

SIDEWALK EFFECTS

- Having sidewalks in residential neighborhoods does not necessarily create a safer interaction between pedestrians and traffic.
- Safety is compromised when these sidewalks cross private driveways in front of homes. People backing out of their driveways/ garages have much less time to see pedestrians
- For Example: when backing out drivers would encounter pedestrians on sidewalks within 10 feet of their homes (15') setback subdivisions: potentially less!!! This also makes it difficult, if not impossible to park large vehicles in a driveway without blocking the sidewalk and if you do block the sidewalk, you will receive a citation.
- Homes with 25' setback front entrance garages would have a max of 17' of clearance to see and react to pedestrians if there is no landscaping involved.
- Requirements of sidewalks in residential areas is cost prohibitive, with cost estimates ranging from \$5,000 to \$10,000 on average lots in San Angelo
- Loss of privacy: pedestrians would approach homes to within 5' of patio homes (bedrooms, windows, family rooms, etc.) They would be within 15' of regular home lots.
- Current staff would have homeowners pay for sidewalks and maintenance and insure these sidewalks. Other cities with these types of ordinances require repairs on an as needed basis. If homeowners are financially unable to repair, city does repairs and then attaches lien to said property
- Homeowner's insurance policy can be cancelled because of cracks in sidewalks leaving homeowner responsible. Homeowners will also be responsible to any accident that takes place on their sidewalk.
- Homeowners will not be allowed to park on the strip of sidewalk that crosses their driveway per A.D.A Restrictions
- Homes that have a large or extended family routinely have 4, 5 even 6 cars. They use their front yard in many cases for parking. Sidewalks will preclude this.

The building industry is facing enough challenges today with the increase in material costs and supply chain disruptions. Meeting appraisals has become a very difficult task and this ordinance will only increase our costs and ultimately drive development outside of the city taking with it perpetual tax dollars. For development to continue in the city, this ordinance proposal must be thwarted.

CURRENT CODE ORDINANCE: Chapter 12 – Planning and Development

• SECTION V: - SIDEWALKS

Sidewalks shall be required when lots are platted adjacent to a road or a street with a pavement width less than thirty-six (36) feet. Otherwise, sidewalks will generally not be required. However, the City may require the construction of sidewalks in any subdivision or land development if it is deemed necessary for safety reasons, such as in association with a school route plan, or in areas where heavy pedestrian and vehicular traffic is anticipated (such as major shopping areas or recreation sites).

(1959 Code, title 9, ch. 4, ex. A)

They are proposing taking a 6-line policy and transforming it into a 6-page ordinance. Below are a few of the changes that concern us the most:

C.3. Except for permitted waivers and deviations as provided under Part F of this Section V, at any time an existing sidewalk is removed, the property owner shall contemporaneously construct a new sidewalk to standards required under this ordinance.

D. Sidewalk Requirements for New Streets

1. Sidewalks shall be required on both sides of all new streets except local streets in a single-family residential subdivision where all lots are at least 1 acre.

{Note: An alternative proposal is to exempt all local streets within a residential subdivision}

2. Sidewalks shall be constructed concurrently at the time of road construction on all new frontage roads, arterial streets, or collector streets.

3. Sidewalks shall be constructed concurrently at the time of road construction on local streets where a street abuts non-development areas such as common areas, drainage features, utility rights-of-way, or publicly owned areas.

E.4. No new or amended site plan may be approved for development on any property unless applicable provisions for required sidewalks are included in the site plan.

E.5. A certificate of occupancy, or final inspection approval for development that does not require a certificate of occupancy, may not be issued until required sidewalks are installed or brought up to applicable standards when there is development activity requiring:

- a. a permit for new construction of a structure other than an accessory structure,
- b. a permit for a major addition to a structure other than an accessory structure, or
- c. a permit for major alterations or repairs to a structure other than an accessory structure.

We have documented nearly 300 platted lots that have been pulled or will be pulled this year due to the burdensome sidewalk requirements. That's over 300 homes that are no longer available to bring to the market and hundreds of thousands of dollars that will not be going into our local tax base.