

SANDY SPRINGS PEDESTRIAN INFRASTRUCTURE POLICIES, PLANNING, PROGRAMS, AND IMPLEMENTATION TOOLS

AUGUST 19, 2014



Presentation Overview

2

- Pedestrian Infrastructure Planning History
- Sidewalk Policy Guidance
- Sidewalk Implementation Tools
 - Private Development
 - City Investment
- Capital Sidewalk Program
- Next Steps



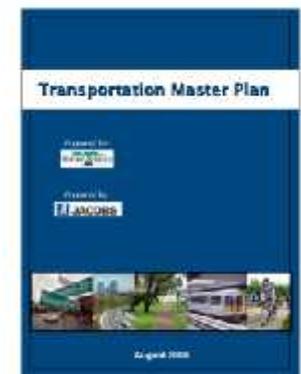
Pedestrian Infrastructure: Comprehensive and Subarea Plans

3

Planning History

Comprehensive Citywide Plans

- City of Sandy Springs Recreation Master Plan (2007) – The plan includes recommendations for linear parks to include the development of multi-use trails.
- The Greenprint for Sandy Springs (2008) – The plan identified opportunities for parks, trails and greenways plus a comprehensive network of sidewalks with an emphasis on recreation, connectivity, mitigating traffic congestion and preserving green space.
- 2027 Comprehensive Plan (2007, amended 2010) – The plan establishes a vision for the City which includes an integration of low density residential neighborhoods with select areas of denser live/work development, especially along Roswell Road
- Transportation Master Plan (2008) – developed as part of the comprehensive planning process, the plan's guiding principles and transportation project recommendations serve as a transportation planning foundation for the comprehensive plan.
- North Fulton Comprehensive Transportation Plan (2010) – as part of a sub-regional focus, this plan emphasized two projects, an east-west multi-use trail from Cobb County to Dunwoody and bicycle/pedestrian facilities along Roswell Road.
- *Sandy Springs Bicycle, Pedestrian, and Trail Implementation Plan (2014 draft) – currently in development, this plan provides a focused and comprehensive plan for the development of Sandy Springs' future bicycle and pedestrian infrastructure.*



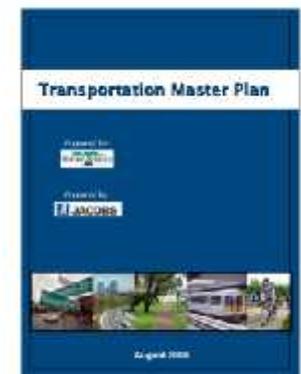
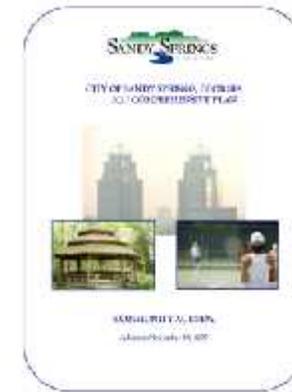
Pedestrian Infrastructure: Comprehensive and Subarea Plans

4

Planning History (continued)

▪ Subarea Plans

- Roswell Road Corridor LCI (2008, 2013 update) – This study provides recommendations to improve the Roswell Road Corridor from Interstate 285 south to the city limits as a mixed use, mixed income Main Street for the City. The plan identifies ten improvement projects that consist primarily of streetscapes.
- Sandy Springs Livable Centers Initiative (LCI) Study (2001, 2006 Update) – Developed for Sandy Springs Revitalization Inc. prior to incorporation, the plan emphasized development of a town center to include project recommendations and guidance on establishing urban design guidelines.
- City Center Master Plan (2012) – established a focused framework for the development of a downtown for the City. Concepts for developing a walkable downtown include site-specific street/sidewalk recommendations and the integration of multi-use trails.
- Perimeter at the Center – Future Focus (2011) – is the ten year update of the original LCI Plan created for the Perimeter. Recommendations most relevant to sidewalk planning include emphasis on growth around transit stations, reducing large block size with a smaller network of streets and improving connectivity between the Perimeter’s ten established “connected districts.”
- PCIDs Commuter Trail System Master Plan (2012) – The plan focuses on improving pedestrian and bicycle transportation with emphasis on connectivity from workplaces to MARTA stations and generally improving pedestrian mobility.



Pedestrian Infrastructure: Policies, Programs, and Implementation Tools

5

▪ Policies

- Sidewalk Master Policy (Originally Adopted February 12, 2008, Amended April 6, 2010)
- Sidewalk Future Development Plan (2008)
 - Guidance defining private redevelopment requirements
 - Analysis derived from the *Transportation Master Plan*
 - Factors considered include safety, access to pedestrian destinations, schools, parks, and transit



Pedestrian Infrastructure: Policies, Programs, and Implementation Tools

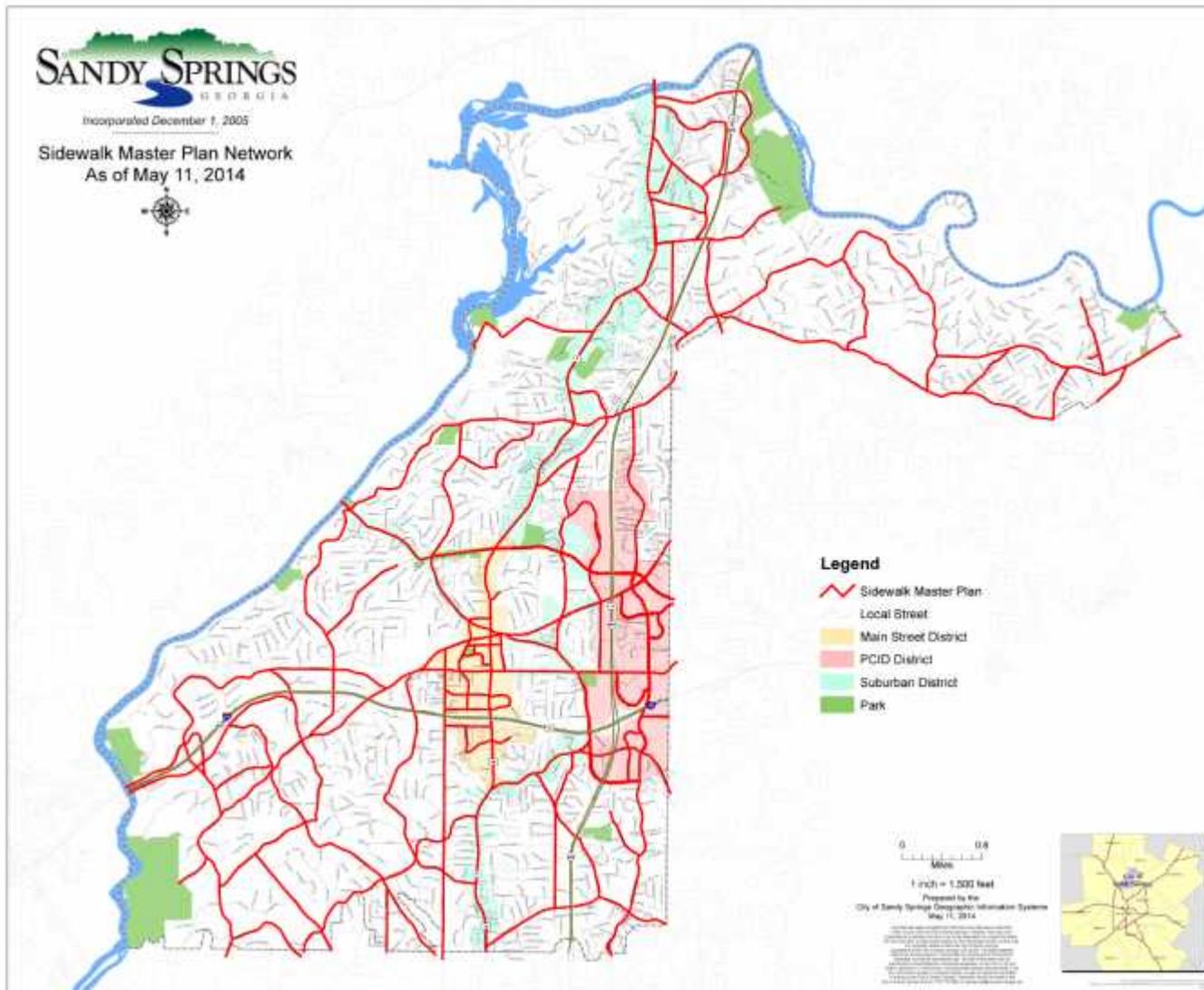
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- Implementation Tools – Private
 - Regulatory Development Triggers
 - Development Ordinance, General Ordinance Chapters 50-30 and 50-31 and Land Development Regulations Chapter 103-80
 - Main Street, Suburban, and Perimeter CID Overlay Districts, Article XII, Zoning Ordinance



Sidewalk Future Development Plan

7



102 Street Segments

Includes:

Arterials

Collectors

Select Local Streets

135 Centerline Miles

Private Development

8

- Private Residential
- Sidewalks currently required only if on Sidewalk Future Development Plan

Private Development

9

- **Commercial**
- Sidewalks required if on Sidewalk Future Development Plan
- Sidewalks also required as part of an Overlay District

Private Development

10

Language in the Development Regulations triggers Sidewalk Construction

Sec. 50-30. Creation of sidewalks

- All development or building permits require sidewalk on street frontage except minor permits
- Allows payment in lieu of sidewalk installation for topographic or special hardships or where a **City project has been awarded for construction**
- Sidewalks may meander around trees or other obstacles
- Sidewalks should be at least 2 feet from back of curb or edge of pavement

Section 103-80 Sidewalks and Multiuse Trails

- Sidewalks are required on all roadway frontages that are part of the **sidewalk master plan network (sidewalk future development plan)**.
- Sidewalks are required with:
 - Land disturbance permit
 - Subdivision of property that creates a new street (public or private)
 - Nonresidential subdivision or combination plat
- Development may pay in lieu of sidewalk construction if there is a designed and funded City project

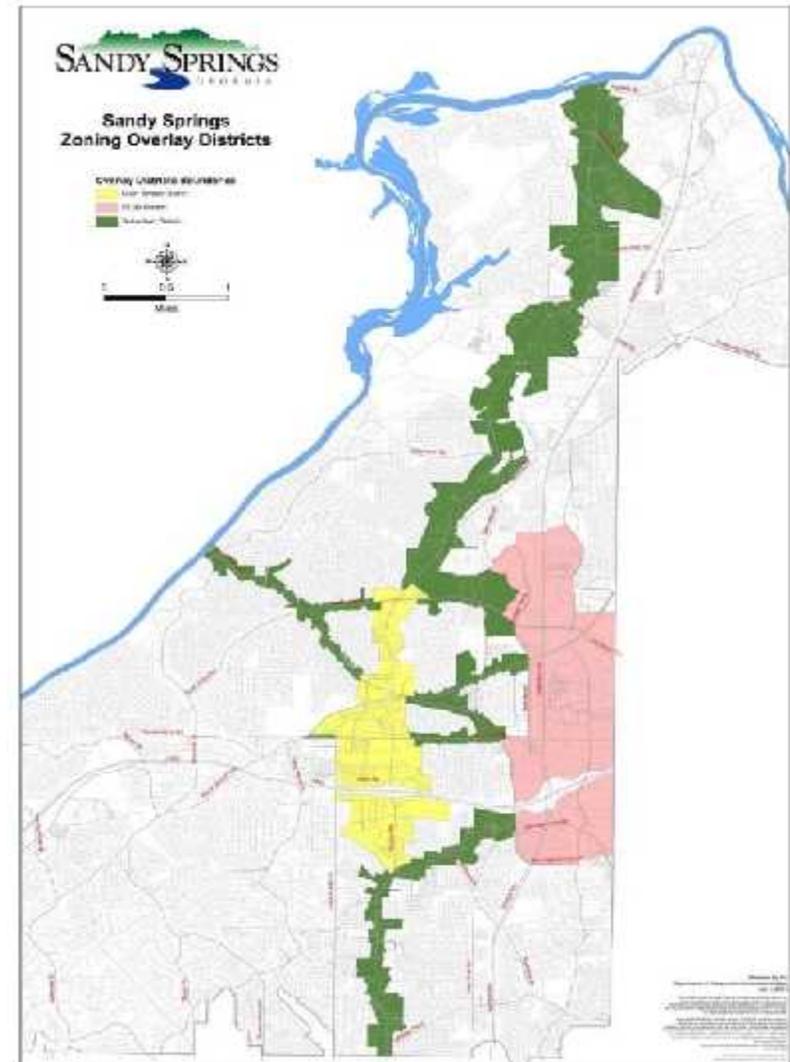


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Private Development

11

- **Zoning Ordinance -**
Sidewalks are required for projects within the Main Street, Suburban, and PCID Overlay Districts
- **City Center Master Plan -**
Sidewalks and multi-use paths are required for properties located within City Center as per the City Center Master Plan



Current Sidewalk Construction Programs – Public

12

Major Capital Projects such as Community Development Block Grant (CDBG), Federally funded such as T-0008 and T-0012, etc.

Sidewalk Policy Document

- CIP Sidewalk Program
- Pedestrian Access Program
- Neighborhood Sidewalk Program



Major Capital Projects

13

Major Capital Transportation Projects

- Typically \$500K or greater in construction cost
- Sourced from both local and outside funding
- Many generated by plans (City Center, Transportation Master Plan, etc.), studies (such as LCI) or funding agency requirements (CDBG, etc.)
- Example projects include:
 - Mt. Vernon Parkway Sidewalks
 - River Valley Road Sidewalks
 - Windsor Parkway Sidewalks
 - CDBG Sidewalks
 - MARTA-funded Sidewalk Projects

Sidewalk Policy Document: CIP Sidewalk Program

14

- CIP Sidewalk Program
 - \$8.4M investment to date
 - Initial focus on access to public schools
 - Secondary emphasis on gap fill
 - Projects funded based upon available budget and highest priority projects per scoring model

Sidewalk Policy Document: CIP Sidewalk Program Scoring Criteria (adopted September 2013)

- Right of Way Availability
 - Will easements and r/w be needed to construct?
- Anticipated Utility Relocations
 - Are utilities in conflict (cost and time to relocate)?
- Constructability
 - Is there sufficient shoulder or will walls, etc. be required to build?
- Evidence of Pedestrian Activity
 - Are pedestrian paths evident and is there a nearby pedestrian destination?
- Roadway Classification
 - Is the site on an arterial/collector street, local street or neighborhood street?
- Gap Closure
 - Does this project complete a network?

Sidewalk Policy Document: Pedestrian Access Program

16

- Maximum cost of \$50K
- On arterial/collector road
- By definition, should be short distance
- No compensation for right of way or easements
- Must result in a contiguous segment of sidewalk
- First come, first serve
- Separately funded annual allotment
 - No funds currently available

Sidewalk Policy Document: Neighborhood Sidewalk Program

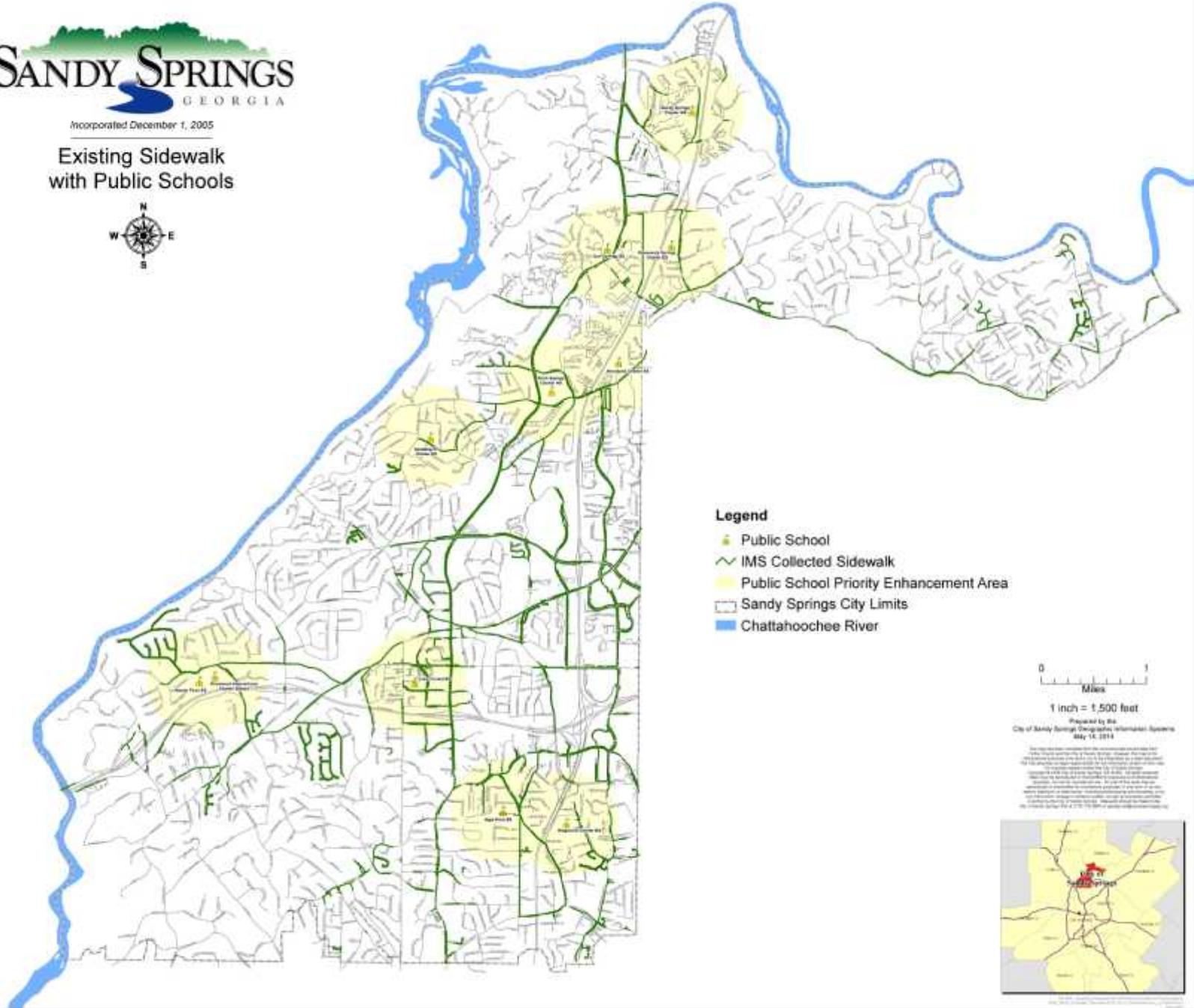
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- Neighborhood initiated request
 - Petition to demonstrate support, 65% of homeowners within impacted area, or
 - Homeowners Association(s) representing impacted area
- Cost share – 75% City/25% Neighborhood
- Scoring – safety, school connectivity, recreation and park connectivity, transit, multi-land use, evidence of current pedestrian use, roadway use, constructability and age of request
- Unfunded to date



Incorporated December 1, 2005

Existing Sidewalk with Public Schools



Legend

- Public School
- IMS Collected Sidewalk
- Public School Priority Enhancement Area
- Sandy Springs City Limits
- Chattahoochee River



1 inch = 1,500 feet

Prepared by the City of Sandy Springs Geographic Information Systems May 15, 2014

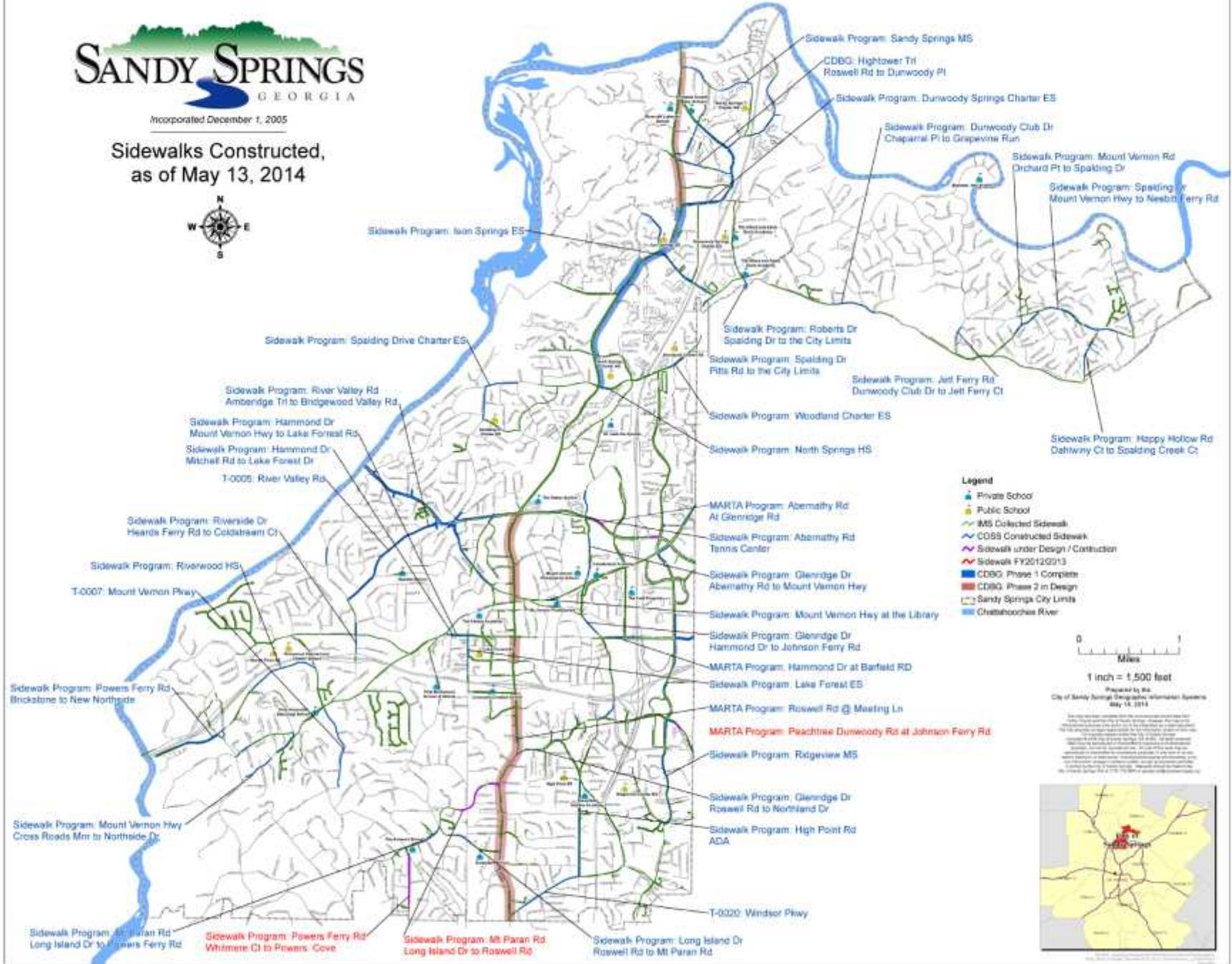
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Incorporated December 1, 2005

Sidewalks Constructed, as of May 13, 2014



Next Steps – Funding

20

- Funding – Consider allocations to all currently eligible programs
 - Current Programs in Sidewalk Policy
 - Capital Sidewalk Program
 - Pedestrian Access Program
 - Neighborhood Sidewalk Program
 - Also Consider
 - Special Tax Assessment (requires up front City funding)
 - Consider adjusting funding match for the Neighborhood Sidewalk Program
 - Developer Payment in lieu

Next Steps – Project Eligibility and Priority

21

- Consider Refining Sidewalk Scoring Criteria
 - Review criteria weighting – possible emphasis on Right of Way availability
- Review impacts of any revised criteria before approving FY15 Capital Sidewalk Program

Next Steps – Policy

22

- Consideration of Regulatory and Policy Modifications for Sidewalks
 - Expand payment in lieu
 - Sidewalk Districts
 - Capital Sidewalk scoring changes
- Review draft citywide Bicycle, Pedestrian, and Trail Plan and consider future plan implementation