

Meeting of the Sandy Springs City Council was held on February 21, 2023 Following Work Session, Mayor Rusty Paul presiding.

I. Call to Order

Mayor Rusty Paul called the meeting to order at 6:22 p.m.

II. Roll Call and General Announcements

Members Present: Mayor Rusty Paul, Councilmember John Paulson, Councilmember Melody Kelley, Councilmember Melissa Mular, Councilmember Jody Reichel, Councilmember Tibby DeJulio, Councilmember Andrew Bauman

III. Pledge of Allegiance

Mayor Rusty Paul led the Pledge of Allegiance.

IV. Public Comment

1. **Sari Earl, 607 Conway Forest Drive, Atlanta** - Atlanta Jewish Film Festival

V. Approval of Meeting Agenda

Motion and vote. A motion was made by Councilmember Tibby DeJulio, seconded by Councilmember Melody Kelley, to approve the meeting agenda with the removal of item 2023-052. The motion carried by unanimous vote.

VI. Consent Agenda

Motion and vote. A motion was made by Councilmember Jody Reichel, seconded by Councilmember Melissa Mular, to approve the consent agenda. The motion carried by unanimous vote.

- A. **2023-051** Meeting Minutes
February 7, 2023 City Council Work Session
February 7, 2023 City Council Meeting
- C. **2023-053** Request for Mayor and City Council Consideration of Acceptance of an Agreement to Donate Real Estate on Property Located at 6755 Brandon Mill Road NE in Land Lot 87 of the 17th District, City of Sandy Springs (Tax ID# 17-0087-0006-005-3); TS-172 Brandon Mill Road Sidewalks – Lost Forest Drive to Brandon Ridge Project

Resolution No. 2023-02-21

- D. **2023-054** Request for Mayor and City Council Consideration of Acceptance of a Permanent Easement for Installation and Maintenance of Traffic Signal Equipment on Property Located at 6015 Riverside Drive in Land Lot 132 of the 17th District, Fulton County, City of Sandy Springs (Tax ID# 17-0132- LL-020-4)

Resolution No. 2023-02-22

VII. Presentations

There were no presentations.

VIII. Public Hearing

- A. **2023-055** ABL 97632 - Approval of Alcoholic Beverage License Application for 8295 Chevron LLC d/b/a Chevron – 8295 Roswell Rd., Sandy Springs GA 30350

Applicant is Nitesh Daroch for Retail / Package – Wine and Malt Beverages.

Toni Carlisle, Chief Financial Officer, presented a recommendation to approve the Alcoholic Beverage License Application for 8295 Chevron LLC d/b/a Chevron – 8295 Roswell Rd. Sandy Springs GA 30350.

Applicant submitted a completed application on December 5, 2022. Applicant has passed the background investigation. This is a Change of Ownership for Retail / Package – Wine and Malt Beverages. The business is located at 8295 Roswell Rd. Sandy Springs GA 30350.

There being no public comment, **Mayor Rusty Paul** closed the public hearing.

Motion and vote. A motion was made by Councilmember John Paulson, seconded by Councilmember Melody Kelley, to approve the Alcoholic Beverage License Application for 8295 Chevron LLC d/b/a Chevron – 8295 Roswell Rd., Sandy Springs GA 30350. The motion carried by unanimous vote.

- B. **2023-056** TA23-0002

Consideration of a Text Amendment to the Recommended Tree Species List, in Article 1, Section M of the Technical Manual

Catherine Mercier-Baggett, Sustainability Manager, presented a request for a text amendment to the recommended Tree Species List, in Article 1, section M of the technical manual.

Staff recommends approval of TA23-0002. Section 1 of the Technical Manual provides supplemental information and implementation guidance to Div. 9.3. - Tree Conservation and Div. 8.2 – Landscaping and Screening of the Development Code. A first amendment was presented to the Mayor and City Council in November 2022. Staff received public feedback on the first amendment and subsequently revised the proposed amendment to remove the Recommended Tree Species List for further work. TA22-0008 was approved on December 6, 2022 and included correction of minor errors and a new section on Sustainable Landscape Practices for City projects. Staff hosted an open house and two workgroup meetings in November 2022 and January 2023 with interested members of the community. The result of this collaboration is an updated recommended list of tree species that now includes a consideration for the ecological benefits provided by the native, large canopy tree species.

Staff developed a Supported Wildlife Score based on five criteria that highlight the importance of certain tree species and genera to the local wildlife. One of these criteria is the number of Lepidoptera (moths

Meeting of the City of Sandy Springs City Council – SUMMARY MINUTES
Studio Theatre, Sandy Springs City Hall and Broadcast Via Live Webinar and Teleconference
February 21, 2023 Following Work Session
Page 3 of 12

and butterflies) species hosted by the trees. This information was provided by Dr. Doug Tallamy, a professor at the Department of Entomology and Wildlife Ecology at the University of Delaware, at the request of Karen Meinzen McEnery. The other criteria consider the number of pollinators and birds supported, the abundance of the species in Sandy Springs, and special considerations such as supporting an endangered species. The intent of the Supported Wildlife Score is to inform builders, developers and the community at large of the relative importance of planting certain species. The Score will be an additional tool to promote the use of native tree species in landscaping.

Mayor Rusty Paul opened the public hearing.

Support

1. Bill Cleveland, 6441 Wright Rd, Sandy Springs - Trees

There being no further public comment, **Mayor Rusty Paul** closed the public hearing.

Motion and second. A motion was made by Councilmember Andy Bauman, seconded by Councilmember Jody Reichel, to approve a text amendment to the recommended Tree Species List, in Article 1, section M of the technical manual.

Councilmember Melody Kelley asked why the score is only available for large trees?

Sustainability Manager Mercier-Baggett replied data is limited as smaller trees are researched less.

Councilmember Andy Bauman praised staff and the public for their input and acknowledged the renowned expertise of the researcher. The City is receiving input from people who are knowledgeable and care deeply.

Vote on the motion. The motion carried by unanimous vote.

Ordinance No. 2023-02-007

C. 2023-057 RZ22-0006, 111 Mount Paran Road

The Applicant requests a Zoning Map Amendment at 111 Mount Paran Road (Parcel(s) # 17 0120 LL0224) from RE-1 (Residential Estate, 1 Acre Minimum) Zoning District to RD-27 (Residential Detached, 27,000 Square Foot Minimum) Zoning District and RD-18 (Residential Detached, 18,000 Square Foot Minimum).

APPLICATION WITHDRAWN

Raquel González, City Clerk, advised the item was withdrawn between the Planning Commission meeting this evening's City Council meeting. There is no action required by Council.

IX. New Business

- A. 2023-058** Request for Mayor and City Council Consideration of Request for Mayor and City Council to Approve Contract Award to Tri Scapes, Inc. to Construct the Johnson Ferry at Abernathy Hardscape Improvements Project and to Authorize the City

Manager to Execute the Contract

Kristen Wescott, Traffic/Transportation Unit Manager, presented a recommendation to approve a contract award to Tri Scapes, Inc. to construct the Johnson Ferry at Abernathy Hardscape Improvements Project and to authorize the City Manager to execute the contract.

As a part of the City's efforts to beautify rights of way, the City has developed plans to extend the current hardscape aesthetics of the Abernathy Greenway Park at the intersection of Abernathy Road, Johnson Ferry Road, and Brandon Mill Road ("Intersection"). Hardscape elements, plantings, and shrubs will be installed to enhance the intersection at the three (3) unimproved corners of the intersection.

The City issued an Invitation to Bid for Hardscape Improvements at the Intersection on December 7, 2022. The City received the following single bid on January 10, 2023.

Firm	Total Bid
Tri Scapes, Inc.	\$218,663.61

The bid from Tri Scapes was evaluated by City staff and compared favorably to the engineer's estimate of \$237,035.50. The single bidder has successfully completed several projects with the City. Staff recommends contract award to Tri Scapes to construct the Project. There are adequate funds available in the T-4000 City Beautification Program for the contract.

Motion and vote. A motion was made by Councilmember Melissa Mular, seconded by Councilmember Melody Kelley, to approve the contract award to Tri Scapes, Inc. to construct the Johnson Ferry at Abernathy Hardscape Improvements Project and to authorize the City Manager to execute the contract. The motion carried by unanimous vote.

Resolution No. 2023-02-23

- B. **2023-059** Request for Mayor and City Council Consideration of Approval of an Infrastructure Grant Application to the United States Department of Transportation for the 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Transportation Discretionary Grant Program and Make a Commitment for Local Funding Match

William H. Martin, Jr., AIA, Public Works Director, presented a recommendation to submit an application to the United States Department of Transportation (USDOT) for the 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program for the PATH 400 Trail Extension project.

The Infrastructure Investment and Jobs Act (Pub. L. 117-58, November 15, 2021) authorized and appropriated \$1.5 billion to be awarded by the USDOT for FY 2023 for Local and Regional Project Assistance Program Grants. This appropriation is known as the RAISE Transportation Grants program. The Consolidated Appropriations Act, 2023 appropriated an additional \$775 million for the FY 2023 RAISE program, for a total of \$2.275 billion. Funds for the FY 2023 RAISE Transportation grants program are to be awarded for surface transportation infrastructure projects that will have a significant local or regional impact. The last RAISE project solicitation was in 2022. The current project solicitation closes on February 28, 2023. The minimum grant amount awarded to a grantee is \$5 million.

Meeting of the City of Sandy Springs City Council – SUMMARY MINUTES
Studio Theatre, Sandy Springs City Hall and Broadcast Via Live Webinar and Teleconference
February 21, 2023 Following Work Session
Page 5 of 12

To date, the City of Sandy Springs received federal funding in the amounts of \$1,790,400 in preliminary engineering, \$688,000 in right-of way, \$12,000 in utilities, and \$13,566,000 in construction for the PATH 400 Trail Extension project (TS201, FN-304, PI 0015023). The project limits, as determined as logical termini by Georgia Department of Transportation (GDOT), were from Loridans Drive to Johnson Ferry Road and included 1.8 miles of trail in the City of Sandy Springs and 0.5 miles of trail in the City of Atlanta. The proposed project, SR 400 Trail Extension, is seeking additional construction funding for 1.8 miles of the trail within the City of Sandy Springs city limits.

Staff has been coordinating with ARC, GDOT, City of Atlanta, and Livable Buckhead to design and construct a 1.8-mile multiuse trail alongside State Route (SR) 400. The proposed project will extend the corridor north from the Sandy Springs City limits to Johnson Ferry Road in Sandy Springs, where it will tie into the I-285/SR 400 interchange improvement project (PI 0000784). The typical section for the project is a 12-foot poured concrete path with a minimum of 2-foot shoulders on either side. The regional trail vision seeks to develop a connected regional trail network, including providing the opportunity to provide access to major employment centers. PATH400 provides a critical link in the regions trail network, opening the entire north metro area to access the system and the Atlanta Beltline. The expansion of the PATH400 network is a high regional priority to provide alternative transportation in the GA 400 corridor.

The project's environmental document was approved on August 14, 2020, and the project is wrapping up its right-of-way and design phases. The City was awarded partial funding for the construction phase from the Atlanta Regional Commission in 2020 and 2022. The 2023 Consolidated Appropriations Act also provided an additional \$750,000 for the project. Construction is tentatively scheduled to begin in Summer 2023. The City will either need to secure additional funding to complete the full project or build the project in phases as funding becomes available. The current funding gap for construction is \$7,138,812.

The proposed project has been included in a number of the City's adopted plans, including the Transportation Master Plan (2021), Bicycle, Pedestrian, and Trail Plan (2014); The Next 10 Comprehensive Plan (2017); and the Perimeter Center Small Area Plan (2017). In 2016, the City initiated the Transportation Special Purpose Local Options Sales Tax (TSPLOST) project TS-201, SR 400 Multi-Use Trail project, to provide preliminary funding for the project. TSPLOST 2021 will provide \$4.4 million in local matching funds for the project, but additional local funds will be needed due to increase in costs on the project.

In order for the City to expedite the project, staff recommends seeking funding through the 2023 RAISE grant program.

Staff has prepared a cost estimate for funding based on the GDOT approved concept report and additional design work to date. In order for the City to be eligible for federal funding, it is required to match funding of a minimum of 20% of the funding requested. Staff estimates the minimum required to match \$5,711,050 is \$1,427,762, for a total proposed project funding of \$7,138,812.00. The local match of \$1,427,762 is currently unfunded.

Staff has not identified an alternative funding source for the remaining construction costs of the PATH 400 Trail Extension project. The City can forego advancing the SR 400 PATH 400 Trail Extension application at this time and build the project in phases, while considering future funding opportunities, such as the next Atlanta Regional Commission's Transportation Improvement Projects (TIP) solicitation, for future phases.

Motion and second. A motion was made by Councilmember Councilmember Tibby DeJulio, seconded by Councilmember Councilmember Jody Reichel, to approve an Infrastructure Grant Application to the United States Department of Transportation for the 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Transportation Discretionary Grant Program and make a commitment for local funding match.

Councilmember Melody Kelley asked where will matching funds come from if it is unfunded?

Public Works Director Martin replied this is a commitment to provide it if the grant is awarded. The first proposal would be against a capital account. Everything budgeted against the project now and TSPLOST 2021 matches the amounts currently there. There is flexibility in commitments within TSPLOST 2021 as the time draws near to finalize that budget request. This is where we would seek the funding initially.

Mayor Rusty Paul said Senator Jon Ossoff spoke of the quality of the City of Sandy Springs' Safe Streets Grant application. He was very complimentary. Thank you staff for your efforts.

Vote on the motion. The motion carried by unanimous vote.

Resolution No. 2023-02-24

- C. **2023-060** Request for Mayor and City Council Consideration of Request for Mayor and City Council Consideration of Approval of a Planning Grant Application to the Atlanta Regional Commission for the 2023 Livable Centers Initiative (LCI) Grant Program and Make a Commitment for Local Funding Match

Kristen Wescott, Traffic/Transportation Unit Manager, presented a recommendation to approve a Planning grant application to the Atlanta Regional Commission for the 2023 Livable Centers Initiative (LCI) Grant Program and make a commitment for local funding match.

The ARC's Livable Centers Initiative (LCI) is a grant program that incentivizes local jurisdictions to re-envision their communities as vibrant, walkable places that offer increased mobility options, encourage healthy lifestyles and provide improved access to jobs and services. The program funds both Catalytic studies focused on visioning plans and Tactical studies focused on studies that aid in implementing the vision. The last LCI Call for Ideas was in 2022. The current project solicitation closes on February 28, 2023. The 2023 priority areas are affordable/diverse housing, creative placemaking, green infrastructure, and smart city technology.

The Peachtree Dunwoody Road Corridor Study would help implement the current Perimeter LCI plan as well as the City of Sandy Springs' vision established in the Perimeter Small Area Plan and MARTA Stations Small Area Plan. It would focus on Peachtree Dunwoody Road, between Abernathy Road and Spalding Drive. This corridor study would develop a concept for the Peachtree Dunwoody Road corridor that balances multimodal needs, provides for a further extension of the Path 400 Trail, and identifies placemaking opportunities at the North Springs MARTA station.

This study will focus on the 1.75-mile segment of Peachtree Dunwoody Road corridor in Sandy Springs between Abernathy Road and Spalding Drive. Peachtree Dunwoody Road is a north-south connector street, connecting multi-family residential communities, single family home neighborhoods, the North Springs MARTA Station, Sandy Springs MARTA Station, and the Perimeter Center Improvement District (PCID). This corridor has a diverse mix of housing, and already has many pedestrians walking

around, but the corridor is bleak, lacks pedestrian lighting, and has minimal pedestrian and bicycle infrastructure.

The City's Transportation Master Plan (2021) recommended a corridor study for this segment of Peachtree Dunwoody Road because it has been identified as a location that needs improved bicycle and pedestrian infrastructure, as well as a location that has vehicular capacity issues. The Trails Master Plan (2019), the Bicycle, Pedestrian Trail Plan (2014), Perimeter Small Area Plan (2016), and the Perimeter Center LCI recommend a sidepath for this corridor. The purpose of this study will be to identify the appropriate cross section that will facilitate future mobility and align with the Perimeter Center LCI, MARTA Station Areas Small Area Plan, and Perimeter Small Area Plan's vision for the area. The Perimeter Center LCI envisions a walkable, pedestrian friendly environment with both internal connectivity and connectivity to MARTA rail station areas. In addition, Sandy Springs is working to build out an extension of the PATH 400 Trail, as envisioned in the Atlanta Regional Commission's Regional Trails Plan. Current programmed and planned projects will bring the trail up to Abernathy Road, east of SR 400. This study will consider Peachtree Dunwoody Road as an appropriate option to continue the trail northbound to Spalding Drive or identify other potential alignments for further consideration. The Peachtree Dunwoody Road Corridor study is estimated to cost \$175,000.00, with \$140,000.00 as the requested amount of federal funds, and a local match of \$35,000.00. Staff had identified the Peachtree Dunwoody Road Corridor Study for programming in FY24 under intersection and operation improvements capital fund. This funding could serve as the local match to the study grant, or the City can forego advancing the LCI study application at this time.

Motion and second. A motion was made by Councilmember Jody Reichel, seconded by Councilmember John Paulson, to approve a Planning grant application to the Atlanta Regional Commission for the 2023 Livable Centers Initiative (LCI) Grant Program and make a commitment for local funding match.

Councilmember Jody Reichel asked if the study is to determine if the City needs wider sidewalks?

Traffic/Transportation Unit Manager Wescott replied yes. Over the years, there were several recommendations that were considered. Earlier in the plan, there was a recommendation for widening Peachtree Dunwoody Road. The two rail stations on either end of the corridor with the mix of residential housing and other uses provide an opportunity to see how the transportation network can best serve everyone and make it a more vibrant corridor. It is unique with nothing else like it in Sandy Springs.

Councilmember Reichel asked if people residing in that district will be able to weigh in?

Traffic/Transportation Unit Manager Wescott replied yes. This plan has robust public involvement.

Councilmember John Paulson said a path extension along 400 from Abernathy to Spalding is identified. Did the Trail Plan look at this before?

Traffic/Transportation Unit Manager Wescott replied there may have been discussions of paths along both 400 and Peachtree Dunwoody Road. There is an opportunity to consider both. The City has a path project coming down the interchange up to Peachtree Dunwoody Road. A proposed project in TSPLOST will bring that sidepath further to Mount Vernon to connect with the path that comes back to here. There is a great opportunity to enhance bicycle and pedestrian facilities. This has not been study in great detail, as it has been just a part of planning studies. This gives the City the opportunity to develop the plan for the recommendations.

Vote on the motion. The motion carried by unanimous vote.

Resolution No. 2023-02-25

D. **2023-061** Request for Mayor and City Council Consideration of Adoption of the Roswell Road Access Management Plan, T-0070

Kristen Wescott, Traffic/Transportation Unit Manager, presented a request for adoption of the Roswell Road Access Management Plan, T-0070.

The City of Sandy Springs (“City”) adopted the Roswell Road Small Area Plan in 2016, which established a vision for Roswell Road as a “boulevard” with safer access for motorists, pedestrians, and cyclists. The Small Area Plan proposed several ideas to better manage access along Roswell Road, including new cross and parallel streets with redevelopment, installing medians, filling sidewalk gaps, and improving connectivity.

In August 2021, the City undertook a planning effort, the Roswell Road Access Management Plan, to advance these ideas by completing a comprehensive analysis of safety deficiencies and developing a sample configuration of the improvements. The final plan includes a list of priority projects and implementation guidance to help the City of Sandy Springs achieve its long-term vision for the Roswell Road corridor. This planning study was funded with federal funds (80%) and local matching funds (20%). Roswell Road serves as the principal north/south roadway for the City of Sandy Springs. It is regionally significant, touches all six council districts, and is served by two of the most utilized MARTA routes, 5 and 87. Roswell Road also experiences the highest number of crashes and highest crashes/mile rate compared to all other City roadways.

During the existing conditions review, the City’s consultant performed a crash analysis, driveway inventory, review of existing plans, and traffic operations analysis. The City held stakeholder meetings, hosted a virtual public meeting (with interactive poll), and utilized an online mapping tool to collect public input on safety and mobility concerns along Roswell Road that supplement the data analyzed in the existing conditions report. Following the existing conditions assessment, an access management alternative was developed to lay out how the corridor could look when applying treatments including a raised median, midblock crossings, traffic signals, and pedestrian/bicycle infrastructure. The Alternative was evaluated to understand the safety need/benefit, operational impact, standard compliance, equity, and multimodal impacts. The community was invited to provide feedback on the alternative at the public meeting held in June 2022 and through an online tool that was open for comments three weeks after the meeting. While there were several comments in support of improving the safety of Roswell Road, there was concerns about impacting access to businesses and increased U-turns on the corridor.

To address public concerns, there was additional scrutiny for the top projects that were recommended based on the highest safety need and benefit. In addition, the implementation guidance provides different treatment options to consider during the design stage, and the trade-offs involved. The top priority projects that are recommended to be started over the next 10 years include:

Raised Median and Complete Streets Projects:

1. Peruca Place/Prado to I-285 Eastbound Ramps and Meadowbrook Drive to Windsor Parkway – To be completed with T0019
2. I-285 Westbound Ramps to Hammond Drive
3. Johnson Ferry Road to north of Chaseland Drive
4. Northridge Road to Hightower Trail

Standalone Midblock Crossing Projects:

1. Between Lake Placid and Northwood Drive – To be completed with T0019
2. Between Trowbridge Road and Cimarron Parkway
3. Near Mystic Place
4. Between Northridge Parkway and Hellenic Tower Driveway
5. Between Huntcliff and Dunwoody Place

Given the scope of this plan outside of the priority projects, the majority of the improvements would need to be completed in conjunction with redevelopment. The City's Development Code already includes several requirements for driveway spacing, interparcel connections, and deceleration lanes. The Roswell Road Access Management Plan reinforces the importance of these standards and includes additional recommendations to strengthen interparcel connectivity requirements on Roswell Road and reconciling the desired cross section with current requirements. Statewide average crash rate for the roadway classification is based on the GDOT Statewide Mileage, Travel & Crash Data report for 2017. The approval of the Roswell Road Access Management Plan does not have any direct financial impacts. The plan is intended to provide guidance for future implementation of access management treatments, but the City is not beholden to the plan recommendations. Mayor and City Council can choose not to approve the Roswell Road Access Management Plan. If the plan is not adopted, it may be more difficult to secure grants and regional support to move forward priority projects on Roswell Road/SR 9.

Motion and second. A motion was made by Councilmember Melissa Mular, seconded by Councilmember Councilmember John Paulson, to approve the a request for adoption of the Roswell Road Access Management Plan, T-0070 with an addendum that includes the related public comments and Council comments from the Work Session and Council meeting held on Tuesday February 7 and the Council meeting held on Tuesday February 21, to preserve the concerns and comments for future consideration and action.

Councilmember Melissa Mular stated the City must ensure entry and exit is provided without undue burden to residents living along Roswell Road, especially between Abernathy and Dalrymple. Some outreach with stakeholders but not sure about residential communities. Also, it is an absolute must to engage communities and businesses for their input. Third, when considering curb cuts and realignment, this is a need to help facilitate. We do not own the interparcel connectivity, but it is important we do not disrupt businesses.

Councilmember John Paulson stated the Council discussed several ideas like this at the last meeting. Not included is idea discussed two weeks ago about assessing the actual improvement to those intersections because of improvements made over the years. This should be factored in as well. Assuming the plan is approved, what is the next step?

Traffic/Transportation Unit Manager Wescott said there are projects already advancing with T-0019. As the City moves forward with future capital improvement programs, it is looking at this in context with other City priorities and, the opportunities for when we want to program those ideas. The next recommended section is I-285 up to Hammond. This is something we will discuss with Council through the upcoming FY 2024 budget season. We have given those recommendations tiers in the plan of what we think are the most important to do in the next five years and have a list that is probably going out decades. We are not creating in a green field anymore. We are in a developed place with lots of impacts for every project done. We must be thoughtful about how we implement those.

Councilmember Paulson asked if there are about a dozen priorities. Will staff crystallize those, provide

more detail, and bring before Council?

Traffic/Transportation Unit Manager Wescott replied she can restate them. This is the planning idea. The next step goes to concept with intense public involvement of adjacent property owners. We sent flyer invitations to people along the corridor to attend public meetings we had. You can focus more on this in the concept stage.

Councilmember Melissa Mular asked what is the frequency update for plan? Is it like other plans with an update in five or ten years?

Traffic/Transportation Unit Manager Wescott replied is a subplan of the greater Transportation Master Plan. The update would be at the time we review that plan and the different recommendations and, whether they should advance quickly or be pushed out further. That's the opportunity to do that.

Councilmember Mular said some of the projects are probably 20 years out. One reason is the agenda driven to be a collection point for current projects but changed after review because those projects are no longer a concern. Many people in this room may not be in Sandy Springs at that time. Institutional knowledge is important.

Traffic/Transportation Unit Manager Wescott said she absolutely agrees. This is always a challenge with plans because people think it was just done. There are many changes and is why we always need to use new information. At the beginning of every planning process, we start with the existing conditions. These are not the same as they were five years ago and will not be the same five years in the future. There is much change in technology with vehicles now and we try to stay abreast, but don't know what it is going to be in five years.

Vote on the motion. The motion carried by unanimous vote.

Resolution No. 2023-02-26

X. Reports

A. 2023-062 Mayor and Council Report

Mayor Rusty Paul provided updates form key bills currently being discussed at the State Capitol:

You may recall, the bill last year that preempted us from doing anything about regulating bill to rent subdivisions and housing. Lot of talk about institutional investors and impact on renters. The AJC did a magnificent job talking about the impact of some institutional investors on the quality of housing. The bill has been introduced but many people who supported it last year are not. Realtors, instead of being an active participant on the bill are neutral. Macon representative, Dale Washburn, was a key sponsor last Year said he is not going to get involved in it this year. Not sure where that's going to go but we're still expecting a broad-based preemption bill on land use and housing. This may come from Representative Washburn. While the bill has not been introduced, they're discussing that no city can have a housing square footage minimum higher than 1200 square feet. It eliminates our ability to place garages through our regulations and outlaws design standards within communities. It's a far-reaching bill though we haven't seen the details on it but that may be coming. When we get that, we'll circulate it and we may have to help the Georgia Municipal Association provide some input on that legislation.

Meeting of the City of Sandy Springs City Council – SUMMARY MINUTES
Studio Theatre, Sandy Springs City Hall and Broadcast Via Live Webinar and Teleconference
February 21, 2023 Following Work Session
Page 11 of 12

Senate Bill 16 by Senator John Albers allows cities to set up their own ambulance zones. It's a radical departure from how we provide services today. That Bill had its first hearing today and it may have been approved. Not sure but expected it was going to be approved by committee. This legislation has real ramifications for us in providing ambulance service. It has been me with our ambulance provider. They have opened their books and shown significant loss in operating in our community. We subsidize it. They are losing even more in the communities where they don't subsidize but ambulance service is an important service. It's about life or death and we will be keeping up with that.

There is a bill about school cameras that takes the school board out of the decision-making process. We have worked closely, carefully, and cooperatively with the Fulton School Board about cameras, but this would take them out of that discussion. In some jurisdictions the school boards have gotten in the way and there's real concerns about the safety in school zones.

We have the same bill for several years that revises the way communities can regulate permitting fees. It goes back to the idea that you can only charge permitting fees that go toward the regulatory aspects of the permitting process and inspections for instance. You can't put the money in the general fund, and this must be a separate budget item. Whatever you are taking in is only spent for the regulatory part of permitting. It changes the way permit fees are calculated. You can't use the square footage or the cost of the project. The argument is that you go out and build a hundred square feet of property and one of them has high-end finishes and the other has low end finishes but the low end finish doesn't cost as much to inspect as the high-end finishes. Therefore they want this very complicated process of sending fees. Less onerous than last year but still a problem. Senate Bill 161 requires the City to change it's contract to include every contractor, no matter how small to have a cyber security provision and very significant anti-hacking and cyber security requirements. The intent is very good. The problem is when you're buying software, you've got boilerplate contracts that don't allow changes. There is a lot of conversation going on with that bill. A good bill but has some problems right now because it's a little broad.

The anti-Semitism House Bill 30 passed the House Judiciary Committee this afternoon and hopefully will be on the floor of the house very soon.

There is a senate resolution setting up a LOST Study Committee. It will be the counties versus the cities. There is much turmoil around LOST negotiations and the legislature is looking for a solution.

Councilmember Melody Kelley asked about the truck weight bill.

Mayor Rusty Paul replied the Bill was passed by the Transportation Committee last week. The Rules Committee had sent it back for how the bill came out. There is going to be an amended version of the bill that may come out later this week and will deal with some of the concerns and objections that was raised by Rules Committee members. Interested to see how that impacts the City as there are real implications. Not much truck traffic on the City's streets but there are many issues on the expressways to 400 and 285 with overweight trucks and particularly in the middle of the construction phase that's probably going to last another 10 years. The interaction of commuter vehicles and trucks is never a good thing. It has been recommitted to committee for more work. We will see how this plays out.

Councilmember John Paulson asked when Crossover Day is.

Mayor Paul replied Crossover Day is February 28. Today is day 21.

Councilmember Andrew Bauman recalled his experience as a young student with former president Jimmy Carter. One of the first interns at the Carter Center when there was no Carter Center. President

Meeting of the City of Sandy Springs City Council – SUMMARY MINUTES
Studio Theatre, Sandy Springs City Hall and Broadcast Via Live Webinar and Teleconference
February 21, 2023 Following Work Session
Page 12 of 12

Carter was very engaging and an involved a member of that Community. There are people in the Sandy Springs community, throughout the metro area and others that have some history with the Carters and their thoughts are with them. He lived an extraordinary life. He may be a president who will be one of the few presidents who will be most remembered for his post-presidential years. Just want to acknowledge the condition of the former president. The thoughts and prayers of myself our family and a lot of people in this community are with the Carters.

Mayor Paul stated President Carter been a very important part of both Georgia and U.S history. It is with sadness we learned he is in hospice care this week. He is calling the shots to the end and is what you would expect.

B. 2023-063 Staff Reports

1. December 2022 Unaudited Financials

Toni Carlisle, Chief Financial Officer, presented the review for the December 2022 unaudited financials as follows. The City is at 50% of the fiscal year. Revenues are at 70.68% and expenditures are at 44.47% of the budget. The major revenue streams which increased revenues from November to December are \$6.2M received in property taxes and \$3M in L.O.S.T. The expenditures for each department continue to trend as expected.

XI. Executive Session

There was no Executive Session.

XII. Adjournment

Motion and vote. A motion was made by Councilmember Tibby DeJulio, seconded by Councilmember John Paulson, to adjourn the meeting. The motion carried by unanimous vote.

The meeting adjourned at 7:08 p.m.

Approved: March 7, 2023


Russell K. Paul, Mayor


Raquel D. González, City Clerk