

To: John McDonough, City Manager

From: Angela Parker, Director of Community Development

Date: December 9, 2013 for submission onto the December 17, 2013 City Council Agenda

Agenda Item: City Center Street Network

Background:

On December 18, 2012 the City Council approved the Sandy Springs City Center Master Plan. This Plan provides the framework for development of City Center and calls for significant enhancement of the street network in the area. These proposed transportation network improvements serve to facilitate traffic flow and walkability, both key components to the success of City Center.

This transportation network constitutes a long range plan for improvements that will establish a traditional city street grid in the City Center area. The plan will be implemented over a long period of time, for the most part as properties redevelop.

Discussion:

The primary means of securing the right of way for the implementation of this street network is through public-private partnerships as major parcels are redeveloped. In some instances property owners and developers may agree to provide the right of way to the City, and in other cases the City may need to acquire street right of way. As any redevelopment in the area will be in place for many years to come, it is imperative that the City proceed aggressively to take advantage of opportunities to put in place the transportation network outlined in the attached City Center Street Network Plan.

The Street Network Plan is intended to be a guide defining the approximate location of the network with the goal of creating smaller blocks within the city. The specific location of the streets is flexible and can ideally be incorporated into redevelopment proposals. If at all possible, the network will run along the property lines, thus both the impact of the right of way needed and benefit of the additional access is shared between property owners.

Included in this package are pages from the adopted City Center Master Plan with exhibits that illustrate the street type and the cross sections of each street type. These exhibits provide greater detail regarding the street segments illustrated on the City Center Street Network.

Department of Community Development Recommendation:

This item was initially discussed as a part of the November 19, 2013 City Council Work Session agenda. At that meeting staff was directed to bring back a resolution for Council adoption. Staff recommends approval of the resolution authorizing the City Center Street Network Plan.

Attachments:

Resolution

Exhibit A - City Center Street Network Plan

Proposed Street Section Key Diagram – Exhibit 11, City Center Master Plan

Street Section Comparison - Exhibit 12, City Center Master Plan

STATE OF GEORGIA
COUNTY OF FULTON

A RESOLUTION TO AUTHORIZE A CITY CENTER STREET NETWORK PLAN.

WHEREAS, the City of Sandy Springs (“City”) has determined that it is necessary to develop a City center and infrastructure project (“City Center”); and

WHEREAS, on December 18, 2012, the City adopted a City Center Master Plan (“Master Plan”) following a comprehensive study conducted by an independent firm; and

WHEREAS, the City has acquired or is in the process of acquiring properties within the City limits for a City Center development consistent with the Master Plan to include, among other things, a City government complex, green space, parks and rights-of-way for channels of trade and travel; and

WHEREAS, the City desires to adopt a plan for the placement and enhancement of the street network in City Center including, but not limited to, streets, rights-of-way, pathways, sidewalks and walkways, which will serve to facilitate traffic flow and walkability; and

WHEREAS, City staff has developed a City Center transportation network plan for the placement and enhancement of the street network in City Center (“City Center Street Network Plan”), a copy of which is attached to this resolution as Exhibit “A”; and

WHEREAS, the City desires to adopt the City Center Street Network Plan in substantially the form indicated in Exhibit “A” hereto; and

WHEREAS, the City acknowledges that minor modifications may need to be made to the City Center Street Network Plan from time to time and desires to build in a certain amount of flexibility in that regard, so long as such modifications comply with the overall intent of the Master Plan;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Sandy Springs, Georgia, while in regular session on December 17, 2013, at 6:00 p.m., as follows:

1. The Council hereby adopts the City Center Street Network Plan in substantially the form attached to this resolution as Exhibit “A.”
2. The City Manager and City staff are hereby authorized to take such actions with respect to the City Center Street Network Plan as necessary to further the goals of the City indicated by the City Center Street Network Plan and the Master Plan, including making modifications to the City Center Street Network

Plan as deemed necessary or desirable, so long as such modifications conform to the overall intent of the Master Plan.

RESOLVED this the _____ day of _____, 2013.

Approved:

Eva Galambos, Mayor

Attest:

Michael Casey, City Clerk

(SEAL)

EXHIBIT "A"

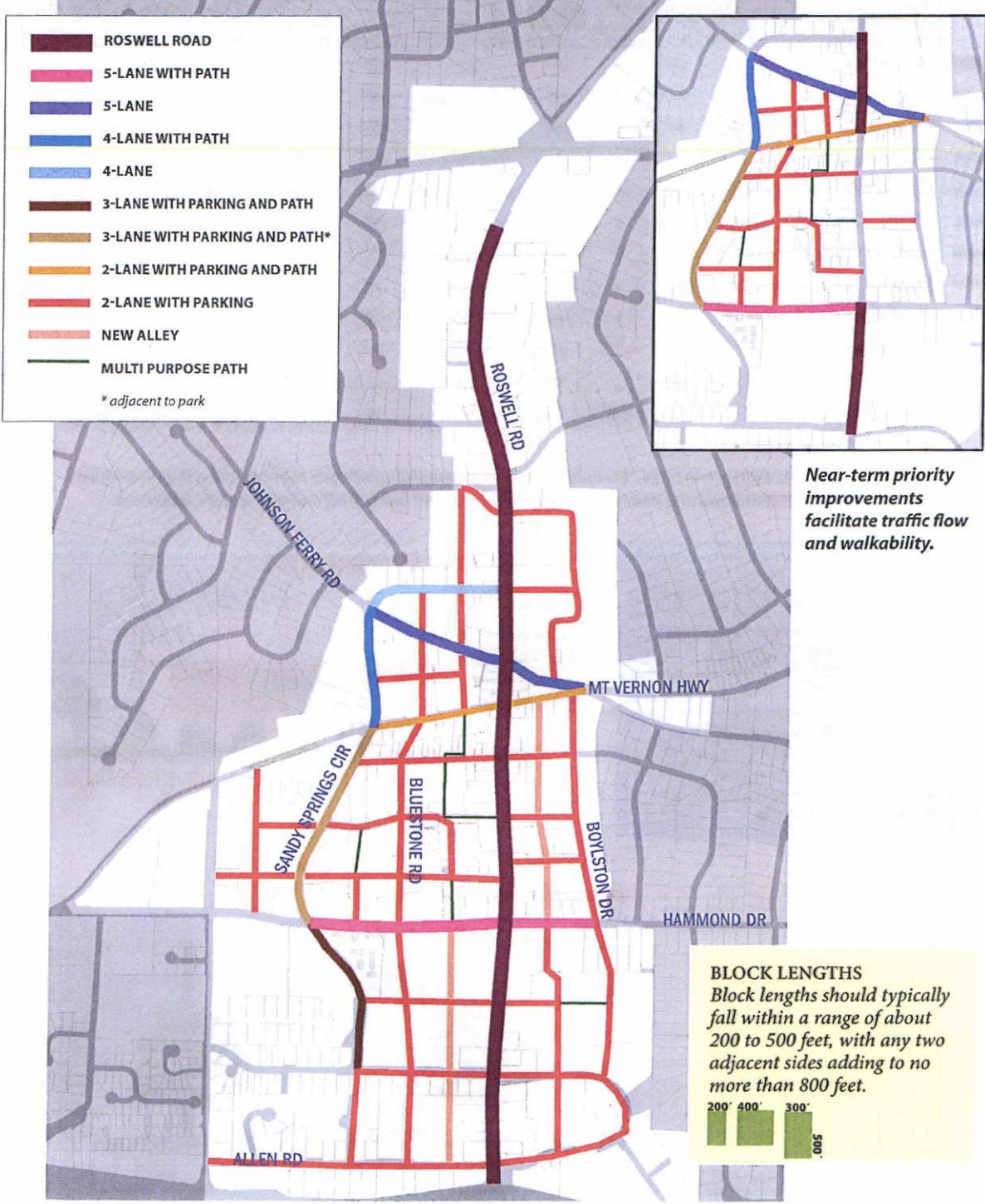
CITY CENTER STREET NETWORK PLAN



CITY CENTER STREET NETWORK

November, 2013

Exhibit 11: Proposed Street Section Key Diagram



Street sections address both transportation functions and the relationship of adjacent buildings and sites to the street.

Exhibit 12: Street Section Comparison

	STREET SECTION	ROW WIDTH	TRAVEL LANES	MEDIAN?	BIKE?	MIN PED CROSSING DISTANCE	MAX PED CROSSING DISTANCE	EXAMPLE STREET APPLICATION	SIDE-WALK WIDTH
	Roswell Road	65'	4	Yes	No	20'	50'	Roswell Road	9'
	5-lane with path	110'	4	No	Off-street path	60'	60'	Sandy Springs Cir., Hammond Dr.	10'
	5-lane	91'	4	No	No	55'	55'	Johnson Ferry Road	10'
	4-lane with path	94'	4	No	Off-street path	48'	48'	Sandy Springs Circle	10'
	4-lane with path—alternate	76'	4	No	Off-street path	48'	48'	Sandy Springs Circle	6'
	4-lane	84'	4	No	No	48'	48'	Sandy Springs Circle	10'
	3-lane with parking and path*	86'	2	Yes	Off-street path	11'	48'	Sandy Springs Circle	8'
	3-lane with parking and path	92'	2	Yes	Off-street path	11'	48'	Sandy Springs Circle	10'
	2-lane with parking and path	84'	2	No	Off-street path	20'	36'	Mt. Vernon Highway	10'
	2-lane with parking	74'	2	No	Sharrow	22'	38'	Hildebrand Drive	10'
	new alley	36'	2	No	No	24'	24'	Where shown on diagram	6'
	multipurpose path	20'	N/A	No	Yes	12'	12'	Where shown on diagram	12'

* adjacent to park or green space

Where possible, City Center will have "Complete Streets," an emerging national best practice that maximizes travel options by accommodating pedestrians, bicycles, cars, and bus transit (in appropriate locations).

NOTE
Appendix B contains a diagram for each street section type at full size. Street sections show the typical conditions recommended along selected streets. Their application may require minor variations in elements and dimensions to accommodate right-of-way limitations in some locations, special needs at intersections, or other specific conditions. Transitions between section types along a street or at intersecting streets should maintain the continuity of travel lanes, sidewalks, crosswalks and off-street paths.

