



SANDY SPRINGS™
GEORGIA

City of Sandy Springs
ADA Self Evaluation & Transition Plan Update
2018

November 30, 2018

ADA SELF EVALUATION & TRANSITION PLAN UPDATE

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The City of Sandy Springs

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Development Director

Marty Martin, Public Works Director

Michael Perry, Recreation & Parks
Director

Canille Warde, ADA Coordinator

BACKGROUND AND PROCEDURES

I.1 Overview of the ADA

The original version of this assessment and plan were developed in 2010 and have been updated twice. As explained in the many publications related to the inception of Americans with Disabilities, "The ADA grew out of the Civil Rights Movement of the 1960s. During that decade, the United States Congress passed three major pieces of civil rights legislation. These are the Civil Rights Act of 1964, the Voting Rights Act of 1965, and the Civil Rights Act of 1968, which covers fair housing for minorities."

In 1972, Section 504 of the Rehabilitation Act of 1973 prohibited discrimination against people with disabilities who were otherwise qualified. Title II mandates that the protections given to individuals under Section 504 be expanded to State and local governments.

The requirements for a transition plan are found in the Code of Federal Regulations (CFR), specifically, 28CFR 35.150 Section (a) of 35.150: "A public entity shall operate each service, program, or activity so that the service, program, or activity, when viewed in its entirety, is readily accessible to and usable by individuals with disabilities." Section 35.105 also requires that a report contain a list of those consulted, a description of the areas inspected and the problems encountered. The plan is also to contain any measures taken to correct the noted problems.

Analysis of the Americans with Disabilities Act as it relates to the City of Sandy Springs

The ADA is divided into five sections or Titles. Title I concerns people's rights in regards to discrimination in employment. Title I "defines qualified individuals and covers the obligations of employers to hire people with disabilities." Title I describes who is covered under the ADA.

Title II mandates that the protections given to individuals under Section 504 of the Civil Rights Act of 1968 be expanded to state and local governments. This Title mandates stricter compliance by the local jurisdictions than is required by the private sector. Title II also covers access to public transportation.

Title III has to do with the private sector. Title IV is the section about telecommunication; it has been revised recently and now includes Internet access. Title V is the catch all wrap up of the law. It deals with Congress and other agencies of the legislative branch of government, technical assistance plans and reports on wilderness areas."

The requirements for a transition plan are found in 28CFR 35.150. Section (a) of 35.150 details the level of accessibility to which services, programs, or activities are offered; essentially, a service, program, or activity, when reviewed in its entirety, must be accessible and usable by persons with disabilities. This section has several exceptions; the first exception does not require a public entity to make each of its

existing facilities accessible to and usable by disabled individuals. It also does not require changes that would require the program or facility to fundamentally change. Historic structures are exempt from compliance with this section as long as an equivalent program is provided. Such equivalents can include a video tour of the structure or access to a guide that could assist an individual through the structure.

Section 35.105 of the Code of Federal Regulations (CFR) requires that Sandy Springs, like all other public entities, evaluate its current services, policies, and practices that do not meet the various requirements for ADA compliance and proceed with necessary measures to ensure compliance. This section requires that the stakeholder or interested parties including those with disabilities participate in the evaluation process by submitting comments. Section 35.105 also requires that a report contain a list of those consulted, a description of the areas inspected and the problems encountered. The plan shall also contain any measures taken to correct problems. This report will be kept for public examination for at least three years.

1.2 Self-Evaluation and Transition Plan Requirements

This plan has been prepared pursuant to Title II of the Americans with Disabilities Act (ADA) 28 CFR pt. 35. Title II directs governmental entities in regards to compliance with the Act. Municipalities are held to a stricter interpretation of the Act than the private sector, as one might remember from the elevator issue at Morgan Falls Park. The City had to install an elevator in the press box, where a private entity would have been exempt from the elevator requirement. This report or self-evaluation and transition plan is required specifically in 28 C.F.R. § 35.105 of the ADA.

The requirements of ADA are multifaceted and quite involved. The Act touches every aspect of City government to ensure there are no barriers to equal participation of the residents.

Standards

The Act holds Municipalities to a stricter interpretation of than the private sector. The Act touches every aspect of city government to ensure that there are no barriers to the equal participation of all citizens. The following is a list of Codes and Standards applicable to City facilities and programs:

- Uniform Federal Accessibility Standard (UFAS);
- Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG);
- Architectural Barriers Act of 1968, as amended, 42 U.S.C. §§ 4151 et seq. (ABA);
- Georgia Accessibility Code Chapter 120-3-20;
- International Building Code (IBC); and
- American National Standards Institute (ANSI) A117.1-2003.

The most quoted Standard in this report is the ADAAG. The Department of Justice (DOJ) has adopted this standard. Standards issued by the DOJ apply to all ADA facilities except transportation facilities.

1.3 History of the Self-Evaluation and Transition Plan

Americans with Disabilities Work Program

It is the responsibility of the city to ensure that all services are accessible by the residents who the City represents and serves. To ensure compliance, the ADA Compliance Officer compiled survey questionnaires using guidelines provided by the Department of Justice.

Transportation facilities are subject to standards that the Department of Transportation (DOT) maintains.

It should be noted that the City is not required to fundamentally change any service or program to accommodate an individual. The ADA Best Practices Tool Kit defines a "fundamental alteration" as "a change to such a degree that the original program, service, or activity is no longer the same."

Furthermore the city is not required to make accommodations for a person who is not qualified as defined in the regulations. A "qualified individual with a disability" is someone who meets the essential eligibility requirements for a program, service or activity with or without (1) reasonable modifications to rules, policies, or procedures; (2) removal of physical and communication barriers; and (3) providing auxiliary aids or services for effective communications.

The evaluation process for the programs and processes was accomplished with the aid of a Department of Justice questionnaire. The inspection for the removal of structural barriers was guided by the ADA Accessibility Guidelines for Buildings and Facilities (ADAAG). This document can be found at <https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-ada-standards/ada-standards>. The evaluation process revealed a few areas that require modification to be brought into compliance. A majority of the remaining structural barriers are minor, and existing parks and facilities have been retrofitted in an attempt to comply.

The "work to be completed" list has been revised. There are no costs provided for the remaining items as they either are already on a short-term schedule for repair or are considered as part of a large, ongoing project.

Neighboring Communities

The Department of Justice (DOJ) enforces the requirements of the ADA and has previously evaluated the City of Atlanta. This evaluation was part of the DOJ's Project Civic Access (PCA). PCA is a DOJ initiative to ensure that all municipalities and jurisdictions comply with the Americans with Disabilities Act (ADA). The DOJ picks communities randomly for the PCA evaluations. Public entities must reasonably modify their rules, policies, and procedures to avoid discriminating against people with disabilities. This statement alone is far reaching due to ADA's definition of disability. According to the ADA, a disability is "a mental or physical impairment that substantially limits one or more major life activities."

The City of Roswell formed an "Inclusion Task Force," created in 2002, with the express purpose of making Roswell the most inclusive, barrier-free and welcoming city in the country. Additionally, the City established the Accessibility Task Force (ATF) as a working group committee of the Task Force. The purpose of the ATF is to research barriers to full inclusion in City activities and to advocate for progress

and change. The ATF is made up of volunteers from the community and employees from the City's many operational departments. The group takes into account the Americans with Disabilities Act, the Georgia Accessibility Code, and other relevant sources. One of the overall goals is to maximize accessibility and programming.

1.4 ADA Enforcement and Grievance Policy & Procedures

In accordance with the requirements of title II of the Americans with Disabilities Act of 1990 ("ADA"), the City of Sandy Springs will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities.

Effective Communication: the City of Sandy Springs will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in [name of public entity's] programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

Permitting and Inspections: While architects and building owners are responsible for the accessibility of their buildings, the City's permitting and inspection staff, housed in the Community Development Department, review new buildings for conformance with State and City building codes. Georgia's codes have been certified by the Department of Justice as being equivalent to the ADA standards. Consequently, CoSS permitting and inspection staff assume a role in ensuring that buildings they permit and inspect are accessible.

City permitting and inspection staff strive to inspect to State code and to address noncompliance issues through code enforcement.

Employment, Contracting and Licensing: the City of Sandy Springs does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under title I of the ADA.

Modifications to Policies and Procedures: the City of Sandy Springs will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities. For example, individuals with service animals are welcomed in the City of Sandy Springs offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of the City of Sandy Springs, should contact the office of Canille Warde as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the City of Sandy Springs to take any action that would fundamentally alter the nature of its programs or services, or impose an undue financial or administrative burden.

The City of Sandy Springs will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable

modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

The City of Sandy Springs Grievance Procedure under the Americans with Disabilities Act

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 ("ADA"). Anyone who wishes to file a complaint alleging discrimination based on disability in the provision of services, activities, programs, or benefits by the City of Sandy Springs may use it.

The City's Personnel Policy governs employment-related complaints of disability discrimination. The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint will be made available for persons with disabilities upon request.

The grievant and/or his/her designee should submit the complaint as soon as possible but no later than 60 calendar days after the alleged violation to Canille Warde, ADA Coordinator, City of Sandy Springs, 1 Galambos Way, Sandy Springs, GA 30328. Within 15 calendar days after receipt of the complaint, Canille Warde or her designee will meet with the complainant to discuss the complaint and the possible resolutions.

Within 15 calendar days of the meeting, Canille Warde or her designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the City of Sandy Springs and offer options for substantive resolution of the complaint.

If the response by Canille Warde or her designee does not satisfactorily resolve the issue, the complainant and/or her designee may appeal the decision within 15 calendar days after receipt of the response to the City Manager or his designee.

Within 15 calendar days after receipt of the appeal, the City Manager or his designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, the City Manager or his designee will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

All written complaints received by Canille Warde or her designee, appeals to the City Manager or his designee, and responses from these two offices will be retained by the City of Sandy Springs for at least three years. ADA Tool Kit for State and Local Governments

SELF-EVALUATION

2.1 ADA Self-Evaluation

Analysis of the Requirements for Structures and Real Property

This report cites several standards. Title II of the Americans with Disabilities Act requires a barrier free structural environment. This analysis serves as a brief explanation of the standards and codes and how they relate to one another. The following is an annotated list of Codes and Standards:

- Uniform Federal Accessibility Standard (UFAS)
- Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)
- Architectural Barriers Act of 1968, as amended, 42 U.S.C. §§ 4151 et seq. (ABA)
- Official Code of Georgia Annotated Chapter 120-3-20
- International Building Code (IBC)
- American National Standards Institute (ANSI) A117.1-2003

Most of the ADA standards have evolved from the UFAS and can be found in 28 CFR pt. 36. This is also known as ADA Standards for Accessible Design (ADAAG). Each Department within the Federal Government must adopt the standards. This means that each department will adopt the ADAAG with some changes. Consequently, one must know which version to use. The Georgia Accessibility Code Chapter 120-3-20 is yet another version of the ADAAG with changes that have been made by the State of Georgia. ANSI A-117.1-2003 is the standard for buildings and structures regardless of federal funding.

This standard has been adopted by the City as referenced by the International Building Code. All of the standards refer to the International Building Code (IBC) as the technical application of the standards. Throughout the IBC are codes that inform us on how to apply to the provided standards. Without the IBC, the standards would not function. Items like egress, fire and smoke barriers, room size, plumbing, electrical, and mechanical requirements are all provided in the IBC.

According to an analysis by the ADA Compliance Officer, the most quoted standard in this document is the ADAAG. This standard has been adopted by the Department of Justice (DOJ). The ADA applies to facilities in the private sector, such as places of public accommodation and commercial facilities, and to the many types of state and local government facilities. The standards issued by the DOJ apply to all ADA facilities except transportation facilities. Transportation facilities are subject to different compliance

standards that are maintained by the Department of Transportation (DOT). The DOJ is in the process of adopting new ADA standards. Updates and additional information about these updates are available on the DOJ's website at www.ada.gov. The DOT has adopted new ADA standards that address compliance of bus stops, rail stations, and other transportation facilities.

Also, the ADA Best Practices Tool Kit for State and Local Governments, Chapter 2 Addendum: Title II Checklist has been used to develop the requirements of this report along with other aids developed by the U.S. Department of Justice.

Analysis of the Requirements for Programs and Services

Section 504 of the Civil Rights Act of 1968 requires a self-evaluation of all aspects of government. It specifically mentions programs and services. It is the responsibility of the City to ensure that all of the services are accessible to the residents that are represented and served by the City.

To ensure compliance, the ADA Compliance Officer compiled survey questionnaires using guidelines from the DOJ, also used for the communications department and the Emergency Management evaluation were checklists found in the ADA Best Practices Tool Kit for State and Local Governments. It should be noted that the City is not required to fundamentally change any service or program to accommodate an individual. A "fundamental alteration" is a change that is so significant that the original program, service, or activity is no longer the same. Furthermore, the City is not required to make accommodations for a person who is not qualified as defined in the regulations. As explained earlier, a qualified individual with a disability is "someone who meets the essential eligibility requirements for a program, service or activity with or without (1) reasonable modifications to rules, policies, or procedures; (2) removal of physical and communication barriers; and (3) providing auxiliary aids or services for effective communications."

2.2 ADA Coordinator

The Transition Plan is the result of the questionnaire concerning services and programs. The structural portion of this plan is the results of inspections of the structures and outdoor features of the city. The responsible party for the completion of this plan is:

Canille Warde
ADA Compliance Officer
City of Sandy Springs
1 Galambos Way
Sandy Springs, GA 30328
Office: 770.206.1511
cwarde@sandyspringsga.gov

The previous ADA Compliance Officer administered updates to the programs and services questionnaire. The questionnaire addressed three major areas:

- General Accessibility
- Program Accessibility
- Communication Accessibility

The General Accessibility section is concerned with the general environment of the city. It contained questions that are nonspecific related to programs and practices of the city. Program accessibility is concerned with the operation of each service, program, or activity so that the service, program, or activity, when viewed in its entirety, is readily accessible to and usable by individuals with disabilities. The communication section has questions about the accessibility of the City not only for those who are hard of hearing but also those that have sight problems, and how the City makes people with impairments aware of the means to obtain alternative aids.

2.3 Areas for Self-Evaluation

Policies and Procedures for Structures and Programs

A required component of this "Self-Evaluation" is a survey of the policies that effect accessibility to the City's programs and services. Title II requires that all programs and policies are accessible. If this survey finds any policies that are considered discriminatory, action must be taken to modify the questionable program or policy.

The City used a survey to review existing internal policies. This survey evaluated the official and informal policies as well as the provided services. Some areas require policies to be created, while other policies required modification.

The policies and procedures outlined below are the results of the survey. Most of the policies have existed since the City's incorporation; others have been created due to inadequate areas discovered throughout the survey process. The City of Sandy Springs will provide equal employment opportunities to all persons regardless of "race, color, religion, sex (including pregnancy), national origin, age (40 or older), disability or genetic information" as required by Federal Law.

Policies

1. All services, activities and programs will be available in an accessible manner. Reasonable accommodations will be provided upon request within a reasonable time period.
2. Materials prepared for public meetings will be available in an alternative format upon request made within a reasonable time period.
3. Procedures will be put in place to obtain compliance with the ADA and the implementation of these policies. A training program will be ongoing to make the appropriate staff aware of these policies.

Procedures

Disability awareness training will be provided.

On all notifications to the public, The City will note the process for requesting auxiliary aids.

The following may be available upon reasonable request. (This list is not all-inclusive)

1. Large Type documents, documents on tape or in Braille.

2. Readers for individuals with visual impairments to review all pertinent material distributed on specific meeting agenda items.
3. Amplification or listening devices for individuals participating in City-sponsored meetings.
4. Interpreters for City Council meetings and all other City functions.
5. Transcripts from meetings.
6. Efforts will be made to include individuals with disabilities in graphic depictions showing participants in City services activities and programs.
7. Where counter heights are too high to be accessible, an alternate transaction area will be identified and/or lapboards or clipboards will be provided as an assistive device.
8. Where requested within a reasonable time, Municipal Court will provide interpreter services, including American Sign Language.

Policies and Procedures for Infrastructure Construction and Repairs

The City of Sandy Springs adheres to federal and state standards identified as part of the American with Disabilities Act (ADA) and the Manual on Uniform Traffic Control Devices (MUTCD). The City's municipal code and technical manual also includes specific requirements and procedures for construction and repairs of infrastructure within the City.

The following sections include regulations and standards with the municipal code and technical manual:

- Construction
- Temporary Construction
- Right-of-Way
- Pedestrian Crossings

Construction

Section 8 of Technical Manual: Sidewalks & Multiuse Trails

A. Sidewalk Design and Construction Standards. *Sidewalks shall be constructed in accordance with the requirements of this section. The Director is authorized to grant modifications upon specific application, as well as alternative design proposals after receiving a recommendation from staff.*

1. All sidewalks required under this section must be installed and the construction accepted by the Director prior to a certificate of occupancy being issued for any building or structure on any affected parcel.
2. All sidewalks shall conform to AASHTO, latest edition and the Americans with Disabilities Act (ADA) requirements, latest edition and to all applicable overlay district guidelines and standards.
3. Sidewalks are required to be represented on design plans and development plans and installed in accordance with such plans along the total property frontage on public streets as required by the Director.
4. *Width.*
 - i. Sidewalks shall be at least five feet wide on internal subdivision streets and abutting external streets.
 - ii. Multiuse trails and side paths shall have a minimum width of twelve feet or as directed by AASHTO.

- iii. If the street is part of an approved sidewalk, pathway or transportation plan, then the width and location of the sidewalk shall conform to the requirements of the approved plan or as approved by the Director.
 - iv. Wider sidewalks or multiuse trails shall be installed by the developer as required by the Director or Cross Section Standards.
 5. *Shoulder.*
 - i. Sidewalk and multiuse trails shall be provided with a minimum graded shoulder width of two feet.
 - ii. A five-foot graded shoulder may be required to support alternative uses, including but not limited to, equestrian activities and mountain bikes.
 6. *Transitions.* Where new sidewalks tie in to existing sidewalks of a different width or where the proposed sidewalk must change width then the transition shall be made in a gradual manner at a rate of 5:1.
 7. *Noncompliant sidewalks.* In all areas where the condition or design of the sidewalk and curb ramps do not conform to this chapter or is otherwise deemed unsatisfactory, the existing sidewalk shall be removed and replaced in conformance with this chapter.
 8. *Landscape strips.*
 - i. Sidewalks shall be located at least two feet from the back of curb or as directed by the Cross Section Standards.
 - ii. In areas where a setback from the curb cannot be provided due to unusual site conditions, the Director may approve the installation of the sidewalk at the back of curb. In these areas the sidewalk width may be increased to allow a minimum of four feet of clearance from any portion of an obstruction that must be located adjacent to the roadway, i.e., mailboxes, etc.
 - iii. Where the Director has determined a practical difficulty exists, the sidewalk is installed no closer than the edge of the road or the back of the curb.
 9. *Meandering sidewalks.* Where trees or other conditions exist, the Director works may permit the sidewalks to meander in the right-of-way or into the lot where the permit is being sought. Meandering sidewalks may be approved by the Director where necessary to avoid obstructions in the right-of-way that may otherwise be too costly to relocate or in compliance with the standard details. If sidewalk meanders outside the existing right-of-way, right-of-way dedication or sidewalk easement shall be required.
 10. *Cross slope.* Sidewalks shall be constructed with a maximum cross slope of two percent or as required by ADA. Sidewalks shall not exceed this cross slope at driveway crossings.
 11. *Material.*
 - i. Sidewalks shall be constructed of concrete at least four inches thick. Concrete shall be Class "B" (as defined by GDOT) with a minimum strength of 3,000 PSI at 28 days.
 - ii. Alternate materials may be required in special overlay or historic districts.
 12. *Final stabilization.* Disturbed areas resulting from sidewalk construction shall be backfilled, stabilized, and grassed or landscaped.
 13. *GDOT controlled roads.* Sidewalks located in the right-of-way of roads under the jurisdiction of GDOT shall be constructed in accordance with GDOT design and construction standards.
 14. Sidewalks shall be provided on both sides of all roads and driveways, except for roads/driveways serving 3 lots or less of single family residences.

B. Sidewalk Curb Ramp Design and Construction Standards.

1. Handicapped accessible curb ramps with detectable warning strips shall be provided at street intersections in accordance with GDOT design and construction standards, with the exception of Type C, which shall not be allowed.
2. All curb ramps shall be provided with detectable warning strips that comply with state and federal ADA specifications.
3. Color of detectable warning strip shall be terracotta (not yellow).
4. Installation method shall be per GDOT standards using cast in place mats instead of adhesive installation. (A cast in place mat has anchors on the back of the mat, which is installed prior to concrete curing). Stamped concrete tactile or brick insert tactile shall be allowed with the approval of the Director.
5. Drainage at curb ramps shall be designed to avoid ponding within or flooding of the pedestrian path.

Temporary Construction

Sec. 50-27. - Road signage and warnings.

(a) Each person or company to whom a permit has been issued to perform construction work in the street right-of-way shall place appropriate traffic devices and signage as dictated by the current edition of the Manual on Uniform Traffic Control Devices.

(b) It is unlawful for any person, firm, or corporation who obtains a permit under this chapter to do any excavation of any kind which may create or cause a dangerous condition in or near any street, alley, sidewalk, or public place of the city without placing and maintaining proper guardrails and signal lights or other warnings at, in or around the same, sufficient to warn the public of the excavation or work, and to protect all persons using reasonable care from injuries.

(Ord. No. 2006-02-10, § 1(ch. 16, art. 1, § 4), 2-7-2006)

Right-of-Way

Section 1 – Landscape, Tree and Buffer Submittal Plans and Planting Standards

Should any standard conflict with the Development Code, the Development Code shall govern.

C. Planting within Rights of Way

1. Approval from the Department of Community Development, Department of Public Works and the Georgia Department of Transportation (D.O.T), where applicable, is required, as planting is generally not permitted in the rights-of-way other than is required, as planting is generally not permitted in the rights-of-way other than required street trees. When trees are planted in the rights of way the following conditions shall be met:
 - a. A minimum of three inch (3") caliper trees shall be planted.
 - b. A minimum soil volume per these Administrative Standards. c. Ideal spacing of large trees is 30 to 50 feet on center. d. Underground utilities shall be installed prior to planting.
2. Where approval is received, the following conditions must be met:
 - a. Indemnification and Maintenance agreements must be recorded with the City prior to permitting irrigation or planting within City rights-of-way.
 - b. Agreements must be recorded in the name of a Homeowner's Association (along with documentation attesting to that association's existence), for subdivisions.

- c. These agreements must be recorded in the property owner's name for all other types of projects.
- d. Trees planted within rights-of-way cannot be counted toward the tree canopy or landscape strip requirements for a site.
- e. Prior to planting trees in rights-of-way, a shoulder cross-section must be provided indicating the placement of the trees in relation to the curb, and underground utilities. Placement and species are subject to the approval of the Sandy Springs Arborist and the Director.
- f. Drawings for irrigation system within rights-of-way must indicate the location of lines, meter, heads, spray radius, shut off valves, timers and a 24 hour emergency contact phone number.

Section 50-2. - Obstruction of right-of-way.

- (a) No person shall place or cause to place in any street and/or sidewalk debris, rubbish, irrigation water, boxes, displays, signs, poles, goods, merchandise, or any other object so as to impede and/or endanger traffic on streets and/or sidewalks.
- (b) No person or company shall construct or maintain a drive, yard, or lot constructed of gravel, pebbles, or stone in such a manner that vehicles cause loose stones, pebbles or gravel to be thrown on to the adjacent street and/or sidewalk.
- (c) Any personal property placed on the right-of-way following an eviction is removed within 24 hours of physical eviction unless an extension of time is requested on behalf of the evicted tenant. For purposes of this chapter, such property is deemed abandoned property 24 hours following eviction unless the landlord by contract specifies a shorter time. If the property is not removed within 24 hours, the city may commence removal and cite the property owner.

K. Planting Standards

Transplanting procedures shall follow standards established by the International Society of Arboriculture in the "Trees and Shrub Transplanting Manual," latest edition. The following is a summary of several key practices.

1. Pre-Planting Considerations

- i. Only healthy trees with a well-developed root system and a well formed top, characteristic of the species, shall be planted. Standards for selecting quality stock may be provided by the City Arborist.
- ii. Trees selected for planting must be compatible with the specific site conditions. A site specific tree list is provided in subsection M, further below.
- iii. Make certain there is adequate planting area and soil volume for the tree and the potential size of the tree is appropriate for the site, including potential conflicts with sight distance, traffic and pedestrian clearance, and overhead utilities. (Utilities Protection Center 1-800-282-7411).
- iv. Contractors must call (811) for utility location of underground utilities prior to digging.
- v. Deciduous and evergreen trees shall be planted between the end of October and the end of February.

Pedestrian Crossings

Section 3 – Roadway Design and Pavement

f. Street Intersections

5. Islands.

- a. Islands in street intersections shall conform to the design requirements of the standard drawings. In no case shall anything in an island extend more than three feet above the street grade within the right-of-way, except traffic regulatory devices and other infrastructure erected or approved by the city. No island shall be approved which contains less than 100 square feet for median islands or 50 square feet for corner islands.
- b. Islands with the right-of-way or access easements shall be constructed with mountable curb sections per GDOT specifications, unless otherwise approved by the Director.
- c. Islands are an important form of intersection channelization that is often needed to prohibit undesirable movements, define the paths of allowed movements, and provide a refuge area for pedestrians. Any location where two outbound lanes are proposed for a driveway at an un-signalized location, the right line must be for rightout only movement, and separated from the other lane by a raised island.
- d. Painted lines are an effective means to direct the paths of vehicular movement. However, raised islands are more effective during times when visibility is reduced. When islands are to serve as pedestrian refuge areas, they should be constructed as raised islands. All sign posts to be placed within concrete area must have hole through pavement structure. The hole may be either formed, drilled or sawed.
- e. When multiple crosswalks are required to pass through islands, the required size may exceed the 100 square feet mentioned above. The additional area may be required to install wheelchair ramps. As an alternate to ramps, the pedestrian travel way can be "slotted" through the island, remaining on the grade of the roadway.
- f. Raised islands should be offset from the edge of the adjacent travel lane on all sides. The amount of offset shall be a minimum of 18 inches as measured from the edge of the travel lane to the face of the curb. When raised islands are adjacent to roadways with posted speed limits of 50 MPH or greater, the island shall be offset from the edge of the roadway by a minimum distance of ten feet.

Figure 2

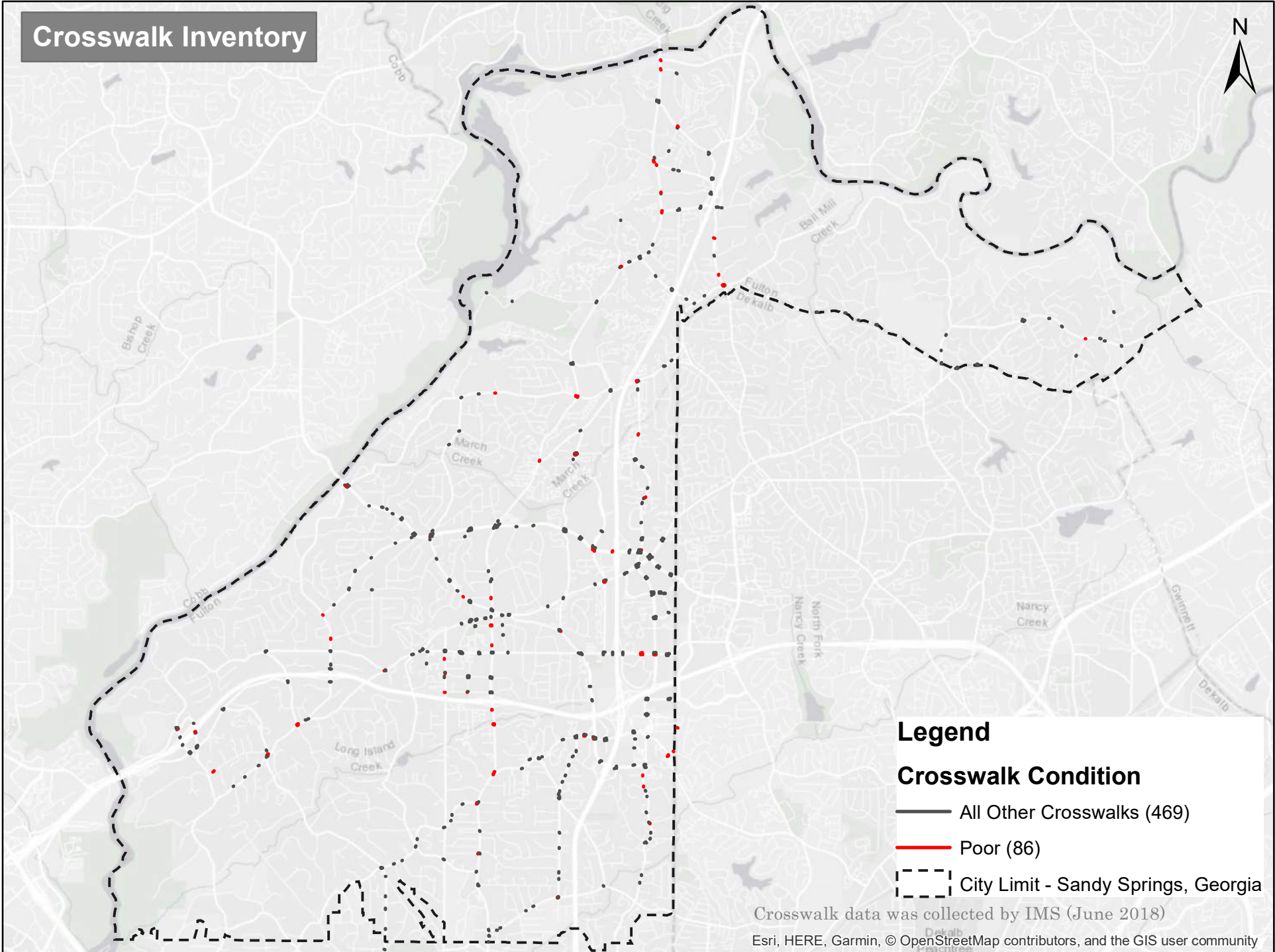


Figure 3

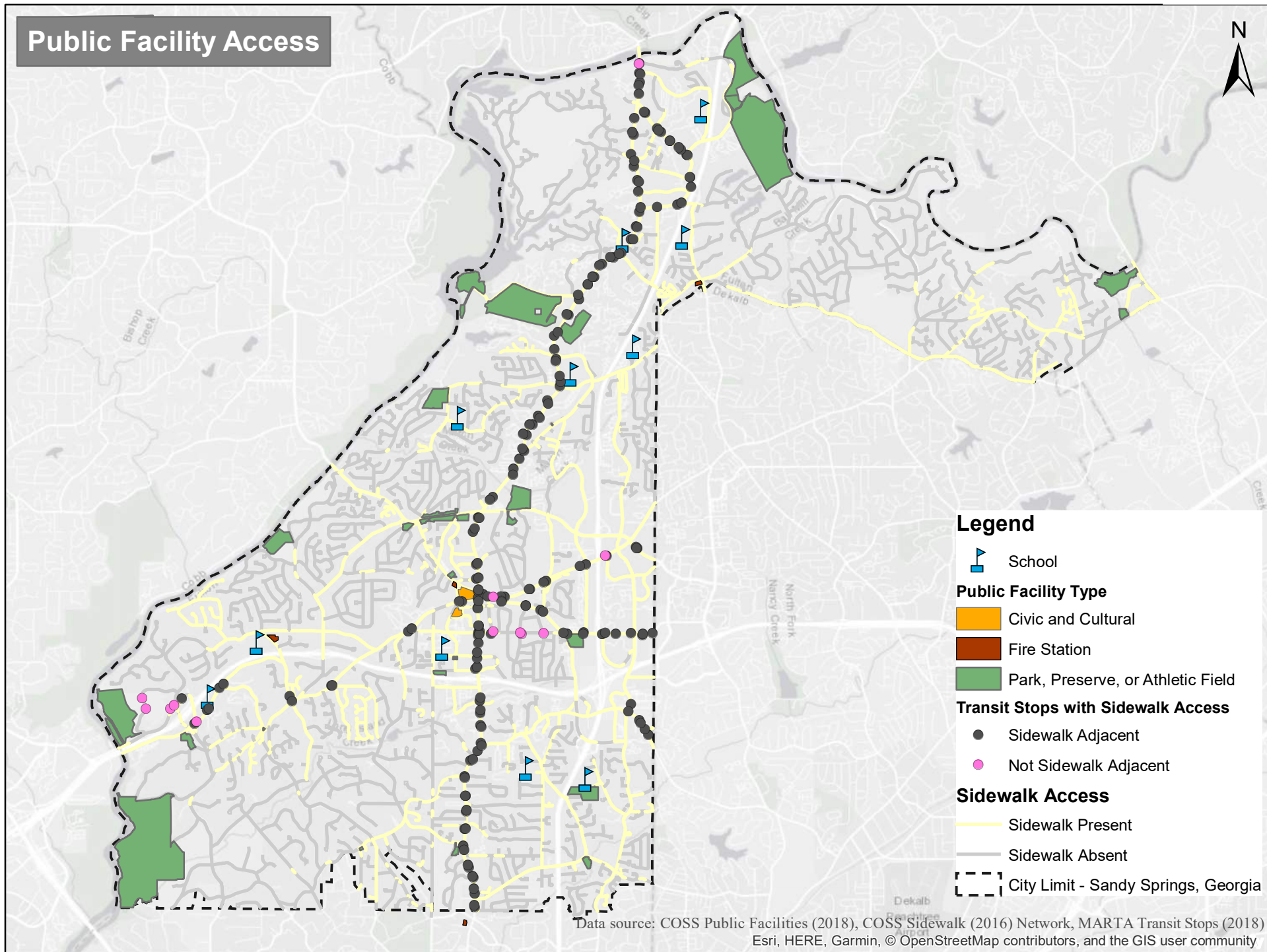


Figure 4

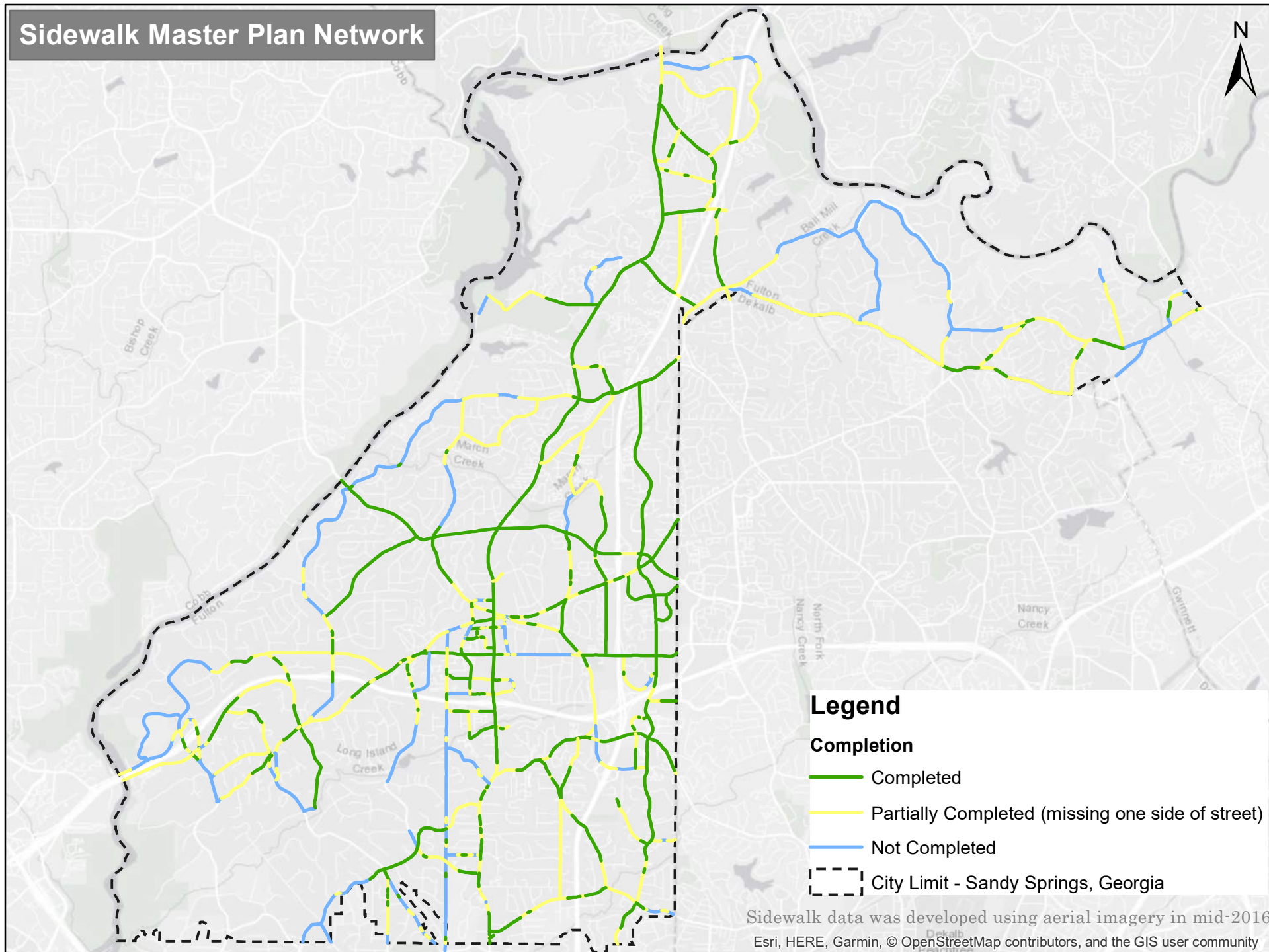
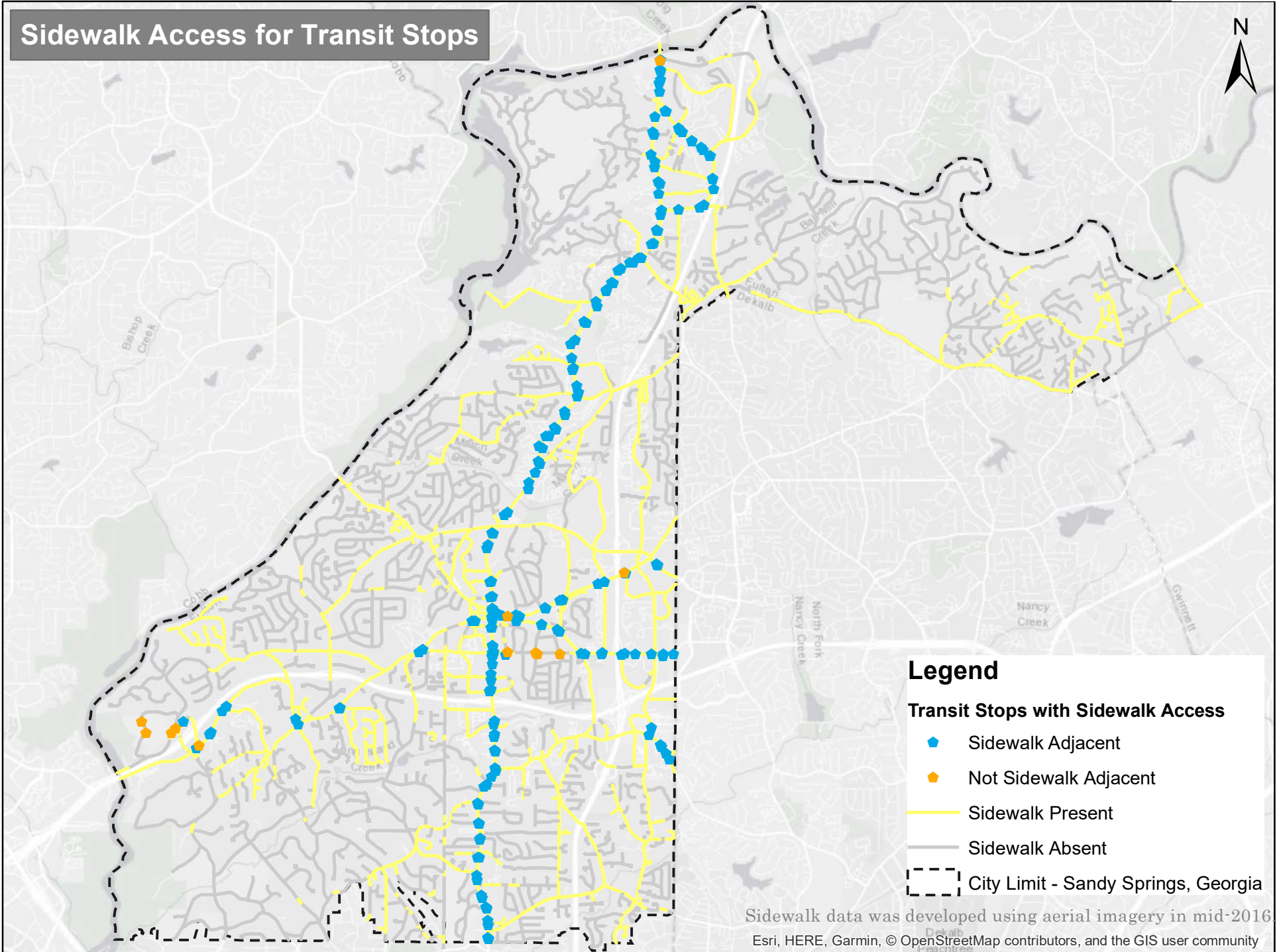


Figure 5



TRANSITION PLANS

3.1 Facilities Transition Plan

Structural Barriers

This report uses two basic standards for Structures and Programs:

- Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG).
- The Official Code of Georgia Annotated Chapter 120-3-20

ADAAG has been used due to the requirements for those receiving federal funds. The ADAAG regulations may be found at <http://www.access-board.gov/adaag/html/adaag.htm>

Following are brief descriptions of the City's existing occupied structures and parks.

City Hall

1 Galambos Way

The Sandy Springs City Hall is located at 1 Galambos Way. City Hall was constructed 2016-2018 and occupied in mid-2018. The new facility was designed and constructed to meet ADA accessibility standards. The structure meets or exceeds all American with Disabilities Act requirements. However, in the assembly area assistive listening is required. The City has an American Sign Language interpreter on call.

Sandy Springs Performing Arts Center

1 Galambos Way

The Sandy Springs Performing Arts Center is also located at 1 Galambos Way, connected to City Hall. It was constructed 2016-2018 and occupied later in 2018. The new facility was designed and constructed to meet ADA accessibility standards. The structure meets or exceeds all American with Disabilities Act requirements.



SANDY SPRINGS PERFORMING ARTS CENTER

Police Department

7840 Roswell Road, Building 300

The Police Department Headquarters is located at 7840 Roswell Road, Building 300. This building meets and exceeds all the ADA Compliance factors.

Fire Station# 1

Fire Station # 1,
1425 Spalding Road

The station was constructed in 1970 and has some minor problems that the Americans with Disability Act requires to be corrected.

Fire Station # 2

Fire Station #2,
139 Johnson Ferry Road

The station was constructed in 1974. The site, directly across Sandy Springs Circle from the New City Hall, suffers from a constrained site and structural issues. The city is currently seeking a site for a replacement facility.

Fire Station # 3

Fire Station #3
6025 Raider Drive NW

The station was constructed in 1995.

Fire Station # 4

4697 Wieuca Road

Fire Station #4 was constructed in 1974. At the time of the last plan update the station was owned by The City of Atlanta, who were responsible for any remedial work so the previous report was forwarded to the Owner. Since then, the City of Sandy Springs has acquired the property and is adding the work not accomplished by Atlanta to the SSFR budget and work plan.

CITY OF SANDY SPRINGS FACILITIES ADA TRANSITION PLAN 2018

Location	Item	Status 2013	Status 2018	Projected Remediation Program Year
City Hall		Constructed 2016-2018	Compliant - constructed to ADA Standards	
Performing Arts Center		Constructed 2016-2019	Compliant - constructed to ADA Standards	
Municipal Court	Provide accessible route from accessible parking to Courtroom and Probation Office.	Constructed 2018	Compliant - constructed to ADA Standards	
Fire Station #1	Change door swing on stall	Completed		
	Correct curb cut	Completed		
	Repair or remove automatic entrance door		Pending	As Required**
	Widen 1 shower door, lower sill, add grab bars		Pending	As Required**
	Lower kitchen counters to 34"		Pending	As Required**
Fire Station #2	Insulate piping at lavs		Pending	As Required**
	Repair automatic door	Completed		
	Pipe insulation	Completed		
	Signage for entrance at accessible route		Pending	As Required**
	Lower kitchen counters to 34"		Pending	As Required**
Fire Station #3	Repair automatic door	Completed		
	Pipe insulation	Completed		
	Repair automatic door	Completed		
	Correct curb cut	Completed		
	Pipe insulation	Completed		
	Lower kitchen counters to 34"		Pending	As Required**
	Widen 1 shower door, lower sill, add grab bars		Pending	As Required**
	Insulate piping at lavs		Pending	As Required**
Fire Station #4	Repair concrete	Not Programmed*		
	Move door	Not Programmed*		
	Install automatic door	Not Programmed*		
	Remove curb from shower	Not Programmed*		
	Replace commode	Not Programmed*		
	Pipe insulation	Not Programmed*		
	Replace faucet hardware	Not Programmed*		
	Restripe parking & accessible route		Pending	As Required**
	Lower kitchen counters to 34"		Pending	As Required**
	Widen 1 shower door, lower sill, add grab bars		Pending	As Required**
Provide 1 accessible WC stall		Pending	As Required**	

*Facility was then the property of the City of Atlanta and leased to the City of Sandy Springs

**Based on the 2016 *Guidance and Section-by-Section Analysis* for Title II, Section 35.151(d), Scope of coverage, SSFR is treating the crew areas as residential uses and will provide necessary structural modifications at the time of hire of staff requiring such accommodations.

3.2 Parks Transition Plan



Abernathy Greenway - North

Address: 70 Abernathy Road

Acreage: 7.74 acres

Opened in 2014, the Abernathy Greenway North is a 6.6-acre linear park. Running parallel to Abernathy Road, the park's main entrances are at the intersections of Brandon Mill Road Northwest and Wright Road Northeast. The park is completely developed and features a pavilion, picnic tables, a restroom building, and six playable art pieces.



Starting at the eastern end of the park, the visitor enters the Abernathy Greenway at the northwest corner of Abernathy Road and Wright Road. There is an aluminum decorative fence marking the boundaries of the park.

The path, or greenway, moves around this planter and takes the visitor to the first playable art feature. The trail then forks to become a large oval with a grassy area in the middle. Two small paths lead off the oval and to the sidewalk running parallel to Abernathy Road. There is a secondary arching path with benches along the arch. The path continues to the parking lot, where the material changes from concrete to brick pavers. The restroom building lies just west of the parking lot. Beyond the restroom building, the path splits off into another oval path with an expansive grassy lawn in the middle. The oval also marks the return to concrete paving material. Two small paths extend from the oval and take the visitor to the sidewalk along Abernathy Road.



ABERNATHY GREENWAY - NORTH

Visitors with limited mobility will have to take this path, as there are three flights of stairs west of the oval. The path then continues to the northeast corner of Brandon Mill Road Northwest and Abernathy Road, marking the end of the park.

Abernathy Greenway - South

Address: Abernathy Road

Acreage: 14 acres

This park is under development, but is close to completion. The Abernathy Greenway South runs parallel to Abernathy Road and the Abernathy Greenway North; however, it will be a soft surface trail in a more natural, wooded setting. Much less developed, the Abernathy Greenway South features a singular trail parallel to Abernathy Road.



ABERNATHY GREENWAY - SOUTH



Abernathy Park

Address: 254 Johnson Ferry Rd
 Acreage: 3.679 acres

Abernathy Park is a 3.68-acre neighborhood park located at the intersection of Johnson Ferry Road, River Valley Road NW and Bridgewood Valley Road NW. Abernathy Park is a former Fulton County park. There is a small parking lot, which is accessed via Bridgewood Valley Road. The parking lot has about thirty (30) parking spaces. There are two tennis courts north of the parking lot and a small playground south of the parking lot. The Abernathy Arts Center is east of the parking lot and is comprised of three buildings. The area around the buildings is a paved plaza space. The landscape throughout the park is natural with large trees and native shrubs.



ABERNATHY PARK



Allen Road Park

Address: 5900 Lake Forest Drive
 Acreage: 3.042 acres

Allen Road Park is a smaller neighborhood park situated off Lake Forest Drive between Allen Road and I-285. The park has two small parking lots: one along Lake Forest Drive and the other along Allen Road. From the Lake Forest Drive parking lot, the visitor can walk down either a steep concrete path or wooden stairs, neither of which are ADA-accessible.



The path leads to a basketball court, where runoff is a major problem on the southern end of the court, and then an artificial-turf soccer field, where much of the turf is torn up.

The path continues and meanders through a lightly wooded area and over a stream. There is a small picnic pavilion with a picnic table near the stream crossing, but there is not a formal path leading from the main trail to the pavilion. It is not ADA-accessible. Beyond the stream crossing, the trail continues, passing a concrete pad, several picnic tables, and another small pavilion, finally ending at a small, well-loved playground. The Allen Road parking lot is directly north of the playground.

ALLEN ROAD PARK



Big Trees Forest Preserve

Address: 7645 Roswell Road

Acreage: 31.338 acres

Big Trees Forest Preserve is a 31.34-acre wooded nature preserve in the northern portion of Sandy Springs. The park is located directly adjacent to the North Fulton County government complex, and park users are permitted to use the parking lots associated with the government buildings.

Big Trees Forest Preserve's primary feature is the soft-surface walking and hiking trails through a heavily wooded preserve, a rare amenity considering the development density around the park. The trails wind throughout the property and climb an elevation of 120'. Big Trees Forest Preserve is a natural park and there is little man-made development.



BIG TREES FOREST PRESERVE



City Springs Park

Address: 1 Galambos Way

Acreage: 1.05 acres

City Green is a component of the new Sandy Springs city center, City Springs. City Springs opened in May 2018 and is a multi-purpose site. It is home to the new City Hall, a performing arts center, shops, gyms, cafes, and more. These buildings are located around City Green, a public plaza and park area. City Green is comprised of a large lawn, a plaza area, a shade bosque with ample seating, an interactive fountain, and a restroom/ changing room facility. As it is brand new, it is in excellent condition.

CITY SPRINGS PARK



Eagle Park

Address: Mt. Vernon Road and Dupree Drive

Acreage: 0.10 acres

Eagle Park is a small, 0.1-acre pocket park at the corner of Mt. Vernon Road and Dupree Drive. Directly adjacent to Crossroads Atlanta Primitive Baptist Church, the pocket park has a sidewalk, a bench, a water fountain, and an open field area with ornamental landscaping.

EAGLE PARK



ED MOREY MEMORIAL PARK

Ed Morey Memorial Park

Address: 640 Spalding Drive
Acreage: 0.133 acres

Ed Morey Memorial Park is a small pocket park (0.133 acres) located within a large median on Spalding Court, directly adjacent to Spalding Drive. The park consists of two benches and a memorial plaque set in a circular base. There is also a small stepping stone path from Spalding Court NE to the benches in the middle of the median.



GRACE PARK

Grace Park

Address: 4811 E. Conway Drive
Acreage: 0.5 acres

Grace Park is a small park in a residential area. The park has basic amenities, including a bike rack, trash can, a water fountain with a dog bowl, benches, a short walking trail, and a gazebo with benches. There is an open lawn area and ornamental planting. The park is directly adjacent to a small cemetery. While the park is in good condition overall, the gazebo, a focal point in the park, is in need of repair and maintenance. This park is hard to access by car, as there is no parking lot. There are sidewalks connecting the park to the surrounding residential areas.



HAMMOND PARK

Hammond Park

Address: 705 Hammond Drive
Acreage: 13.708 acres

Hammond Park is a large community park at the intersection of Hammond Drive NE and Glenridge Drive. Hammond Park is a completely developed park with ample recreational opportunities. The park is accessed via Hammond Drive NE and the entrance road leads to two parking lots. The upper parking lot has 58 parking spaces and is made of permeable pavement. The lower parking lot has approximately 90 spaces, including six ADA parking spaces, and provides ADA access to the park. An additional ten spaces east of the lower parking lot are also constructed of permeable pavement.

The Hammond Park Gymnasium is directly west of the lower parking lot, and a large multi-purpose turf field is directly south of the lower parking lot. There are four tennis courts directly east of the multi-purpose turf field, as well as a restroom building and two basketball courts. There is a small parking lot to the west of the basketball courts with 28 parking spaces, including two ADA spaces. This parking lot is located directly off Glenridge Drive.



JOHNSON FERRY RD - NORTH

Johnson Ferry Road / Riverside Greenspace - North - Riverside Bluff

Address: 6880 Riverside Drive
Acreage: 4.133 acres

Located at the northwestern corner of Johnson Ferry Road and Riverside Drive, this property is currently not open to the public. This site features a steep entry drive and is located on a bluff overlooking the Chattahoochee River. There is no parking area for this site.



JOHNSON FERRY RD - SOUTH

Johnson Ferry Road / Riverside Greenspace - South

Address: 6880 Riverside Drive
Acreage: 4.79 acres

Located at the northeastern corner of Johnson Ferry Road and Riverside Drive, this property is currently not open to the public. While the property is directly adjacent to the Chattahoochee River, the river is not visible due to the rising topography and thick vegetation. The former cul-de-sac driveway has been removed, and the site has recently been planted. There is also a retention area with a chain-link fence around it. There is no parking area for this site.



Lost Corner Preserve

Address: 7300 Brandon Mill Road
Acreage: 24 acres

Lost Corner Preserve is a unique community park located at the corner of Dalrymple Road / Riverside Drive and Brandon Mill Road NW. This 24-acre park is home to a renovated historic home, community garden, greenhouse, apiary, and approximately one mile of walking trails. The park's parking lot is accessed via Brandon Mill Road. There are about 35 parking spaces, including two ADA spaces, and the parking lot is made of permeable pavers. The permeable pavers extend into the paved path that leads to the renovated bungalow-style cottage. The community garden is located between the parking lot and the cottage to the east of the path. The greenhouse is located just south of the cottage. The land west of the parking lot and cottage is heavily wooded and can be accessed via mulched trails.



LOST CORNER PRESERVE



Marsh Creek Rain Garden

Address: 100 Johnson Ferry Road
Acreage: 2.2 acres



Marsh Creek Rain Garden is a new park that celebrates stormwater and stormwater design. This 2.2-acre neighborhood park is accessed via Johnson Ferry Road, where there is a small, permeable pavement parking lot with five parking spaces, including one ADA space. The park is clearly denoted by stone-veneer piers and decorative aluminum fence. There are two uncovered picnic tables to the west of the parking lot. The concrete trail leads from the parking lot down, via stairs and a ramp, to the retention basin, which is the focal point of the park. Plants throughout the park are used to filter pollutants from stormwater. There are three covered picnic tables at the base of the stairs. The concrete trail follows the circumference of the pond, and there are stopping points along the path, which are either denoted by benches or interpretative signage. There is also a deck that overlooks a smaller detention area. There is a large crab orchard stone retaining wall topped with an aluminum decorative fence around the west and north sides of the park.

MARSH CREEK RAIN GARDEN



Morgan Falls Athletic Fields

Address: 450 Morgan Falls Road
Acreage: 27.26 acres



The Morgan Falls Athletic Fields park is a large sports complex located off Morgan Falls Road in the northern area of Sandy Springs. The park features 10 ball fields, most of which are used for baseball and softball while some of the fields are converted into soccer and football fields. There are two large asphalt parking lots off the entry road into the park, Morgan Falls Place NE. The upper parking lot has approximately 80 spaces including three ADA spaces. The lower parking lot has approximately 125 spaces including 6 ADA spaces. There are 5 baseball/softball fields between the upper and lower parking lots, as well as a restroom building and concession building. There is a central path between four fields and the fifth field is at the terminus of the path. Each field has a scorekeeper's box and bleachers, as well as lights.

The remaining five fields are located to the southeast of the entrance road and lower parking lot. The lower parking lot has about 130 spaces, including 6 ADA accessible spaces. There is a roundabout entry drop-off area between the parking lot and Morgan Fall Place NE. The concessions/ restrooms/office building is located directly off the drop-off area. There is also an arbor along one edge of the drop-off area. Next to the concessions building is an elevated plaza area with picnic tables and umbrellas, which overlooks the fields. The picnic area is ADA accessible. Four of the fields are strictly for baseball/softball, and the fifth field is used for baseball/ softball, soccer, and football. All five fields have metal bleachers, dugouts and scorekeepers' boxes.

MORGAN FALLS ATHLETIC FIELDS



Morgan Falls Overlook Park

Address: 200 Morgan Falls Road
Acreage: 27.811 acres

Morgan Falls Overlook Park, opened in 2010, was the first new park opened by the City of Sandy Springs since its incorporation. Amenities include picnic pavilions, a playground, restrooms, boat dock, hiking trail, fire pit, porch swings and scenic views. This park is in excellent condition with a need for only minor repairs and improvements.



MORGAN FALLS OVERLOOK PARK



MORGAN FALLS RIVER PARK / DOG PARK

Morgan Falls River Park/Dog Park

Address: 100 Morgan Falls Road
Acreage: 3.421 acres

Morgan Falls River Park/Dog Park is located along the Chattahoochee River and includes a boat ramp, fishing pier, and informational signage about the dam. A gravel parking lot serves the activities along the river and a dog park. The dog park is small and heavily used, and the turf is mostly gone.

Wayfinding sign was not found but along the water, there is signage about Morgan Falls and the dam. Repairs to the gravel parking area are needed. This park lacks hiking trails or other passive recreation activities.



RIDGEVIEW PARK

Ridgeview Park

Address: 5200 South Trimble Road
Acreage: 20.72 acres

Ridgeview Park is a passive 20.7-acre community park, adjacent to Ridgeview Charter Middle School, located off S. Trimble Road. There is a small parking lot with approximately 15 parking spaces; there are no ADA-accessible parking spaces. Directly adjacent to the parking lot is a small playground. The playground equipment is in fair condition. The rest of the developed area of the park features a large picnic area with a pavilion and outdoor fitness/ exercise equipment (vita course). The southwestern portion of the park is undeveloped, with the exception of a natural-surface trail, and is heavily wooded. Erosion from stormwater runoff is an issue in the park. The park is accessible to residents in the surrounding neighborhoods via sidewalks.



HERITAGE SANDY SPRINGS

Heritage Sandy Springs (Sandy Springs Historical Area)

Address: 6075 Sandy Springs Circle
Acreage: 5.206 acres

The Sandy Springs Historical Area is comprised of three distinct zones: an outdoor amphitheater/bandstand, a park-like garden area called Heritage Green, and the Williams-Payne House. The amphitheater area is a large, tiered open area with six levels and a raised stage. The stage has a semi-circular arbor around the back. There are concrete sidewalks around the amphitheater, as well as concrete retaining walls between each level. The “seating area” of the amphitheater is open grass. At the back (eastside) of the amphitheater, there is another arbor with benches underneath. There is a small parking lot and the Heritage Sandy Springs office building directly north of the amphitheater.

Heritage Green is located directly west of the amphitheater and office building. It features a large open lawn area with an ADA-accessible paved trail. A small stream begins at a natural spring, marked by a spring structure, and bisects the lawn. There is a large octagonal gazebo and wooded trails and boardwalks. This area has a large amount of ornamental landscape planting, as well as benches and trash cans.

The Williams-Payne House (1878) is an old farmhouse that is now home to a museum. There is a simple front yard with minimal ornamental landscape plantings, a sidewalk in the middle of the yard, and a white picket fence.



SANDY SPRINGS TENNIS CENTER

Sandy Springs Tennis Center

Address: 500 Abernathy Road
Acreage: 27.662 acres

The Sandy Springs Tennis Center is a large tennis complex located on the north side of Abernathy Road. There is a large parking lot with about 20 spaces, including five ADA-accessible spaces, which is shared with a neighboring building/business. Visitors access the tennis courts through the clubhouse, which also houses the pro shop and locker rooms. There are 20 hard courts and 4 clay courts, all of which are lighted. There are concrete sidewalks connecting all of the tennis courts. There are concrete bleachers overlooking two of the tennis courts closest to the clubhouse.

The other tennis courts do not have bleachers, but do have benches on the courts. There is an asphalt walking/jogging trail surrounding the perimeter of the tennis courts. When the tennis center hosts large tournaments, the parking deck across Abernathy Road on the veterinarian hospital property is utilized.

Windsor Meadows Park

Address: 825, 835, & 845 Windsor Parkway,

Acreage: 5 acres

Status: Recently Developed

This new four-acre passive park was recently opened and in construction when our team conducted the review.

Undeveloped Parks

The City of Sandy Springs has several undeveloped park properties, which are summarized below.

Crooked Creek Park

Address: 6550 River Exchange Drive, Sandy Springs, GA 30350

Acreage: 4.45 acres

Crooked Creek Park is planned to be developed for wooded trails and will connect to the Holcomb Bridge Unit of the Chattahoochee National Recreation Area.

Old Riverside Property

Address: 6500 Old Riverside Drive NW, Sandy Springs, GA 30328

Acreage: 23.23 acres

The old Riverside property is a former Fulton County water treatment site. It is not open to the public. The property has an asphalt driveway to the old facility. Part of the site has a large open field area. Although the site borders the river, access is challenging due to the significant slope down to the water.

Abernathy Veterinary Property

Address: 445 Abernathy Road, Sandy Springs, GA 30328

Acreage: 4.165 acres

Status: Protected Greenspace

The parking lot at this veterinary clinic is used during tournaments at the Sandy Springs Tennis Center, which is directly across Abernathy Road.

Kitty Hawk Property

Address: Corner of Long Island Drive and Kitty Hawk Drive, Sandy Springs, GA 30328

Acreage: 0.5 acres

This is a small parcel lot

City Springs Park II

Address: 6201 Roswell road, Sandy Springs, GA 30328

Acreage: 2.35 acres

Status: Planned



OLD RIVERSIDE PROPERTY

CITY OF SANDY SPRINGS PARKS ADA TRANSITION PLAN 2018

Location	Item	Status 2013	Status 2018	Projected Remediation Program Year
Big Trees Park	Correct curb ramp @ parking	Not Completed - Fulton County Owned Property	Compliant	
	Restripe parking lot	Not Completed - Fulton County Owned Property	Compliant	
	Provide accessible connection between trail head and parking lot.		Compliant	
	Repair railings	Not Completed	Compliant	
	Provide accessible route to Log House Trailer		Compliant	
Gymnasium	Restroom building	Constructed 2016	Compliant - constructed to ADA Standards	
	Extend shelf for front access	Not Completed	Compliant	
	Reconfigure picnic tables	Not Completed	Compliant	
Grace Park	ADA restroom	Not Completed	Compliant - completed 2018	
	Install accessible Parking	No land available for parking lot.		
The Dog Park	Install ramp on gazebo	Not Completed	Not Completed	
	Install accessible path	Temporary Facility	Leased Space	
Hammond Park	Reconfigure bathrooms	Not Completed - Redevelopment Priority, compliance ensured	Leased Space	
	Repair railings	Not Completed - Redevelopment priority, compliance ensured	Not Completed - Redevelopment priority, compliance ensured	
Tennis Center	Install railing at play area	Not Completed - Redevelopment	Not Completed - Redevelopment	
	Provide accessible connections between streets and park.	priority, compliance ensured	priority, compliance ensured	
	Reconfigure picnic tables	Not Completed - Redevelopment	Not Completed - Redevelopment	
Allen Road Park	Provide Accessible Route to Elevator from accessible parking.	Not Completed	Not Completed	
	Add curb or rail to ramps at Abernathy Road	Not Completed	Not Completed	
Island Ferry Park	Provide Accessible Routes from Lake Forrest and Allen Road parking areas	Not Completed	Not Completed	Remediations in design 2018
	Provide accessible picnic table(s)	Not Completed	Not Completed	Remediations in design 2018
Windsor Meadows Park		Constructed 2016-2018	Compliant - constructed to ADA Standards	
Ed Morey Park				
Abernathy Greenway North		Constructed 2012-2015	Compliant - constructed to ADA Standards	
Abernathy Greenway South		Constructed 2016-2018	Compliant - constructed to ADA Standards	
Abernathy Park			Compliant	
Cliffwood Pocket Parks		Constructed 2000	Compliant - constructed to ADA Standards	
Lost Corner Preserve Site		Constructed 2014-2016	Compliant - constructed to ADA Standards	
Lost Corner Preserve Meeting House		Constructed 2016-2017	Compliant - constructed to ADA Standards	
Sandy Springs Historic Site		Completed		
Historic Site Office			Not completed	Structure to be demolished
Williams-Payne House				
Amphitheater			Compliant - constructed to ADA Standards	
Blue Stone Building		Completed		
Morgan Falls Overlook Park		Constructed 2012-2013	Compliant - constructed to ADA Standards	
Morgan Falls River Park & Dog Park		Constructed 2016-2018	Compliant - constructed to ADA Standards	
Morgan Falls Athletic Fields Park				
Riverside/Johnson Ferry Greenspaces			Conservation areas not open to the public	
Ridgeview Park				
Marsh Creek Rain Garden Park		Constructed 2016-2018	Compliant - constructed to ADA Standards	
City Green		Constructed 2016-2018	Compliant - constructed to ADA Standards	
Anne Frank Exhibit		Leased retail space		Programmed to relocate

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3.3 Transportation Infrastructure Transition Plan

To address current issues with sidewalk and curb ramps per the Americans with Disabilities Act (ADA) standards, the City has a capital improvement plan to build new infrastructure and a maintenance program that repairs current infrastructure.

Capital Improvement Program

The Capital Improvement program focuses on completing the sidewalk network in the City to ADA standards. All components of current and future capital improvement projects are required to adhere to ADA and Manual on Uniform Traffic Control Devices (MUTCD) standards.

Bicycle, Pedestrian, and Trail Implementation Plan (2014)

The City of Sandy Springs developed a Bicycle, Pedestrian, and Trail Implementation Plan in 2014. This plan included a citywide assessment of the bicycle and pedestrian network based on level of service and demand on the arterial and collector roads. The plan sets citywide priorities for the bicycle and pedestrian networks.

Sidewalk Master Plan Network (2016)

The City of Sandy Springs developed a Sidewalk Master Plan Network in 2016 that established a policy framework of where the City will prioritize new sidewalk projects. All potential sidewalk projects must be identified as part of the Sidewalk Master Plan Network.

Sidewalk Program (Ongoing)

Using the established Sidewalk Master Plan Network, the City's sidewalk program identifies and prioritizes locations for new sidewalk projects. These projects include construction of new sidewalks and sidewalk gap infill.

The projects included in the Sidewalk Master Plan are analyzed and prioritized in order of importance. The projects are scored using the following criteria:

- Right of Way Availability (10 points)
- Anticipated Utility Relocations (5 points)
- Constructability (5 points)
- Evidence of Pedestrian Activity (10 points)
- Roadway Classification (5 points)
- Proximity to Schools (5 points)
- Overall Project Cost (5 points)
- Proximity to Parks (5 points)
- Gap Closure (5 points)

A list of recently completed and currently active sidewalk program projects are listed below. These projects will be completed based on funding availability. From 2016 to 2021, revenue collected from the Transportation Special Purpose Local Option Sales Tax (TSPLOST) program will support many of these projects. The TSPLOST funded projects were shared with the public to solicit feedback before the list was finalized.

Project ID	Project Description	Project Status
CC0010	Sandy Springs Circle Streetscape	ACTIVE
T0033-7	CDBG 7 - Roswell Road Streetscape	ACTIVE
T0034	Morgan Falls Road Improvements	ACTIVE
T0043	Roswell Road at Glenridge Intersection	ACTIVE
T0062-1	Johnson Ferry Streetscape	ACTIVE
T0062-2	Mt. Vernon Hwy Multipurpose Path	ACTIVE
T0062-3	Sandy Springs Circle Streetscape, Ph. 1	ACTIVE
T6016-2	Dudley Lane Sidewalk	ACTIVE
T6018-1	Hammond Drive	ACTIVE
T6018-2	Bluestone Rd	ACTIVE
T-7238	Johnson Ferry at Riverside Intersection	ACTIVE
TS103	Spalding Dr. at Dalrymple Rd.-Trowbridge Rd.	ACTIVE
TS105	Roswell Rd. @ Grogan's Ferry	ACTIVE
TS106	Northside at Riverview-Old Powers Ferry	ACTIVE
TS108	Roswell Road at Dalrymple Road	ACTIVE
TS109	Peachtree Dunwoody at Windsor Parkway	ACTIVE
TS110	Mount Paran at Powers Ferry Rd.	ACTIVE
TS111	Spalding Dr. at Pitts Rd.	ACTIVE
TS116	Dunwoody Club at Jett Ferry	ACTIVE
TS132	Ashston Woods Connector Road	ACTIVE
TS161	Johnson Ferry - Harleston/Glenridge	ACTIVE
TS163	Johnson Ferry Rd at Glenridge Conn Sidewalk	ACTIVE
TS164	Windsor Pkwy Sidewalk	ACTIVE
TS167	Brandon Mill Rd: Marsh Cr/Lost Forest Sidewalk	ACTIVE
TS169	Dunwoody Club Dr Sidewalk	ACTIVE
TS170	Interstate North Pkwy Sidewalk	ACTIVE
TS171	Roberts Drive Sidewalk	ACTIVE
TS172	Brandon Mill Rd: Lost Forest/Brandon Mill Rd	ACTIVE
TS191	Johnson Ferry Earmark - Intersection of Johnson Fry & Mt. Vernon	ACTIVE
TS192	Mount Vernon Highway Corridor Study	ACTIVE
TS193/T0024	Hammond Improvements (Roswell to Glenridge)	ACTIVE
TS201	Ga 400 Multiuse Path	ACTIVE
T0002-3	Johnson Ferry Streetscape extension to Abernathy	COMPLETED
T0008	Roswell Road Streetscape - Cliftwood to Hammond	COMPLETED
T0033-6	CDBG 7 - Northridge Road Pedestrian Lighting	COMPLETED
T0055	Dupree Sidewalk from Powers Ferry to Old Powers Ferry	COMPLETED
T0058	Boylston Connector	COMPLETED
T6015-1	Dalrymple at Spalding Sidewalk	COMPLETED
T6015-2	Hammond Dr. - Mt. Vernon Road Sidewalk	COMPLETED
T6015-3	Brandon Mill Sidewalk	COMPLETED
T6016-1	Glenridge Dr Sidewalk - Greenland Dr	COMPLETED
T6016-3	Glenridge Dr Sidewalk	COMPLETED
T6017-1	Spalding Drive Sidewalk	COMPLETED
T6017-2	Windsor Parkway Sidewalk	COMPLETED
TS115	Mt. Vernon Rd. at Long Island Drive	COMPLETED
TS165	Northwood Dr Sidewalk	COMPLETED

Source: City of Sandy Springs TSPLOST Program (2018)

Maintenance Program

The City maintains sidewalk infrastructure through the Trip Hazard Removal Program and responds to resident requests for upgrading pedestrian signals. Infrastructure repairs are also completed as part of capital projects (including non-sidewalk projects) and street repaving.

Trip Hazard Removal Program (Ongoing)

While the Capital Improvement program adds new infrastructure, the Trip Hazard Removal program provides maintenance for existing infrastructure. Through this program, the City inspects sidewalks and identifies obstructions to be removed and uneven sidewalk conditions. The City has routinely removed trip hazards since the incorporation of the City in 2005, but in 2016 the City decided to focus on larger efforts to remove hazards in specific areas. These focus areas are driven by resident requests and the opening of City Springs. The areas include the residential subdivisions, Roswell Road, and the area surrounding City Springs. When removing any trip hazard, the City adheres to ADA standards.

Accessible Pedestrian Signals (APS) Maintenance and Upgrades (Ongoing)

The City of Sandy Springs maintains pedestrian signals with push buttons for every crosswalk located at a signalized intersection. The City also upgrades push buttons to accessible pedestrian signals with audible walk indications based on resident requests. Residents may make these requests by contacting the City of Sandy Springs call center or reporting it through the Sandy Springs Work app.

APPENDIX A: Inventory Methodology and Findings

The public right-of-way in the City of Sandy Springs includes streets, roadways, sidewalks, pedestrian crossings, and curb ramps. Data has been collected for sidewalks, curb ramps, and crosswalks in the public right-of-way. This data documents the condition of the pedestrian infrastructure within the City and can be used to identify locations in need of future improvement.

Data Collection Methodology

Sidewalk and Curb Ramp Data Methodology

Sidewalk and curb ramp data was collected separately from crosswalk data. In November 2016, the City of Sandy Springs worked with a research team at Georgia Institute of Technology to collect sidewalk and curb ramp data in the City of Sandy Springs. Data was collected for all sidewalks and pedestrian pathways in Sandy Springs that could be identified through satellite imagery and walking tours. Data was collected for 220 miles of sidewalk and 2,206 curb ramps. The intent of this data collection was to develop an asset management system for the City.

Sidewalk data was collected using the Sidewalk Sentry system. This system uses a wheel-chair mounted tablet to record geo-coded video and vibration data to determine sidewalk conditions. This wheel-chair mounted tablet was rolled over 220 miles of sidewalk in the City. Curb ramp data was manually collected through a smartphone app, Sidewalk Scout. Researchers went into the field and manually entered the data into the app.

The following table presents the different sidewalk problems identified, how each problem is defined, and the Americans with Disabilities Act (ADA) standard, when applicable.

Sidewalk Problems

Sidewalk Problem	Description
Potholes	<ul style="list-style-type: none"> Sidewalk depression or a hole in the sidewalk
Obstructions	<ul style="list-style-type: none"> Any permanent item that eliminates the ability of a walking or wheelchair-bound pedestrian to pass freely on the sidewalk Obstructions reduce the horizontal clearance of the sidewalk to less than 3ft or the vertical clearance to under 80 inches
Debris	<ul style="list-style-type: none"> A temporary obstruction such as fallen vegetation, traffic cones, trash, etc. Either reduces the horizontal clearance of the sidewalk to less than 3ft or the vertical clearance to under 80 inches May cause vertical displacements that would obstruct a wheelchair's path of travel, or reduce the stability and/or slip-resistance of the surface
Uneven surfaces	<ul style="list-style-type: none"> Disjointed pavement commonly resulting from tree root uplift or sidewalk settling. Vertical displacements from 1/4 to 1/2 inch must be beveled to a slope no greater than 1:2 Vertical changes greater than 1/2 inch must be smoothed so as not to exceed a ramp slope of 8.33%
Sidewalk width	<ul style="list-style-type: none"> 36 inches minimum clear width per ADAAG If the width is less than 60 inch width, a 60-inch by 60-inch passing space must be provided every 200 feet
Other	<ul style="list-style-type: none"> Any other issue not discussed in the table. Issues classified as "other" require the reporter to enter a comment describing the issue

Source: Georgia Tech "Sidewalk and Ramp Condition Data Collection and Analysis for Sandy Springs" Report (2016)

Standards for Ramp Design Features

Sidewalk Design Feature	Federal Standards (ADAAG/PROWAG)
Clear Ramp Width	<ul style="list-style-type: none"> 36 inches minimum (same as the value for sidewalks)
Passing Area on the Top Ramp Landing	<ul style="list-style-type: none"> 36 inches behind ramp
Ramp Obstructions	<ul style="list-style-type: none"> No obstructions may be present within the pedestrian access route
Ramp Pavement Material	<ul style="list-style-type: none"> Surface must be “firm,” “stable,” and “slip-resistant”
Detectable Warning Surface	<ul style="list-style-type: none"> Detectable warning surface must be present

Source: Georgia Tech “Sidewalk and Ramp Condition Data Collection and Analysis for Sandy Springs” Report (2016)

Crosswalk Data Collection Methodology

Crosswalk data in the City of Sandy Springs was collected in June 2018 by a contractor, Infrastructure Management Services (IMS). This data collection was part of a larger pavement condition and striping condition collection effort that the City undergoes around every three years. Each crosswalk at an intersection was evaluated separately from the other crosswalks, and given a condition rating as described below:

Sidewalk Condition Criteria

Condition	Criteria
Good	The marking is clear and clean with no fading.
Fair	The marking is visible with signs of wear.
Poor	The marking is faded, or hard to see.

Data Source: IMS data provided to City of Sandy Springs (2018)

Note, for every crosswalk at a traffic signal, the City provides a pedestrian push button. There are also several accessible pedestrian signals (APS) along Roswell Road that provide auditory direction in addition to visual direction.

Findings

The findings from the data collection efforts are summarized below into three categories:

- Sidewalks
- Curb Ramps
- Crosswalks

Please note, all public schools in the City of Sandy Springs are accessible via sidewalk and connect to the greater sidewalk network. The majority of public facilities and parks within the City have at least one accessible point by sidewalk. East Palisades Park, Powers Island Park, and Riverside Park are not connected to the sidewalk network.

Sidewalks

Percentage of Sidewalks Completed from Sidewalk Network Master Plan

Sidewalk	Miles	Percent Complete
Constructed	128.26 miles	58%
Unconstructed	91.70 miles	42%
Grand Total	219.96 miles	

Data Source: City of Sandy Springs Sidewalk Data and Sidewalk Master Plan (2016)

Sidewalk mileage based on total sidewalk length in the plan, not roadway centerline length.

Sidewalk Defect Types

Defect	Total Number of Defects in the City
Debris	124
Obstruction	46
Uneven	1,600
Potholes	242
Width Issue	50
Other	16
Total Defects	2,078

Source: Georgia Tech "Sidewalk and Ramp Condition Data Collection and Analysis for Sandy Springs" Report (2016)

Transit Stops adjacent to Sidewalk

	Number of Stops	Percentage
Transit Stops adjacent to sidewalk	182	94%
Transit stop without sidewalk	12	6%
Total	194 Stops	

Data Source: MARTA (2018), City of Sandy Springs Sidewalk Data

Curb Ramps

Types of Curb Ramps

Ramp Style	Count	Percentage
Perpendicular	809	37%
Standard	671	31%
Combination Diagonal & Parallel	280	13%
Diagonal	207	9%
Built up	3	0%
Combination Perpendicular & Parallel	52	2%
Parallel	23	1%
Other	133	6%
Not Reported	6	0%
Grand Total	2,184	

Data Source: Georgia Tech "Sidewalk and Ramp Condition Data Collection and Analysis for Sandy Springs" Report (2016)

Widths of curb ramps (48" minimum preferred)

Less than or equal to 36"	17	1%
Less than 48"	86	4%
Greater or Equal to 48"	2,081	95%
Total	2,184	

Data Source: Georgia Tech "Sidewalk and Ramp Condition Data Collection and Analysis for Sandy Springs" Report (2016)

Curb Ramps with Detectible Warning Surface

Present	1,457	67%
Absent	727	33%
Total	2,184	

Data Source: Georgia Tech "Sidewalk and Ramp Condition Data Collection and Analysis for Sandy Springs" Report (2016)

Condition of Curb Ramps with Detectible Warning Surface

Compliant	1,407	97%
Noncompliant	45	3%
Not Reported	2	0%
Total	1,454	

Data Source: Georgia Tech "Sidewalk and Ramp Condition Data Collection and Analysis for Sandy Springs" Report (2016)

Crosswalks

Crosswalks in the City of Sandy Springs

Crosswalk Type	Number of Crosswalks
Cross Walk	62
Hi-Visibility Cross Walk	493
Grand Total	555

Data Source: IMS data provided to City of Sandy Springs (2018)

Crosswalks in the City of Sandy Springs by Condition

Crosswalk Type	Crosswalk Condition				Grand Total
	Good	Fair	Poor	Not Reported	
Cross Walk	44	14	3	1	62 (11%)
Hi-Visibility Cross Walk	284	126	83	0	493 (89%)
Grand Total	328 (59%)	140 (25%)	86 (15%)	1 (<1%)	555

Data Source: IMS data provided to City of Sandy Springs (2018)

Crosswalks at Traffic Signals

Crosswalk Type	Crosswalk Condition				Grand Total
	Good	Fair	Poor	Not Reported	
Cross Walk	34	13	3	1	51 (15%)
Hi-Visibility Cross Walk	151	81	54	0	286 (85%)
Grand Total	185 (55%)	94 (28%)	57 (17%)	1 (<1%)	337

Data Source: IMS data provided to City of Sandy Springs (2018)