



TO: John McDonough, City Manager

FROM: Garrin M. Coleman, P.E., Public Works Director

DATE: July 12, 2013 for submission on the July 16, 2013 City Council Agenda

ITEM: Resolution to Accept Windsor Parkway Re-alignment Proposal and Funding Recommendations – Staff Option 1-B

Recommendation:

Public Works staff recommends that the City Council approve a resolution to accept the Windsor Parkway Re-alignment proposal and funding recommendations as identified as Option 1-B in the attached presentation.

Background:

See attached presentation.

Discussion:

Since the identification of the proposed re-development identified as the JLB property located at street addresses 4550 through 4616 Roswell Rd., City Staff, Council, GRTA, GDOT, home owner associations, and JLB representatives have been engaged in reviewing impacts and design features of both the site re-development and the Windsor Parkway re-alignment. The latest re-alignment presentation was given to Council June 18, 2013 under staff report. In the presentation, Council was advised that City Staff would provide its final recommendation for a preferred re-alignment option and potential funding sources at the July 16, 2013 Council meeting.

Alternatives:

The Council could choose not to accept the recommended Option 1-B re-alignment proposal and/or funding recommendations.

Financial Impact:

See attached presentation.

Attachments:

- I. Windsor Parkway – Roswell Road Intersection Re-alignment Recommendation (power point presentation dated July 18, 2013).
- II. Resolution

WINDSOR PARKWAY – ROSWELL ROAD INTERSECTION RE-ALIGNMENT RECOMMENDATION

July 16, 2013



Windsor Parkway Intersection Relocation Overview

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Project Background

- Intersection Improvement Project has been identified in the following publicly vetted documents:
 - [Roswell Road Corridor LCI \(2008\)](#)
 - [Transportation Master Plan \(2008\)](#)
 - [2027 Comprehensive Plan \(2007\)](#)
- Zoning application triggered reviews by:
 - Georgia Regional Transportation Authority (GRTA) as a development of regional impact (DRI):
 - January 30, 2013: Notice of Decision (NOD) issued
 - **Based on report, if JLB project is approved, the City must construct offsite improvements or risk losing state and/or federal funding associated with transportation projects as noted in the NOD Attachment C section.**
 - Input into DRI NOD solicited from regional and local entities such as:
 - Atlanta Regional Commission (ARC)
 - Georgia Department of Transportation
 - City of Atlanta
- Initial DRI comments recommended Hedden St. as full signalized intersection. Significant staff concerns on negative impact to neighborhoods.

Windsor Parkway Intersection Relocation Overview

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Staff Actions

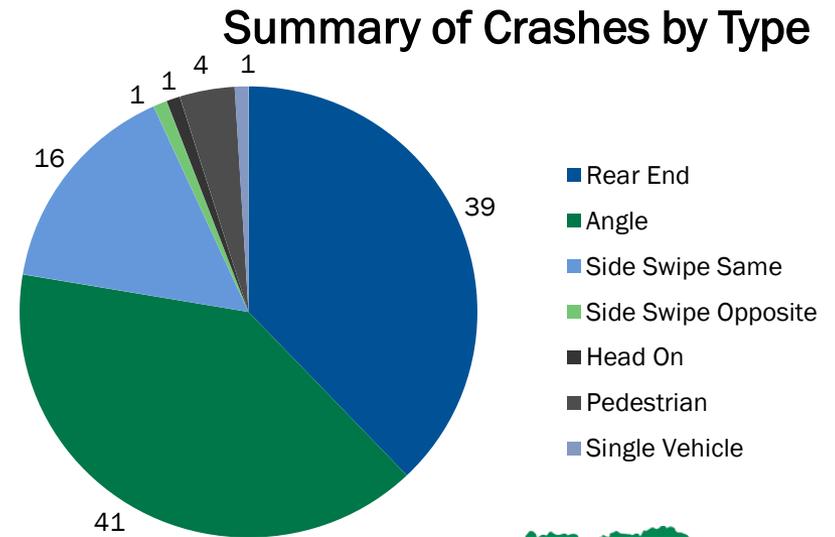
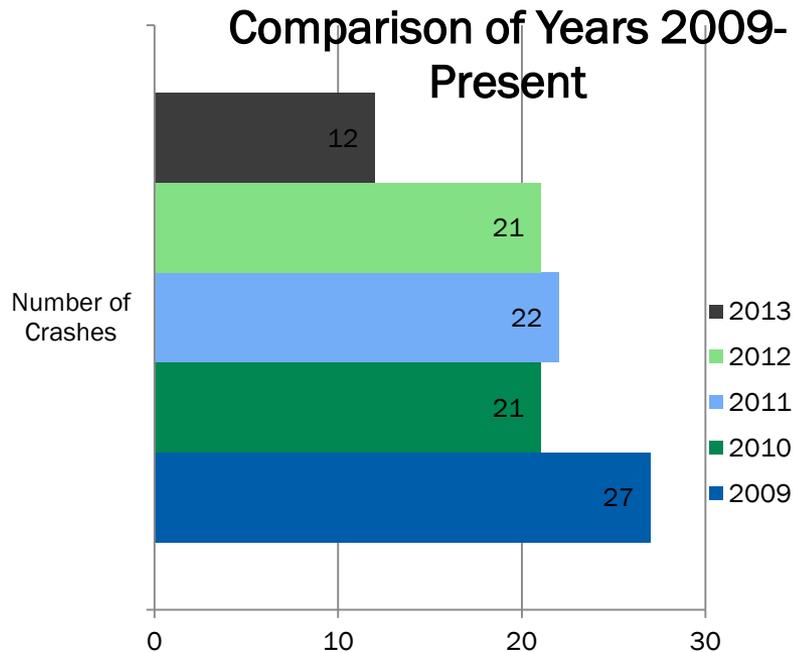
- Engaged with GDOT and GRTA to register concerns and seek a more neighborhood-friendly alternative
- Acquired services of transportation engineering consultant, Michael Baker Corp., to study alternative alignments for Windsor Parkway/Roswell Road intersection
- Acquired services of real estate consultants to prepare appraisals for potentially impacted properties
- Communicated study efforts to neighborhoods and adjacent property owners to seek input
 - Neighborhood and affected property owner meetings
 - June 18, 2013 Council presentation

Windsor Parkway Intersection Relocation Overview

Accident Summary

High Accident Intersection

- 103 reported accidents from January 2009 to May 2013
- 47 of these are head on, angle, or opposite side swipe



Windsor Parkway Intersection Overview

Operational Summary – Existing Condition

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- Level of Service (LOS) E & F due to following:
 - Skew Angle - Windsor Pkwy intersects Roswell Rd at a 57° angle (90° is ideal)
 - Split-Phase - As a result of the skew angle, the signal cannot allow the east and west movements to occur at the same time for safety reasons and green time is reduced
 - Turn Lanes - Windsor Parkway is a 2 lane approach with a left thru and a right turn lane
- Separation and Queuing are not desirable:
 - Signal separation between the Roswell Road with Windsor Pkwy and W. Wieuca Rd is 700' (GDOT criteria currently requires 1,000' minimum)
 - Substandard separation creates vehicle stacking and weaving movements that degrade operations
 - The vehicle queue northbound on Roswell Road often blocks the intersection with Meadowbrook Road and can spill back through West Wieuca and often Wieuca Roads
- Traffic Volumes:
 - Existing volume of left turns from westbound Windsor Pkwy to southbound Roswell Road are at the threshold volume to warrant a dual left turn lane
 - Traffic volumes on Roswell Road are heavy and demand the majority of signal green time creating longer delays on Windsor Pkwy

Windsor Parkway Intersection Overview

Operational Summary – Future Condition

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- Level of Service (LOS) C projected due to the following:
 - Skew Angle: Corrected to a 90°
 - Split-Phase: Signal can run without split phase allowing improved operation (frees up an estimated 25 seconds of green time per cycle)
 - Turn Lanes: Windsor Pkwy configured with 2 left turn lanes in all current options under consideration
- Separation and Queuing are more desirable:
 - All current proposed options result in additional stacking and queuing length of approximately 300' additional. City and GDOT criteria currently requires 1,000' minimum.
- Traffic Volumes:
 - The new design does not reduce traffic volumes; however, it provides additional turn lanes and improved signal operation to improve the level of service at the intersection

Windsor Parkway Intersection Relocation Option #1A (Auction site)

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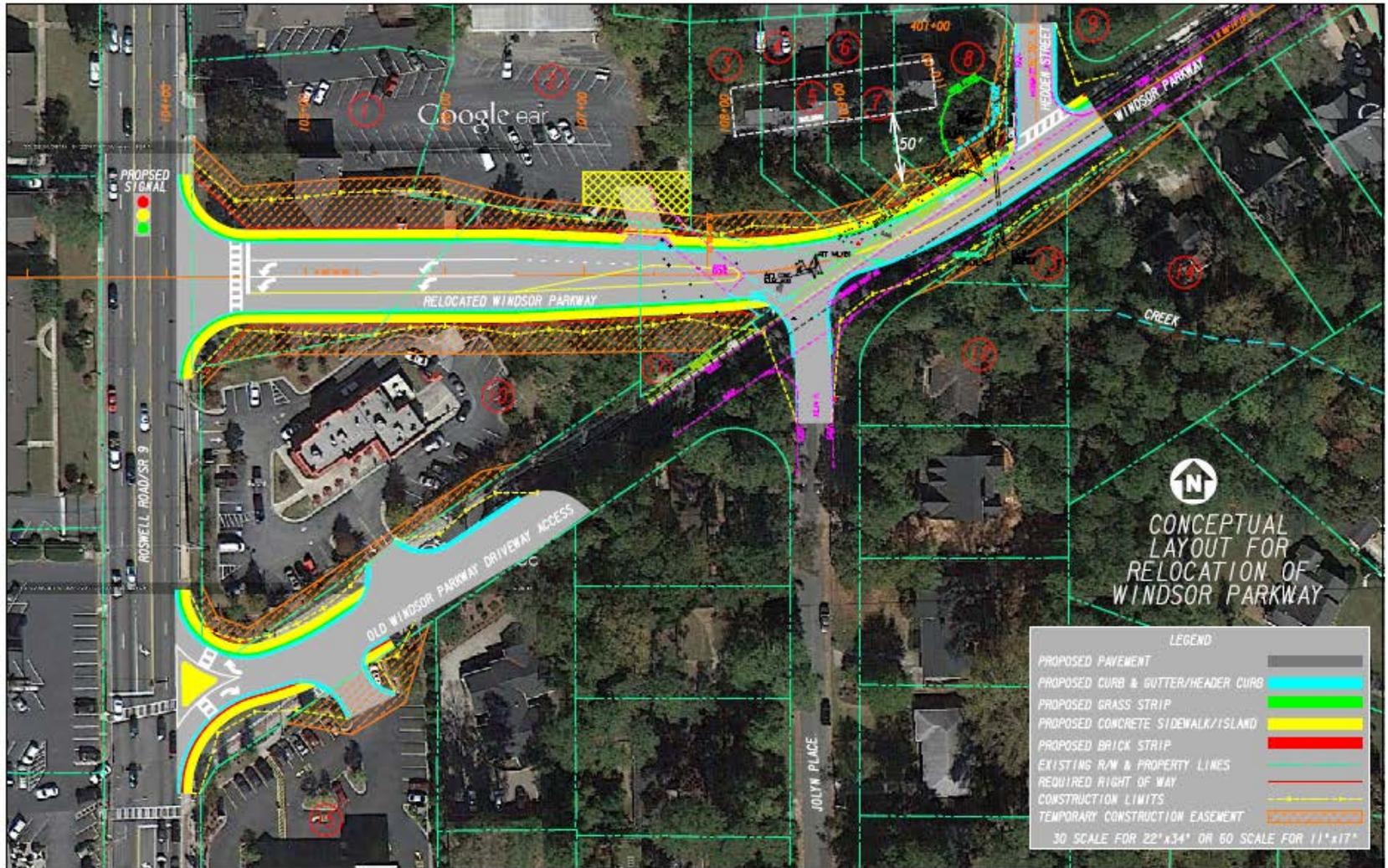
Windsor Parkway Intersection Relocation Option #1A

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- Pros:
 - Greatest level of service provides for dual left turns, dedicated through and right turn lanes
 - Provides a 50' buffer from Windsor Parkway to the townhomes
 - Increases queuing length
- Cons:
 - Impact to the buffer/backyards of adjacent townhomes
 - Largest footprint (five lanes) and largest number of parcels impacted
 - Second highest projected construction cost
 - Greatest impact on auction site

Windsor Parkway Intersection Relocation Option #1B (Auction site)

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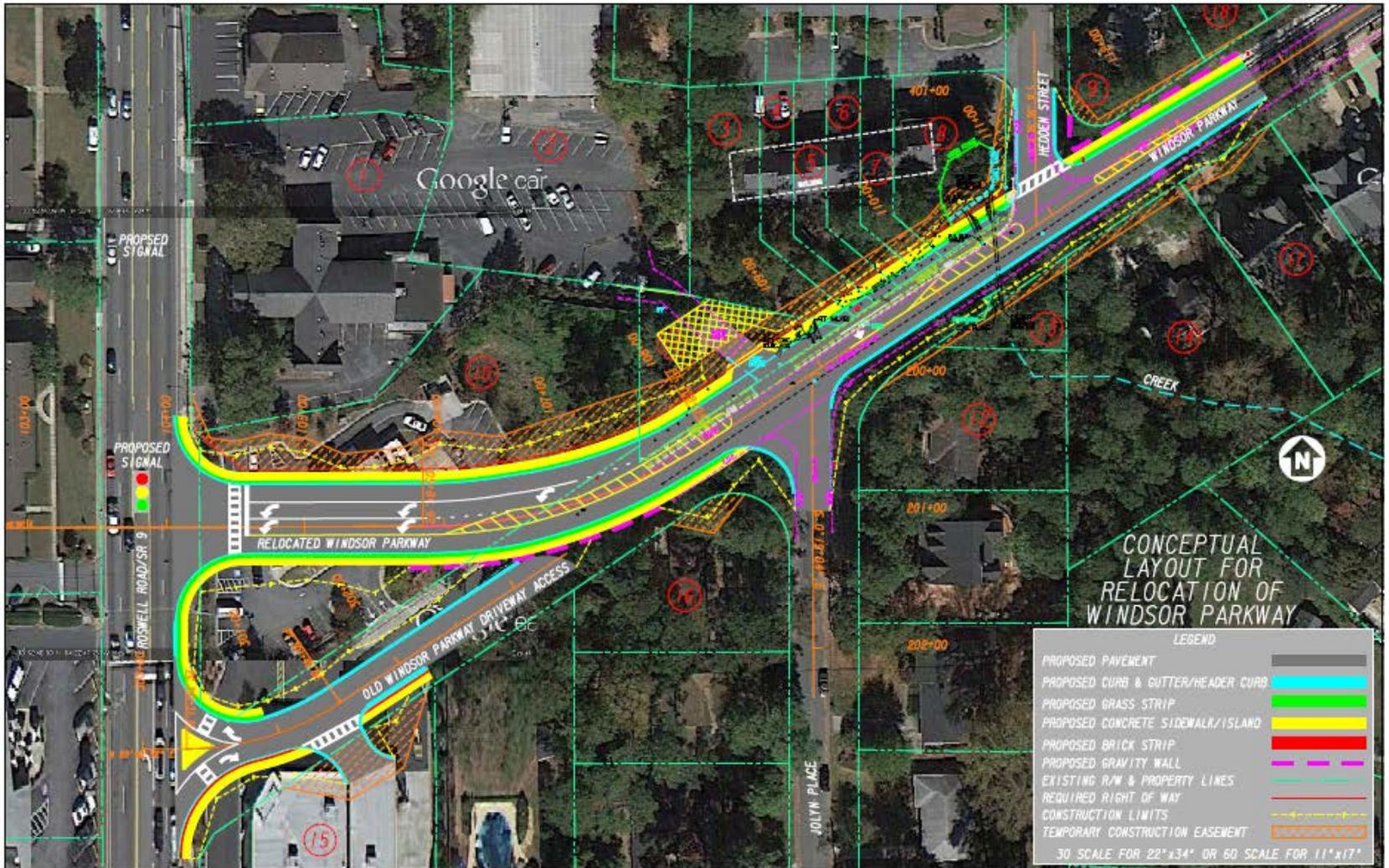
Windsor Parkway Intersection Relocation Option #1B

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- Pros:
 - Reduces total lanes at intersection to four
 - Provides a 50' buffer from Windsor Parkway to the townhomes
 - Reduces impact to auction site
 - Lowest project construction cost
- Cons:
 - Impact to the buffer/backyards of adjacent townhomes
 - Reduced level of service of overall intersection due to lack of dedicated right turn lane onto Roswell Road

Windsor Parkway Intersection Relocation Option #2 (Restaurant site)

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Windsor Parkway Intersection Relocation Option #2

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- Pros:
 - This option will not impact the auction site
 - Projected construction cost similar to Option #1B
 - Least amount of impact to homes on Hedden Street
- Cons:
 - Highest total construction cost
 - Displaces active restaurant
 - Least amount of queuing length along Roswell Road
 - Reduced level of service of overall intersection due to lack of dedicated right turn lane onto Roswell Road

Windsor Parkway Intersection Relocation Cost Estimating Methodology

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- Construction Cost Estimates – Prepared by Michael Baker Corp. using GDOT Mean Item Summary construction cost database. 10% contingency applied due to concept stage of design.
- Property Valuations – Prepared by Carr, Lawson, Cantrell and Associates Real Estate using Sales Comparison Approach for parcels under consideration.
- Business Impact – Market range formula provided by HDH Advisors to assess business enterprise value.

Windsor Parkway Intersection Relocation Options Planning Level Cost Comparison

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- Option #1A (Auction site) - \$4.4M
- Option #1B (Auction site) - \$3.7M
- Option #2 (Restaurant site) - \$5.7M

Windsor Parkway Intersection Relocation Funding Options

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Impact Fees (CIE)	\$1,424,028
Development Authority Bond Financing*	\$2,000,000
T-0019 Roswell Streetscape (reallocation)	\$2,300,000
T-0034 Morgan Falls Road (reallocation)	\$1,500,000

**Subject to availability*

Windsor Parkway Intersection Relocation Conclusion

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Staff recommends that Council endorse the selection of Option 1-B due to the following:

- Safety Enhancement
- Traffic Operation Improvements
- Cost effectiveness to the City



QUESTIONS

RESOLUTION NO. 2013 - _____

**STATE OF GEORGIA
COUNTY OF FULTON**

**A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF SANDY SPRINGS,
GEORGIA, REGARDING THE RELOCATION AND FUNDING OF THE
WINDSOR PARKWAY/ROSWELL ROAD INTERSECTION RELOCATION
PROJECT**

WHEREAS, the Windsor Parkway/Roswell Road Intersection Improvement Project (“Project”) has been identified in the Roswell Corridor LCI (2008), the City of Sandy Springs (“City”) Transportation Master Plan (2008), and the City’s 2027 Comprehensive Plan (2007); and

WHEREAS, JLB Partners, LP (“JLB”) filed an application with the City (“JLB Application”) to rezone certain property on the west side of Roswell Road, approximately 135 feet north of the intersection of Windsor Parkway and Roswell Road from A-1 conditional to MIX to allow certain apartment units, retail/commercial space, and office space (“JLB Project”); and

WHEREAS, the JLB Application triggered reviews of the Project by the Georgia Regional Transportation Authority (“GRTA”) with potential impact on federal funding; and

WHEREAS, City staff engaged consultants to prepare evaluations and potential expenses related to properties to be impacted by the Project and interacted with property owners to seek input on alternative alignments for the Windsor Parkway/Roswell Road intersection; and

WHEREAS, three (3) alternative alignments for the Project were developed by City staff and designated as Option #1A, Option #1B, and Option #2, as presented on Exhibit “A” hereto; and

WHEREAS, following discussions with GRTA and the Georgia Department of Transportation, review of studies and reports from consultants, and input from property owners and neighborhood citizens, City staff recommends that City Council adopt Option #1B for the Windsor Parkway/Roswell Road intersection relocation based on safety enhancement, traffic operation improvements, and cost effectiveness to the City and taxpayers; and

WHEREAS, it is anticipated that funding requirements for Option #1B will be approximately \$3,700,000, the source of which will be, by priority and to the amounts necessary to fund the Project: (1) impact fees (CIE); (2) issuance of a bond or bonds by the City of Sandy Springs Development Authority, if applicable, conditioned upon the JLB Project as a funding source; (3) Capital Contingency Project Fund; (4) reallocation

of funds for the T-0019 Roswell Streetscape project; and (5) reallocation of funds for the T-0034 Morgan Falls Road project.

NOW, THEREFORE, BE IT RESOLVED by the City Council, as the governing authority of the City of Sandy Springs, Georgia, after public hearing and review of the alternatives for the Windsor Parkway/Roswell Road intersection relocation and the recommendation of City staff, and it is hereby resolved, that:

1. The approval and funding of this Project by the City is conditioned upon the approval of the JLB Application; and
2. City staff's recommendation to proceed with the Windsor Parkway/Roswell Road intersection relocation alternative identified as Option #1B, as presented on Exhibit "A" hereto, is hereby adopted; and
3. A proposed budget for the Project is hereby adopted as recommended by City staff in the approximate amount of \$3,700,000, the source of which will be, by priority and to the amounts necessary to fund the Project: (1) impact fees (CIE); (2) issuance of a bond or bonds by the City of Sandy Springs Development Authority, if applicable, conditioned upon the JLB Project as a funding source; (3) Capital Contingency Project Fund; (4) reallocation of funds for the T-0019 Roswell Streetscape project; and (5) reallocation of funds for the T-0034 Morgan Falls Road project.

RESOLVED this the _____ day of _____, 2013.

Approved:

Eva Galambos, Mayor

Attest:

Michael Casey, City Clerk
(Seal)