

Meeting of the City of Sandy Springs City Council – SUMMARY MINUTES
Studio Theatre, Sandy Springs City Hall and Broadcast Via Live Webinar and Teleconference
April 15, 2025 Following Work Session
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Meeting of the Sandy Springs City Council was held on April 15, 2025 Following Work Session, Mayor Rusty Paul presiding.

I. Call to Order

Mayor Rusty Paul called the meeting to order at 7:17 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. **Alexander Somer, 1503 Treelodge Parkway, Sandy Springs** – Sandy Springs Police Chief
2. **Kyle Bratcher, 765 East Hembree Crossing, Roswell** – Opinions Regarding Recent City Laws
3. **Deborah Garrard, 50 North Mill Road, NW, Sandy Springs** – 7000 Brandon Mill Rental
4. **Bill Griffith, 9580 Roberts Drive, Atlanta** – Roberts Drive Speeding
5. **Theodore Davis III, 272 Summer Drive, Sandy Springs** – Sidewalk Analysis Study
6. **Courtney George, 5726 Taylor Way, Sandy Springs** – Homeless Encampment Problems

Mayor Paul said people are living in a detention pond after being arrested. **Craig Chandler, Deputy Chief of Police**, please meet with **Courtney George**.

Courtney George said following a phone call, I was told to contact the prosecutor but, I do not have their contact information.

Mayor Paul said we will see what the City's police can do to help figure this out.

7. **Ameetav Nangrani, 5716 Taylor Way, Atlanta** – Homeless Encampment in Retention Pond

V. Approval of Meeting Agenda

Motion and vote. A motion was made by **Councilmember Tibby DeJulio**, seconded by **Councilmember John Paulson**, to approve the meeting agenda with the addition of Personnel to Executive Session. 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.

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- A. **2025-079** Meeting Minutes
 April 1, 2025 City Council Meeting

- B. **2025-080** Request for Mayor and City Council Consideration of a Resolution to Accept a Purchase and Sale Agreement from Mountain Creek, LLC for Permanent Drainage Easements and Temporary Construction Easement (with Cost to Cure Payment) on Those Certain Tracts of Land Located at 5775 Mountain Creek Road (Tax ID # 17-0070-0004-012-0); and 5760 Mountain Creek Road (Tax ID# 17-0070-0004-021-1), in Land Lot 70 of the 17th District, City of Sandy Springs, Fulton County, Georgia for a Stormwater System Improvement Project

Resolution No. 2025-04-038

- C. **2025-081** Request for Mayor and City Council Consideration of a Resolution to Accept a Permanent Drainage Easement from Jerald G. Gallagher and Janice L. Gallagher, on Property Located at 7610 Nesbit Ferry Road in Land Lot 312 of the 6th District, City of Sandy Springs (Tax ID #06-0312-0001-022-3) for a Stormwater System Improvement Project

Resolution No. 2025-04-039

- D. **2025-082** Request for Mayor and City Council Consideration of a Resolution to Accept a Temporary Construction Easement from Clement C. Hsiao and Laura Nicole Hsiao, on Property Located at 4934 Powers Ferry Rd. in Land Lot 136 of the 17th District, City of Sandy Springs (Tax ID #17-0136-LL-088-7) for a Sidewalk Improvements Project

Resolution No. 2025-04-040

VII. Presentations

There were no presentations.

VIII. Public Hearing

- A. **2025-083** Request for Mayor and City Council Consideration of a Resolution to Transmit the Annual Capital Improvements Element to the Atlanta Regional Commission

Michele McIntosh-Ross, Planning & Zoning Manager, presented a recommendation to transmit the annual capital improvements element to the Atlanta Regional Commission.

The Annual Financial Report has been adjusted to reflect the 2024-2025 beginning balances, impact fees collected, and accrued interest for each public facility type. The Work Program was updated to show changes in estimated costs for specific Public Safety and Road Improvements projects and to include sub-projects of intersection improvements, as listed in the Community Work Program chapter of the Capital Improvements Element ("CIE") adopted October 18, 2016. All local governments that utilize an impact fee system under the Georgia Development Impact Fee Act (GDIFA) must include a CIE in their comprehensive plans and update the CIE portion of their plan annually. The City of Sandy Springs is required to approve an annual update to the CIE and Short Term Work Program by June 30, 2025.

The State requires that a draft be submitted and that the local government not take any official action to adopt or put into effect a CIE prepared in accordance with the Development Impact Fee Compliance Requirements until the CIE is first submitted to the regional development center, the Atlanta Regional Commission, for review. The draft of the annual update of the CIE and Work Program has been prepared by Staff in accordance with the Development Impact Fees Compliance Requirements and the Minimum Planning Standard and Procedures for Local Comprehensive Planning established by the State of Georgia. Note that the amounts listed for project costs are estimates and are subject to change. Further, the amounts listed under "Funding Source" represent eligibility for funding under Impact Fees, not actual funding sources.

The Georgia Department of Community Affairs requires that the Mayor and City Council authorize transmittal of the Capital Improvements Element (CIE) Update by June 30, 2025.

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

Motion and vote. A motion was made by **Councilmember Melody Kelley**, seconded by **Councilmember John Paulson**, to transmit the annual capital improvements element to the Atlanta Regional Commission. The motion carried by unanimous vote.

Resolution No. 2025-04-041

IX. New Business

- A. **2025-084** Request for Mayor and City Council Consideration of a Resolution to Adopt the Safety Action Plan and to Set a Goal and Timeline to Eliminate Roadway Fatalities and Serious Injuries in the City of Sandy Springs on City Owned Streets as Part of the Safe Streets and Roads for All Program

Kristen Wescott, Public Works Transportation Unit Manager, presented a recommendation to adopt the Safety Action Plan and to set a goal and timeline to eliminate roadway fatalities and serious injuries in the City of Sandy Springs on City owned streets as part of the Safe Streets and Roads for All Program.

Public Works Transportation Unit Manager Wescott said Staff has recommended the approval of the Safe Streets for Sandy Springs Action Plan, which also includes two safety targets to reduce fatal injury crashes. About a month ago, some final recommendations from the plan were presented. We have been working on this project for over a year and, were awarded a grant through the United States Department of Transportation (USDOT) directly to the City of Sandy Springs in January 2023, to prepare this action plan. The focus of the plan is to over time eliminate fatal and serious injury crashes. In this planning process, we looked at over twenty-seven thousand crashes, the types of crashes, where they were occurring, patterns, and crashes within certain age groups or behaviors. A benefit of this plan is that we look at all the factors that lead to crashes, whether it is somebody on foot, a bike, driving, taking transit or commercial vehicle travel. In studying behavior and how we all interact in this environment, we understand that getting to the zero fatal crashes and serious injuries takes a collaborative effort across Public Works, Police, Fire, and Community Development in terms of implementing codes and access improvements with private developments.

Motion and second (Main Motion). A motion was made by **Councilmember Jody Reichel**, seconded by **Councilmember Melody Kelley**, to adopt the Safety Action Plan and to set a goal and timeline to

eliminate roadway fatalities and serious injuries in the City of Sandy Springs on City owned streets as part of the Safe Streets and Roads for All Program.

Councilmember John Paulson said when this was last discussed, my request was to move the 2050 deadline to 2040, and the question was if this current plan could be achieved in fifteen years instead of twenty-five.

Public Works Transportation Unit Manager Wescott said this plan has a 2050 target because there is a lot the City needs to work on collaboratively, both through public works, education, enforcement, and other measures and means. Over the last twenty years, there have been a number of planning studies to focus on where these crashes are occurring, including Roswell Road State Route 9, which has some of the biggest challenges. Unfortunately, some of the City's most serious and fatal crashes occur on that corridor, but they have occurred other places as well. We can find, from an engineering standpoint, projects that address those, and some of those projects can be costly and takes time. The behavioral changes also takes time. For instance, getting a driver's permit is a process that is done once in our environment, and this is a behavior to think about as the transportation system has changed dramatically. There is a lot of educational aspects of that as well. The 2050 target is long but, we hope to achieve it.

Councilmember Paulson said this explanation is the same as last but it is appreciated. The 2050 target is too long. Not sure of the financial consequences of moving it to 2040, but it is a goal. I would rather the goal be 2040 and not hit it, than ten years later. I do not know the total implications, but Staff can figure this out. I will not support this unless this plan moves to 2040.

Motion and second (Substitute Motion). A motion was made by **Councilmember John Paulson**, seconded by **Councilmember Tibby DeJulio**, to adopt the Safety Action Plan and to set a goal and timeline to eliminate roadway fatalities and serious injuries in the City of Sandy Springs on City owned streets as part of the Safe Streets and Roads for All Program with a target date of 2040 instead of 2050 and Staff returns to Council.

Councilmember DeJulio said the City has about one hundred and eight thousand people. How realistic is it that the City would get to no traffic accidents, no matter what the date is? How many cities sized of about one hundred thousand to one hundred and fifty thousand in America actually achieve zero traffic incidents?

Public Works Transportation Unit Manager Wescott said there is a difference with traffic incidents. I had an opportunity to speak to some youth during this process and shared an article from the Atlanta Journal Constitution about how a serious injury changes your life. The move to zero fatalities started overseas. Different cultures with different transportation networks have seen success with that. We can research what has been achieved in the United States and return to Council. There has been success in doing a deliberative approach of setting the goal to zero. It is a conscious effort to think about those crashes that change people's lives. We must focus on behaviors, locations, design modifications, in addition to other factors spoken of in terms of education, enforcement, and emergency response, with post-crash care as one of these elements. A few years ago, Sandy Springs invested into emergency vehicle preemption which means the City's fire department and ambulance services are getting to crash scenes faster. That intervention at a crash site with an injured individual, may have more chance of survival and less impacts. It is multi-faceted.

Mayor Rusty Paul asked is this being done under a federal grant?

Public Works Transportation Unit Manager Wescott said that is correct.

Mayor Paul asked what constraints of the federal grant would affect this project by changing any of the dates in there? Is there any ramifications to that?

Public Works Transportation Unit Manager Wescott said with this grant, a sooner date to get to zero is desired, but we are supposed to try and get there.

Mayor Paul said just making sure there was nothing we inadvertently would do.

Councilmember Andy Bauman said I am struggling with this because of the comment made in public. To **Mayor Paul's** question about constraints, I bid 2039 and why not 2038. Is a date necessary as part of this process? Can we not simply say the goal is zero fatalities?

Public Works Transportation Unit Manager Wescott said the guidance was that it is a smart and specific a goal by a time. Based on analysis, we are projecting a .6 reduction in fatal crashes per year in Sandy Springs.

Councilmember Bauman asked if the amendment were to get to zero deaths, what would be your response to that?

Public Works Transportation Unit Manager Wescott said we started this conversation a few months back when looking at the opportunity to pursue a safety action plan. This is a difficult conversation to set these targets for crash reduction related to serious injuries and fatalities. We think we cannot control these things, and there are crashes that you do not know how it occurred. It is extraordinary.

Councilmember Bauman said this is aspirational.

Public Works Transportation Unit Manager Wescott said it is unless you set a target.

Councilmember Bauman said you will take the capital projects that is needed to achieve this and amortize it over a number of years. That is the practical impact of the year. If it is fifteen years instead of twenty-five years, presumably it is going to around 40% more expensive each year. There will be some number of dollars more to spend year by year to reach that aspirational goal. The goal is zero deaths next year. The staff recommendation is 2050. I am wrestling with the motion as I also want the end date to be faster and want, to make a superseding motion to remove any date.

Kristin Byars Smith, Assistant City Manager, said specific information on this grant from the USDOT confirms a date should be set. The leadership commitment and goal setting is required within the plan and it dictates that we should set a target date for achieving zero roadway fatalities and serious injuries..

Councilmember Paulson asked did the USDOT say what date?

Assistant City Manager Smith said no, we just have to have one.

Councilmember Paulson said Staff should put a plan together that takes fifteen years instead of twenty-five. If there are financial consequences to this decision, return to Council and it can be adjusted. At this point, I would rather the aspirational goal be shorter than longer and, is why I made the motion.

Mayor Paul asked will anything else change by changing the date?

Public Works Transportation Unit Manager Wescott said no. It has to do with taking the recommendations from this and folding them in.

Mayor Paul asked would this interfere with any deadlines the City has to meet?

Public Works Transportation Unit Manager Wescott said no.

Vote on the motion (Substitute Motion). The motion carried by unanimous vote.

Mayor Paul called the question on the main motion.

Councilmember Bauman asked for a discussion on the overall plan. We have only debated the amendment to change the date and did not have a substantive discussion about the plan itself.

Mayor Paul said the question has already been called but I will allow the discussion.

Councilmember Bauman said **Public Works Transportation Unit Manager Wescott** you talked about surface roads and traffic calming policies like speed bumps, speed limits, radar, and more to achieve these goals. Does traffic calming have a role in this plan?

Public Works Transportation Unit Manager Wescott said it does. A number of strategies is listed as part of this, in addition to projects. Lowering speeds is one way to achieve less injurious crashes. There is a balance with traffic and transportation in the same network. People walk and drive on Roswell Road and there is bus service, freight deliveries, and more. It is a complex system and the conflict is because we want to get to where we are going. We will start to make improvements to try to minimize injuries for the most vulnerable people in our system, for example those biking, walking across the street, or getting off a MARTA bus.

Councilmember Bauman said with the word vulnerable mentioned, our traffic calming policy is designed for petitions and cost sharing. I can only speak for myself and my eleven years on Council. From day one, I have had traffic coming all over District 6, whether it is the Dudley neighborhood, Old Powers Ferry, Tara Trail, or Londonberry. There is a consistent comment I receive from people who go through this process, or want to go through this process, that it is just not user friendly enough. We have this high threshold for a neighborhood to get speed humps for example. It would seem incongruent to me as a matter of public policy that on the one hand Council would adopt a goal of zero deaths and, not at the same time take a look at its traffic calming policy and the amount of money that it would invest in traffic calming, which may be some of the most low hanging fruit of this, and say neighborhoods some of you may not like this but the City's public policy goal is zero deaths and there are situations where traffic calming is appropriate. What is the threshold for which we say forget what the neighborhoods want, we are going to impose it? This is a great opportunity in the upcoming budget year to take a hard look at traffic calming policy and numbers and, amounts of money and ask how we make this more user friendly. There would be cheers all throughout District 6 if we made our traffic calming policy more user friendly, lowered the threshold and, forget the cost share which is a problem for more vulnerable neighborhoods that just do not have the money. I am going to say yes to the 2040 target understanding that the goal should be every year, but I will also push for traffic calming improvements and dollars in our budget, because that is where our priorities need to be.

Councilmember Reichel said I recently noticed that on some of the City's roads that some roads have no striping. What is the City's striping program?

Public Works Transportation Unit Manager Wescott said restriping the City's roads is mostly done when repaving and, there is an annual maintenance budget to refresh worn striping. Most local neighborhood streets do not have edge line or centerline striping but, Mount Vernon, Brandon Mill, and more traveled streets have striping. With the feedback received on our every three-year paving striping assessment, we build our maintenance program on that.

Councilmember Reichel said we see the paving but not the striping. We should probably leave it up to some residents to let us know but, I am interested to see this.

Public Works Transportation Unit Manager Wescott said we have and create a program to do that maintenance and, also address concerns brought to us by citizens. Crosswalks for example get worn out, and adding arrows is on the annual maintenance.

Councilmember Reichel asked is the striping on Roswell Road the City's?

Public Works Transportation Unit Manager Wescott said no. The Georgia Department of Transportation (GDOT) repaved portions of Roswell Road a couple years ago. They did the north and south section and, they have not done the section near City Springs. We have asked when they plan to maintain this. When we receive complaints, we forward that to the maintenance office because that is what we can do, but they are responsible for doing that work.

Vote on the motion (Main Motion). The motion carried by unanimous vote.

Resolution No. 2025-04-042

- B. **2025-085** Request for Mayor and City Council Consideration of a Resolution to Declare as Surplus Certain Property Owned by the City and Directing Disposal of the Same

Andrew Spears, Captain, presented a recommendation to declare as surplus certain property owned by the City and directing disposal of the same.

Captain Spears said this is a request for approval of a list of items that were identified as surplus. With the move to the new building, we have identified several. Most of them are furniture related but, there are other items, and we find it best to list these items as surplus.

Motion and vote. A motion was made by **Councilmember John Paulson**, seconded by **Councilmember Tibby DeJulio**, to declare as surplus certain property owned by the City and directing disposal of the same. The motion carried by unanimous vote.

Resolution No. 2025-04-04

X. Reports

- A. **2025-086** Mayor and Council Report

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Mayor Rusty Paul said it has been busy the last couple weeks in Sandy Springs. The Sandy Springs Police Foundation open house for the new police headquarters was this past Thursday for foundation and perspective members, and to the public on Saturday. Reactions have been positive, mostly from the police department, and they are excited to move.

The City also had the Lantern Parade. The crowd is down over previous years, but it was a good event.

The first City Green Live was chilly on Friday night, but it was a good crowd and, everybody seemed to be having a great time.

The Sandy Springs Farmers Market opened on Saturday and will be through the remainder of the summer.

B. 2025-087 Staff Reports

1. February 2025 Unaudited Financials

Toni Carlisle, Chief Financial Officer, reviewed the February 2025 unaudited financials.

The City is at 66.67 % of the year. Revenues are at 87.94 % and expenditures are at 58.15% of the budget. The \$14,000,000 increase in revenue from January to February is primarily from the Georgia Power Electric Franchise Tax as well as \$2,900,000 in Local Option Sales Tax (LOST). The departmental budgets continue to trend as expected and budgeted.

Councilmember Jody Reichel asked how are updates on the police foundation received?

Mayor Rusty Paul said the City Manager will provide those on a regular basis?

Eden Freeman, City Manager, said the executive director of the police foundation will give an update. It is a standalone entity. They are affiliated with the City but, are not part of any of the financial management. Hopefully it will be the second meeting in May.

XI. Executive Session

Motion and vote. A motion was made by **Councilmember John Paulson**, seconded by **Councilmember Tibby DeJulio**, to recess from regular order and enter executive session for the purposes of real estate, litigation, and personnel discussion. The motion carried by unanimous vote.

Passed Yes 6, No 0, Abstained 0

Yeas: John Paulson, Melody Kelley, Melissa Mular, Jody Reichel, Tibby DeJulio, Andrew Bauman

Nays: None

The Executive Session began at 8:12 p.m.

Motion and vote. A motion was made by **Councilmember John Paulson**, seconded by **Councilmember Tibby DeJulio**, to adjourn the executive session and return to regular order. The motion carried by unanimous vote.

Passed Yes 6, No 0, Abstained 0

Yeas: John Paulson, Melody Kelley, Melissa Mular, Jody Reichel, Tibby DeJulio, Andrew Bauman

Nays: None

The Executive Session ended at 9:22 p.m.

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 9:22 p.m.