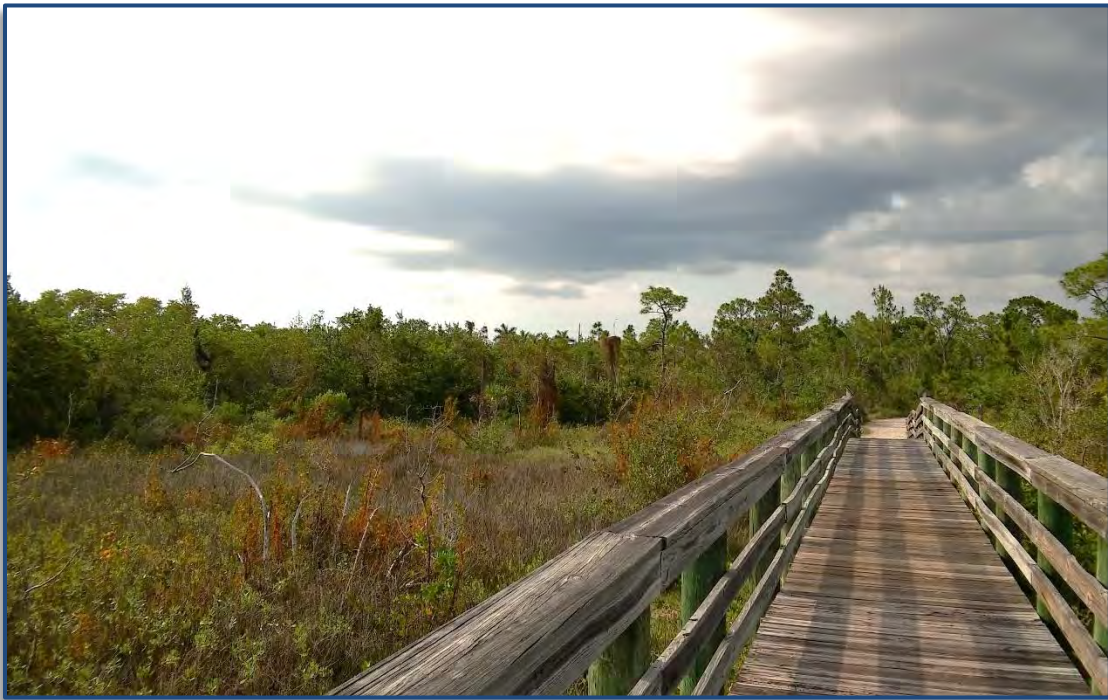




CITY OF PUNTA GORDA ADA TRANSITION PLAN FINAL REPORT Nature Park

October 4, 2017

Prepared For:
City of Punta Gorda
326 West Marion Avenue
Punta Gorda, Florida, 33950



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1.0 LOCATION MAP

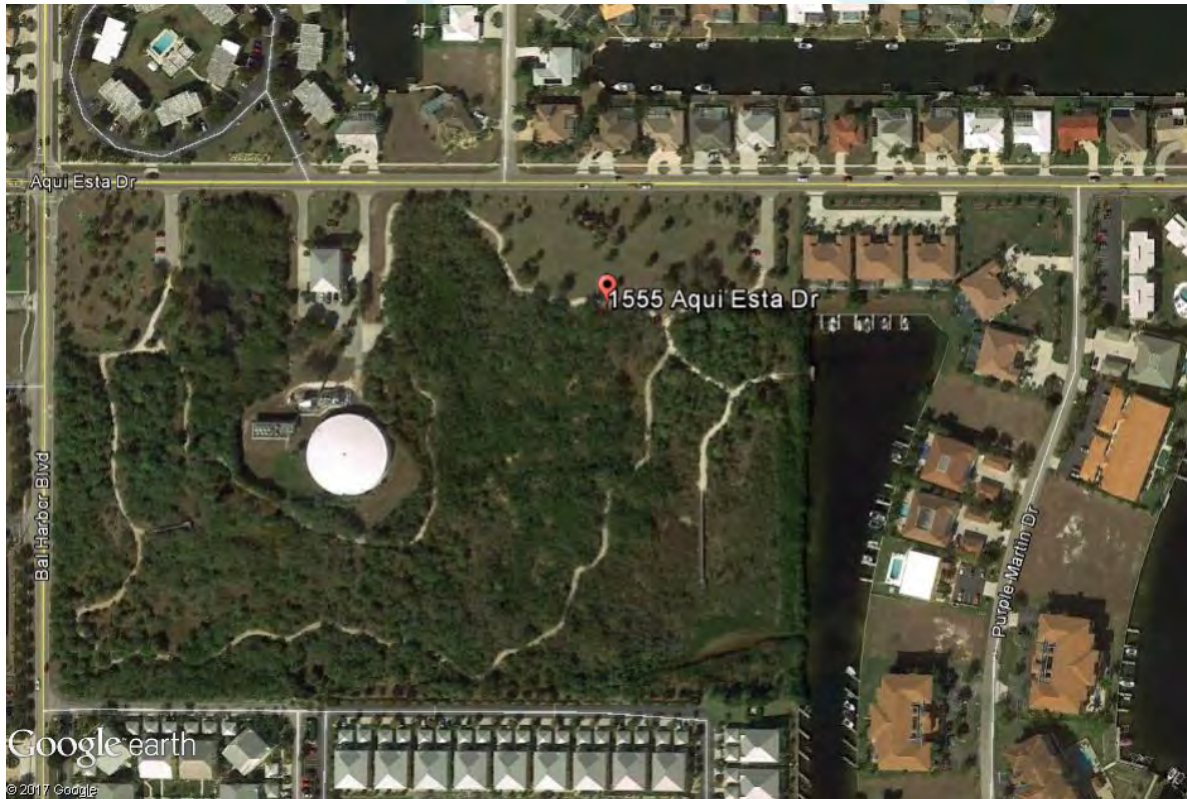


Figure 1-1 - Location Map

1.1 FACILITY DESCRIPTION

Nature Park is located at 1555 Aquí Esta Drive, on the corner of Aquí Esta Drive and Bal Harbor Boulevard. The park is a 21 acre environmental preserve with a 1 mile walking trail, boardwalks, and fishing pier.

General public access to the facility is allowed. The facility can be accessed via two parking lots located off of Aquí Esta Drive.



2.0 ASSESSMENT PROCESS

2.1 PUBLISHED STANDARDS

As indicated in our project proposal, the findings for each facility assessed under the project will be provided in the form of an Accessibility Assessment Report, or AAR. This AAR conforms to ASTM E2018-01 - Standard Guide for Property Assessments: Baseline Property Condition Assessment Process standards.

The AAR is intended to identify defects or deficiencies in compliance with the Americans with Disabilities Act Accessibility Guidelines (ADAAG), and Florida Accessibility Code (FAC), as well as any other code deemed applicable and to recommend necessary improvements that could improve accessibility of the assessed facilities by individuals with disabilities. Our assessment is based on spaces, areas, elements, or features that can or could be accessed by the general public. Attention to equipment or work spaces not allocated for use by individuals with disabilities has not been evaluated. Nevertheless, where work areas that may allow individuals with disabilities to be employed are identified by the facility member interviewed during the introductory stage of the assessment are identified, these areas have been assessed and any deficiencies noted are reported herein.

The date the facility was constructed or renovated is important to determine so that applicable standards can be applied during the assessment process. ADAAG became enforceable in January 1992 with a revision becoming enforceable in 2012. The FAC has had various revisions over the years. This AAR reports deficiencies according to ADAAG and FAC standards as appropriate to the condition assessed.

3.0 ASSESSMENT PROCESS

A facility walk-thru and assessment of site and elements for compliance with applicable accessibility standards was conducted on June 14, 2016. The assessment was conducted by Tindale Oliver staff, certified as Accessibility Inspectors.

The facility survey addressed each accessible element and space within and external to the facility and included applicable elements such as path-of-travel (accessible route), parking, curb ramps, entrances/exits, ramps, hardware, and all other occupiable spaces and elements covered by the ADAAG.

The survey included physical measurements and counts for components or systems. Survey findings were collected and recorded on Tindale Oliver's custom made, Android based, ADA compliance checklist application. Photographs were taken with the tablet of each area of the facility for familiarization and later reference to illustrate deficiency findings. The digital data and photographs were then uploaded to a database on our secure servers for backup. Where appropriate, photographs have been included in this AAR to illustrate issues or deficiencies where necessary.



The facility survey consisted of non-intrusive visual observations, which allowed for a readily accessible and easily visible components and systems assessment of the facility which included measurements of space and clearance dimensions, slope, walkway widths, reach ranges, maneuverability measurements, etc.

4.0 FINDINGS AND DEFICIENCIES

4.1 GENERAL

The use and occupancy of Nature Park dictates egress requirements and accessible route requirements consistent with the ADAAG regulations. Because the general public does access the park, and in the interest of establishing an accessibility compliance baseline condition report of the facility, a full accessibility assessment was conducted. Where deficiencies in compliance with ADAAG or FAC exist, descriptions of the deficiency, regulatory requirement(s) pertinent to the deficiency, a photograph or sketch illustrating the deficient element, and recommendations for remediation of the deficiency are listed below.

4.2 PARKING

Assessments

There are two parking lots used by visitors of Nature Park, one on the east side of the park and one on the west side of the park. Each parking lot has 5 total parking spaces with 1 being marked as being accessible. There are some minor violations for the accessible parking space located in the eastern parking lot, as described below.

1. **FAC 502.2** states that “Each (accessible) parking space must be at least 12 feet wide.” Due to the overgrown grass, the accessible parking space in the eastern parking lot does not meet the minimum requirements.



Figure 4-1 – Existing Accessible Parking Space in the East Lot



Recommendations

Remove and maintain the overgrown grass adjacent to the accessible parking space in the eastern parking lot so that the accessible parking space is a minimum of 12' wide, per **FAC 502.2**.

4.3 ACCESSIBLE ROUTE

Assessments

Nature Park's trails are made up of crushed shell, rock, and sand; are not firm, stable, or slip resistant per **ADAAG 302.1**; and are therefore not accessible as shown in the photos below. There are a variety of amenities that are only accessible via this trail, as further described in the following section.



Figure 4-2 – Non-Accessible Routes within Nature Park

Recommendations

Due to the age and presence of amenities within this park, it is recommended that a portion of Nature Park be paved to create an accessible route so all users may access it and use its amenities.

As further described in the following sections, it is recommended that at a minimum, an accessible route be created between the accessible parking spaces and the nearby fishing pier and boardwalks/observation decks. As shown in the map below, creating an accessible route between these locations can be accomplished via a two-phase paving program.

For this proposed phasing program, Phase 1 is approximately 650 feet and Phase 2 is approximately 575 feet in length. Be aware that if the route is less than 60 inches wide, level passing spaces complying with **ADAAG 403.5.3**, with a minimum dimension of



60"x60" or T-shaped spaces complying with **ADAAG 304.3.2**, must be provided every 200 feet.



Figure 4-3 – Non-Accessible Routes within Nature Park

4.4 AMENITIES

Assessments

There are a variety of amenities located throughout Nature Park. However, only one picnic table is currently accessible. With this one exception, the barriers to accessibility are primarily due to the non-accessible material the trail is made from thereby making the amenities not accessible.

ADAAG 302.1 states that, "Floor and ground surfaces shall be stable, firm, and slip resistant."

ADAAG 305.2 generally states that "a 30"x48" firm, stable, slip resistant, and level clear floor space shall be provided."

ADAAG 308.2 states that, "The high forward reach shall be 48" maximum and 15" minimum."





Figure 4-4 – Non-Accessible Amenities

Recommendations

When paving the accessible trail, make sure the adjacent amenities are also accessible. This may entail relocating the amenities to be adjacent to the trail or paving an additional section of trail to reach the amenities. In addition, it was found that the fish-hook return pipe is located above 48" high and shall need to be lowered to be ADA accessible.

4.5 BRIDGES & BOARDWALKS

Assessments

There are non-compliant slopes/lack of handrails on the bridges, boardwalks, and fishing piers located within the park

- The bridge has a running slope of 7.5%.
- The fishing pier has a running slope of 6.6%.
- The boardwalk has a running slope of 7.7%.
- None of these locations have ADA compliant handrails or edge protection.

ADAAG 403.3 states that, “The running slope of a walking surface shall not be steeper than 5%.”

ADAAG 405.2 states that, “Ramp runs shall have a running slope not steeper than 8.33%.”

ADAAG 405.8 states that, “Ramp runs with a rise greater than 6” have handrails complying with ADA 505.”

ADAAG 405.9 states that, “Edge protection shall be provided on each side of ramp runs...”

ADAAG 505 generally states that handrails:

- Shall be located on both sides of the ramp
- Shall be located between 34” and 38” high



Figure 4-5 – Sediment accumulation along path

Recommendations

If a paved accessible route is created in Nature Park, it is recommended that it be connected to a boardwalk or fishing pier. If so, these features shall also need to be modified to make them ADA compliant, such as adding ADA compliant handrails and edge protection where the slope is steeper than 5%.



5.0 IMPLEMENTATION AND FINANCIAL PLAN

In the previous sections, the improvements that are required to improve accessibility conditions to the facility were identified. The next step in the process is the development of an Implementation and Financial Plan for improvements. This was undertaken through the following efforts:

- preparing cost estimates for the required improvements;
- identifying funding that is available for the improvements; and
- reviewing the specific improvements in more detail and categorizing them into two separate groups. These include:
 - quick fix improvements; and
 - improvements that require more time, effort, and/or funding.

5.1 DEVELOPMENT OF IMPROVEMENT COSTS

In order to develop the Implementation and Financial Plan, unit costs for each type of improvement were developed. These unit costs were based on recent experiences with other agencies and, when available, standard industry costs when local data was not available. **It is important to note that the unit costs include across-the-board assumptions that will need to be reviewed prior to the actual improvement being completed.**

Table 5-1 includes the unit costs for each type of improvement that were used to estimate the improvement costs. In addition, this table includes an estimate for the total number of items needing each type of improvement, as well as the total estimate of probable cost by improvement type.

Note that the costs included in the table below are planning level estimates, once the projects progress through design, the actual construction opinions of cost will become more refined. Also, Punta Gorda does not have the funding to go out and make all of these improvements at one time, which would offer the most economy of scale. Therefore, cost estimates are reflective of multiple smaller phases that will be more conducive to the funding available.

Again, it should be noted that the estimates are intended to reflect the order-of-magnitude costs for the City's overall facility improvement needs over the timeframe of the plan; for specific projects nearing implementation, it may be necessary for the City to conduct a more detailed cost assessment.



Improvement	Cost		Approx. Amount	Approx. Cost	Priority	Quick Fix
4.2 - Parking						
Maintain grass adjacent to accessible parking	\$500	each	1	\$500	High	Yes
4.3 - Accessible Route						
Pave Phase 1 trail	\$50	lft	650	\$32,500	Medium	No
Pave Phase 2 trail	\$50	lft	575	\$28,750	Low	No
4.4 - Amenities						
Accessible to the amenities addressed in Section 4.3						
4.5 - Bridges & Boardwalks						
Accessible route to the bridges & boardwalks addressed in Section 4.3						
Add handrails, edge protection or adjust slopes	\$10,000	each	3	\$30,000	Medium	No
Sub-Total Estimate				\$91,750		
Mobilization	\$15,000			\$15,000		
Signed & Sealed Plans	\$5,000			\$5,000		
Survey/Design	20%			\$18,400		
Inspection	10%			\$9,200		
Miscellaneous	15%			\$13,800		
Total Order of Magnitude Cost Estimates				\$153,200		

Table 5-1 Cost Estimate



5.2 DEVELOPMENT OF THE IMPLEMENTATION AND FINANCIAL PLAN

The Implementation and Financial Plan was developed to identify when the improvements should occur, based on the relative priority of the improvements and anticipated level of funding that will be available to address the improvements.

Due to the nature of the quick fix improvements, it is assumed that the majority of the identified quick fix improvements will be completed within the confines of the five-year plan, listed in the following section.

It would be ideal if Punta Gorda could take advantage of “piggy backing” needed improvements with other planned facility improvement and renovation projects. Under ideal circumstances, this would permit the City to benefit either because the project directly addresses some or all of the needed improvements, or the project allows the City to reduce its improvement costs due to the concurrent construction activities. It is not known at this time the amount of implementation costs that could potentially be saved by completing the improvements concurrent with planned projects. Therefore, potential cost savings through fund leveraging are not included in the Implementation and Financial Plan at this time. In the future, should the desire and ability to estimate the amount of costs that could be reduced through fund leveraging, the cost of the improvements for those impacted improvements may be adjusted.

To develop the plan, the prioritized list of improvements were incorporated into the Implementation and Financial Plan based on the amount of anticipated funding available each year for the improvements.

It should be stressed that the Implementation and Financial Plan will serve as a general guide for the planning of improvements and that several factors will influence the timing for implementation of specific improvements and the overall cost of the program, including:

- Opportunities for partnering with other jurisdictions or organizations on implementing improvements.
- Specific site conditions at individual locations, including landscaping, utilities, drainage, which can have a significant impact on the type of improvements required and the associated cost.
- Contracting opportunities, including awarding a unit-price contract for the implementation of improvements at multiple locations.
- Additional opportunities to relocate or consolidate individual amenities.

On an annual basis, the list of needed improvements will be reviewed against the funding that is available that year to develop a specific work program. As previously mentioned, this will involve development of more detailed cost estimates based on a review of site conditions at individual locations.



5.3 FUNDING PLAN FOR NEEDED IMPROVEMENTS

Table 5-1 presents an example of a phased implementation plan by listing the improvements with a proposed priority and their associated costs. It should be noted that the costs are estimates of probable cost, with the ultimate costs dependent upon how the work is undertaken, site conditions at individual locations, material and labor prices in future years, and potential right-of-way costs. The number of items that are consolidated, modified, relocated, or removed will also be an important variable, as well as the amount of work that will be the responsibility of other entities.

Due to the unknown level of funding currently available for accessibility improvements, current renovation schedule, and the completion of the quick-fix improvement list, the items recommended for improvement each year of the program do not necessarily have to be the highest ranking items on the priority list. However, as the improvement program progresses, high ranking items that were not initially improved should be included in future years.

It should be noted that the phased implementation plan is just a guide. The number of items improved each year and the specific locations chosen for improvement may vary due to such factors as the actual costs of the improvement. As such, the improvements will need to be reviewed and a work program developed specifying the improvements that will be undertaken on an annual basis. The improvements would be undertaken through task orders. It is envisioned that the effort could focus on implementation of improvements within specific sections of the facility or would occur with groups of similar improvements throughout the City, both of which could enable improvements to be implemented more quickly.

It should be stressed that this plan is presented as an overall guide to the implementation of improvements. City staff will need to review the needed improvements and the available funding on an annual basis to develop the annual improvement program.

