CITY COUNCIL AGENDA ITEM

TO: Mayor & City Council          DATE: December 12, 2013
FROM: John McDonough, City Manager
AGENDA ITEM: Consideration of a Resolution Adopting the City Center Street Network
MEETING DATE: For Submission onto the December 17, 2013, City Council Regular Meeting Agenda

BACKGROUND INFORMATION: (Attach additional pages if necessary)
See attached:
Memorandum
Resolution
City Center Street Network

APPROVAL BY CITY MANAGER: [Signature] APPROVED

PLACED ON AGENDA FOR: 12-17-2013

CITY ATTORNEY APPROVAL REQUIRED: ( ) YES ( ) NO

CITY ATTORNEY APPROVAL: [Signature]

REMARKS:
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
RESOLUTION NO. 2013-__-__

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
Exhibit 11: Proposed Street Section Key Diagram

- ROSELL ROAD
- 5-LANE WITH PATH
- 5-LANE
- 4-LANE WITH PATH
- 4-LANE
- 3-LANE WITH PARKING AND PATH
- 3-LANE WITH PARKING AND PATH*
- 2-LANE WITH PARKING AND PATH
- 2-LANE WITH PARKING
- NEW ALLEY
- MULTI PURPOSE PATH

* adjacent to park

Near-term priority improvements facilitate traffic flow and walkability.

Street sections address both transportation functions and the relationship of adjacent buildings and sites to the street.
### Exhibit 12: Street Section Comparison

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

*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.

**EXISTING ROSWELL ROAD CROSS SECTION**
View looking North

**PROPOSED ROSWELL ROAD CROSS SECTION**

Right of way needed