

Work Session of the Sandy Springs City Council was held on June 6, 2023 at 6:00 PM, Mayor Rusty Paul presiding.

## I. Staff Discussion Items

Mayor Rusty Paul called the meeting to order at 6:00 p.m.

### A. 2023-152 Sandy Springs Trail System Naming and Branding

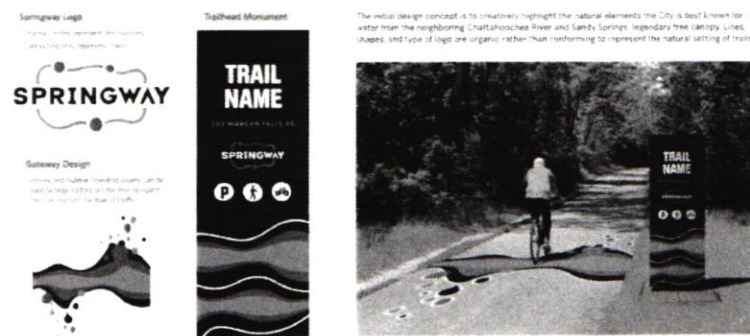
**Michael Perry, Director of Recreation and Parks**, presented a recommendation for review of staff and citizen naming and branding relating to the Sandy Springs Trails System.

On October 4, 2019, Mayor and City Council adopted the Sandy Springs Trail Master Plan. Following adoption, funds were allocated to the PATH Foundation to design the first trail segment starting at Morgan Falls Overlook Park, running through Georgia Power Company, Fulton County Easements and land owned by Bridge Properties, and terminating at Roswell Road. This segment is now under construction and scheduled for completion in first quarter 2024. A public input process was initiated to assist with the important task of attaching a name and subsequent branding of the City's overarching Trail System. Individual trail segments within the Trails Master Plan will also have names based on many factors which could include location, natural features, historical significance, etc.

A trail naming survey was posted on the City's website soliciting input from the community. Over 91 separate naming options were submitted by 41 different individuals. A staff committee and members of the PATH Foundation design team vetted all submittals and offer a presentation for Mayor and City Council input.

Below is the final concept for Council's review and consideration:

### SPRINGWAY TRAIL BRANDING CONCEPT



**Councilmember John Paulson** asked will the sidewalks have the graphic that is shown painted in the presentation.

**Director of Recreation and Parks Perry** replied the sidewalks might include that watermark, which Council's direction. The yellow line that separates the sides of the path could potentially be something more colorful and we will gather input to determine if that color meets people's perception of traffic.

**Councilmember Tibby DeJulio** asked how long will the paint last?

**Director of Recreation and Parks Perry** said the paint is similar to what is used on the roadways and is made to last longer than other types. Any paint will have some wear and tear. The lines in the middle typically last 5-7 years.

**Councilmember Andy Bauman** asked is there a place to add “Sandy Springs, GA” on the image?

**Director of Recreation and Parks Perry** said yes. The design is not final and can be tweaked.

**Councilmember Paulson** asked will this become the Springway Trail System in Sandy Springs?

**Kristin Byars Smith, Assistant City Manager**, said yes. This is a general branding concept, and the City of Sandy Springs logo will be added.

**Councilmember Jody Reichel** asked what do the water drops in the graphic mean?

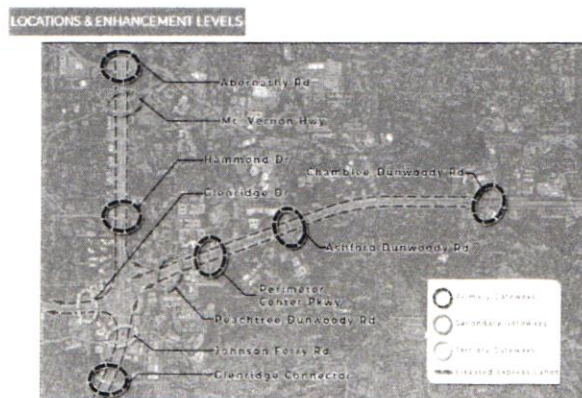
**Director of Recreation and Parks Perry** said yes, and that will be overarching for the whole system. It is up for discussion.

**Director of Recreation and Parks Perry** acknowledged and thanked the four Sandy Springs residents who came up with the name “Springway” for the trail system: Holly Pezzano, Laura Larsen, Debbie Adelman, and Kate Gately.

## II. Public Works

### B. 2023-153 Update from the Perimeter Community Improvement Districts (PCID)

**Ann Hanlon, Executive Director, Perimeter Community Improvement Districts**, joined by **Ted Rhinehart, Program Director, Perimeter Community Improvement Districts**, and **Winston Mitchell, Design Consultant, Kimberly-Horn**, requested input on a couple bridge enhancement projects the PCID is working on. We currently have two with the City, two ready to go, and a larger initiative in progress. We are presenting this update to all the cities and our board members for feedback.

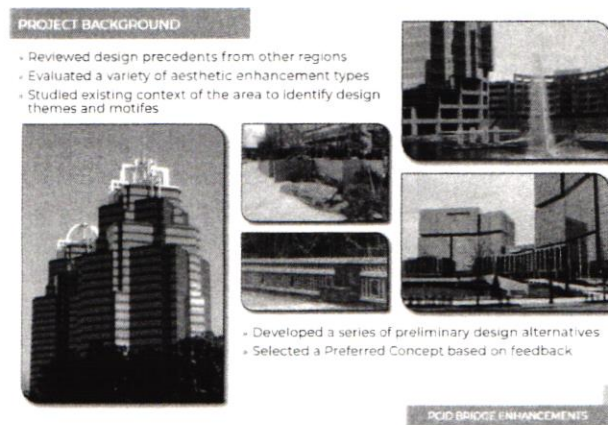


Some bridge structure enhancements with the City of Sandy Springs are outside of the PCID. There are ten (10) structures in the PCID boundary along the SR-400 and I-285 corridors that were anticipated to be

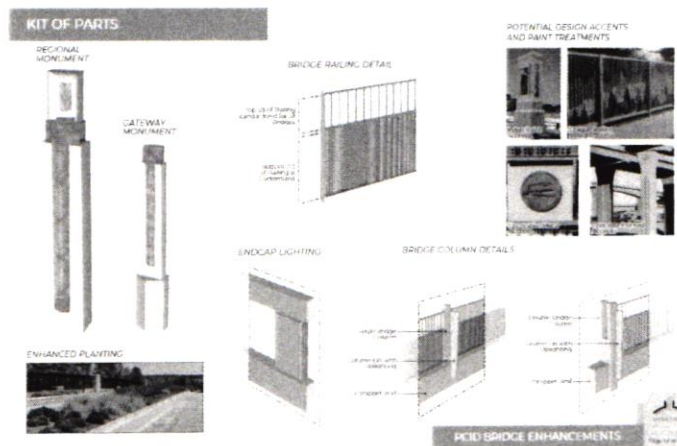


affected by the Major Mobility Investment Program (MMIP). In 2017, the DOT revealed that these mega projects were going to be happening along the top end of I-285 and up and down the SR-400 corridor for all cities and communities along these two corridors. Our board of directors were generally supportive of the projects but had a lot of concern about how the aesthetic would affect the consumer experience as people are coming into and out of the Perimeter Market, especially with construction fatigue out of I-285 at SR-400. The way that it looks is important and we identified ten structures with seven in the City of Sandy Springs, and three are in the City of Dunwoody. We will be briefing the City of Brookhaven although no structures are there. The goal is to have a collaborative process to agree on what to do to with these bridges.

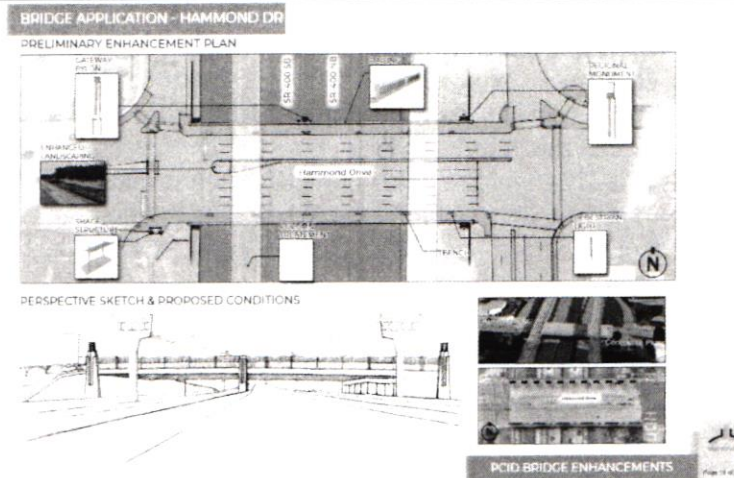
Among these ten structures, three different levels of enhancement were identified. Level 1 is the most basic level of investment, Level 2 is a better investment, and Level 3 is the biggest investment.



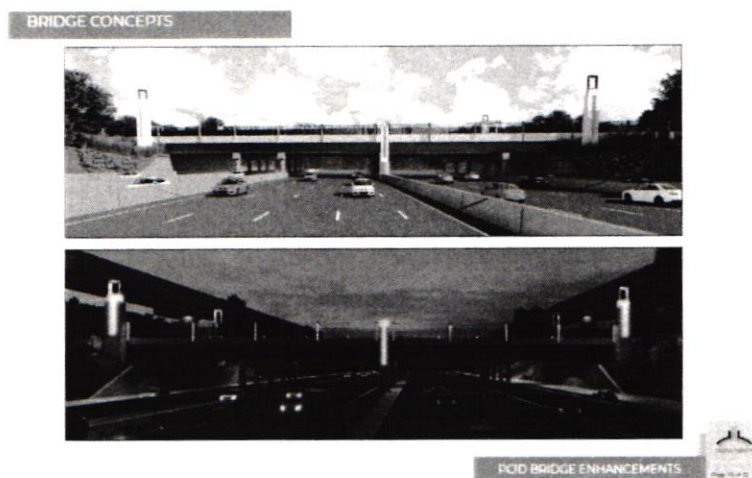
The initial design concepts were taken from the contemporary architecture of the Perimeter Market which includes the iconic King and Queen Building at concourses in Sandy Springs and the State Farm Complex at Park Center in Dunwoody.



We created a Kit of Parts of different design elements because there are ten (10) different structures with their own complications. Hopefully the three City Councils, staff, and most importantly GDOT can collaborate and agree on the basic elements put in a location.



One example of the bridge structures to be in Sandy Springs is Hammond Drive over SR-400. We wanted our consultant team to know what this will look like when the managed lane ramps are above because our communities are affected by these mega projects. In most cases with all the structures, there are going to be brand new lanes above and we want a design that helps frame the space.



During initial discussions with the PCID board, one concept they wanted to include was lighting for public safety and decorative aesthetic reasons. This is reason lighting is on the sides and middle of the structure.

**Councilmember John Paulson** asked are the presented concepts to scale?

**Perimeter Community Improvement Districts Executive Director Hanlon** said yes.

DESIGN COLLABORATION



PCID BRIDGE ENHANCEMENTS



The City of Sandy Springs is already doing their own design package for other bridges which includes one on Mount Vernon Highway which crosses over I-285. In this design process, we want some level of consistency with the other bridges we are proposing as this is important for the consumer experience.

**Councilmember Jody Reichel** asked will the City of Sandy Springs logo be included?

**Perimeter Community Improvement Districts Executive Director Hanlon** said yes. Every City asked that this be included and is something we are open to. Ultimately, it will be GDOT's decision, not ours. We did not include our logo because it is not important.

**Councilmember Melissa Mular** asked what is the cost to do a bridge?

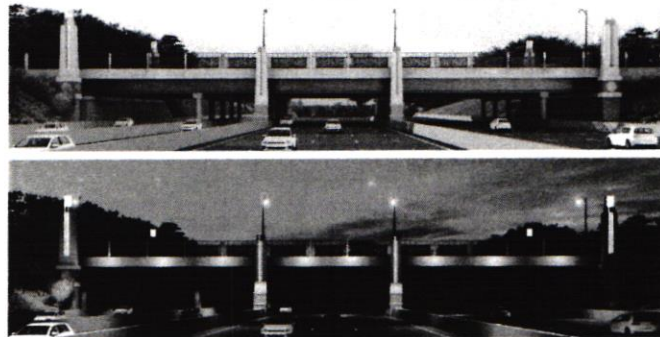
**Perimeter Community Improvement Districts Executive Director Hanlon** said it is approximately \$3,000,000 per structure. We are trying to refine some of those estimates as they are expensive. Our board is grappling with whether this is a good investment, and we would like Council's feedback as well as we work through this.

**Councilmember Mular** said my concern is branding with the cities and how that is going to come together. People know when they are moving in and out of cities, but do they understand what is the PCID? How will this drive business to make money?

**Perimeter Community Improvement Districts Executive Director Hanlon** said we agreed that the PCID logo was not important because each city has their own marketing and branding. When COVID happened during this process, we reconsidered the ways we are going to be making these investments. Aesthetic treatments would be helpful in terms of economic development and getting people to come back to work and to locate their businesses in the district. This is what we are trying to work through.



DESIGN REVISIONS



PCID BRIDGE ENHANCEMENTS

We have tried to take in some of the elements that the City of Sandy Springs is already doing on other bridges and places to move towards a blended version of that. This includes the faux stone treatment at the bottom and a decorative leaf pattern on the fence. We would like your input on how we can creatively blend architectural elements that fits with the PCID area.

**Mayor Rusty Paul** said your design is distinctly different than our design and defeats both our efforts in trying to brand. The challenge is we put a lot of effort in doing the bridges and we need to harmonize these so that it does not look like you have gone from the City of Sandy Springs into some other community. What the City of Dunwoody and the City of Brookhaven decide to do is something that you will have to work out with them. In my perspective, having a design like what Sandy Springs is already doing on the other bridges is very important, otherwise we are spending money and negating both of our efforts. We must work that out.

**Perimeter Community Improvement Districts Executive Director Hanlon** said agreed. This is why we want to have a conversation. Fortunately, we have a design consultant in common. The goal for both sides is to make these design elements as harmonious as possible.

**Councilmember Tibby DeJulio** asked what is purpose of all the towers?

**Perimeter Community Improvement Districts Executive Director Hanlon** said aesthetics and lightning.

**Councilmember Andy Bauman** asked how long will the improvements last before needing maintenance? Who bears the ongoing cost?

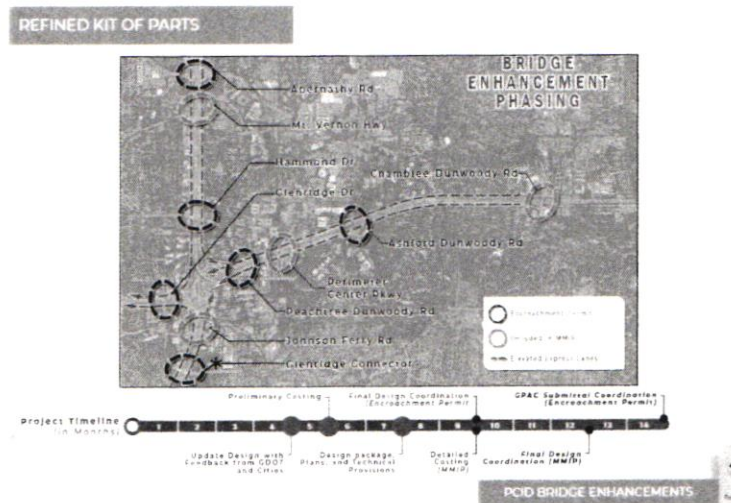
**Perimeter Community Improvement Districts Executive Director Hanlon** said she has no information on how long the improvements last. Regarding ongoing maintenance, the PCID is open to figuring this out with the Cities. We did not include massive landscaping features because it is an expensive cost that no one wants. Lighting elements such a pole being hit needs to be worked out.

**Councilmember Bauman** asked how is this normally done?

**Mayor Paul** said it is normal for a Memorandum of Understanding to outline who is responsible for what and is something we must do. In Annapolis, Maryland there is a brick facade for the bridges that were probably installed in the late 1980s. They have not been properly cleaned and maintained and they would

have been better off without them. They still look good but are dirty. Pressure washing would be good on a regular basis. Maybe every 10 or 15 years some significant cleaning and sprucing up is needed.

**Councilmember Bauman** said let us put on the list of consideration.



**Perimeter Community Improvement Districts Executive Director Hanlon** said the map and timeline are of the ten structures and is color coded based on the actual bridges and, may or may not be affected by the MMIP projects. This is a consideration for coordination. Some projects can potentially be part of the bid package when GDOT goes to bid with their mega projects while the others would need to be done independently. There are four impacted by the MMIP program and the other six are not. The City of Sandy Springs bridges and projects have a timeline with DOT and the goal in all the communities along the corridor is that additions or changes to the bridge structures be received by the end of the year. This is a rough timeline and feedback is needed from the City of Sandy Springs and the other two cities.

**Councilmember Paulson** said improving the aesthetic of the bridges is a great idea to better identify the City of Sandy Springs. When coming into the Sandy Springs, I am struck that because of geography the first bridge is Roberts Drive Bridge, which is being rebuilt as part of MMIP but outside of the PCID area. One of the challenges is we are discussing branding of the of Sandy Springs which is a certain size and PCID is another. How do we commingle these cooperatively? We do not want someone arriving in the City of Sandy Springs to see the first bridge with the Sandy Springs logo and the next bridge down with big spiers because they do not know what that means. It is the same with the gateway from the west coming in. This is an unresolved conflict in my mind. The tall spiers give a sense of elevation but may be expensive. Is there a way to phase this in so we minimize the inconsistency between the PCID and the City of Sandy Springs and help set the City apart?

**Mayor Paul** said we want to avoid a mismatch of bridge design. You need to feel like you are in the City of Sandy Springs. The real challenge is harmonizing these enhancements in a way that meets consistency. We must get closer to what our design looks like to accomplish what we both aspire to accomplish.

**Councilmember Reichel** said monuments on both sides of the entrance in Sandy Springs is a good idea. If expensive, we can do less. Hopefully we can be working together on this.



**Perimeter Community Improvement Districts Executive Director Hanlon** said we want to hear your feedback. We are looking to frame the space and not set on monuments. I am confident that you will find something that is consistent among the City's design. We heard the same from City of Dunwoody as they also want a consistent look approaching from the east side across the top end.

**Mayor Paul** asked **William H. Martin, Jr., AIA, Public Works Director**, how far along is the City of Sandy Springs with the design voted on and given to GDOT? What flexibility do we have at this point?

**Public Works Director Martin** said GDOT has priced our design package and have a binding contract. You are aware both the Pitts Road and Roberts Drive Bridge are in construction and the construction team is executing two.

**Mayor Paul** stated we are locked in. Should have had this conversation a year and a half ago.

**Councilmember Paulson** asked is it the logo that is locked in?

**Mayor Paul** said it is the whole package.

**Public Works Director Martin** said all our elements are part of our technical package for the bridges. Mount Vernon Highway, Roberts Drive, and Pitts Road are in the process of being executed. With the closure of Pitts Road next week, they will begin construction of those elements. It will be the same later this year with Mount Vernon Highway and Roberts Drive is not far behind. GDOT's schedule may not be able to suffer the changes.

**Mayor Paul** said hoping for conversation to integrate both elements. We may have to be more rigid in our approach.

**Councilmember DeJulio** said the entrance to Sandy Springs on the south is not on the PCID or MMIP. What are the plans for that entrance?

**Mayor Paul** asked is Windsor Parkway Bridge not included in the City's work because GDOT is not rebuilding the bridge currently?

**Public Works Director Martin** said the Windsor Parkway Bridge is not impacted by the MMIP project.

**Mayor Paul** stated we will not have an opportunity to affect that until GDOT in the future decides to reconstruct the bridge.

**Councilmember DeJulio** asked is the Glenridge Connector impacted?

**Public Works Director Martin** said no but it was identified within the PCIDs for a bridge enhancement.

**Mayor Paul** stated you have a consensus to sit with staff and bring back some ideas that come closer to what we have already invested in.

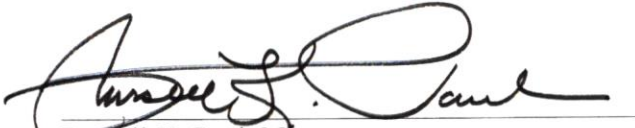
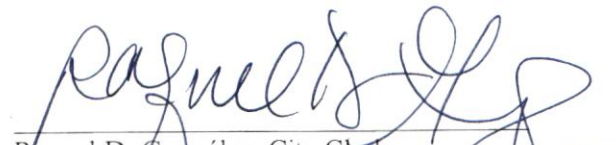
**Perimeter Community Improvement Districts Executive Director Hanlon** said we have two other projects with your staff that are not bridges but trail projects. One is along Mount Vernon and the other is near the Medical Center MARTA station. These are two of the City's T-SPLOST projects with contracts in process to partner with the City 50/50.



**III. City Council Discussion Items**

There being no further business, the meeting adjourned at 6:34 p.m.

**Approved: June 20, 2023**

  
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Russell K. Paul, Mayor  
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Raquel D. González, City Clerk