMENT and the State of Georgia from all suits or claims that may arise from said Loss.

If the local government fails to comply with these General Guidelines and Rules, or fails to comply with its Application and Certification, or fails to cooperate with the auditor(s) or fails to maintain and retain sufficient records, the DEPARTMENT may, at its discretion, prohibit the local government from participating in the LMIG program in the future and may pursue any available legal remedy to obtain reimbursement of the LMIG funds. Furthermore, if in the estimation of the DEPARTMENT, a roadway or bridge shows evidence of failure(s) due to poor workmanship, the use of substandard materials, or the failure to follow the required design and construction guidelines as set forth herein, the Department may pursue any available legal remedy to obtain reimbursement of the allocated LMIG funds or prohibit local government from participating in the LMIG program until such time as corrections are made to address the deficiencies or reimbursement is made. All projects identified on the Project list shall be constructed in accordance with the Department's Standard Specifications of Transportation Systems (Current Edition), Supplemental Specifications (Current Edition), and Special Provisions.

Local Government:

_____ (Signature)

_____ (Print)
Mayor / Commission Chairperson

_____ (Date)

SEAL:

_____
E-Verify Number

Sworn to and subscribed before me,

This _____ day of_____, 20___.
In the presence of:

NOTARY PUBLIC
_____
My Commission Expires:

SANDY SPRINGS
GEORGIA

December 20, 2022

Mr. Chartrae Kent
District State Aid Coordinator,
Georgia Department of Transportation, District 7
5025 New Peachtree Road
Chamblee, GA 30341

RE: GDOT FY2023 LMIG Application, City of Sandy Springs

Dear Mr. Kent:

This letter responds to instructions contained in the application for LMIG for FY2023. The City of Sandy Springs FY 2023 LMIG project will include:

> milling, deep patch, sub-base repair, where needed, adjustment of manholes/water valves, resurfacing with 1.5" to 2" inches of 12.5mm Superpave, and striping as required on the streets listed in the project information form.

The status of previous LMIG funding for last three fiscal years are as follows:

> GDOT FY 2020 LMIG 100% complete as of September 1, 2021
> GDOT FY 2021 LMIG 100% complete as of September 1, 2021
> GDOT FY 2022 LMIG 100% complete as of November 15, 2022.

Please let us know should you need any additional information. The City of Sandy Springs Field Services Unit Manager is Mr. Mitch Yeargin, MYeargin@sandyspringsga.gov .

Sincerely,

Russell K. Paul
Mayor

Sandy Springs GDOT FY2023 LMIG Proposed Street List

Road Name	Beginning	Ending	Length (Miles)	Description of Work	Projected Cost
				Milling and resurfacing with 1.5 to 2 inches of 12.5mm Superpave	
BALMORAL RD	PEACHTREE DUNWOODY RD	LONGCHAMPS DR	0.22		$ 82,605.07
GLEN ERROL RD	CLAIRE ROSE LN	LONG ISLAND DR	0.82		$ 307,891.62
N RIVER PKWY	ROSWELL RD	CARROLL MANOR DR	0.79		$ 296,627.29
NORTHGREEN DR	SPALDING DR	NORTHGREEN DR	0.75		$ 281,608.19
ROBERTS DR	SR 400 BRIDGE	GETTYSBURG PL	0.99		$ 371,722.80
			3.57 mi		$ 1,340,454.97
				LMIG Funds	$ 974,708.56
				30% Match	$ 292,412.57
				Total LMIG Funds	$ 1,267,121.13

Description of Work: Mill existing roadway, deep patch to a depth of 3.5 to 5 inches, sub-base repairs if needed.

Adjust manholes/ water valves, resurface with 1.5 to 2 inches of 12.5mm Superpave asphalt. Striping as required

Estimated Cost of the Project: $1,340,454,97 (as determined using our latest contract prices).

Project let date: October 14, 2022.

LMIG Application Instructions

- You will need your **FEIN** (Federal Employer Identification Number) and the following Items
  to complete your Application

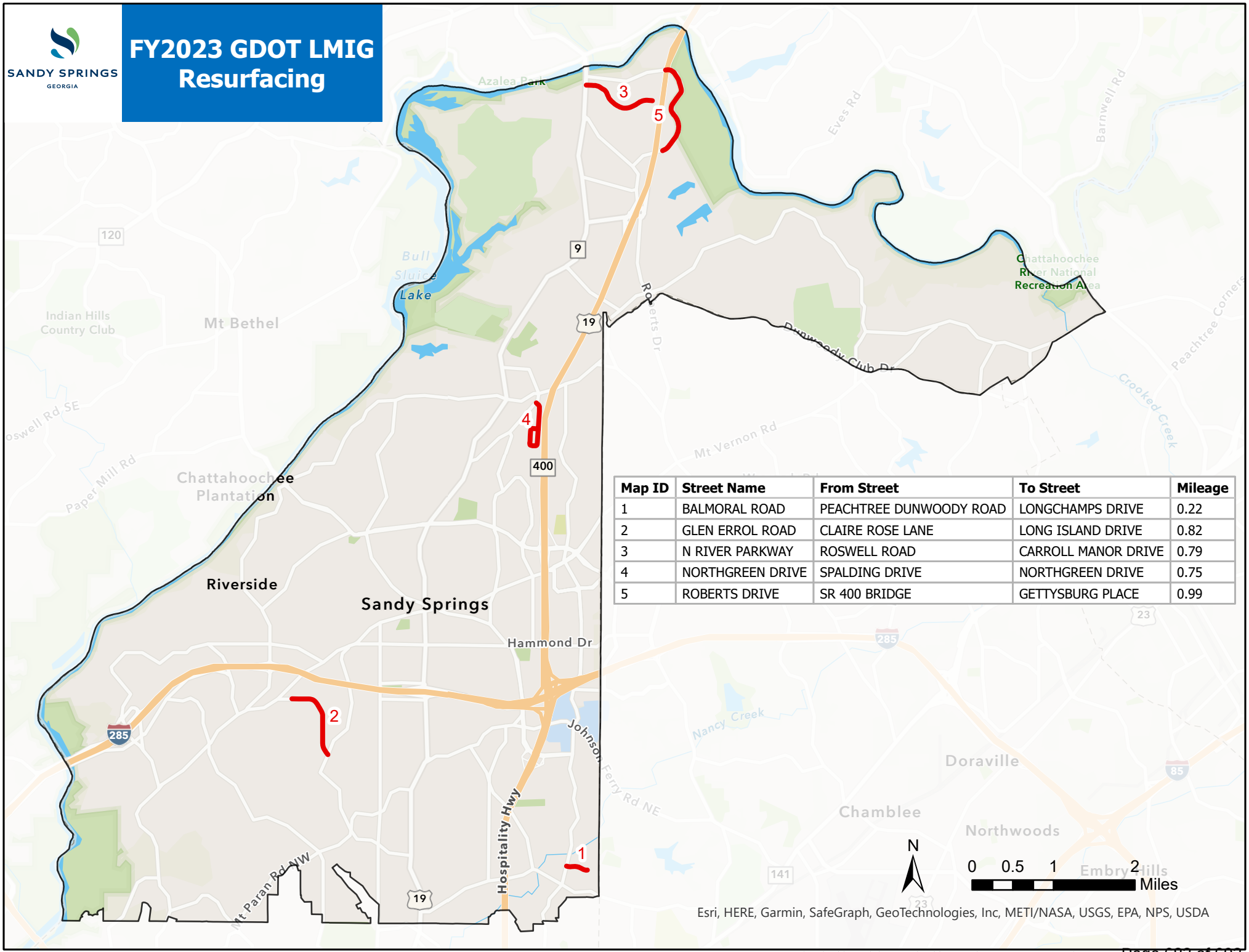
- The **List of projects** to type in the system:
  - a. Road name, Beginning and Ending points, Length in miles, Description of work,
    Project cost, Estimated project let date

- The LMIG **Cover Letter** shall include the following:
  - a. Overview of type project(s) being requested
  - b. Status (percentage of completion) of previous LMIG funding for **last 3 fiscal years**
  - c. Signature of Mayor or County Commission Chairperson

- The LMIG **Application Signature Page** shall include the following:
  - a. Signature of Mayor or County Commission Chairperson
  - b. County/City Seal (If using an embossed seal, please shade it before scanning)
  - c. Notary signature and seal

SANDY SPRINGS
GEORGIA

FY2023 GDOT LMIG Resurfacing



Map ID	Street Name	From Street	To Street	Mileage
1	BALMORAL ROAD	PEACHTREE DUNWOODY ROAD	LONGCHAMPS DRIVE	0.22
2	GLEN ERROL ROAD	CLAIRE ROSE LANE	LONG ISLAND DRIVE	0.82
3	N RIVER PARKWAY	ROSWELL ROAD	CARROLL MANOR DRIVE	0.79
4	NORTHGREEN DRIVE	SPALDING DRIVE	NORTHGREEN DRIVE	0.75
5	ROBERTS DRIVE	SR 400 BRIDGE	GETTYSBURG PLACE	0.99

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SANDY SPRINGS
CITY CLERK'S OFFICE

TO: Eden Freeman, City Manager

FROM: William H. Martin, Jr., AIA, Public Works Director

DATE: December 8, 2022 Submission for the December 20, 2022 City Council Meeting

ITEM: Request for Mayor and City Council Consideration of an Amendment to the City of Sandy Springs FY 2023 Budget to Allow the Transfer of Funds for the T-9100 Bridge Maintenance Program

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Recommendation:

Staff recommends that Council authorize the budget amendment for the T-9100 Bridge Maintenance Program within the City of Sandy Springs, Fulton County, Georgia.

Background:

The City advertised for bids the FY 2023 Bridge Maintenance Program and received bids on November 17, 2022. The bid received by the lowest, most responsive and responsible bidder, Massana Construction, Inc., is $1,684,439.00. Current funds available in the T-9100 Bridge Maintenance Account total $1,643,575.00.

Discussion:

The total requested amount for the budget amendment is $50,000 for additional funds to be transferred to the T-9100 Bridge Maintenance Account. This amount is required to fully fund the amount of the lowest bid for the FY 2023 FY 2023 Bridge Maintenance Contract.

Financial Impact:

The amount of $50,000 is proposed to be transferred from unobligated funds in the Public Works Contractual Services Account.

Alternatives:

The City could not approve the budget amendment at this time and request additional quotes from qualified contractors; however, it may incur additional time delays with no assurance of lower pricing.

Review:

Karen Lugassy, Executive Assistant	Created/Initiated - 12/8/2022
Marty Martin, Director of Public Works	Approved - 12/8/2022
Toni Carlisle, Chief Financial Officer	Approved - 12/8/2022
Kathy Williams, Staff Attorney	Approved - 12/9/2022
Eden Freeman, City Manager	Final Approval - 12/16/2022

Attachments:

1. T9100 Budget Amendment Ordinance

ORDINANCE NO. _____

STATE OF GEORGIA
COUNTY OF FULTON

ORDINANCE BY THE MAYOR AND COUNCIL OF THE CITY OF SANDY SPRINGS TO AUTHORIZE AMENDMENT OF THE CITY'S FY23 BUDGET TO ALLOW THE TRANSFER OF FUNDS

WHEREAS, the City of Sandy Springs ("City") requires additional funding for the delivery of the T-9100 FY23 Bridge Maintenance Project ("Project") due to a shortfall; and

WHEREAS, the City requires the transfer of $50,000 from the Public Works Contractual Services Account to the T-9100 Bridge Maintenance Account to fund the shortfall;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SANDY SPRINGS, GEORGIA, THAT:

1. the FY 2023 budget is hereby amended to reallocate budget funding by transferring $50,000 from the Public Works Contractual Services Account to the T-9100 Bridge Maintenance Account; and

2. the City Manager and appropriate City staff are hereby authorized to take such actions as may be deemed necessary to effectuate the intent of this Ordinance.

APPROVED AND ADOPTED on this the 20th day of December 2022.

Approved:

_____
Russell K. Paul, Mayor

Attest:

_____
Raquel D. Gonzalez, City Clerk

(Seal)

SANDY SPRINGS
CITY CLERK'S OFFICE

TO: Eden Freeman, City Manager

FROM: William H. Martin, Jr., AIA, Public Works Director

DATE: December 5, 2022 Submission for the December 20, 2022 City Council Meeting

ITEM: Request for Mayor and City Council Consideration of Approval of Contract Award to Massana Construction Company, Inc. for FY 2023 Bridge Maintenance and Repair Services, and to Authorize the City Manager to Execute the Contract

Recommendation:

Staff recommends contract award to Massana Construction Company, Inc. ("Massana") to provide FY 2023 Bridge Maintenance and Repair Service and requests authorization for the City Manager to execute a contract with Massana.

Background:

The City has allocated funding on an annual basis for the maintenance and repair of City bridges as part of the T-9100 Bridge Maintenance Program. Using the Georgia Department of Transportation's most recent bridge maintenance and repair report ("Report"), plans and bid schedules were developed under contract with the City's design consultant, AECOM.

Discussion:

The City issued an Invitation to Bid Number 23-040 for Bridge Maintenance and Repair Services on October 19, 2022 with a pre-bid conference on November 4, 2022. Three (3) bids were received on November 17, 2022 as follows:

Firm	Total Bid
Massana Construction Company, Inc.	$1,684,439.00
E&D Contracting Services, Inc	$1,763,274.00
M & J Construction Company of Pinellas County, Inc.	$3,515,703.40

The bids received were evaluated by staff and based on review and analysis, staff recommends that the City award the Contract to the lowest, most responsive and responsible bidder, Massana Construction Company, Inc., in the amount of $1,684,439.00. The engineer prepared estimate for this work was $1,400,000.00.

Financial Impact:

There are adequate funds available in the T-9100 Bridge Maintenance Program for the Project.

Alternatives:

The City may choose not to award this contract to Massana Construction Company, Inc. and provide further instruction to staff.

Review:

Karen Lugassy, Executive Assistant	Created/Initiated - 12/8/2022
Marty Martin, Director of Public Works	Approved - 12/8/2022
Toni Carlisle, Chief Financial Officer	Approved - 12/8/2022
Kathy Williams, Staff Attorney	Approved - 12/8/2022
Eden Freeman, City Manager	Final Approval - 12/16/2022

Attachments:

1. Resolution - Bridge Maintenance Services Contract Award_Massana
2. Vicinity Map - Bridge Maintenance Services Contract Award_Massana

RESOLUTION NO. _____

STATE OF GEORGIA
COUNTY OF FULTON

A RESOLUTION TO APPROVE CONTRACT AWARD TO MASSANA CONSTRUCTION COMPANY, INC. FOR FY 2023 BRIDGE MAINTENANCE AND REPAIR SERVICES, AND TO AUTHORIZE THE CITY MANAGER TO EXECUTE THE CONTRACT

WHEREAS, on October 19, 2022, the City of Sandy Springs ("City") advertised its Invitation to Bid ("Solicitation") seeking bids from qualified consultants to perform bridge maintenance and repair services for FY 2023 ("Services"); and

WHEREAS, the City received three bids on November 17, 2022, including a bid from Massana Construction Company, Inc. ("Massana"), in the amount of $1,684,439.00; and

WHEREAS, the bid submitted by Massana was the lowest, most responsive and responsible bid; and

WHEREAS, staff desires that City Council approve contract award to Massana;

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

1. Massana is hereby awarded a contract in the amount of $1,684,439.00 to perform the Services; and

2. the City Manager is authorized to execute a contract with Massana, subject to approval of the City Attorney and the City Finance Director; and

3. the City Manager and appropriate City staff shall take such actions as may be deemed necessary to effectuate the intent of this Resolution.

RESOLVED this _____ day of December, 2022.

APPROVED:

_____
Russell K. Paul, Mayor

Attest:

_____
Raquel D. Gonzalez, City Clerk

(Seal)

SANDY SPRINGS
GEORGIA

Bridge Maintenance

Map ID	Location
1	Jett Rd. over Long Island Creek
2	Coles Way over Chattahoochee River Tributary
3	Johnson Ferry Rd. over Chatt River
4	Riverside Dr. over Marsh Creek
5	Brandon Mill Rd. over Marsh Creek
6	Glenridge Rd. over Marsh Creek
7	Riverside Dr. over Chattahoochee River Tributary
8	Northside Dr. over Long Island Creek
9	Powers Ferry Rd. over Long Island Creek
10	Long Island Dr. over Long Island Creek
11	Lake Forest Dr. over Long Island Creek
12	Hammond Dr. over Nancy Creek Tributary
13	Peachtree Dunwoody Over Nancy Creek Tributary
14	Peachtree Dunwoody Over Nancy Creek Tributary
15	Glenlake Pkwy Over Marsh Creek
16	Spalding Dr. over Ball Mill Creek
17	Dunwoody Club Dr. over Ball Creek

N

0 0.5 1 Miles

Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA

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SANDY SPRINGS
CITY CLERK'S OFFICE

TO: Honorable Mayor and City Council Members

FROM: Dan Lee, City Attorney

DATE: December 15, 2022 Submission for the December 20, 2022 Meeting

ITEM: Request for Mayor and City Council Consideration of Approval of the Settlement and Dismissal of the Lawsuit by the City Against A-1 Construction Co. and Granite Surety Company; to Authorize the City Manager to Execute the Same; and for Other Purposes

Recommendation:

The City Attorney recommends the Mayor and Council accept and approve this settlement proposal whereby the additional costs experienced by the City due to the failures of the contractor and the surety for the contractor are being fully reimbursed to the City upon the payment of $550,000.00.

Background:

A-1 (with Granite as their contracted surety) were chosen by competitive bid to be the contractor on the Brandon Mill sidewalk project. The contract was for an amount approximately, $1,014,000.00. A-1 was only $100,000.00 into the contract before staff identified significant contract failures and removed the contractor from the job.

Discussion:

Notwithstanding notices to the surety, the surety failed to provide for a subsequent contractor and the city was forced to rebid the remainder of the project. This procurement required an additional $366,000 toward the completion of the project. The surety failed and refused to honor its contract and the city filed a lawsuit. Meanwhile, the contractor went into bankruptcy court and the city was forced to prosecute its interest in the bankruptcy court as well as the Federal District Court to collect the amounts due. This matter was filed in January of 2022.

Financial Impact:

The settlement proposal makes the City whole in the payment of the additional $366,000.00 needed for the completion contractor and reimburses the City approximately $166,000.00 in attorneys' fees.

Alternatives:

Continue the lawsuit and seek the bad faith damages the law allows for the failure of the surety carrier to satisfy the demand amount.

Review:

Raquel Gonzalez, City Clerk	Created/Initiated - 12/15/2022
Toni Carlisle, Chief Financial Officer	Approved - 12/15/2022
Kathy Williams, Staff Attorney	Approved - 12/15/2022

Eden Freeman, City Manager Final Approval - 12/16/2022

Attachments:

1. Resolution - Settle Granite Lawsuit

STATE OF GEORGIA
COUNTY FULTON

A RESOLUTION OF THE CITY OF SANDY SPRINGS MAYOR AND CITY COUNCIL TO APPROVE THE SETTLEMENT AND DISMISSAL OF THE LAWSUIT BY THE CITY AGAINST A-1 CONSTRUCTION CO. AND GRANITE SURETY COMPANY; TO AUTHORIZE THE CITY MANAGER TO EXECUTE SAME; AND FOR OTHER PURPOSES

WHEREAS, the City of Sandy Springs Mayor and City Council determined it was in the best interest of the City to file a lawsuit to protect its contract interests as against A-1 Construction Co. and its surety, Granite Surety Company; and

WHEREAS, the Mayor and Council were forced to file a lawsuit and prosecute the City's interest in the Federal Bankruptcy Court due to the construction failures of A-1, its ultimate insolvency and the refusal of Granite to comply with its contract of guaranty on the Brandon Mill sidewalk project; and

WHEREAS, City Public Works procured and negotiated the new contract to complete and whereas that project has been completed, at an additional cost to the City of approximately $366,500.00: and

WHEREAS, the City has expended approximately $166,000.00 in attorneys' fees toward the protection of its interest and the prosecution of its claims against the Defendants and now the Defendants wish to settle all claims for the paid sum to the City of $550,000.00 and the City Attorney recommends that the City agree to this settlement.

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

The City Manager is authorized to accept the sum of $550,000.00 as full settlement of all claims against the two parties and execute all documents to dismiss the actions The City Manager is hereby authorized to execute any documents in the furtherance of this Resolution, subject to approval by Legal and Finance.

APPROVED AND ADOPTED this _____ day of December 2022.

Approved:

_____
Russell K. Paul, Mayor

Attest:

_____
Raquel D. González, Clerk

(Seal)