



Punta Gorda

CITY OF PUNTA GORDA ADA TRANSITION PLAN FINAL REPORT Sculpture Park

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Prepared For:

City of Punta Gorda
326 West Marion Avenue
Punta Gorda, Florida, 33950



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2.0 PROCESS OVERVIEW

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 Sculpture 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

The parking lot adjacent to Sculpture Park is owned by the City. This lot has 62 paved parking spaces, 2 of which are marked as being accessible. However, there are a handful of issues with the parking, as detailed below.

1. For a parking facility with 51 to 75 parking spaces, a minimum of 3 are required to be accessible, per **ADAAG 208.2**.
2. The lines and ISA marking for the two accessible parking spaces are fading, violating **FAC 502.6**. states that, "Each (accessible) parking space must be striped in a manner that is consistent with the standards of the controlling jurisdiction for other spaces and prominently outlined with blue paint, and must be repainted when necessary, to be clearly distinguishable as a parking space designated for persons who have disabilities."
3. Tree branches are blocking the visibility of the northern-most accessible parking sign.
4. The access aisle, adjacent to the existing accessible parking space, shown in Figure 4-1, does not connect to the accessible route leading to the park's entrance. The nearby sidewalk has a raised curb. This violates **ADAAG 502.3** which states that, "Access aisles shall adjoin an accessible route." **ADAAG 303.2** states that, "Changes in level of ¼" high maximum shall be permitted to be vertical."
5. The accessible parking spaces serving this park are not located on the shortest route to the park. This violates **ADA 208.3**, which states "(Accessible) parking



spaces that serve a particular facility shall be located on the shortest accessible route from the parking to an (accessible) entrance.”



Figure 4-1 – Existing accessible parking spaces

Recommendations

A minimum of three accessible parking spaces are required in this parking lot, based on the current number of parking spaces. Therefore, a third accessible parking space must be added to this lot. In addition, the location of the two accessible parking spaces are not on the shortest accessible path to the adjacent park. As such, they shall be relocated to the southwest, as shown Figure 4-2. This location will allow for the accessible aisle to tie in directly to the paved path around the park as well as mitigate the other parking violations that are listed above.

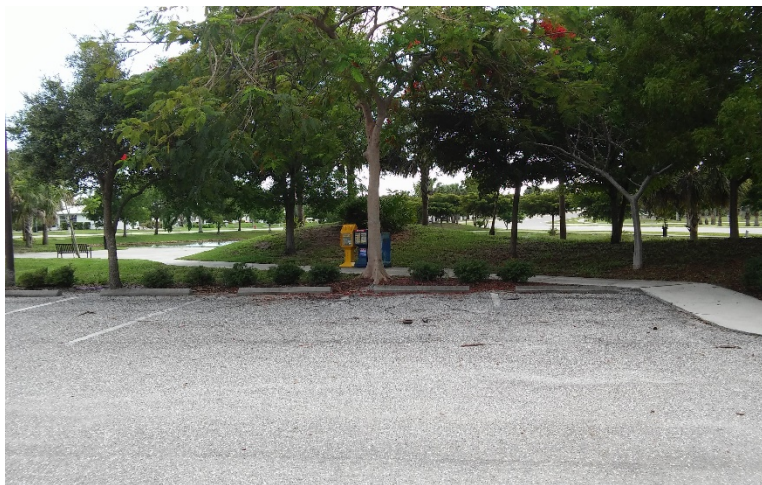


Figure 4-2 - Proposed relocation for accessible parking space



4.3 VERTICAL CLEARANCE

Assessments

Vertical clearance is defined as the minimum unobstructed vertical passage space. Vertical clearance is often limited by obstacles such as building overhangs, tree branches, signs, and awning. As shown below in Figure 4-3, the path within and around Sculpture Park contains various low hanging tree branches, which do not meet the minimum standards set forth for protruding objects, as defined in **ADAAG 307.2**, which states that, “objects with leading edges more than 27 inches and not more than 80 inches above the finish floor or ground shall protrude 4 inches maximum horizontally into the circulation path.”



Figure 4-3 – Low hanging tree branches along path.

Recommendations

Trim and maintain the tree branches extending over the parks' paved trails to meet the minimum vertical clearance of 80 inches. This will prevent users with visual impairment from making contact with the branches.



4.4 TRIPPING HAZARD

Assessments

Figure 4-4 shows a segment of the path where sand and debris have accumulated, presumably from water runoff. The accumulation of sediment along with debris can pose as a tripping hazard as well as a surface that is not slip resistant.

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



Figure 4-4 – Sediment accumulation along path

Recommendations

The sand and debris should be cleared from the path. In addition, steps should be taken to control the drainage in this area to minimize this from occurring.



5.0 IMPLEMENTATION AND FINANCIAL PLAN

In the previous sections, the improvements that are required to improve accessibility conditions of 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						
Restripe new accessible parking spaces and aisles	\$1,000	each	3	\$3,000	High	No
Add accessible route to new accessible parking	\$5,000	each	1	\$5,000	High	No
4.3 - Vertical Clearance						
Trim and maintain tree branches	\$300	each	3	\$900	Medium	Yes
4.4 - Tripping Hazard						
Remove debris from accessible route	\$300	each	3	\$900	Low	Yes
Sub-Total Estimate				\$9,800		
<i>Mobilization</i>	\$15,000			\$15,000		
<i>Signed & Sealed Plans</i>	\$5,000			\$5,000		
<i>Survey/Design 20%</i>				\$2,000		
<i>Inspection 10%</i>				\$1,000		
<i>Miscellaneous 15%</i>				\$1,500		
Total Order of Magnitude Cost Estimates				\$34,300		

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.

