



SANDY SPRINGS

GEORGIA

2026 CITY COUNCIL RETREAT
Thursday, February 5 – Friday, February 6, 2026
City Springs – Terrace Meeting Room
1 Galambos Way, Sandy Springs, GA 30328
Live Stream: www.sandyspringsga.gov/stream

Thursday, February 5, 2026

- 9:00 am **I. Opening Remarks and 2025 Highlights**
(Presented by Eden E. Freeman, City Manager)
- 9:10 am **II. 2026 Priorities Review and Discussion**
(Presented by the City of Sandy Springs Senior Leadership Team)
- 11:00 am **Morning Break**
- 11:15 am **III. Housing Needs Assessment Update**
(Presented by Austin Amandolia, Senior Analyst, HR&A Advisors)
- 12:00 pm **Lunch and Open Discussion**
- 12:30 pm **IV. North End Revitalization Opportunities**
(Presented by Chris Burnett, Economic Development Director, City of Sandy Springs, Geoff Koski, President, KB Advisory Group)
- 2:30 pm **V. Design Guidelines**
(Presented by Sukirti Ghosh, Principal/Urban Designer, RHI)
- 3:30 pm **VI. Perimeter Small Area Plan**
(Presented by Sukirti Ghosh, Principal/Urban Designer, RHI)
- 4:30 pm **VII. Council Discussion**

Adjourn

Friday, February 6, 2026

- 9:00 am **I. GDOT Update – SR 400 Express Lane Project**
(Presented by Beau Quarles, Post-Let P3/EL Assistant Administrator, Georgia Department of Transportation)
- 10:00 am **Morning Break**
- 10:15 am **II. Stormwater Asset Assessment**
(Presented by Eric Pitts, President, Inversa Systems)
- 11:15 am **III. Transportation Master Plan Update**
(Presented by Dave Cox, AICP Project Manager, Modern Mobility Partners)
- 12:00 pm **IV. Lunch**
- 12:30 pm **V. Hammond Park Master Plan**
(Presented by Brent Walker, Director of Recreation and Parks, City of Sandy Springs, Aaron St. Pierre, Vice President, Lose Design)
- 1:30 pm **VI. Council Discussion**

Adjourn

SR 400 EXPRESS LANES PROJECT

City of Sandy Springs – Council Retreat
February 6, 2026

Beau Quarles – GDOT Post Let P3/EL Assistant Administrator & SR 400 Express Lanes Project Manager

Javier Gutierrez – CEO, SR 400 Peach Partners



MEET YOUR P3 PARTNERS



- Manages over 50,000+ miles of interstate and over 15,000+ bridges
- MMIP (Major Mobility Investment Program)

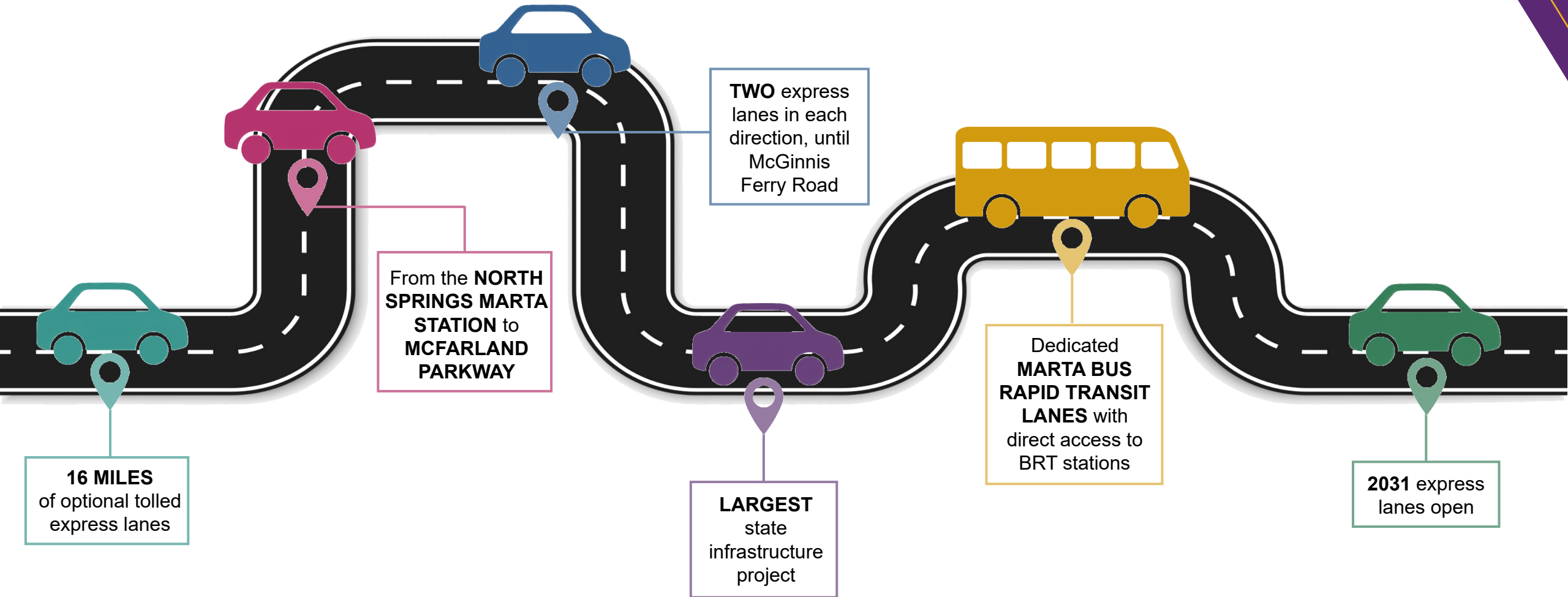


- Project developers with expertise in delivering complex transportation projects
- Consortium of industry experts
- DBFOM
- Long term investment, 50+ year contract



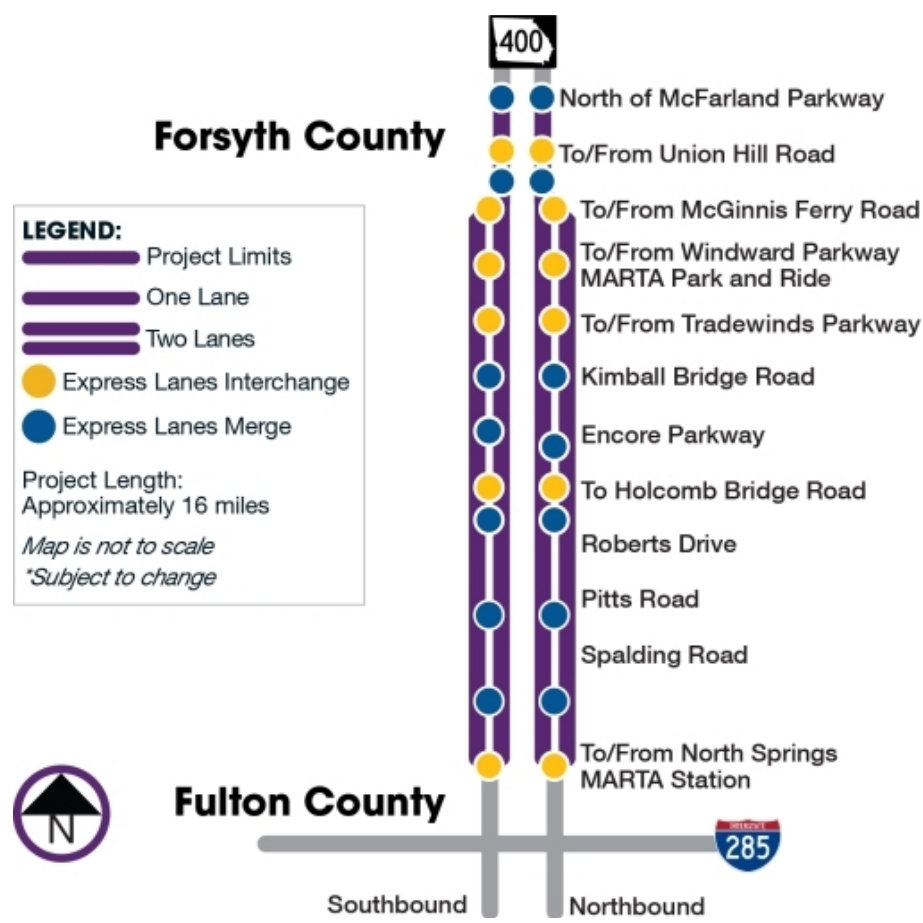
- Focus on reducing congestion with faster, more reliable travel along the SR 400 corridor
- Dynamic pricing and transit access
- Improved regional connectivity

PROJECT SCOPE

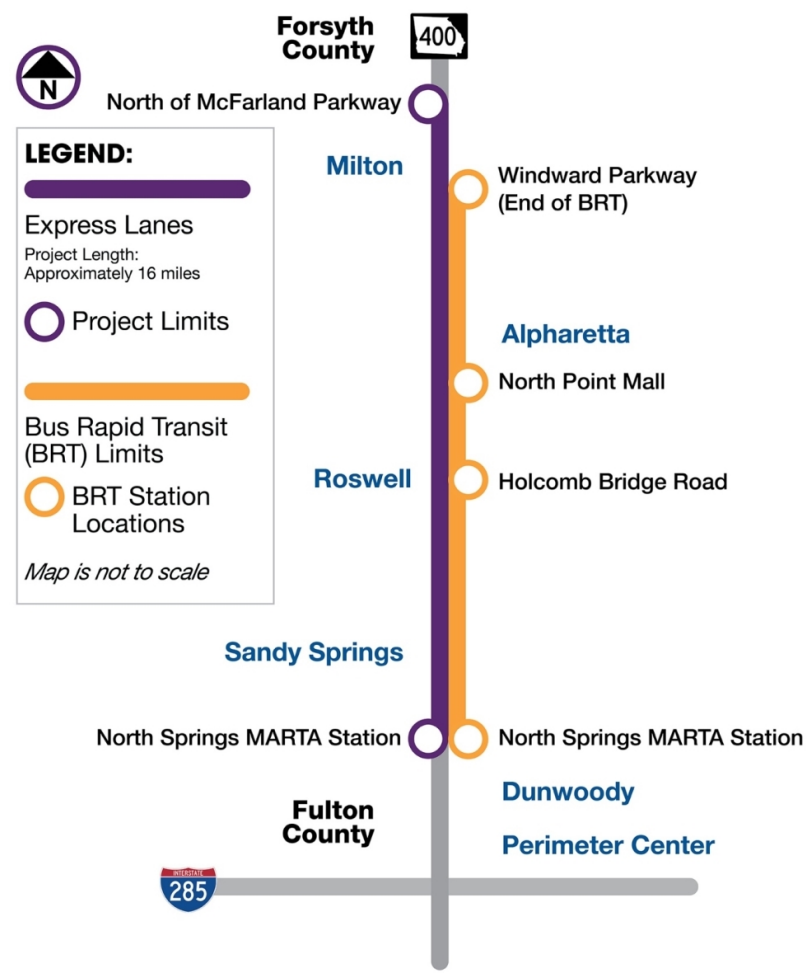


BASELINE ACCESS MAPS

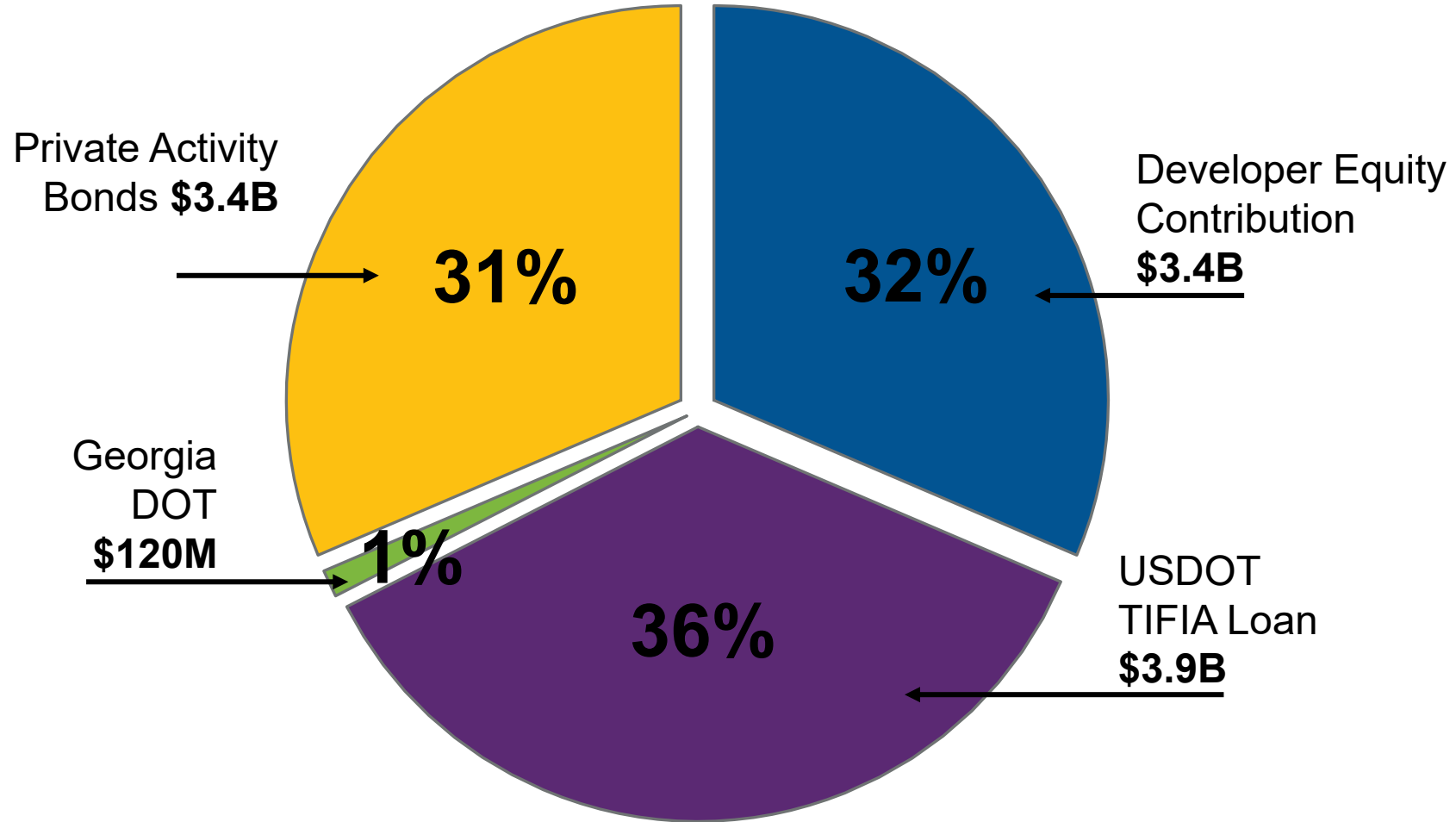
Baseline Access Map



Baseline Bus Rapid Transit Map

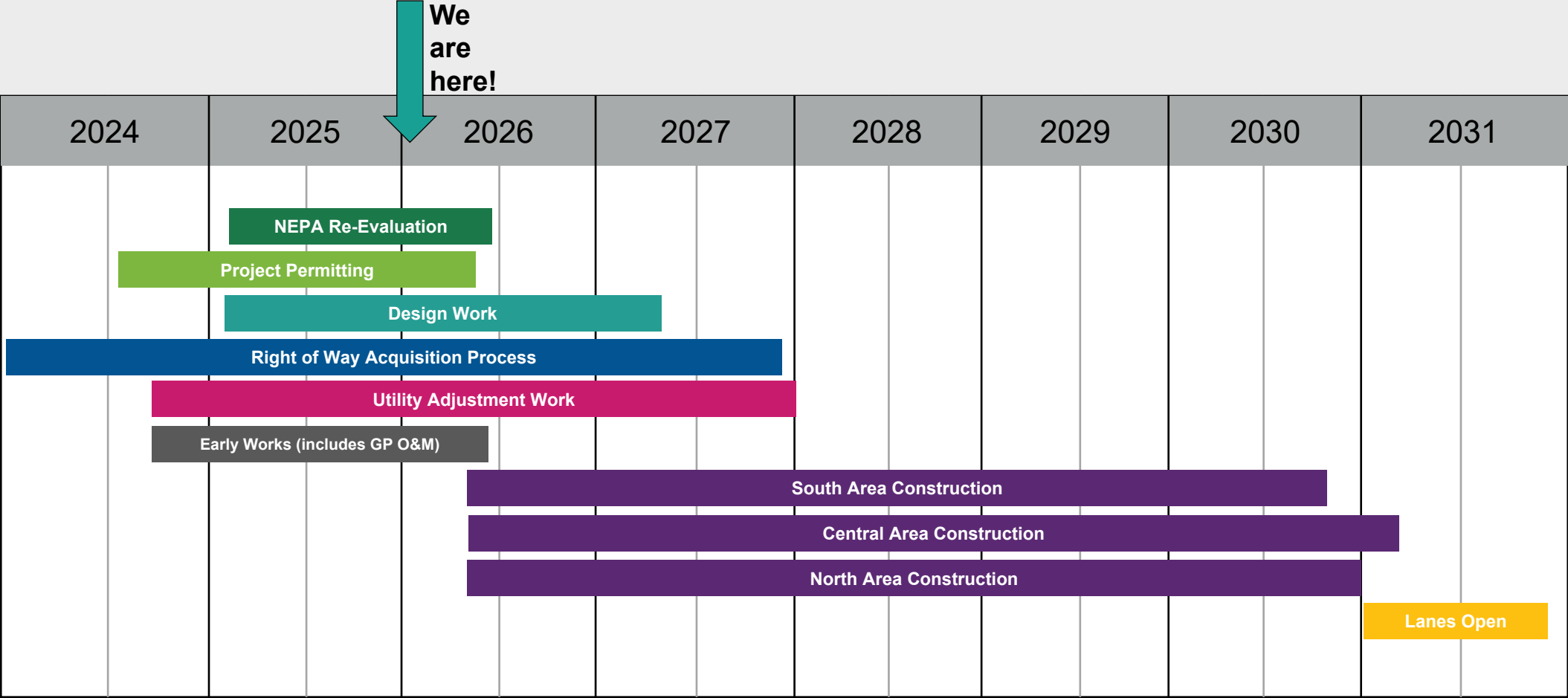


FINANCING



TOTAL PROJECT COST EST. **\$11B**

EXPECTED TIMELINE

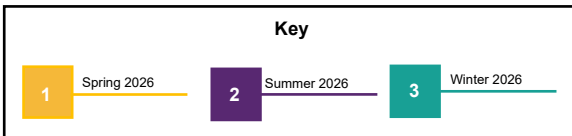
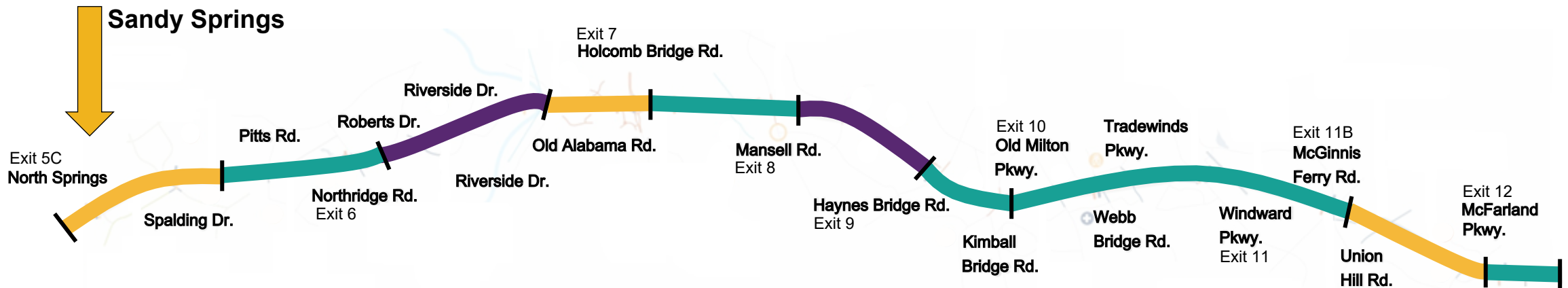


An aerial, slightly faded photograph of a multi-lane highway. Several cars are visible on the road, including a blue car, a white car, a red car, and a yellow car. There are green trees on the left side of the highway and a building with a blue roof on the right. The overall scene is a busy highway interchange or a stretch of road with multiple lanes.

WHAT'S NEXT SANDY SPRINGS

WHAT TO EXPECT

DESIGN PROGRESS



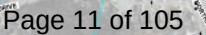
SANDY SPRINGS UPDATE

ICP Area (Initial Construction Package)

- Extends from the North Springs Marta Station to SR400@Woodland Elementary School
- Additional clearing scheduled to begin March 2026
- Construction is scheduled to begin in Spring of 2026
- This sub-segment is projected to be completed by February of 2031
- The project phasing can be summarized into 4 Phases:
 - Phase 1: Construction New SR400 SB.
 - Phase 2: Shift Existing SR 400 SB traffic to New SR400 SB and shift existing SR400 NB to existing SR400 SB, to build New SR400 NB;
 - Phase 3: Shifting traffic back to New SR400 NB and build Express Lanes
 - Phase 4: Shift traffic to Final Configuration
- Noise Studies are on-going and are scheduled to be completed by end 2026



NORTH SPRINGS MARTA TO NORTHRIDGE ROAD





**SPALDING DRIVE
RENDERINGS**



BRT RENDERINGS

Before: BRT at Holcomb Bridge Road



After: BRT at Holcomb Bridge Road



Q & A

Stay Connected



@GeorgiaDOT



@GADeptofTrans



@gadeptoftrans



www.dot.ga.gov



(770) 209-2520

Project Website:



Thank You

For Viewing

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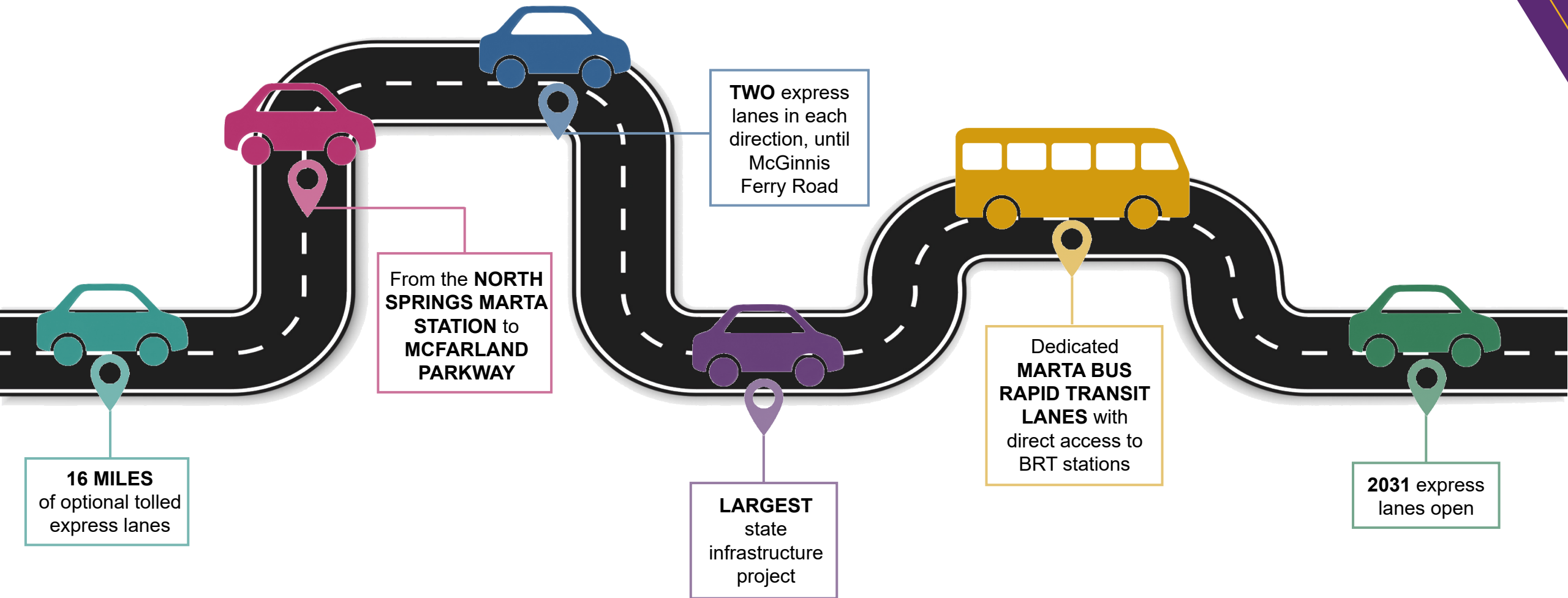


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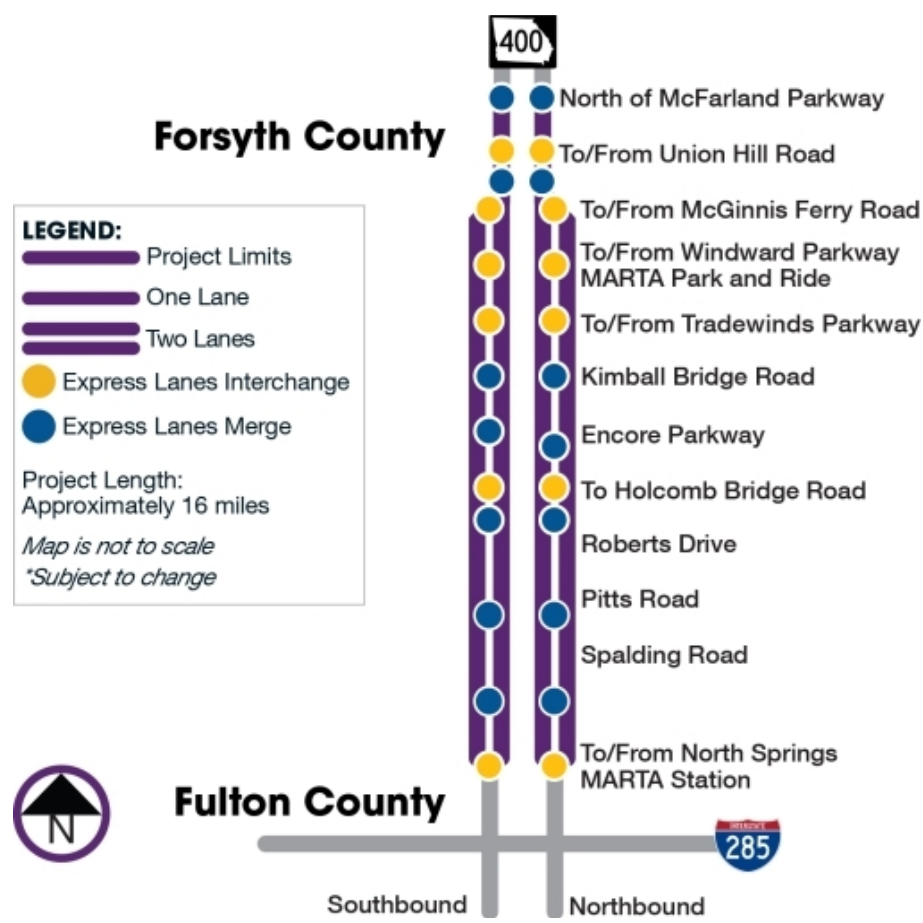
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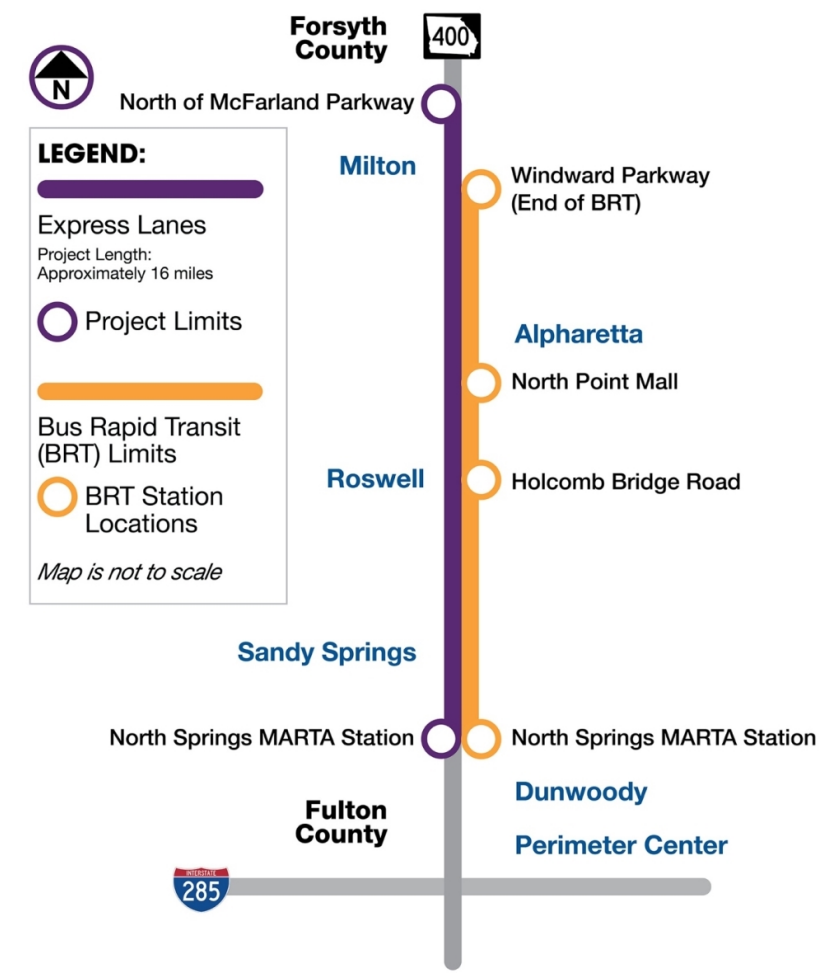


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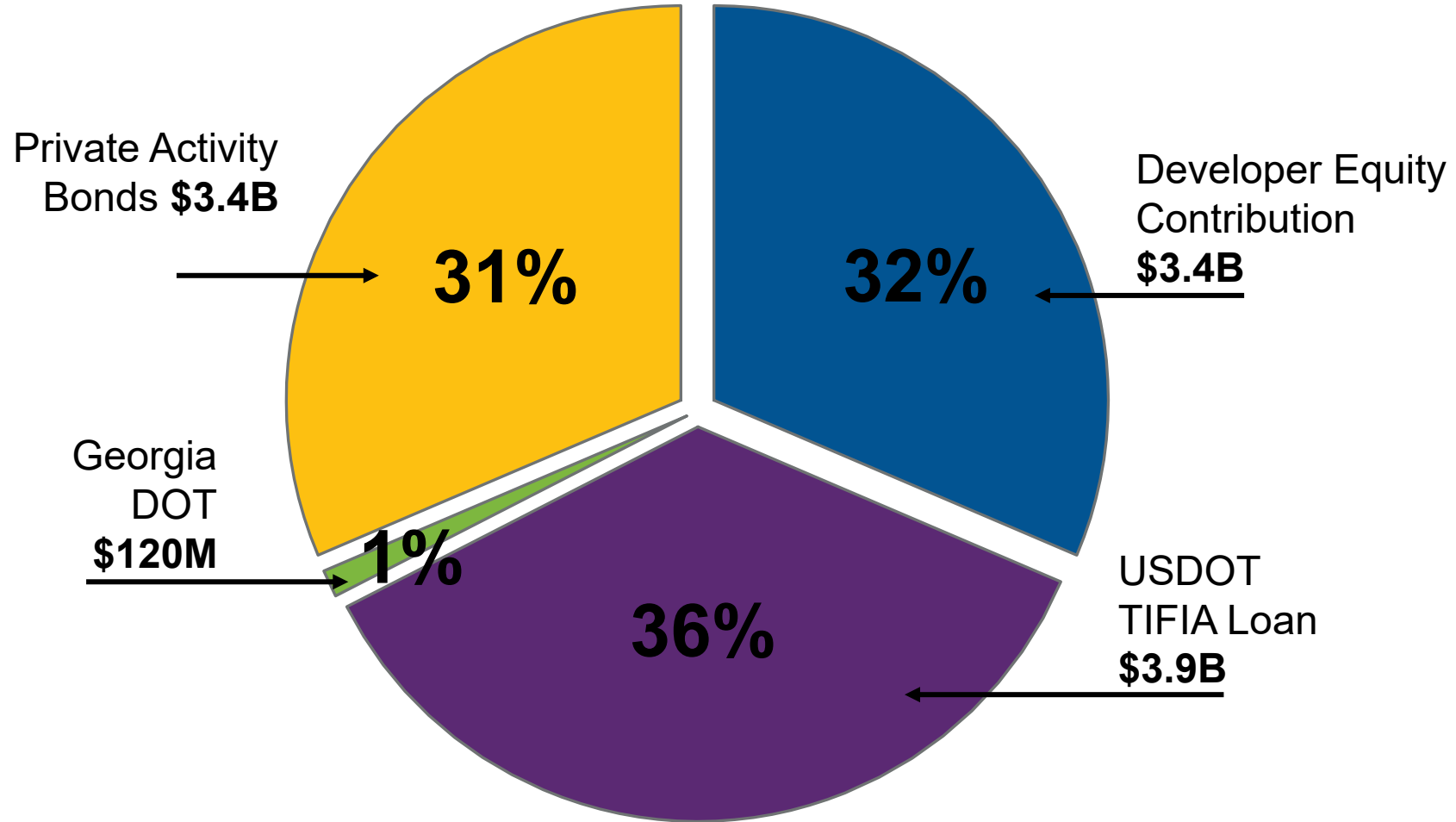
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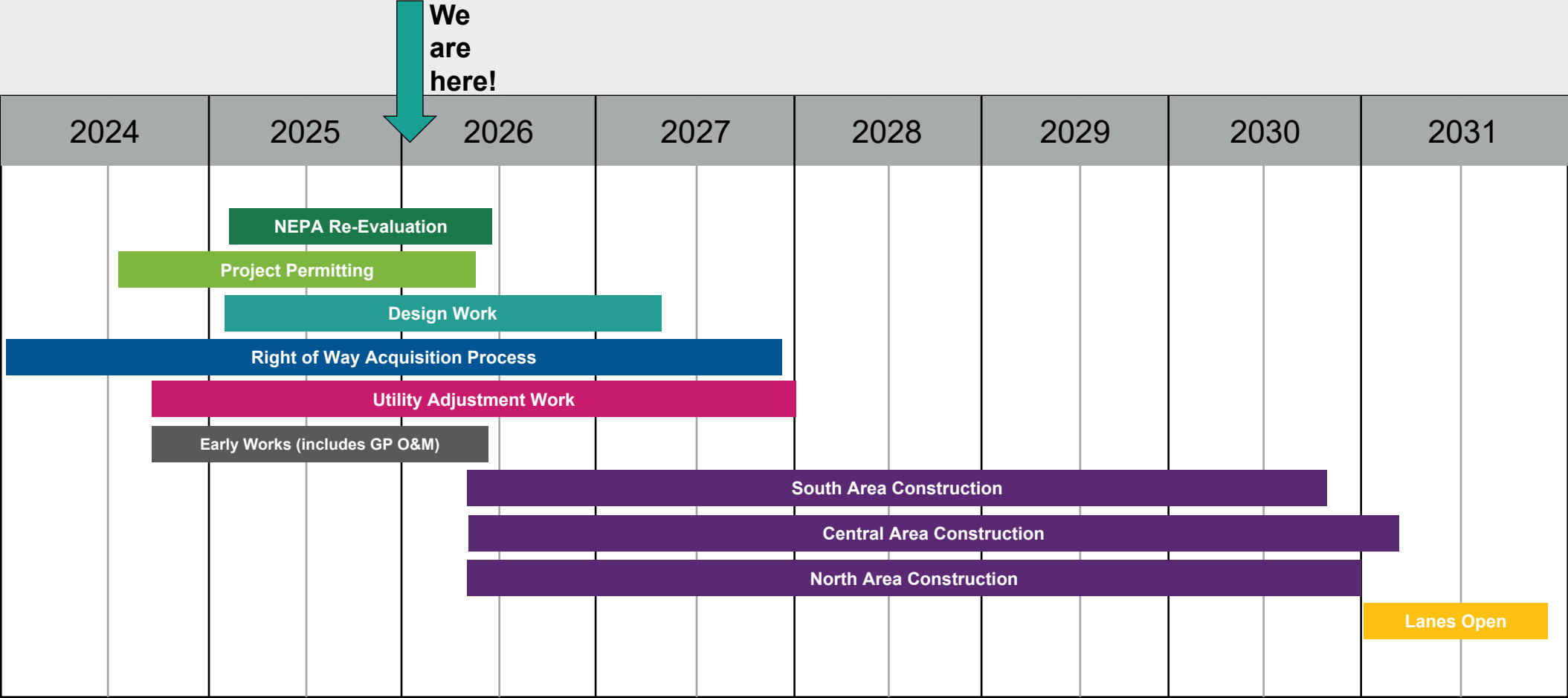


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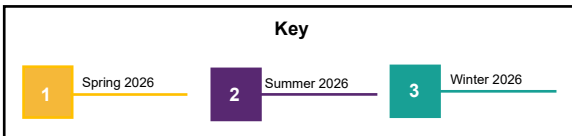
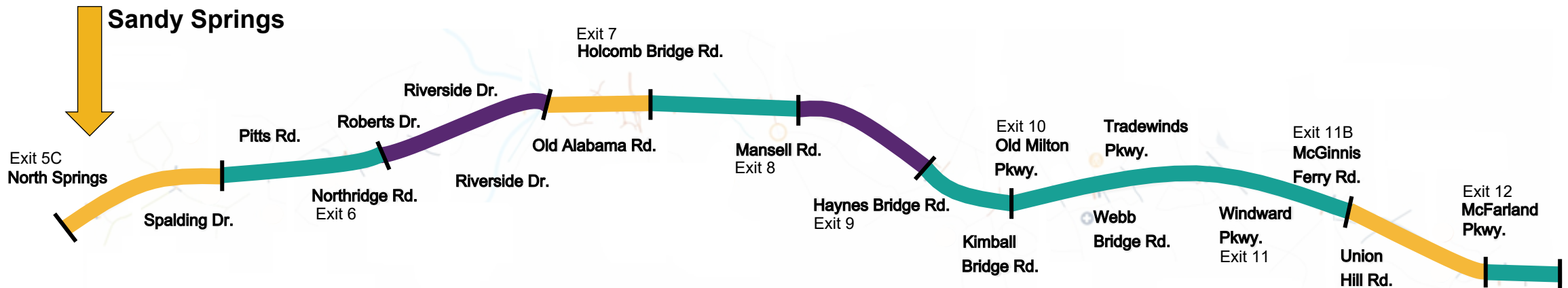




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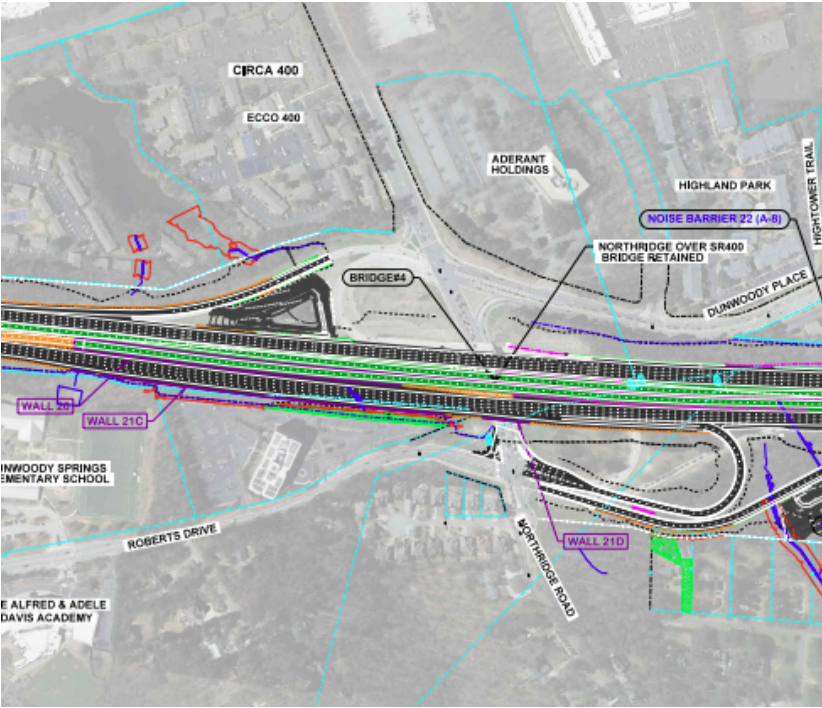
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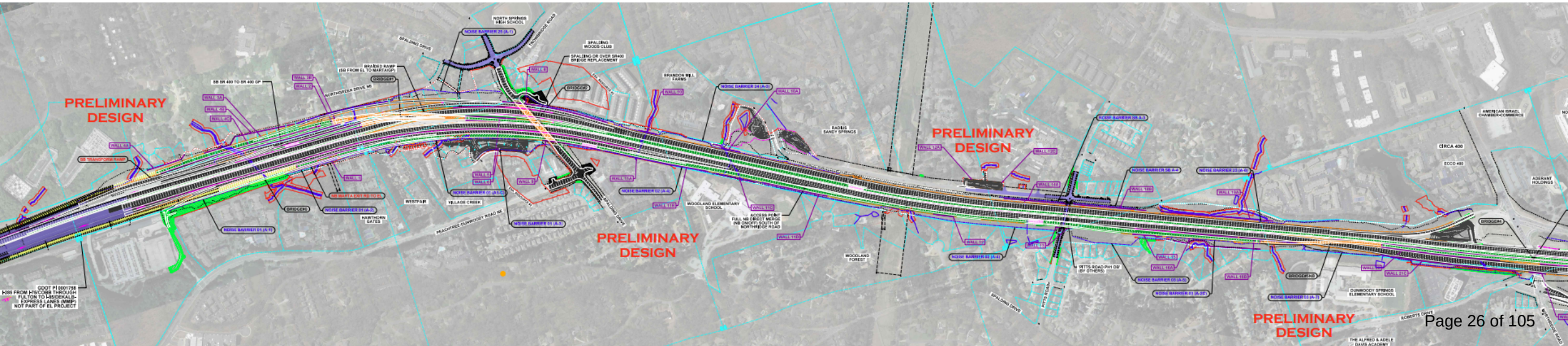


CURRENT DESIGN

NORTH SPRINGS MARTA TO NORTHRIDGE ROAD



NORTHBRIDGE ROAD





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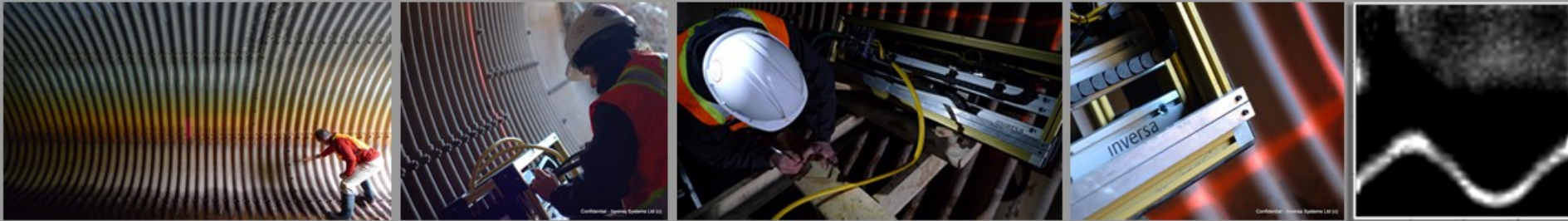
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Stormwater Asset Assessment Pilot Study – NASSCO Summary for Sandy Springs

Project Overview and Executive Summary

Stormwater Asset Assessment Pilot Study – NASSCO Summary for Sandy Springs

Purpose and Scope of the Pilot Study

Pilot Study Overview

The study assessed 20% of stormwater assets to establish baseline data for proactive management and maintenance/replacement prioritization.

Data-Driven Asset Management

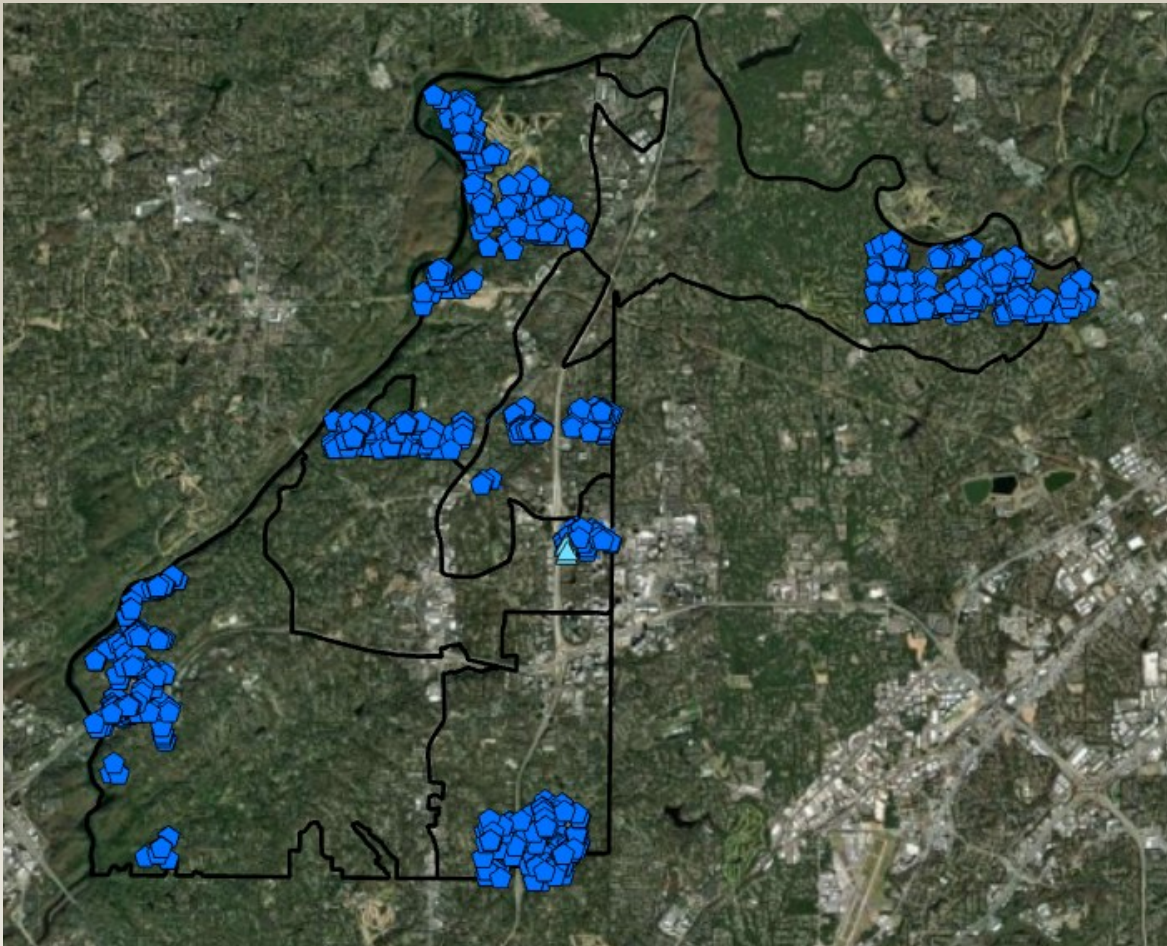
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Long-Term Infrastructure Planning

Findings inform scalable strategies for citywide implementation to maintain reliable stormwater systems.

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Project Overview Map



A total of 1,006 structures and 60,646 linear feet of conduit were inspected across the six designated areas of study within the City of Sandy Springs, as determined by the City.

Methodology and Data Management

Stormwater Asset Assessment Pilot Study – NASSCO Summary for Sandy Springs

Methodology Overview

KEY STEPS	DESCRIPTION
Scope	Phase 1 – Level 1 assessment of structures and conduits
Data Collection	ArcGIS Field Maps, high-resolution photos, pole camera for closed systems
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Condition Framework	Modified NASSCO scoring applied (not PACP/MACP certified)
Unknown Assets	Flagged and excluded from summaries
Integration	Data synchronized to GIS for planning and prioritization

Stormwater Asset Assessment Pilot Study – NASSCO Summary for Sandy Springs



Inspection Approach and Tools

Visual Inspection Methodology

The pilot used Phase 1 – GIS Level 1 visual inspections combined with photo documentation for initial condition assessment.

Data Capture and Accuracy

ArcGIS Field Maps on Android and pole cameras were used to capture real-time data with sub-meter positional accuracy.

Data Integration and QA/QC

All collected data was synchronized to a centralized geodatabase for quality assurance and consistency using City standards.

Stormwater Asset Assessment Pilot Study – NASSCO Summary for Sandy Springs

Visual Condition



Structure
Excellent
Condition

AGM_15312 (Marsh Ct)



Structure
Very Poor
Condition

AGM_28696 (Riverside DR)



Conduit
Excellent
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34014 (Brandon Mill RD NW)



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Stormwater Asset Assessment Pilot Study – NASSCO Summary for Sandy Springs

Quality Assurance and Data Integration



AGM_00299
(Canyon Creek TRL)

Multi-tiered QA/QC Process

Field-level and desktop checks ensured data accuracy through real-time verification and schema validation.

Final QA Categorization

Records were categorized as Accepted, Edited Accepted, or Rejected before delivery to support data traceability.

GIS Integration and Traceability

Integration with the City's GIS platform enables seamless updates and robust asset management.

Data Integrity and Analytics

Structured validation supports data integrity, enabling predictive maintenance and lifecycle optimization.

Condition Assessment and Cost Analysis

Stormwater Asset Assessment Pilot Study – NASSCO Summary for Sandy Springs

Condition Distribution for Structures and Conduits

Modified NASSCO Score	1 (Very Good)	2 (Good)	3 (Fair)	4 (Poor)	5 (Very Poor)	Sum
# of Structures	613	293	90	9	1	1006
Percentages	61%	29%	9%	1%	<1%	100%
Conduits Linear foot	32,399.60	7,347.30	17,473	0	3,427	60,646
Percentages	53%	12%	29%	0%	6%	100%

Stormwater Asset Assessment Pilot Study – NASSCO Summary for Sandy Springs

Maintenance Cost – Structure

Structure Modified NASSCO Scores	Number of Structures	Total estimated cost of recommended actions	Percentage of total cost
1	613	\$0	0%
2	293	\$0	0%
3	90	\$1,427,000	91%
4	9	\$125,500	8%
5	1	\$22,000	1%
Sum	1006	\$1,574,500	100%

Maintenance Cost – Conduit

Conduit Modified NASSCO Scores	Linear Feet	Total estimated cost of recommended actions	Percentage of total cost
1	32,399.60	\$210,311	7%
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4	0	\$0	0%
5	3,427	\$1,271,422	40%
Sum	60,646	\$3,205,365	100%

Stormwater Asset Assessment Pilot Study – NASSCO Summary for Sandy Springs

Maintenance and Replacement Cost Summary

Maintenance Type	Total estimated cost	Percentage of total cost
Structures	\$1,574,500	33%
Conduits	\$3,205,365	67%
Sum	\$4,779,865	100%

Stormwater Asset Assessment Pilot Study – NASSCO Summary for Sandy Springs

Life Expectancy and Replacement Needs

Structure Inventory – Life Expectancy

Structure Type	Number of	Number past life expectancy	Percentage of total structures past life expectancy
Catch Basins	746	244	33%
All Others	260	61	23%
Sum	1,006	305	30%

Conduit Inventory – Life Expectancy

Conduit Type	Linear Feet Assessed	Linear Feet past life expectancy	Percentage of Linear Feet past Life Expectancy
Corrugated Metal (no lining observed)	15,180	3,047.8	20.1%
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Life Expectancy and Replacement Needs

Estimated Plant Replacement Cost-All

Asset Type observed	Number of	Estimated Plant Replacement Cost for <u>all</u>
Structures	1006	\$15,376,600
Conduits	830 (60,646 lf)	\$24,015,816
Sum	1836	\$39,095,387

Stormwater Asset Assessment Pilot Study – NASSCO Summary for Sandy Springs

Executive Summary of Key Findings

Condition Assessment Summary

90% of stormwater structures and 65% of conduits are rated very good to good.

Maintenance and Replacement Costs

Estimated maintenance costs total \$4.78 million with PRC at \$39.1 million for all assets.

Life Expectancy and Prioritization

5% of conduits exceeded life expectancy, requiring targeted replacement strategies.



AGM_00140
(Registry Lane)

Recommendations and Conclusion

Stormwater Asset Assessment Pilot Study – NASSCO Summary for Sandy Springs

Short and Long-Term Prioritization – Structure

Recommended timeframe to repair/replace <u>structures</u> with defects	Number of Assets	Estimated Cost
Within 1 year (Immediate)	10	\$147,500
Within Years 2-5	90	\$1,427,000

Short and Long-Term Prioritization – Conduit

Recommended timeframe to repair/replace <u>conduits</u> with defects	Linear Feet	Estimated Cost
Within 1 year (immediate)	8,298.5	\$1,140,332
Within Years 2-5	20,264.6	\$2,065,033

Short and Long-Term Prioritization – Structure and Conduit Summary

Recommended timeframe to repair/replace <u>conduits</u> with defects	Estimated Cost
Within 1 year (immediate)	\$1,287,832
Within Years 2-5	\$3,492,033

Stormwater Asset Assessment Pilot Study – NASSCO Summary for Sandy Springs

Follow-Up Actions and Inspections



Follow-Up Inspections Needed

77 CCTV and 8 Level II inspections are essential to identify defects and unknown conditions accurately.

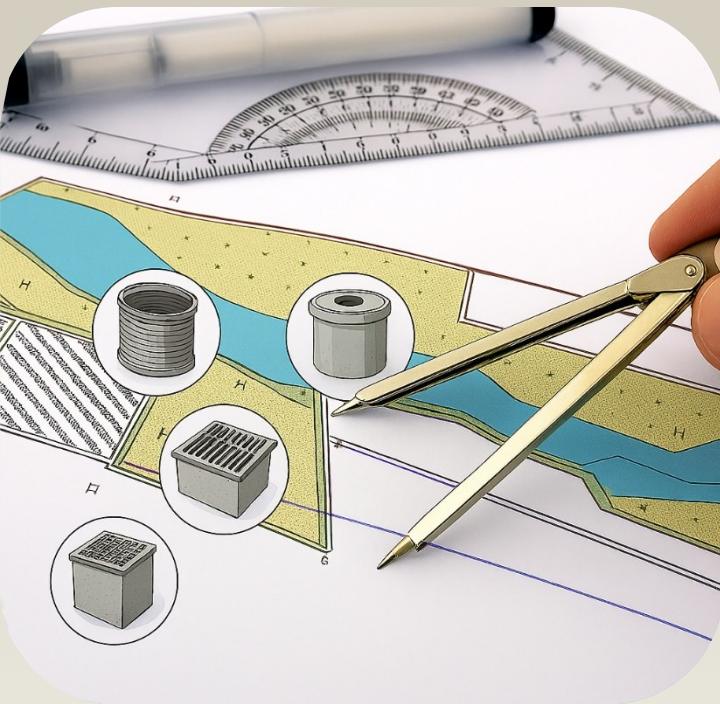
Cost Estimates

Estimated inspection costs are \$91,381 for CCTV and \$16,000 for Level II assessments to ensure system reliability.

Best Practice Recommendation

It is recommended that the City consider assessing the remaining 80% of the network to establish a complete and representative condition baseline. This expanded assessment would strengthen long-term capital planning, improve risk forecasting, and ensure maintenance investments are prioritized effectively.

Final Remarks and Strategic Outlook



Proactive Data-driven Management

GIS-integrated workflows and condition ratings provide a strong foundation for long-term stormwater management planning.

Targeted Interventions for Aging Assets

Findings characterize the need for repairs to aging conduits, while most structures remain in good condition.

Strategic Capital Planning

Using life-expectancy data strengthens capital planning by improving resource allocation and reducing overall lifecycle costs.

Scalable Sustainable Methodology

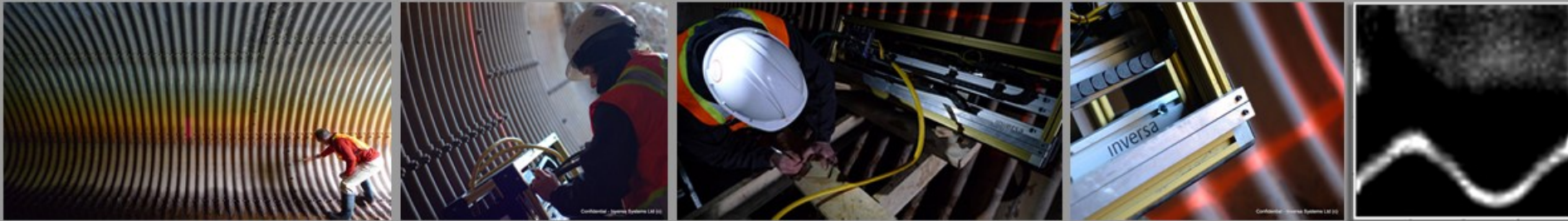
Pilot study validates a methodology for citywide expansion, promoting sustainable infrastructure leadership.



CONTACT INFORMATION:

Eric Pitts, PE
President US
Inversa Systems Ltd.
(770) 712-2004(c)
epitts@inversasystems.com
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Stormwater Asset Assessment Pilot Study – NASSCO Summary for Sandy Springs

Project Overview and Executive Summary

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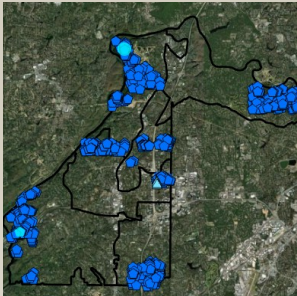
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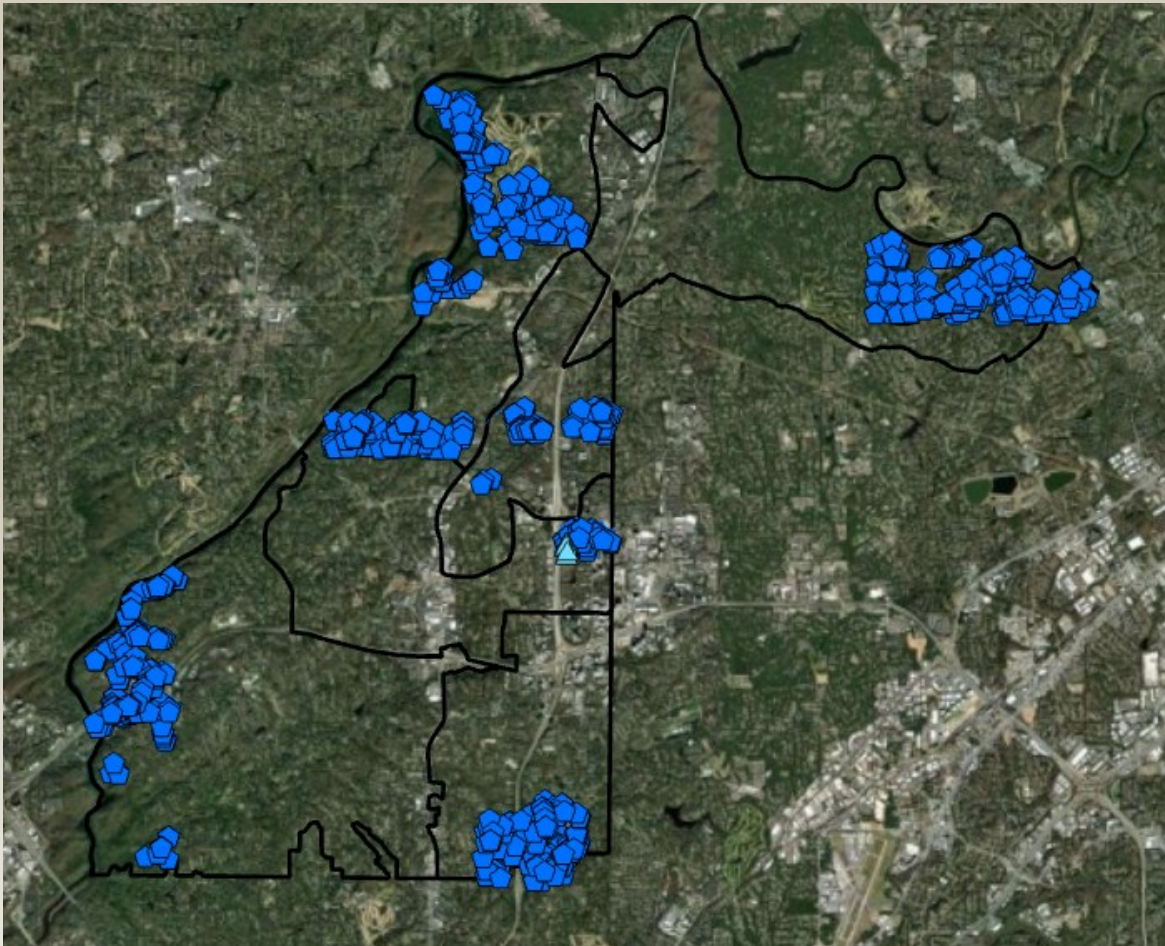
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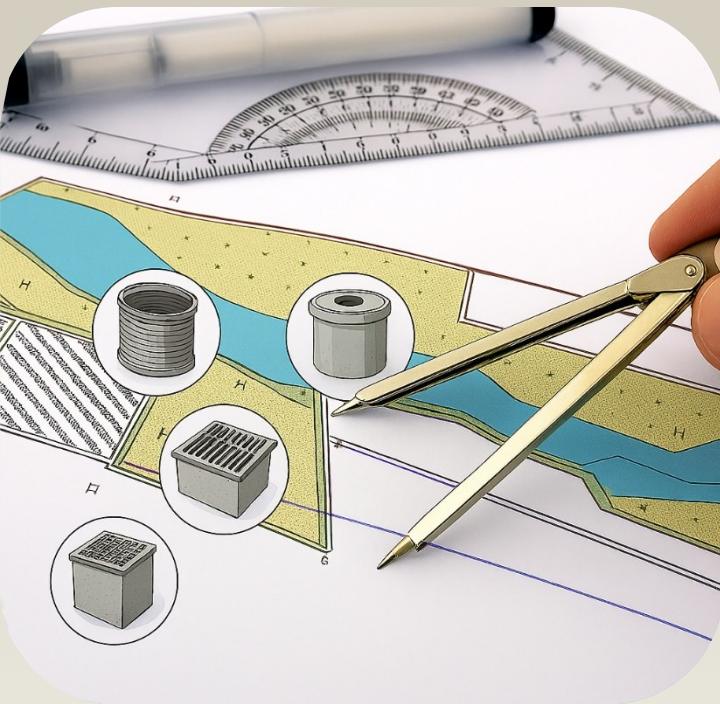
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Best Practice Recommendation

It is recommended that the City consider assessing the remaining 80% of the network to establish a complete and representative condition baseline. This expanded assessment would strengthen long-term capital planning, improve risk forecasting, and ensure maintenance investments are prioritized effectively.

Final Remarks and Strategic Outlook



Proactive Data-driven Management

GIS-integrated workflows and condition ratings provide a strong foundation for long-term stormwater management planning.

Targeted Interventions for Aging Assets

Findings characterize the need for repairs to aging conduits, while most structures remain in good condition.

Strategic Capital Planning

Using life-expectancy data strengthens capital planning by improving resource allocation and reducing overall lifecycle costs.

Scalable Sustainable Methodology

Pilot study validates a methodology for citywide expansion, promoting sustainable infrastructure leadership.



CONTACT INFORMATION:

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President US
Inversa Systems Ltd.
(770) 712-2004(c)
epitts@inversasystems.com
Inversasystems.com



Sandy Springs Transportation Master Plan (TMP)

February 6, 2026



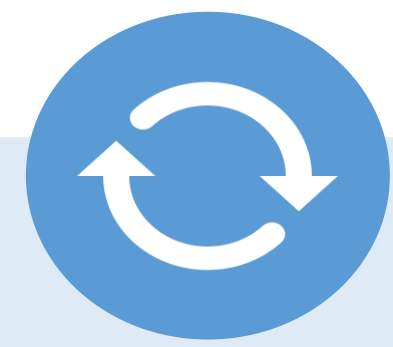
SANDY SPRINGS
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Agenda

- Overview and Purpose
- Schedule
- Plan Goals
- Existing Conditions
- Public Outreach
- Project Evaluation Approach
- Project Screening
- Listening Sessions
- Next Steps

Overview and Purpose

The project will result in an updated **City of Sandy Springs Transportation Master Plan (COSS TMP)**, which was last adopted in 2021. The update will include the following:



Update Base Data Since 2021 TMP

Provide updated existing conditions that includes newer data on:

- Demographics
- Employment
- Land Use
- Roadways
- Safety
- Active Transportation
- Transit



Compile Proposed Projects

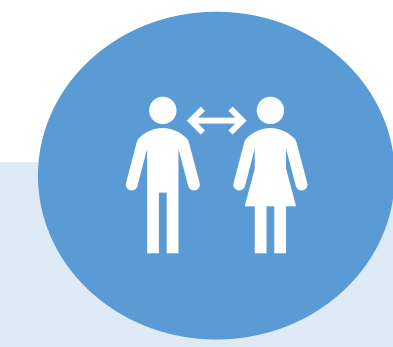
Integrate project recommendations from other studies:

- Safety Plans
- Transit Plans
- Regional Studies
- 2018-2022 High Injury Network (HIN)
- 2020-2024 Crash Data
- 2020 Level of Service (LOS)



Prioritize Projects to Inform TSPLOST Project List

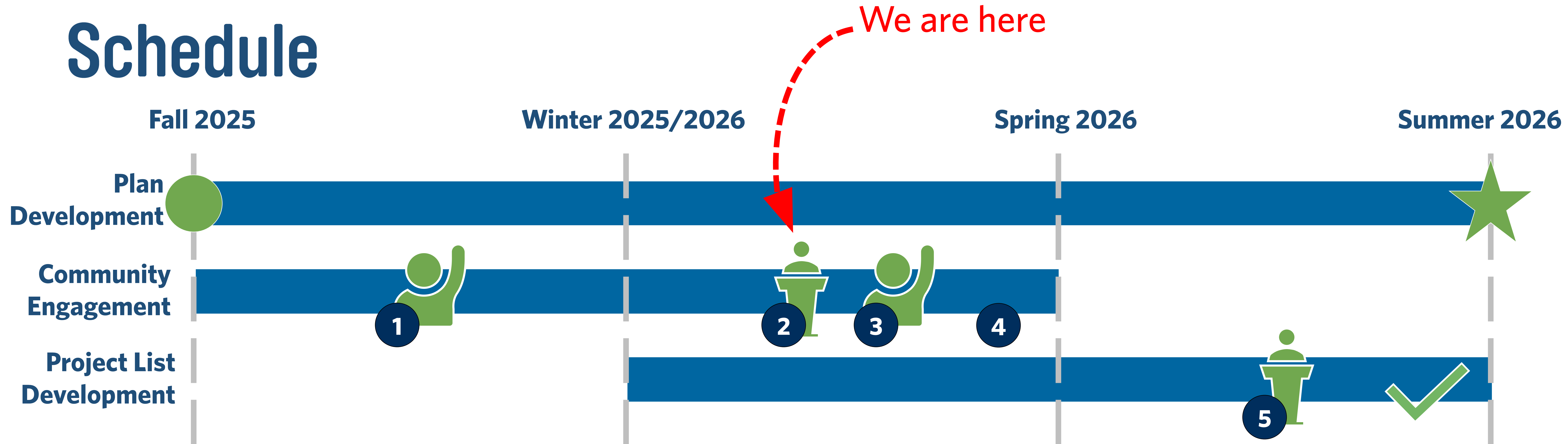
Screen and identify projects to be included in the city's Transportation Special Purpose Local Option Sales Tax (TSPLOST) list to be adopted in May 2026.



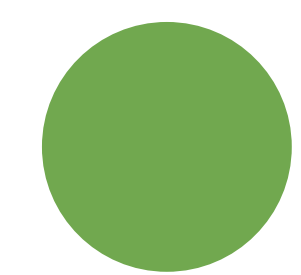
Public Engagement

Coordinate with stakeholders, members of the public, and elected officials to identify plan goals, gaps in the city's transportation network, and project prioritization.

Schedule



LEGEND



Plan Kickoff



Anticipated Plan Adoption



Leadership Presentations



In-person Pop-up Events



TSPLOST Project List Adoption by City Council

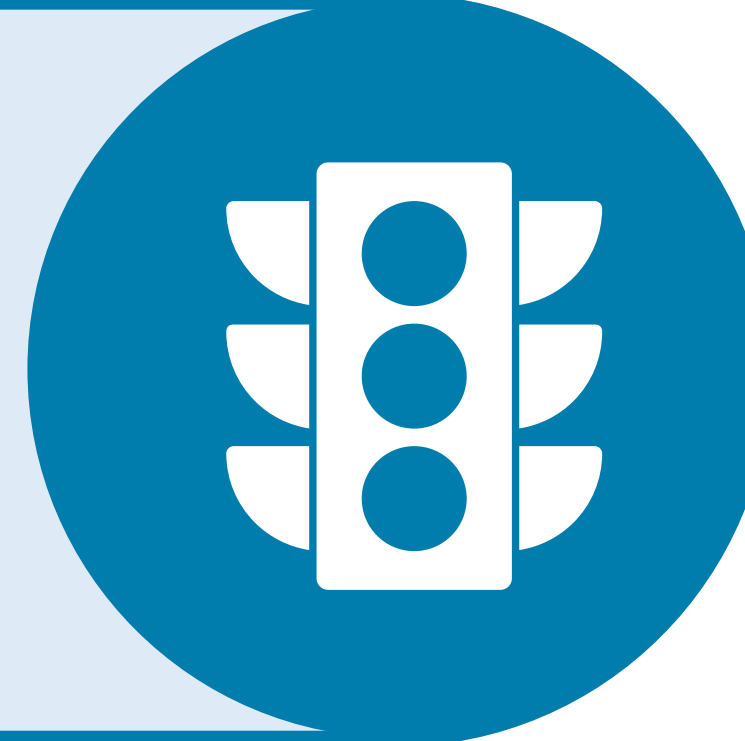
UPCOMING PUBLIC ENGAGEMENT

- | | |
|--|---|
| 1 Pop-Up at Sandy Springs Farmers Market
November 15, 2025
Survey Launch | 2 City Council Presentation #1
February 6, 2026 |
| 3 In-Person Listening Sessions
February 24-26, 2026 | 4 TSPLOST Public Engagement
March 2026 |
| 5 City Council Presentation #2
Spring 2026 | |

Plan Goals

Efficiency and Optimization:

Minimizing travel times and travel delay



Improving well-being and minimizing environmental impact:

Providing transportation options that promote wellness, preserve natural resources, and reduce emissions



Safety:

Reducing the number of crashes that result in serious injuries or fatalities



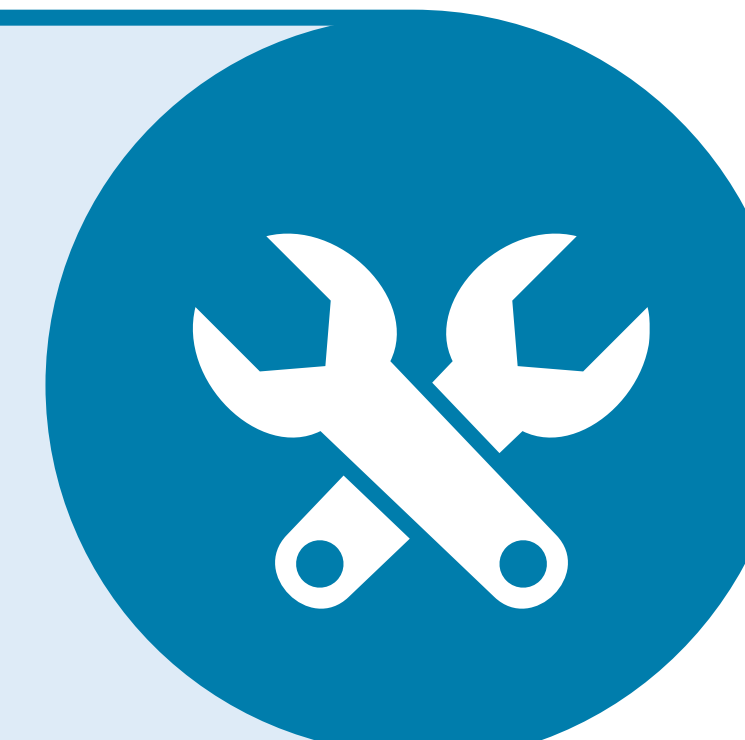
Mobility and Accessibility for All:

Providing travel options for all people, including children, seniors, and people with disabilities



Maintenance, Resilience, and Reliability:

Making sure that roads, sidewalks, transit stops, and bicycle lanes are clean, and well-maintained



Land Use Integration:

Making sure the transportation system fits with the area it serves and that major new destinations are planned with easy access in mind



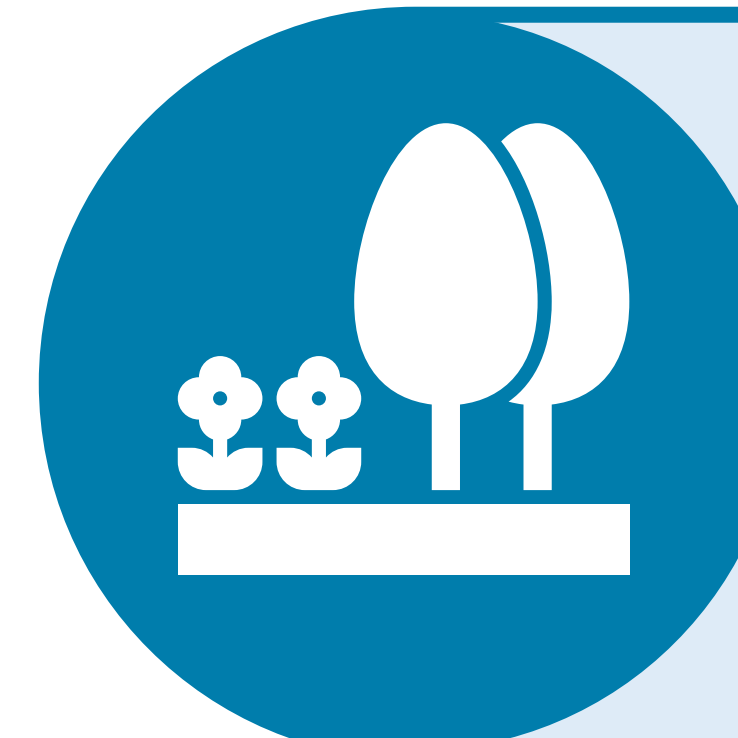
Economic Vitality:

Improving access to jobs and other economic opportunities

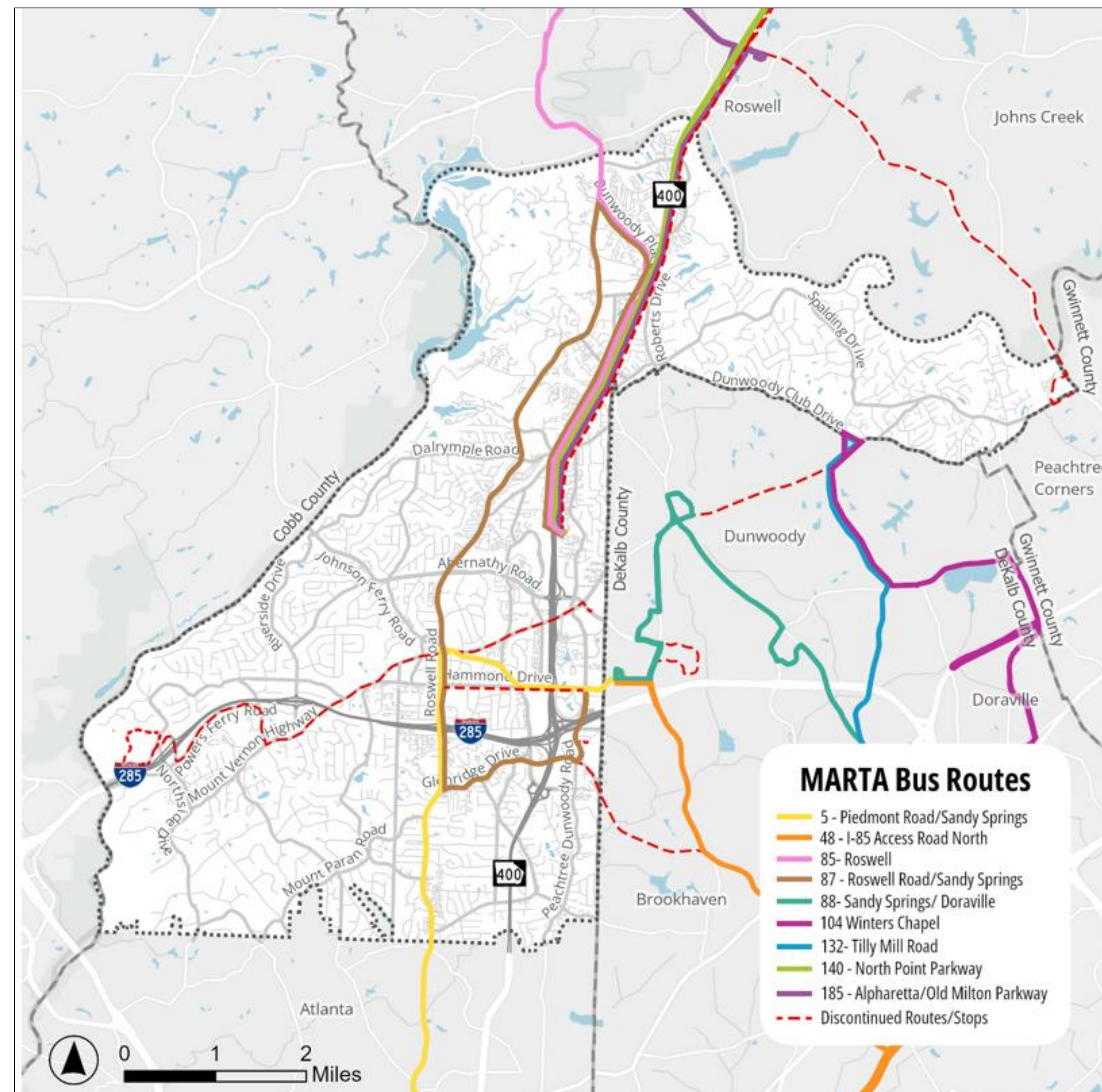


Beautification:

Providing aesthetic enhancements as an element of transportation projects



Existing Conditions

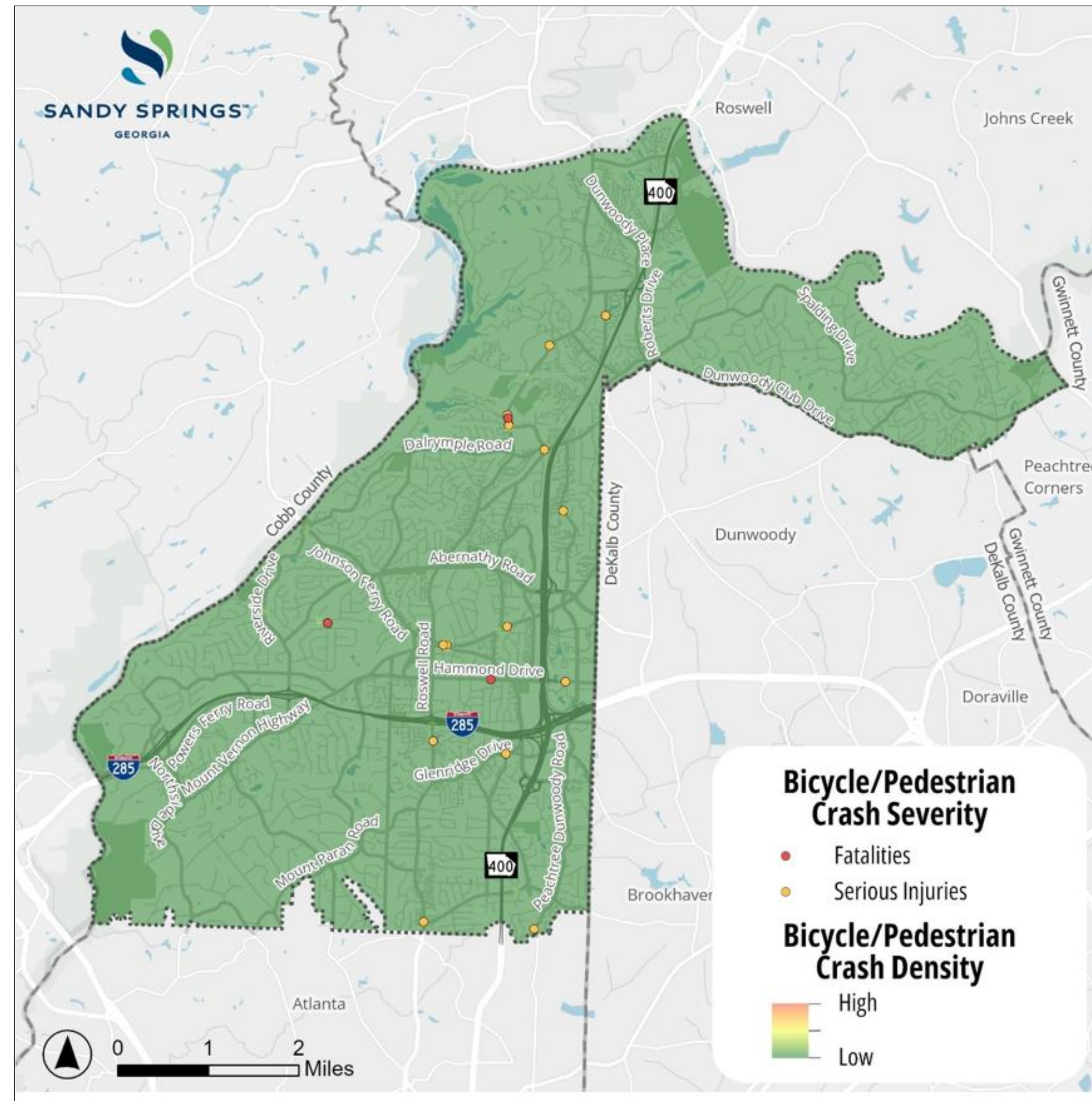
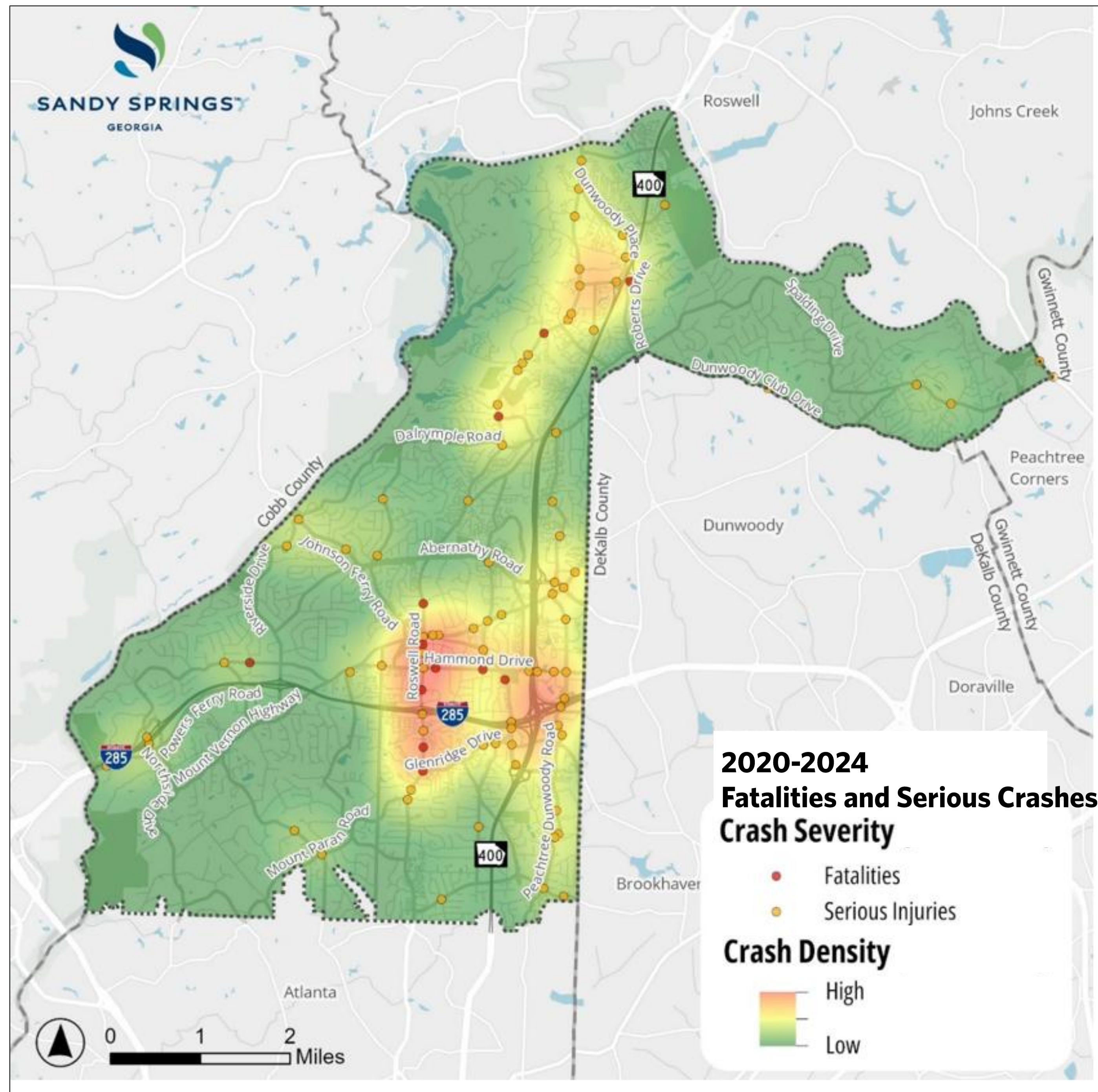


MARTA NextGen – System changes

Taking effect April 2026

- Currently 14 MARTA Bus routes operate inside Sandy Springs
- Starting in April, only 9 routes will operate inside the City.
- Primary impacts
 - Removing service along Mt. Vernon Highway and Powers Ferry corridors (Route 148)
 - Adding service along Glenridge Drive / Peachtree-Dunwoody Road to improve bus access to Medical Center area

Existing Conditions



Crash Data

Clusters of Fatalities and Serious Injuries in core areas on SR-9 Roswell Road and around Perimeter (Center)

Most bicycle/pedestrian crashes occur on high-traffic roads

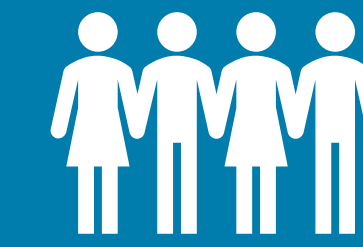
*Does not include crash data along SR-400 / I-285

Public Outreach

In-Person Pop-Up Event #1 Sandy Springs Farmers Market City Green at City Springs Saturday, November 15, 2025



Above: TMP Goal Visual Preference Survey
Left: A mother and child engage with the TMP team
Right: TMP Survey Board where members of the public indicated where they would like to use alternative transportation modes



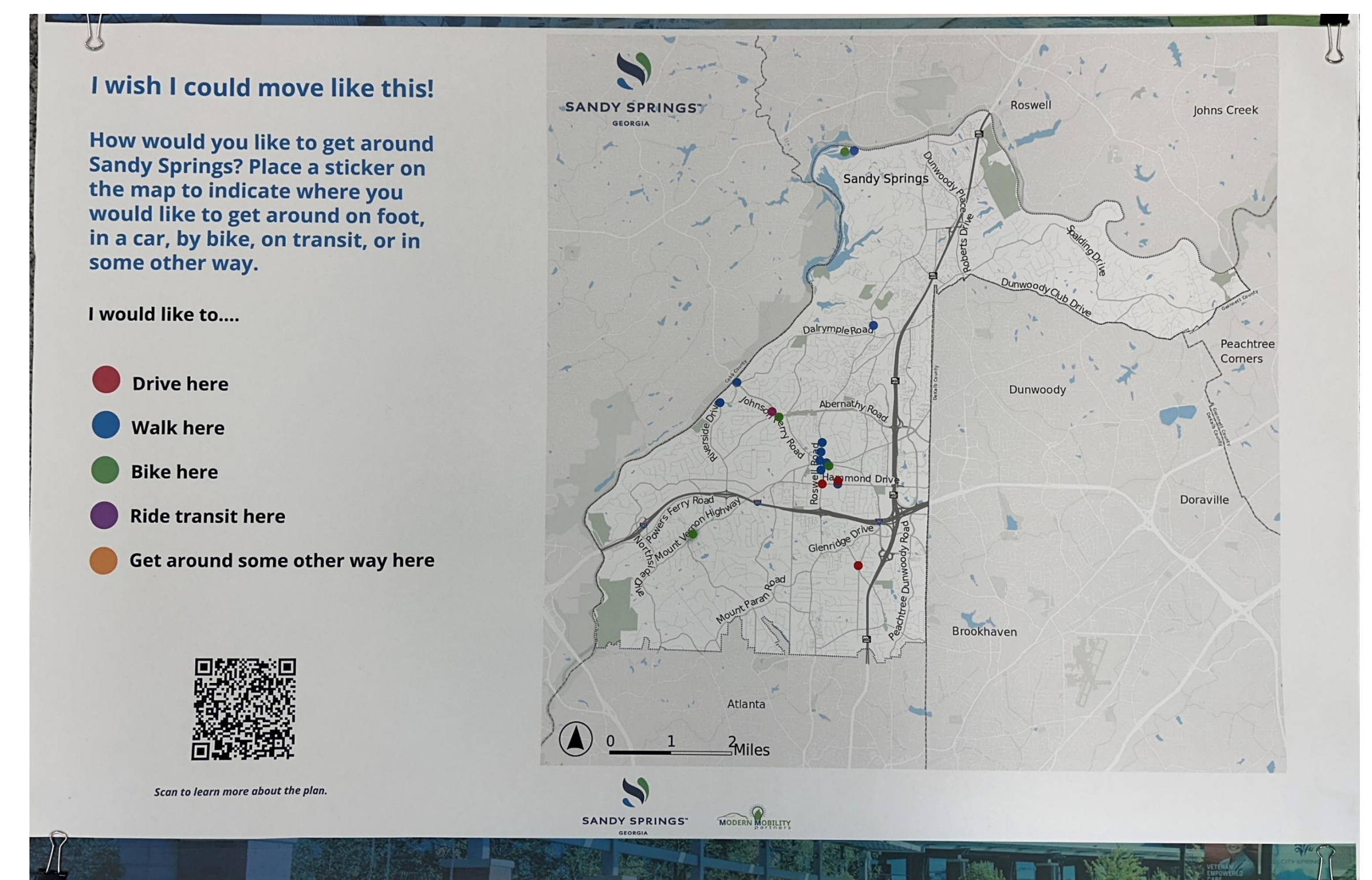
58 people engaged face-to-face
Including children and seniors



56% of respondents wanted more options
for walking in Downtown Sandy Springs or
near trails



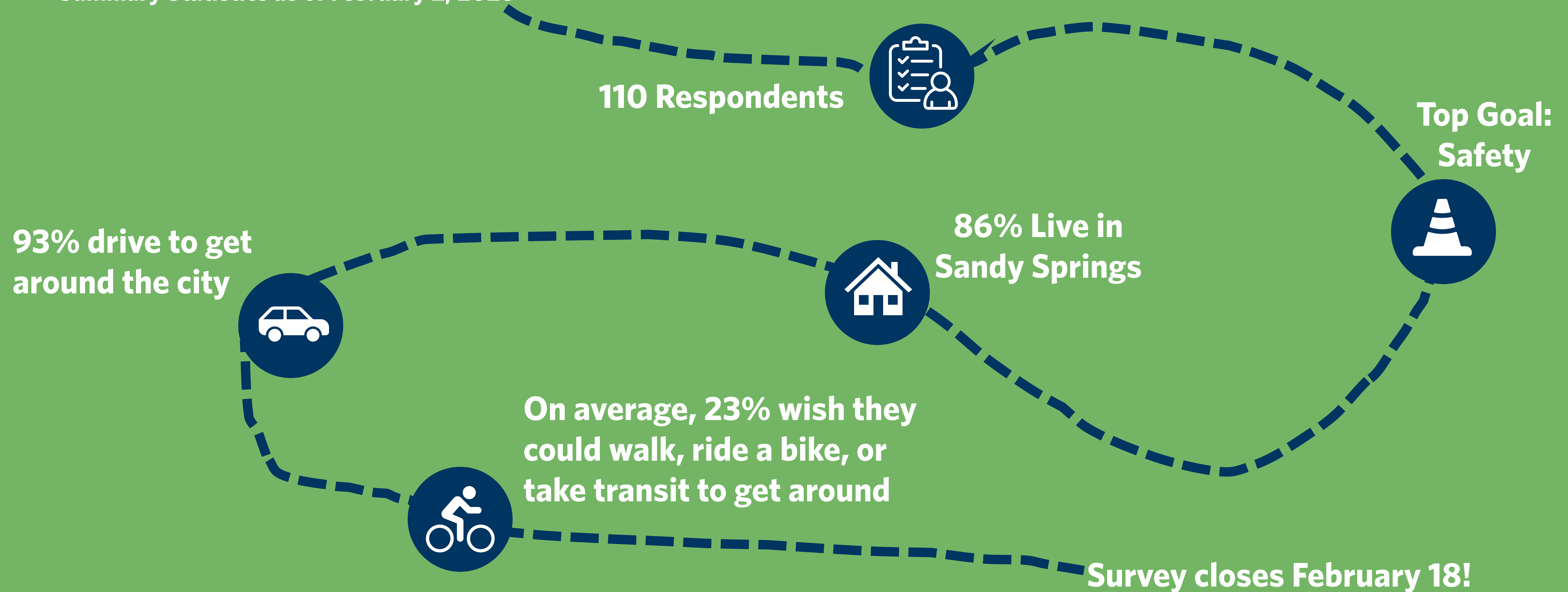
Most important TMP goal was Improving
Well-Being and Minimizing Impact



Public Outreach

Phase I Public Survey

Summary Statistics as of February 2, 2026*



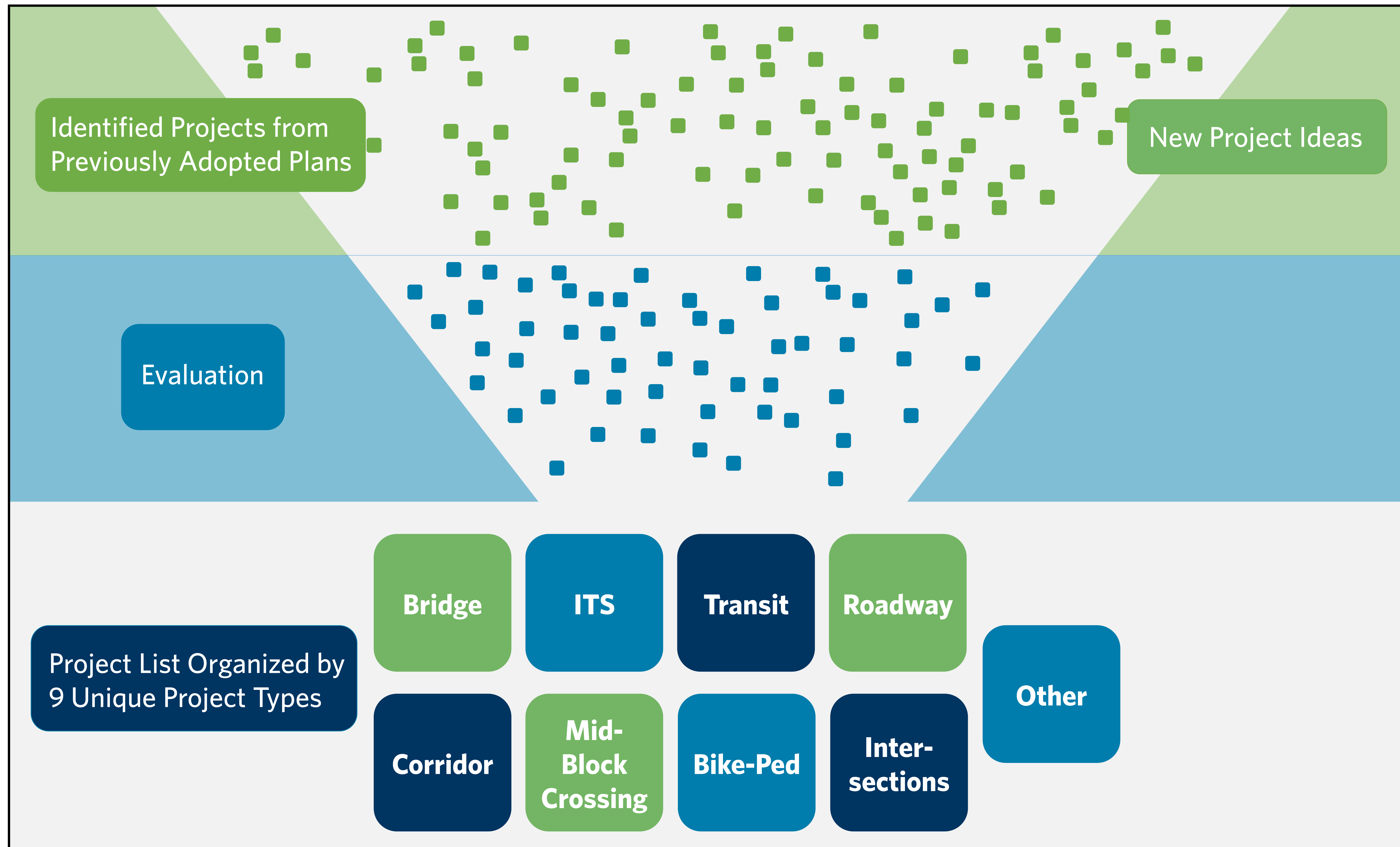
*These values are placeholders and will be updated prior to the Listening Sessions

Project Evaluation Approach

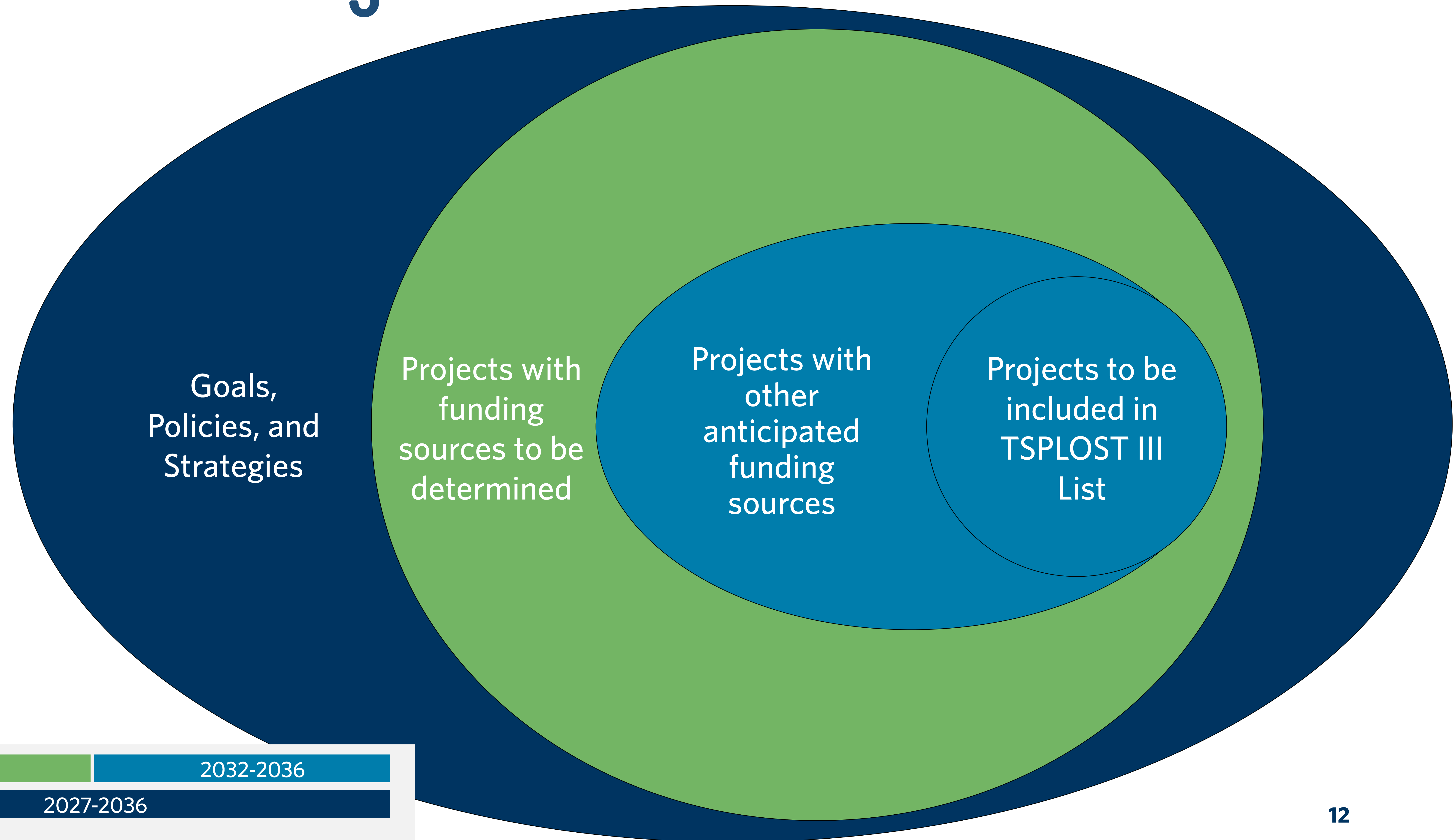
Building on the 2021 TMP scoring (evaluation) framework, this project's scoring (evaluation) methodology incorporated revisions and new metrics to better align with the goals in this TMP.



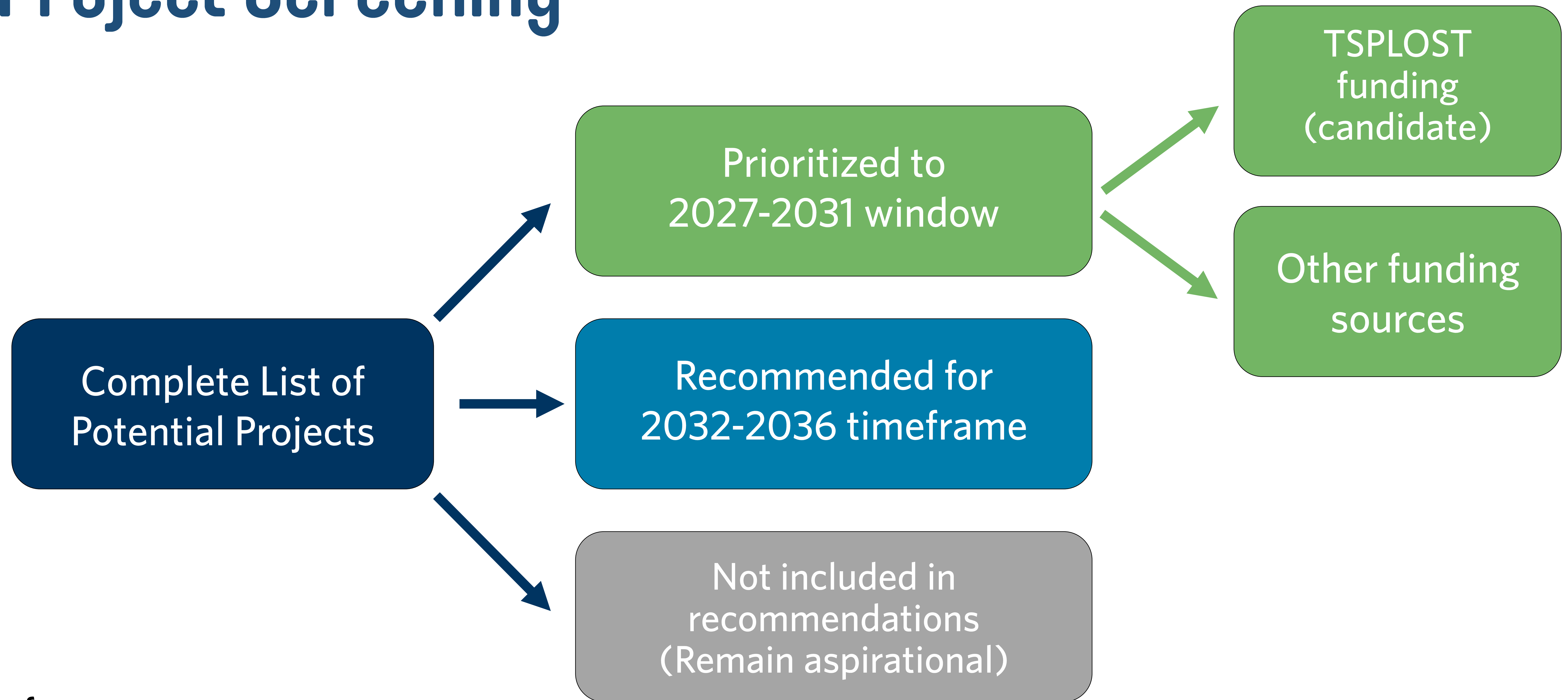
Project Screening



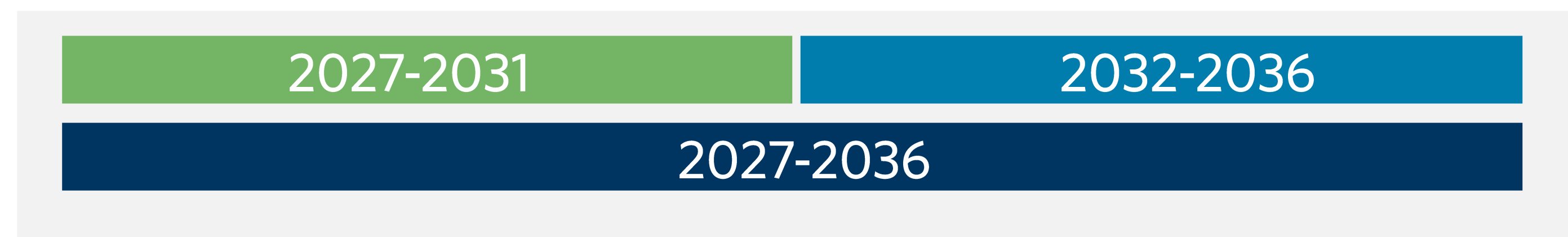
Project Screening



Project Screening



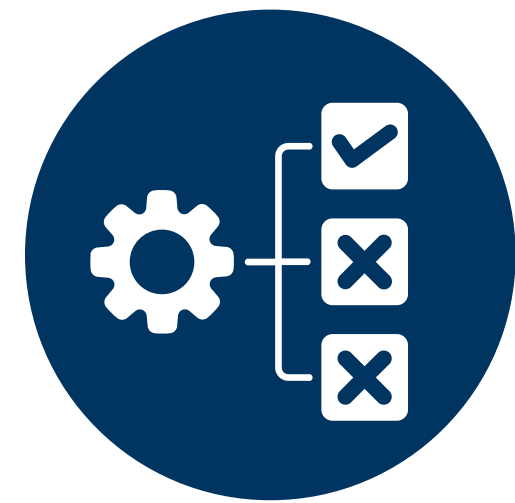
Timeframe



Listening Sessions



Engage with smaller cohorts of community members about projects affecting their neighborhoods



Opportunity for public to share project-specific feedback to improve project prioritization



Introduce members of the public to the TMP and TSPLOST process and answer any questions they may have

Listening Session
Central
City Hall
February 25
11:00 AM – 1:00 PM
&
5:30 PM – 7:30 PM

Listening Session
North
Fulton County Government
Annex
February 24
5:30 PM – 7:30 PM

Listening Session South
Church of the Redeemer
February 26
5:30 PM – 7:30 PM

Next Steps



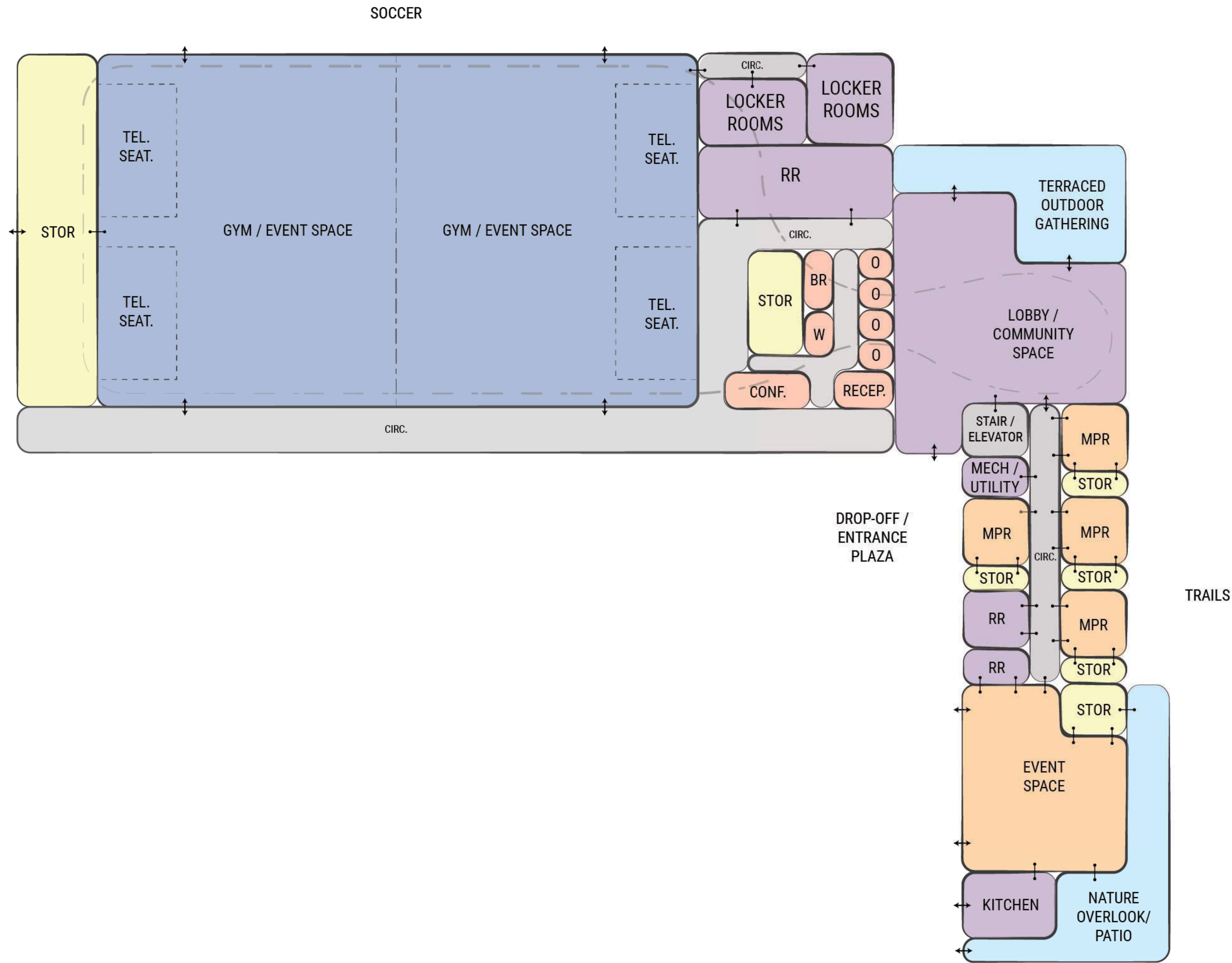
Public Survey
Open through
February 18
spr.gs/tmp

Thank You

Hammond Park Recreation Center Master Plan



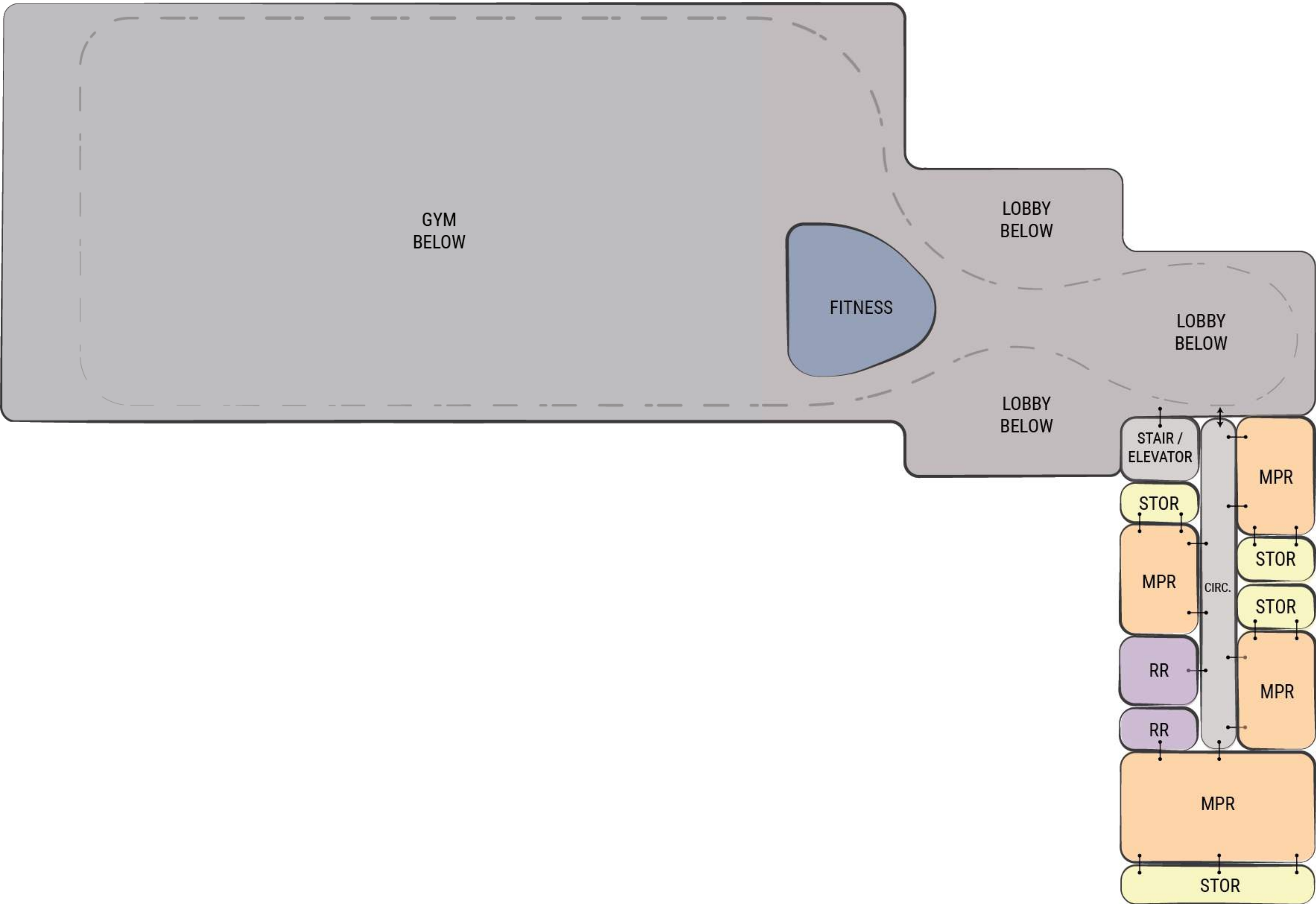
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PROGRAM LEGEND

- ADMINISTRATIVE SPACES
 - RECEPTION
 - WORK ROOM
 - CONFERENCE ROOM
 - BREAK ROOM
 - OFFICES
 - STORAGE
- RECREATIONAL SPACES
 - GYM
 - LOCKER ROOMS
 - STORAGE
 - NATATORIUM ~(27,000 SF)
- FACILITY SPACES
 - LOBBY/PLAZA
 - RESTROOMS
 - MECHANICAL/UTILITY
 - CATERING KITCHEN
- COMMUNITY SPACES
 - MULTI-PURPOSE ROOMS
 - EVENT SPACE
- STORAGE
- CIRCULATION

APPROXIMATE FOOTPRINT: 77,000 SF
WITHOUT NATATORIUM: 50,000 SF



PROGRAM LEGEND

- RECREATIONAL SPACE
 - WALKING TRACK
 - FITNESS AREA
- FACILITY SPACE
 - LOBBY/PLAZA BELOW
- COMMUNITY SPACE
 - MULTI-PURPOSE ROOMS
- STORAGE
- CIRCULATION

APPROXIMATE FOOTPRINT: 20,000 SF



PARKING COUNTS

SURFACE PARKING: 169

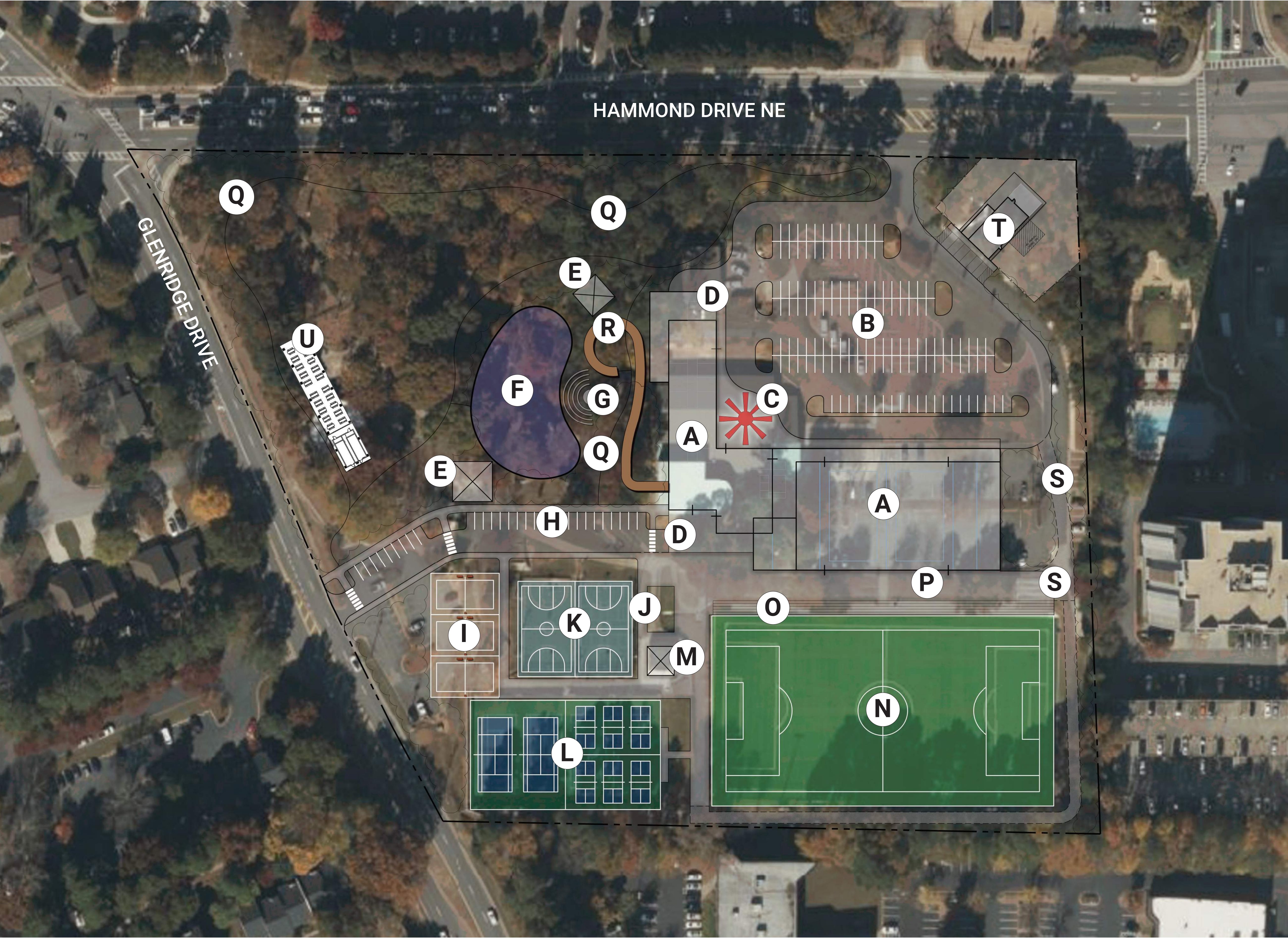
SINGLE-LEVEL PARKING DECK: 225

TOTAL: 394

- SITE KEY**
- A** NEW RECREATION CENTER
 - B** 138-SPACE PARKING LOT
 - C** DROP-OFF / PLAZA ENTRY
 - D** PARKING DECK ACCESS
 - E** PAVILION / RESTROOM BUILDINGS
 - F** NATURE / INCLUSIVE PLAYGROUND (APPROXIMATELY 24,500 SF)
 - G** AMPHITHEATER / OUTDOOR CLASSROOM
 - H** 31-SPACE ON-STREET PARKING
 - I** NEW SAND VOLLEYBALL COURTS (3)
 - J** SPORTS COURTS GATHERING AREA
 - K** EXISTING BASKETBALL COURTS
 - L** EXISTING TENNIS & PICKLEBALL COURTS
 - M** NEW RESTROOM BUILDING
 - N** EXISTING SOCCER FIELD
 - O** STEPPED SEATING / BLEACHERS
 - P** RECREATION CENTER PLAZA
 - Q** 1/3-MILE WALKING LOOP
 - R** TREE WALK
 - S** EMERGENCY-VEHICLE ACCESS
 - T** MAINTENANCE FACILITY
 - U** PAVILION/RESTROOM BUILDING

NOTES

This concept places the playground adjacent to the new recreation center and adds a tree walk from the recreation center to the playground. Additionally, a new 138-space parking lot in front of the recreation center and 31 parking spaces have been added to the western entry road. Sub-grade parking is also available with approximately 225 spaces. The existing sports courts remain as is, with the addition of sand volleyball to the west.



SITE KEY	
A	NEW RECREATION CENTER
B	138-SPACE PARKING LOT
C	DROP-OFF / PLAZA ENTRY
D	PARKING DECK ACCESS
E	PAVILION / RESTROOM BUILDINGS
F	NATURE / INCLUSIVE PLAYGROUND (APPROXIMATELY 24,500 SF)
G	AMPHITHEATER / OUTDOOR CLASSROOM
H	31-SPACE ON-STREET PARKING
I	NEW SAND VOLLEYBALL COURTS (3)
J	SPORTS COURTS GATHERING AREA
K	EXISTING BASKETBALL COURTS
L	EXISTING TENNIS & PICKLEBALL COURTS
M	EXISTING RESTROOM BUILDING
N	EXISTING SOCCER FIELD
O	STEPPED SEATING / BLEACHERS
P	RECREATION CENTER PLAZA
Q	1/3-MILE WALKING LOOP
R	TREE WALK
S	EMERGENCY-VEHICLE ACCESS
T	MAINTENANCE FACILITY
U	PAVILION/RESTROOM BUILDING



PROGRAM LEGEND

- ADMINISTRATIVE SPACES
 - RECEPTION
 - WORK ROOM
 - CONFERENCE ROOM
 - BREAK ROOM
 - OFFICES
 - STORAGE

- RECREATIONAL SPACES
 - GYM
 - LOCKER ROOMS
 - STORAGE
 - NATATORIUM ~25,000 SF

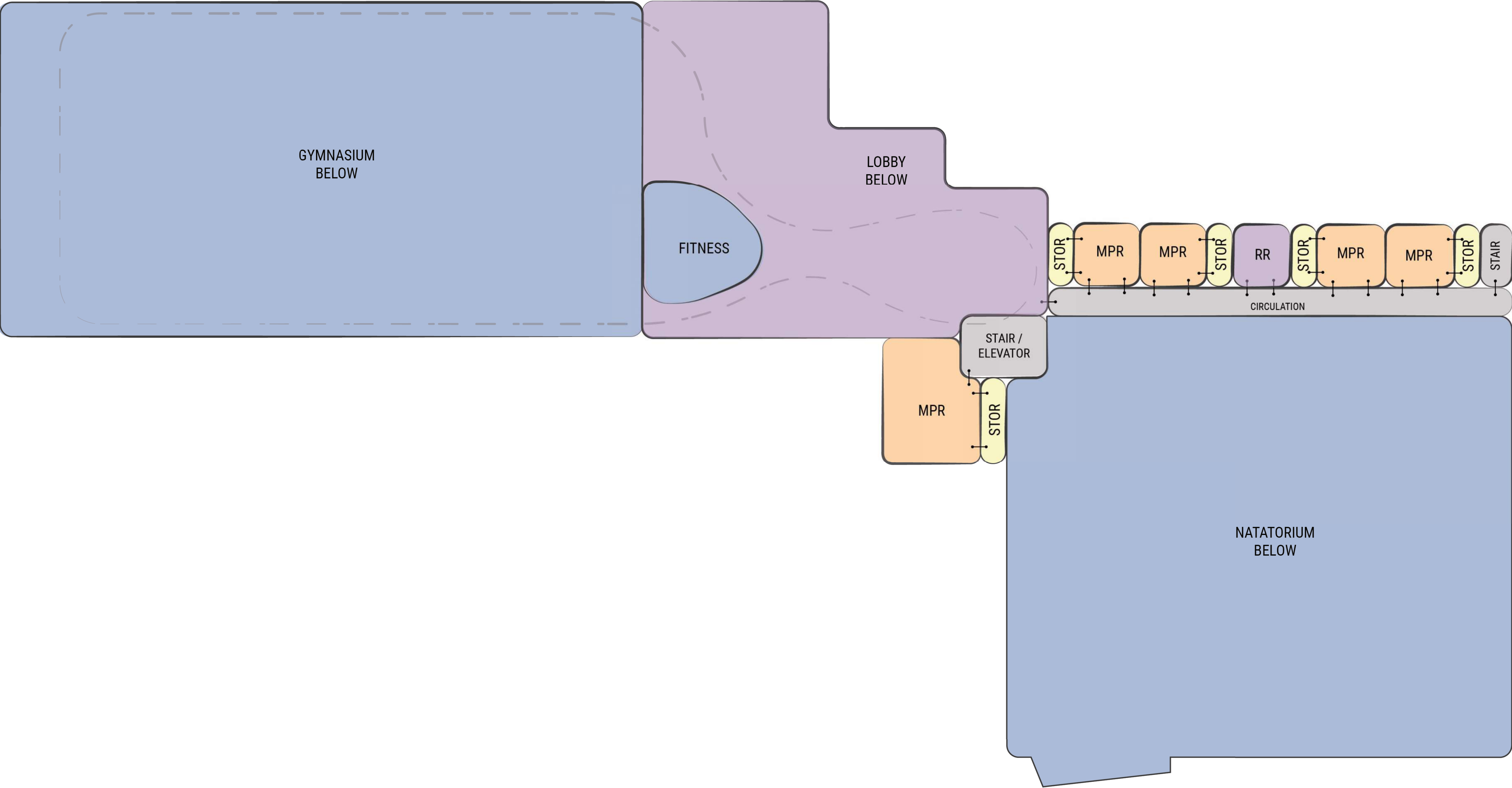
- FACILITY SPACES
 - LOBBY/PLAZA
 - RESTROOMS
 - MECHANICAL/UTILITY
 - CATERING KITCHEN

- COMMUNITY SPACES
 - MULTI-PURPOSE ROOMS
 - EVENT SPACE

- STORAGE

- CIRCULATION

APPROXIMATE FOOTPRINT: 75,000 SF
WITHOUT NATATORIUM: 50,000 SF



PROGRAM LEGEND

- RECREATIONAL SPACE
 - WALKING TRACK
 - FITNESS AREA
 - NATATORIUM
- FACILITY SPACE
 - LOBBY/PLAZA BELOW
- COMMUNITY SPACE
 - MULTI-PURPOSE ROOMS
- STORAGE
- CIRCULATION

APPROXIMATE FOOTPRINT: 21,000 SF

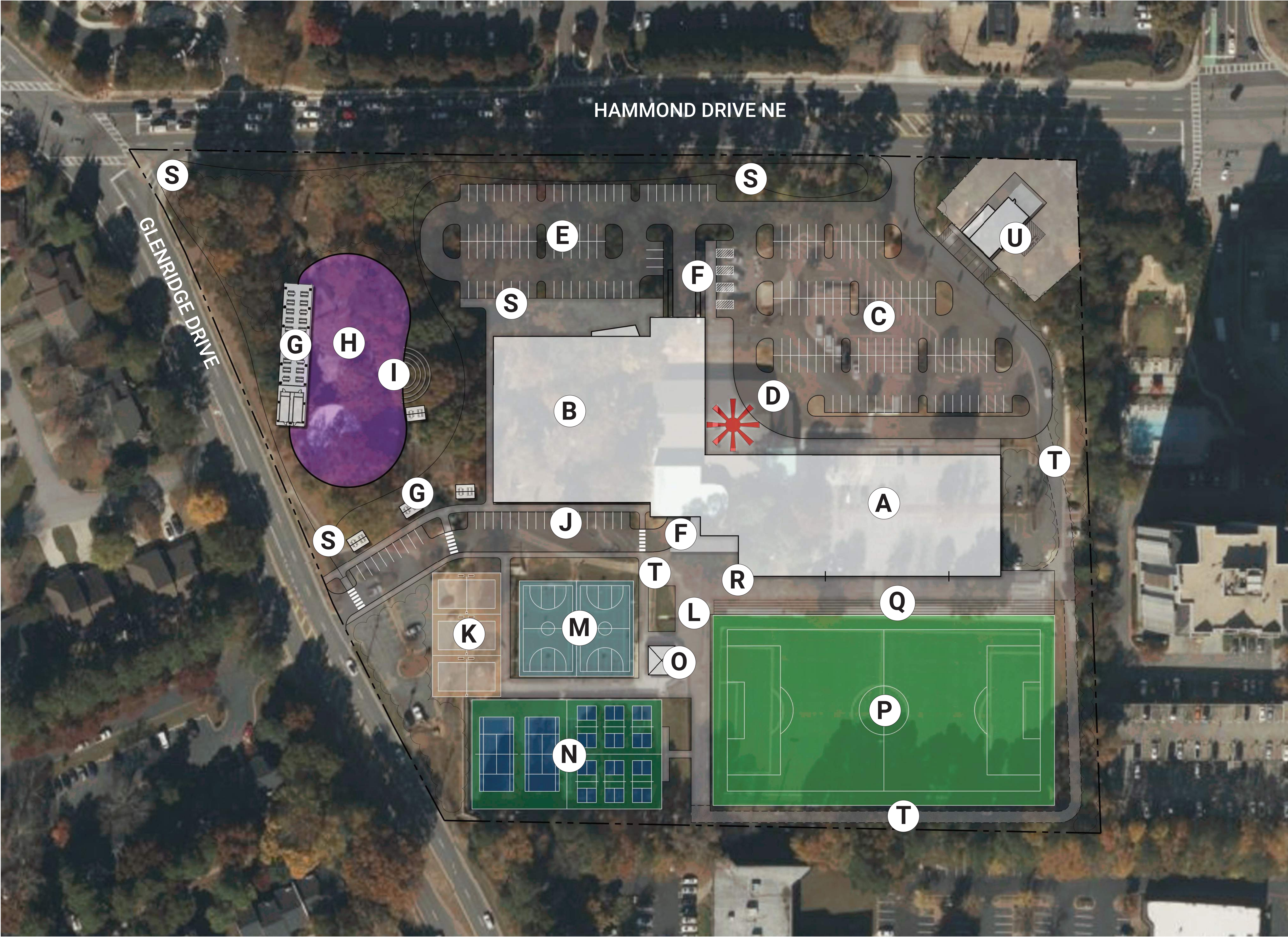


PARKING COUNTS
SURFACE PARKING: +/- 247
SINGLE-LEVEL PARKING DECK: +/- 225
TOTAL: +/- 472

- SITE KEY**
- A** NEW RECREATION CENTER
 - B** NATATORIUM
 - C** 134-SPACE PARKING LOT
 - D** DROP-OFF / PLAZA ENTRY
 - E** 84-SPACE PARKING LOT
 - F** PARKING DECK ACCESS
 - G** PAVILION / RESTROOM BUILDINGS
 - H** NATURE / INCLUSIVE PLAYGROUND (APPROXIMATELY 30,000 SF)
 - I** AMPHITHEATER / OUTDOOR CLASSROOM
 - J** 29-SPACE ON-STREET PARKING
 - K** NEW SAND VOLLEYBALL COURTS (3)
 - L** SPORTS COURTS GATHERING AREA
 - M** EXISTING BASKETBALL COURTS
 - N** EXISTING TENNIS & PICKLEBALL COURTS
 - O** NEW RESTROOM BUILDING
 - P** EXISTING SOCCER FIELD
 - Q** STEPPED SEATING / BLEACHERS
 - R** RECREATION CENTER PLAZA
 - S** 0.4-MILE WALKING LOOP
 - T** EMERGENCY-VEHICLE ACCESS
 - U** MAINTENANCE FACILITY
- PEDESTRIAN CIRCULATION
— VEHICULAR CIRCULATION

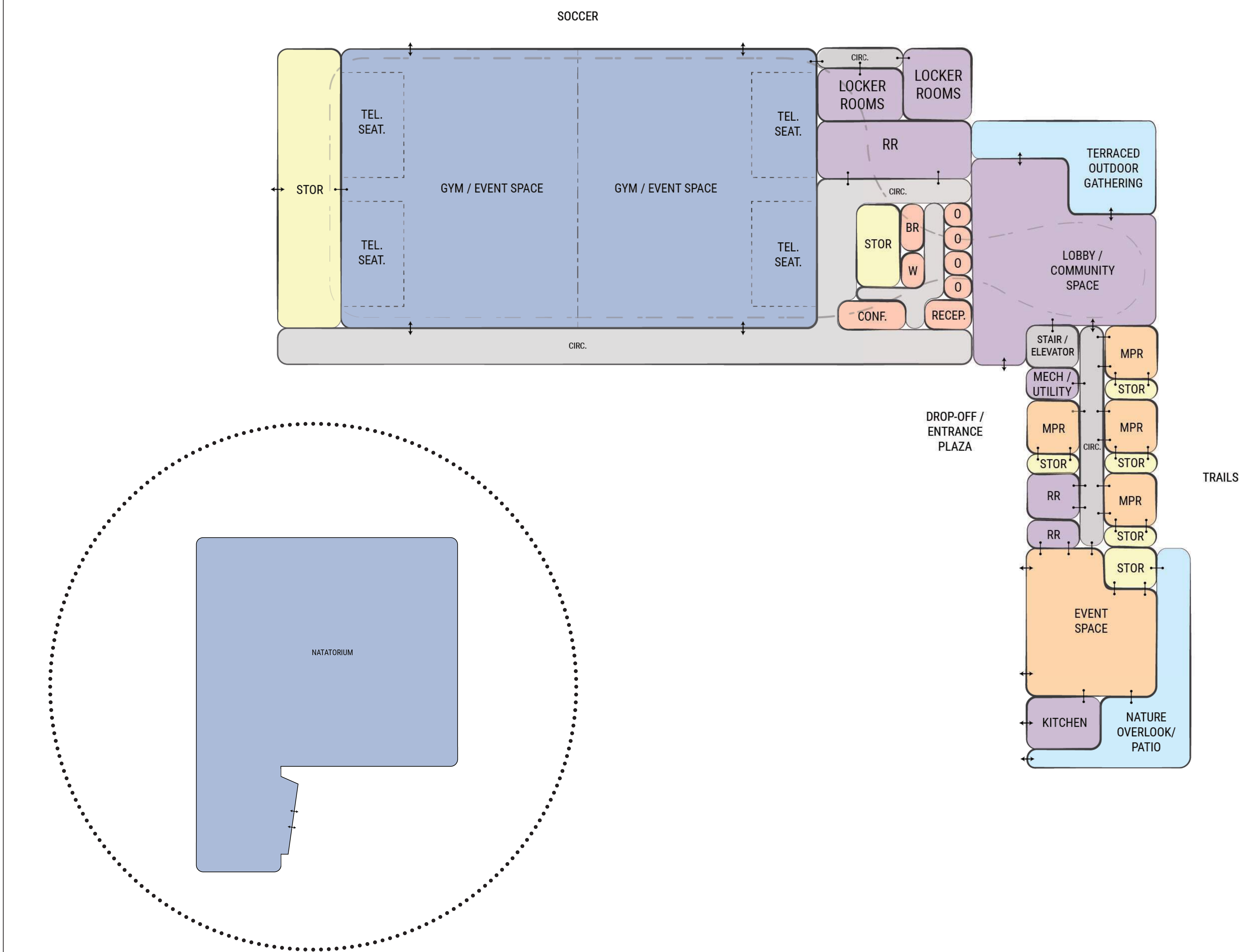
NOTES

Concept 2 features the new recreation center and natatorium, with 218 parking spaces. Sub-grade parking is also available with approximately 225 spaces. Additionally, there are 3 new sand volleyball courts to compliment the existing sports courts and soccer field. Other features include the natural and inclusive playground space, outdoor classroom, large rental pavilion, and 3 small pavilions.



SITE KEY	
A	NEW RECREATION CENTER
B	NATATORIUM
C	138-SPACE PARKING LOT
D	DROP-OFF / PLAZA ENTRY
E	90-SPACE PARKING LOT
F	PARKING DECK ACCESS
G	PAVILION / RESTROOM BUILDINGS
H	NATURE / INCLUSIVE PLAYGROUND (APPROXIMATELY 30,000 SF)
I	AMPHITHEATER / OUTDOOR CLASSROOM
J	21-SPACE ON-STREET PARKING
K	NEW SAND VOLLEYBALL COURTS (3)
L	SPORTS COURTS GATHERING AREA
M	EXISTING BASKETBALL COURTS
N	EXISTING TENNIS & PICKLEBALL COURTS
O	NEW RESTROOM BUILDING
P	EXISTING SOCCER FIELD
Q	STEPPED SEATING / BLEACHERS
R	RECREATION CENTER PLAZA
S	0.4-MILE WALKING LOOP
T	EMERGENCY-VEHICLE ACCESS
U	MAINTENANCE FACILITY

COMMUNITY CENTER FLOOR PLAN - CONCEPT 3



PROGRAM LEGEND

ADMINISTRATIVE SPACES

RECEPTION

WORK ROOM

CONFERENCE ROOM

BREAK ROOM

OFFICES

STORAGE

RECREATIONAL SPACES

GYM

LOCKER ROOMS

STORAGE

NATATORIUM ~(27,000 SF)

FACILITY SPACES

LOBBY/PLAZA

RESTROOMS

MECHANICAL/UTILITY

CATERING KITCHEN

COMMUNITY SPACES

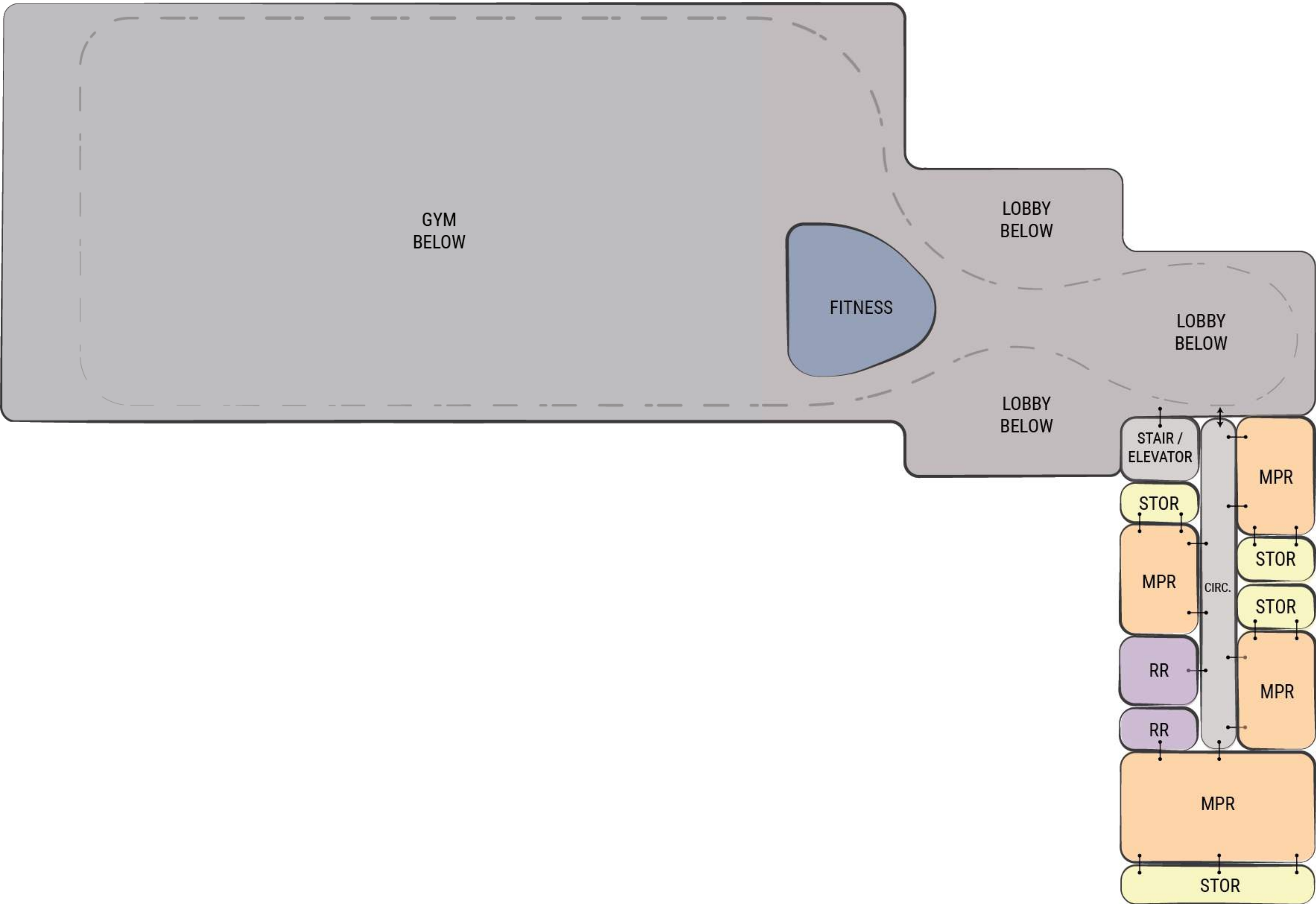
MULTI-PURPOSE ROOMS

EVENT SPACE

STORAGE

CIRCULATION

APPROXIMATE FOOTPRINT: 77,000 SF
WITHOUT NATATORIUM: 50,000 SF



PROGRAM LEGEND

- RECREATIONAL SPACE
 - WALKING TRACK
 - FITNESS AREA
- FACILITY SPACE
 - LOBBY/PLAZA BELOW
- COMMUNITY SPACE
 - MULTI-PURPOSE ROOMS
- STORAGE
- CIRCULATION

APPROXIMATE FOOTPRINT: 20,000 SF

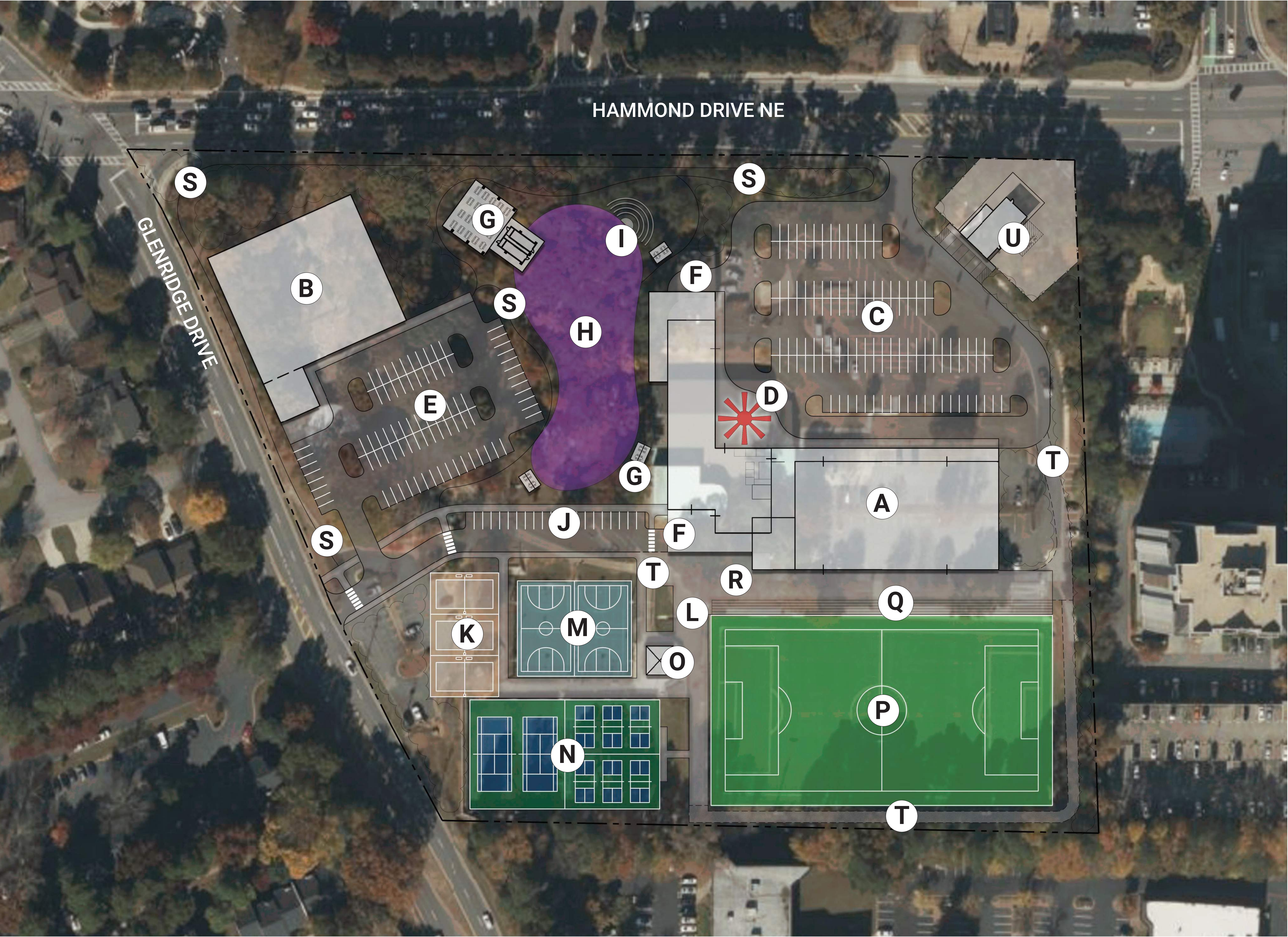


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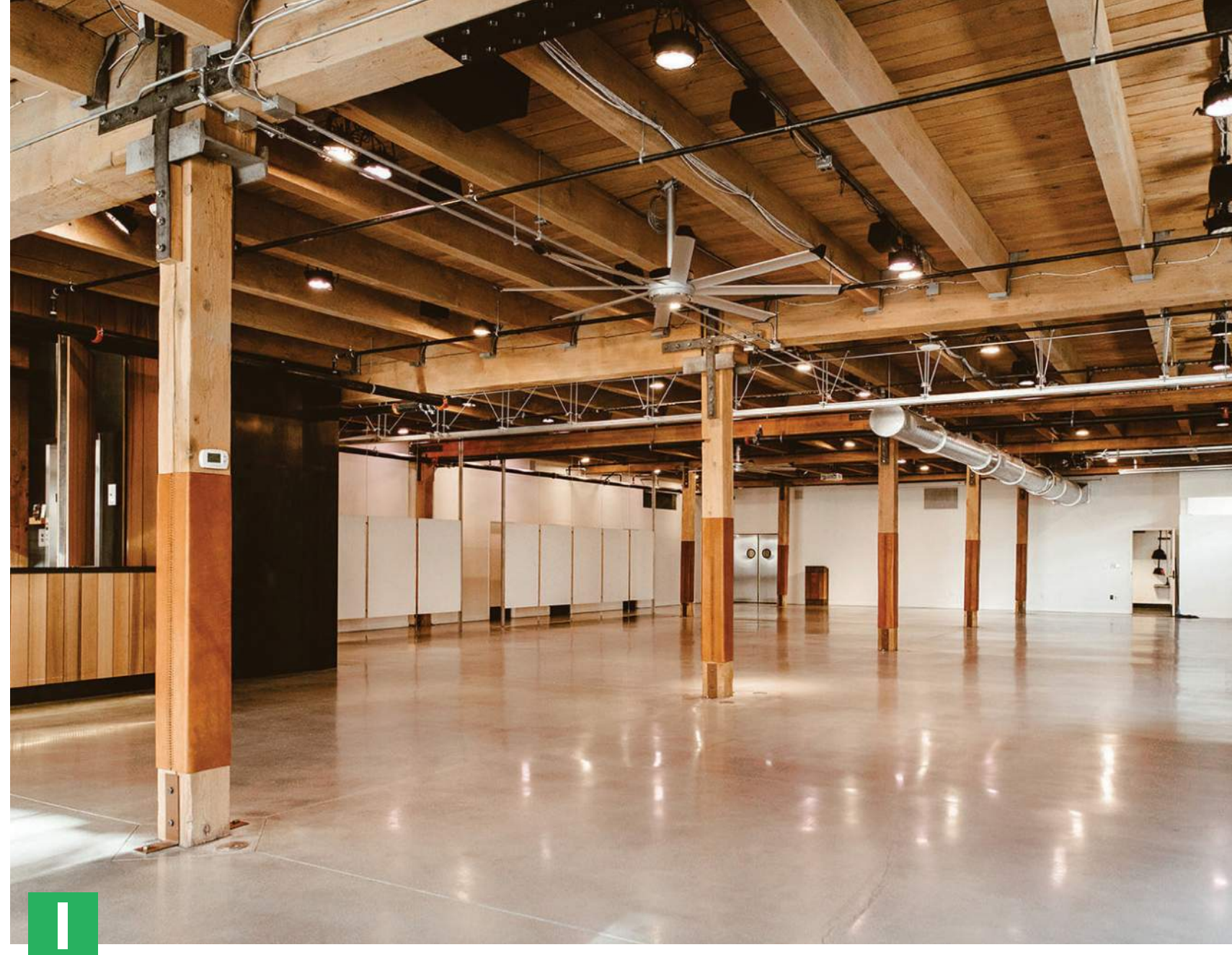
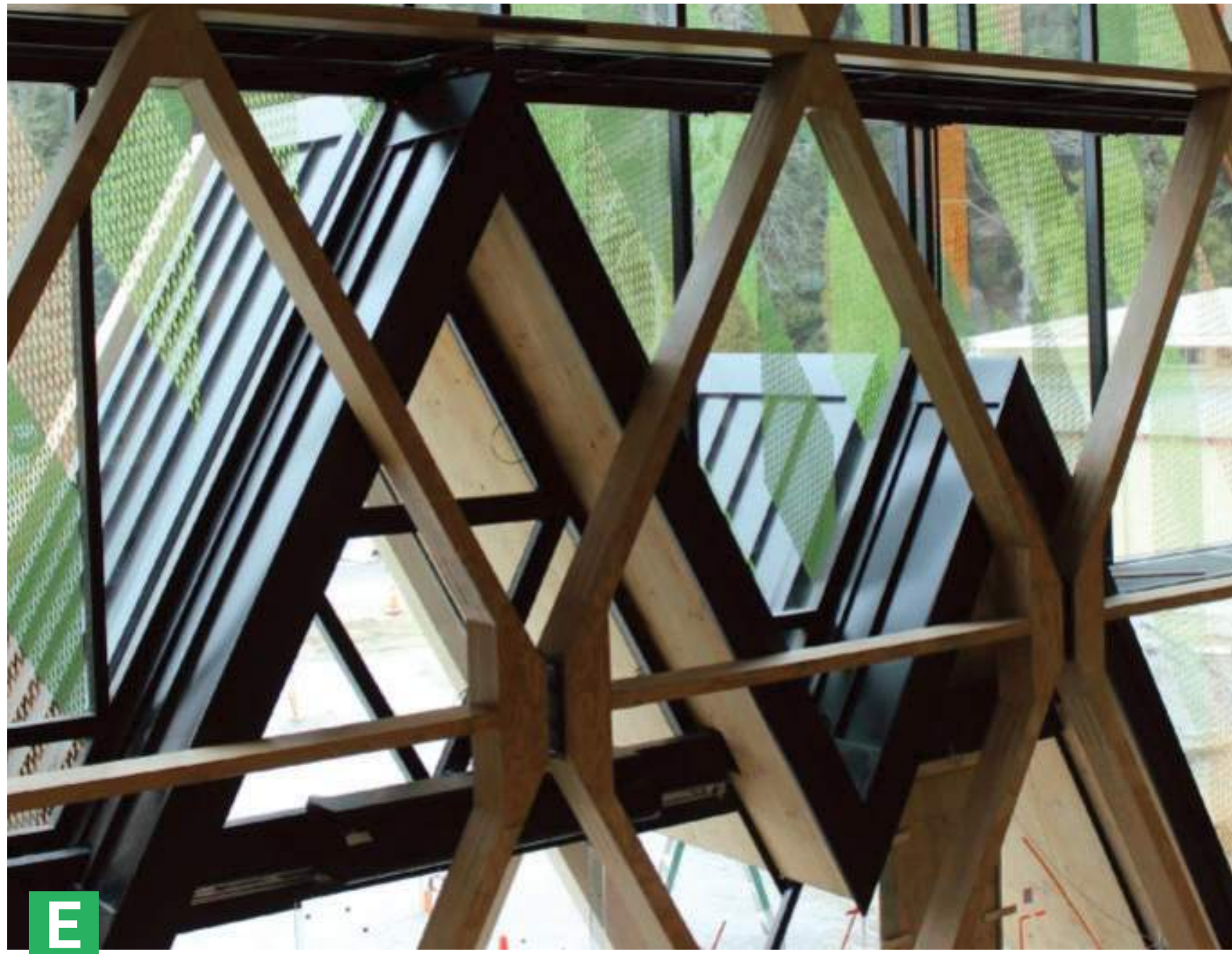
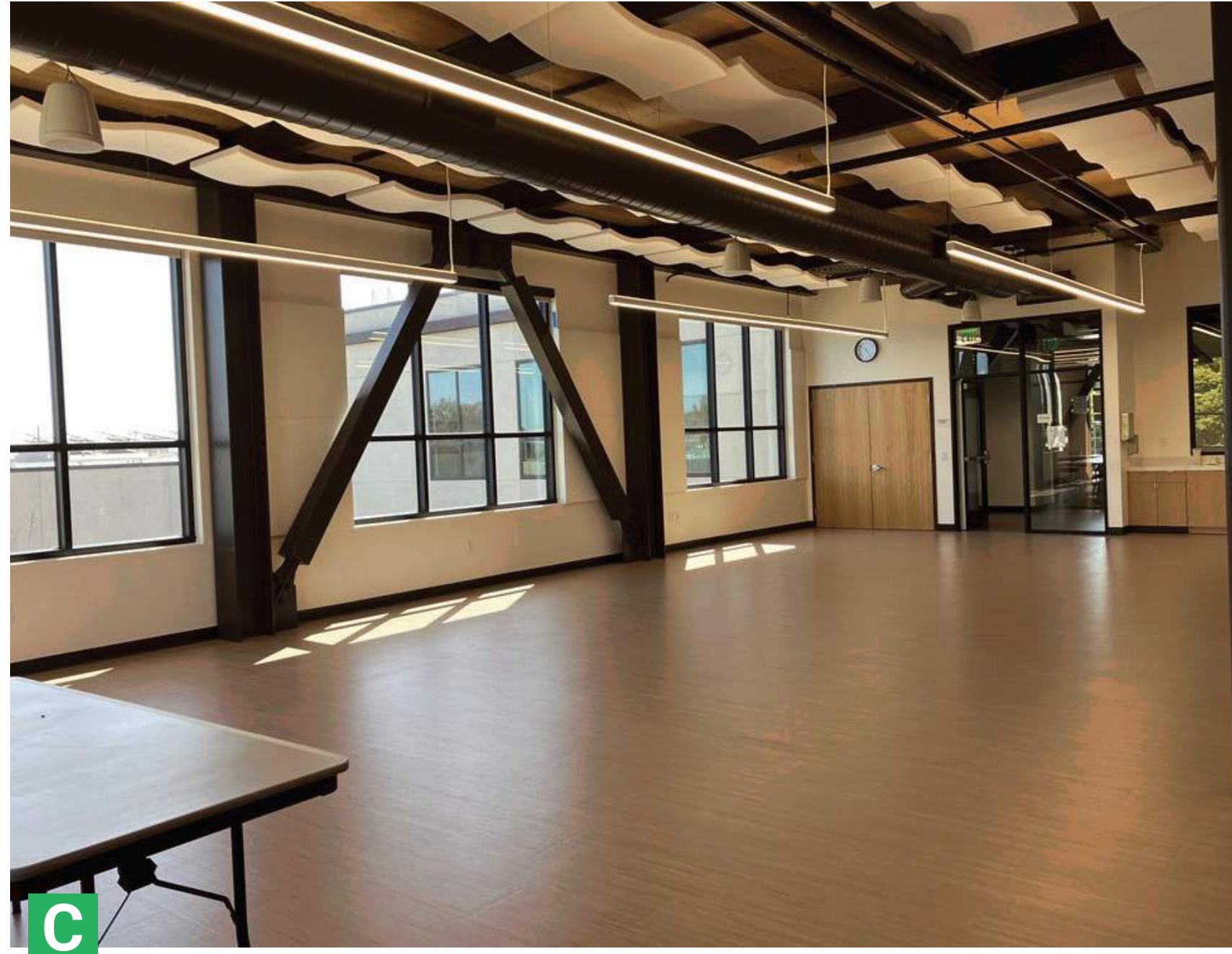
- A NEW RECREATION CENTER
- B NATATORIUM
- C 138-SPACE PARKING LOT
- D DROP-OFF / PLAZA ENTRY
- E 90-SPACE PARKING LOT
- F PARKING DECK ACCESS
- G PAVILION / RESTROOM BUILDINGS
- H NATURE / INCLUSIVE PLAYGROUND (APPROXIMATELY 30,000 SF)
- I AMPHITHEATER / OUTDOOR CLASSROOM
- J 21-SPACE ON-STREET PARKING
- K NEW SAND VOLLEYBALL COURTS (3)
- L SPORTS COURTS GATHERING AREA
- M EXISTING BASKETBALL COURTS
- N EXISTING TENNIS & PICKLEBALL COURTS
- O NEW RESTROOM BUILDING
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- S 0.4-MILE WALKING LOOP
- T EMERGENCY-VEHICLE ACCESS
- U MAINTENANCE FACILITY
- PEDESTRIAN CIRCULATION
- VEHICULAR CIRCULATION

NOTES

Concept 1 features the new recreation center and standalone natatorium, each with designated parking. Sub-grade parking is also available with approximately 225 spaces. Additionally, there are 3 new sand volleyball courts to compliment the existing sports courts and soccer field. Other features include the natural and inclusive playground space, outdoor classroom, large rental pavilion, and 3 small pavilions.



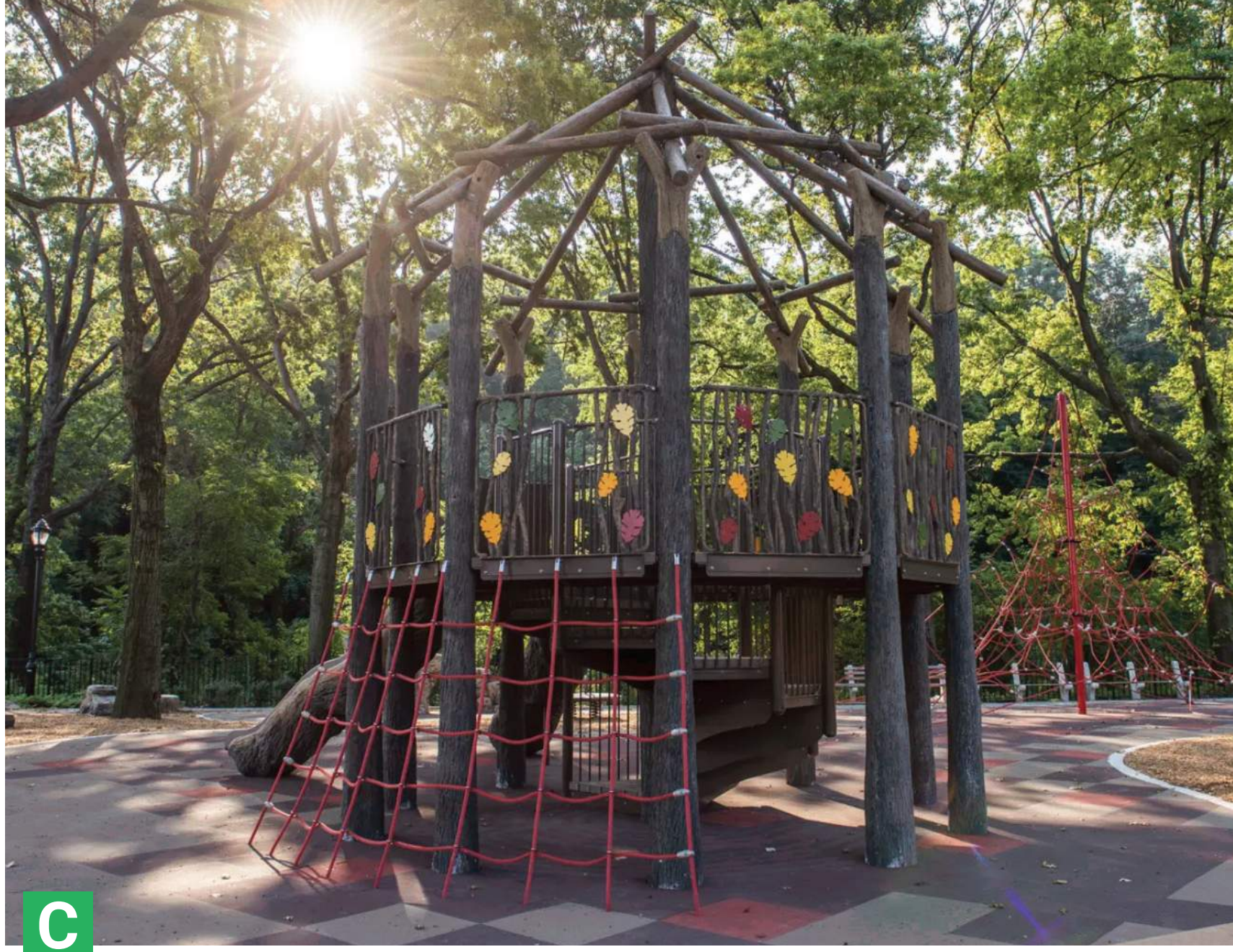
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U	MAINTENANCE FACILITY



KEYNOTES

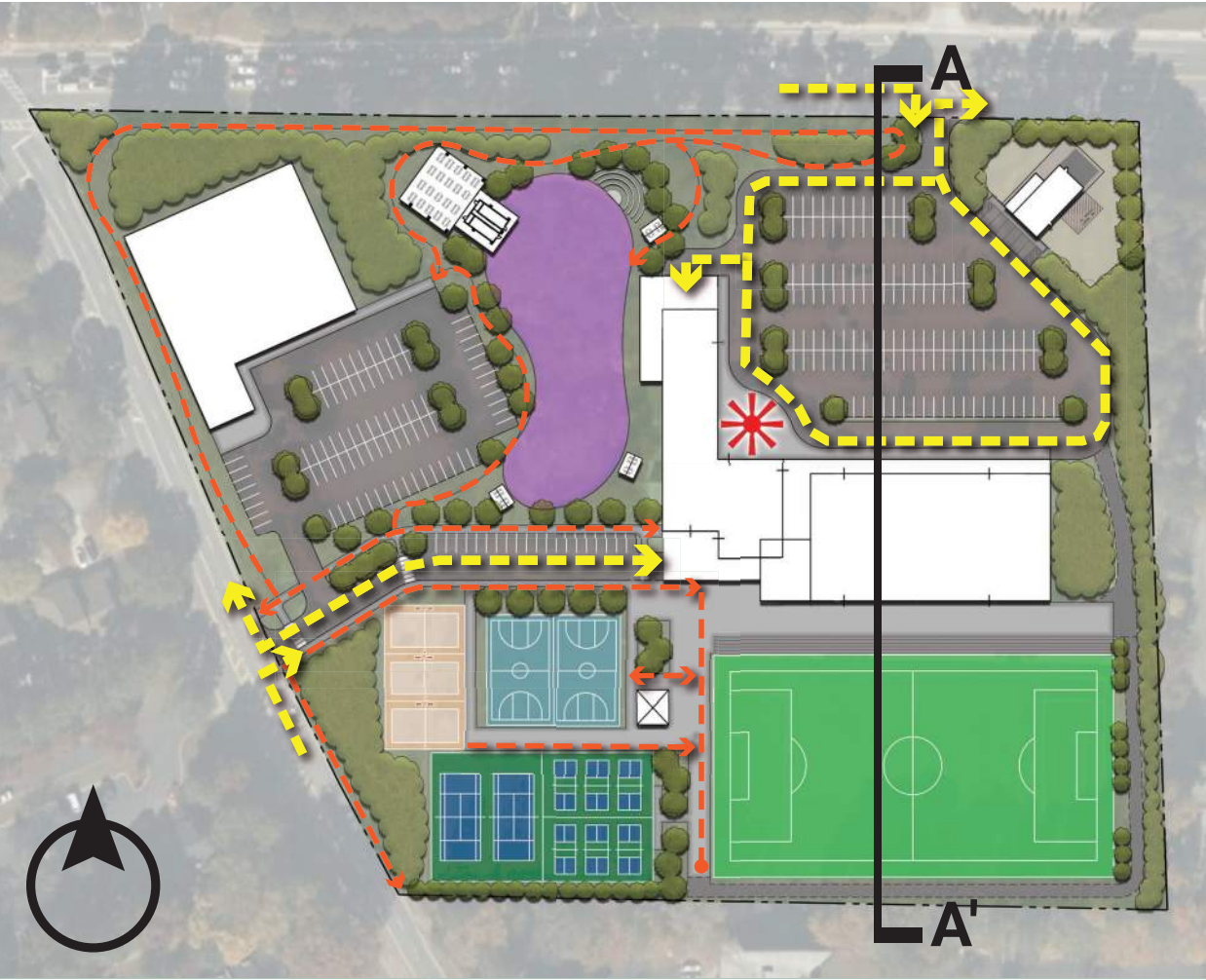
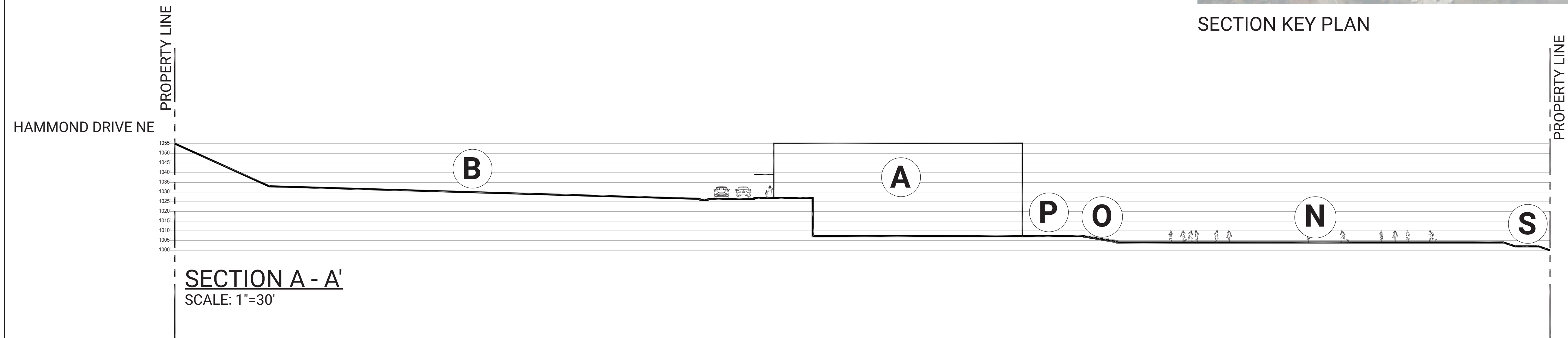
- A TIMBER, BRICK, GLAZING FACADES
- B MEANDERING INDOOR WALK TRACK
- C INVITING MULTI-PURPOSE ROOMS
- D OPEN ATRIUM LOBBY
- E DECORATIVE GLAZING PATTERNS
- F DIVIDED GYM / EVENT SPACE
- G INVITING MULTI-PURPOSE ROOMS
- H ESPORTS SPACE
- I EVENT SPACE
- J NATATORIUM

SITE PRECEDENT IMAGES



KEYNOTES

- A NATURE / INCLUSIVE PLAYGROUND
- B NATURE / INCLUSIVE PLAYGROUND
- C NATURE / INCLUSIVE PLAYGROUND
- D AMPHITHEATER
- E OUTDOOR CLASSROOM
- F TREE / CANOPY WALK
- G STEPPED SEATING AT SOCCER FIELD
- H FRONT ENTRY PLAZA
- I RECREATION CENTER PLAZA



- SITE KEY**
- A** NEW RECREATION CENTER
 - B** NATATORIUM
 - C** 138-SPACE PARKING LOT
 - D** DROP-OFF / PLAZA ENTRY
 - E** 90-SPACE PARKING LOT
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