ADA ASSESMENT REPORT
POTENTIAL SITE FOR DERBY TAGS/APPRAISER'S OFFICE
212 W. GREENWAY, DERBY, KS
CONDUCTED: MARCH 27, 2007
REPORT DATE: APRIL 3, 2008 (with Modifications April 17, 2008)

The following ADA site assessment was performed on March 27, 2008 upon request of April Powell, Project Manager for Sedgwick County Project Services. The following items reflect structural inconsistencies found at the property. It is understood that the existing interior of the property will be completely demolished as part of the interior renovation. As such, the ADA deficiencies currently on the interior of the building would be expected to be corrected as part of the completed interior renovation.

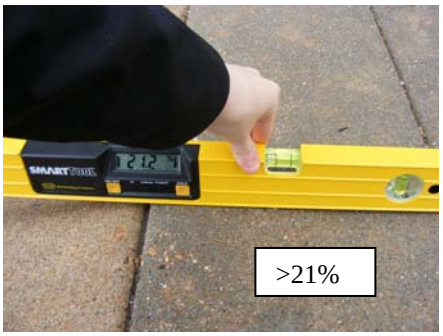
ACCESSIBLE PARKING and ACCESSIBLE ROUTE: *West of Main Entrance*

<u>EXISTING CONDITION:</u> Accessible parking spaces west of main entrance exceed allowable slope as shown above. Existing slopes measured over 4%.
The surfaces, of designated accessible parking spaces and access aisles to the west of the main entrance, have slopes exceeding 2%. ADAAG requires accessible parking spaces and access aisles to have surface slopes that do not exceed 2%.

RECOMMENDATION:
Repave to correct slope **or** provide other accessible parking at another location, which is still on the shortest path of travel to accessible entrance (** see recommendation below). Ensure that a fully accessible path of travel exists leading from accessible parking to the facility entrance.
(ADAAG 4.6.2, 4.6.3)
Priority: L

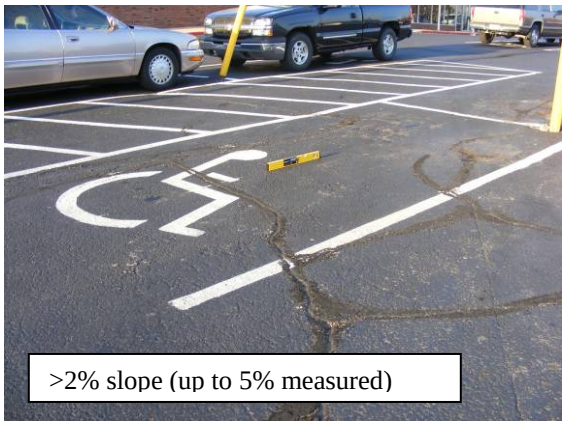
EXISTING CONDITION: No upright signs are provided to designate accessible parking.
ADAAG requires accessible parking spaces to have upright signage that includes the symbol of accessibility and van accessible signage where required. Such signs are required to be located so they can be seen with a vehicle parked in the space. This requirement can generally be adhered to with the sign mounted at 5-feet high measured to the bottom of the lowest sign.
RECOMMENDATION:
Provide upright signage in front of each existing accessible vehicle parking space, which complies with ADAAG specifications.
(ADAAG 4.6.4)
Priority: VH

EXISTING CONDITION: Van accessible parking spaces exist, but van accessible signage does not.
If parking spaces are provided for self-parking by employees or visitors, or both, then accessible spaces complying with 4.6 shall be provided in each such parking area in conformance with the table shown in (5)(a). In addition, one in every eight accessible spaces, but not less than one, shall be served by an access aisle 96 in (2440 mm) wide minimum and shall be designated "van accessible."
RECOMMENDATION:
Provide van accessible signage at, at least, one van accessible parking space.
(ADAAG 4.6.4)
Priority: L



EXISTING CONDITION: The curb ramp west of the main entrance, connecting the street (parking lot) level with the sidewalk level, does not provide an appropriate detectable warning surface and has very steep side flares. Since this curb ramp leads to a cross vehicular traffic way, the necessity of a detectable warning surface is magnified. The existing curb cut has a detectable warning surface. However, this detectable warning does not comply with current ADAAG specifications regarding truncated domes. ADAAG requires side flares on curb ramps to be a maximum slope of 1:10. The existing side flares have more than a 21% slope.
RECOMMENDATION:
Modify the existing curb cut to comply with ADAAG specifications pertaining to a detectable warning surface and slope of side flares **or** provide a new curb cut (** see recommendation below). Note that the curb ramp should be located to coordinate with the travel path from the accessible parking, which should not exceed 2% cross slope.
(ADAAG 4.7.5, 4.7.7)
Priority: H

ACCESSIBLE PARKING and ACCESSIBLE ROUTE: ***East of Main Entrance***
(identified in Kent Johnson's November 2006 report)


>2% slope (up to 5% measured)

EXISTING CONDITION: The surfaces of designated accessible parking spaces and access aisles east of main entrance are not accessible due to cracked asphalt and slopes beyond 2% (as identified in Kent Johnson's November 2006 report).

RECOMMENDATION:

Repave the existing accessible parking spaces **or** create other accessible parking at another location, which is still on the shortest path of travel to accessible entrances (** see recommendation below). Ensure that a fully accessible path of travel exists leading from accessible parking to the facility entrance.
(ADAAG 4.6.2, 4.6.3)
Priority: L

EXISTING CONDITION: The upright signs, which designate accessible parking, are located too low (as identified in Kent Johnson's November 2006 report).

RECOMMENDATION:

Raise upright signage in front of each existing accessible vehicle parking space to comply with ADAAG specifications. This requirement can generally be adhered to with the sign mounted at 5-feet high measured to the bottom of the lowest sign.
(ADAAG 4.6.4)
Priority: L

EXISTING CONDITION: Van accessible parking spaces exist, but van accessible signage does not (as identified in Kent Johnson's November 2006 report).

RECOMMENDATION:

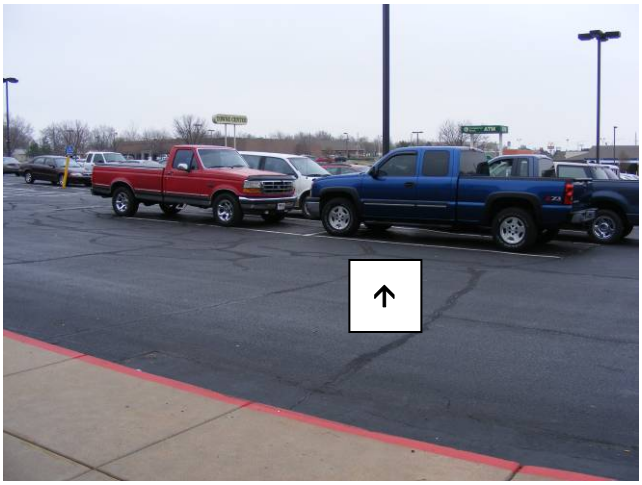
Provide van accessible signage at, at least, one van accessible parking space.
(ADAAG 4.6.4)
Priority: L

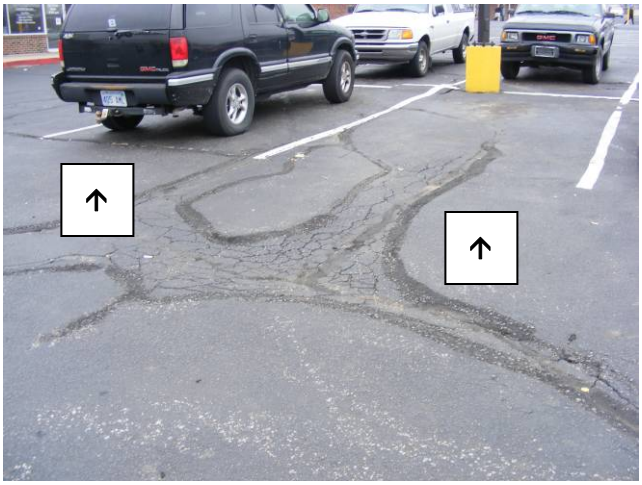
EXISTING CONDITION: **The curb ramp east of the main entrance, connecting the street (parking lot) level with the sidewalk level, does not provide an appropriate detectable warning surface and has very steep side flares** (as identified in Kent Johnson's November 2006 report).

RECOMMENDATION:

Modify the existing curb cut to comply with ADAAG specifications pertaining to a detectable warning surface and slope of side flares **or** provide a new curb cut (** see recommendation below).
(ADAAG 4.7.5, 4.7.7)
Priority: H

**ACCESSIBLE PARKING and ACCESSIBLE ROUTE: *****Main Entrance Recommendation*





Since neither area of the existing accessible parking (previously mentioned east or west of the main entrance) meets ADAAG requirements for accessible parking, suggest repaving to provide compliant parking and an accessible route to the entrance. The most level area appears to be the parking area directly in front of the main entrance (where blue truck is parked above left, and black SUV above right). However, this area still has slopes over 2% (slopes measured from 3.1 to 4.2%, with additional inconsistencies due to asphalt depressions as shown in above right photo).

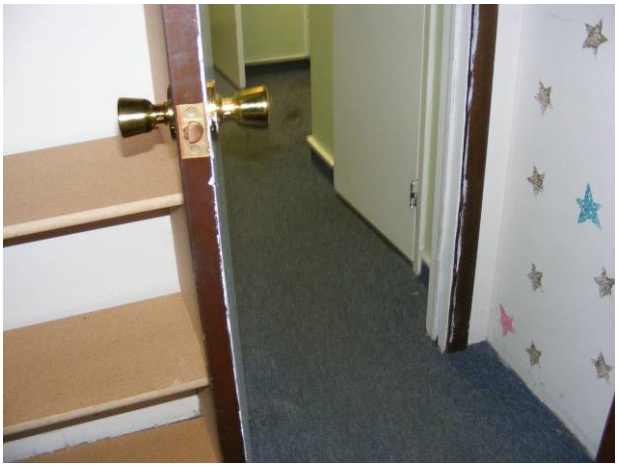
This is suggested as the best location for new accessible parking, as it is the shortest (and most level) route, however **re-paving** would be recommended to ensure that accessible parking spaces and route to the entrance are ADA compliant. The maximum allowable slope for all accessible parking and access aisles is 2% measured at any point in any direction. In addition, the path of travel from accessible parking to the facility entrance shall not have cross slopes beyond 2%. Existing cross slopes along the path of travel to the entrance measured between 2.8% and 3.4%. Ensure that sufficient quantity of accessible parking (including van accessible parking) is provided as required by ADAAG (see 4.1.2(5)a below).
(ADAAG 4.1.2, 4.3.7, 4.6.3)
Priority: L

If accessible parking is provided at this location, provide a **new curb cut** in front of the main entry doors. Ensure that the path of travel from accessible parking to the facility entrance does not have cross slopes beyond 2% (as discussed above).
(ADAAG 4.3.7, 4.7.5, 4.7.7)
Priority: H

RESTROOM FACILITIES:

EXISTING CONDITION: **Existing restrooms are totally inaccessible due to numerous inconsistencies.**
It was explained that the interior of the building will be completely gutted for the new tenant finish. As such, the existing restrooms will be removed.
RECOMMENDATION:
Provide new ADAAG compliant restrooms as part of the interior renovation work.
Priority: VH – New restroom facilities shall be fully accessible.

INTERIOR DOORS & HARDWARE:



EXISTING CONDITION: Round hardware exists on interior doors; doors have less than 32" clear opening.
It was explained that the interior of the building will be completely gutted for the new tenant finish. As such, the existing round hardware and existing doors will be removed.

RECOMMENDATION:
Provide new ADAAG compliant door hardware as part of the interior renovation work. Ensure that all new doors provide at least a 32" clear opening.
(ADAAG 4.13.5, 4.13.9)

Priority: VH – Newly renovated interior shall be fully accessible.

EXISTING CONDITION: Insufficient maneuvering space in entry vestibule.
The minimum space between two hinged or pivoted doors in series shall be 48 inches plus the width of any door swinging into the space. Doors in series shall swing either in the same direction or away from the space between the doors (see Fig. 26).

RECOMMENDATION:
It was explained that the interior storefront and doors will be removed as part of the interior renovation. All new work shall comply with ADAAG.
(ADAAG 4.13.7)

Priority: VH – Newly renovated interior shall be fully accessible.

BACK ENTRANCE:

EXISTING CONDITION: Round hardware exists on back exterior door.
According to ADAAG, any doors used by the general public in existing buildings are required to have opening hardware, which does not require tight grasping or twisting of the wrist to operate. (ADAAG 4.13.9)
RECOMMENDATION:
It was explained (per the new plan) that an additional accessible exit at the back of the facility will be provided as part of the renovation. The existing door will not be used by the general public. When not all entrances are accessible, ADAAG requires signage to indicate accessible entrances and directional signage to indicate the route to the nearest accessible entrance from all inaccessible entrances per 4.1.2(7). Provide signage as required and ensure that the new door and hardware is fully accessible.
(ADAAG 4.1.2 (7))
Priority: L

EXISTING CONDITION: An abrupt change in level over 1" exists between the parking lot and the back door, and pavement has abrupt changes in level over ¼" near back entrance.
Changes in level between 1/4 in and 1/2 in must be beveled with a slope no greater than 1:2. Changes in level greater than 1/2 in shall be accomplished by means of a ramp that complies with 4.7 or 4.8.
RECOMMENDATION:
Per ADAAG, at least 50 percent of all public entrances shall be accessible, and accessible public entrances must be provided in a number at least equivalent to the number of exits required by the applicable building or fire codes.
It was explained that an additional ADAAG compliant back door will be installed as part of the renovation. If the existing door is considered a "public entrance," ensure that it is accessible and connects to the accessible route on the site.
(ADAAG 4.1.3, 4.3.8)
Priority: L

PRIORITY LEVELS

Priority VH (Very High) = Correct within 1 year
Priority H (High) = Correct within 3 years
Priority L (Low) = Correct within 10 years

REFERENCES

4.1.2 Accessible Sites and Exterior Facilities: New Construction. *(See 4.1.6)* An accessible site shall meet the following minimum requirements:

(5) (a) If parking spaces are provided for self-parking by employees or visitors, or both, then accessible spaces complying with 4.6 shall be provided in each such parking area in conformance with the table below. Spaces

required by the table need not be provided in the particular lot. They may be provided in a different location if equivalent or greater accessibility, in terms of distance from an accessible entrance, cost and convenience is ensured.

Total Parking in Lot	Required Minimum Number of Accessible Spaces
1 to 25	1
26 to 50**	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000**	2 percent of total
1001 and over	20 plus 1 for each 100 over 1000

*{**[Lindsey Mahoney] Note: Per ADAAG, for a parking lot of this size (over 500 spaces) 2% of the spaces shall be accessible. For the purposes of determining how many of the spaces in the entire lot are assumed to be allocated to the tenant space in question, the following method was used:*

Tenant Parking Spaces calculation is based upon the higher of:

1. *1 parking space per 300 sf of building (Number provided by City of Derby- City Planner, Bud Newberry, for B-3 Zoning of a Tags/Appraiser's Office 4/4/08):*

   4000sf (per April Powell)/300sf = 14 total spaces
   Per 4.1.2: 1 accessible space (must be van accessible) required.

   or

2. *Total number of parking spaces assigned to tenant = 37 spaces (per April Powell)*
   Per 4.1.2: 2 accessible spaces (1 must be van accessible) required.

As such, it is recommended that a minimum of two accessible spaces be provided (one of which is van accessible).}

Except as provided in (b), access aisles adjacent to accessible spaces shall be 60 in (1525 mm) wide minimum.

(b) One in every eight accessible spaces, but not less than one, shall be served by an access aisle 96 in (2440 mm) wide minimum and shall be designated "van accessible" as required by 4.6.4. The vertical clearance at such spaces shall comply with 4.6.5. All such spaces may be grouped on one level of a parking structure.

(7) Building Signage. Signs which designate permanent rooms and spaces shall comply with 4.30.1, 4.30.4, 4.30.5 and 4.30.6. Other signs which provide direction to, or information about, functional spaces of the building shall comply with 4.30.1, 4.30.2, 4.30.3, and 4.30.5. Elements and spaces of accessible facilities which shall be identified by the International Symbol of Accessibility and which shall comply with 4.30.7 are:

(a) Parking spaces designated as reserved for individuals with disabilities;

(b) Accessible passenger loading zones;

(c) Accessible entrances when not all are accessible (inaccessible entrances shall have directional signage to indicate the route to the nearest accessible entrance);

(d) Accessible toilet and bathing facilities when not all are accessible.

4.1.3 Accessible Buildings: New Construction. *(See 4.1.6)* Accessible buildings and facilities shall meet the following minimum requirements:

(8) The requirements in (a) and (b) below shall be satisfied independently:

(a)(i) At least 50 percent of all public entrances (excluding those in (b) below) shall comply with 4.14. At least one must be a ground floor entrance. Public entrances are any entrances that are not loading or service entrances.

(ii) Accessible public entrances must be provided in a number at least equivalent to the number of exits required by the applicable building or fire codes. (This paragraph does not require an increase in the total number of public entrances planned for a facility.)

(iii) An accessible public entrance must be provided to each tenancy in a facility (for example, individual stores in a strip shopping center).

4.1.6 Accessible Buildings: Alterations.

(1) General. Alterations to existing buildings and facilities shall comply with the following:

(a) No alteration shall be undertaken which decreases or has the effect of decreasing accessibility or usability of a building or facility below the requirements for new construction at the time of alteration.

(b) If existing elements, spaces, or common areas are altered, then each such altered element, space, feature, or area shall comply with the applicable provisions of 4.1.1 to 4.1.3 Minimum Requirements (for New Construction). If the applicable provision for new construction requires that an element, space, or common area be on an accessible route, the altered element, space, or common area is not required to be on an accessible route except as provided in 4.1.6(2) (Alterations to an Area Containing a Primary Function.)

(c) If alterations of single elements, when considered together, amount to an alteration of a room or space in a building or facility, the entire space shall be made accessible.

(2) Alterations to an Area Containing a Primary Function: In addition to the requirements of 4.1.6(1), an alteration that affects or could affect the usability of or access to an area containing a primary function shall be made so as to ensure that, to the maximum extent feasible, the *path of travel*** to the altered area and the restrooms, telephones, and drinking fountains serving the altered area, are readily accessible to and usable by individuals with disabilities, unless such alterations are disproportionate to the overall alterations in terms of cost and scope (as determined under criteria established by the Attorney General).

*{**[Lindsey Mahoney] Note: Path of travel is defined by Department of Justice (Sec. 36.403) as:*

"(e) Path of travel.

(1) A "path of travel'' includes a continuous, unobstructed way of pedestrian passage by means of which the altered area may be approached, entered, and exited, and which connects the altered area with an exterior approach (including sidewalks, streets, and parking areas), an entrance to the facility, and other parts of the facility.

(2) An accessible path of travel may consist of walks and sidewalks, curb ramps and other interior or exterior pedestrian ramps; clear floor paths through lobbies, corridors, rooms, and other improved areas; parking access aisles; elevators and lifts; or a combination of these elements.

(3) For the purposes of this part, the term "path of travel'' also includes the restrooms, telephones, and drinking fountains serving the altered area."}

4.3 Accessible Route.

4.3.1* General. All walks, halls, corridors, aisles, skywalks, tunnels, and other spaces that are part of an accessible route shall comply with 4.3. Appendix Note

4.3.2 Location.

(1) At least one accessible route within the boundary of the site shall be provided from public transportation stops, accessible parking, and accessible passenger loading zones, and public streets or sidewalks to the accessible building entrance they serve. The accessible route shall, to the maximum extent feasible, coincide with the route for the general public.

(2) At least one accessible route shall connect accessible buildings, facilities, elements, and spaces that are on the same site.

(3) At least one accessible route shall connect accessible building or facility entrances with all accessible spaces and elements and with all accessible dwelling units within the building or facility.

(4) An accessible route shall connect at least one accessible entrance of each accessible dwelling unit with those exterior and interior spaces and facilities that serve the accessible dwelling unit.

4.3.3 Width. The minimum clear width of an accessible route shall be 36 in (915 mm) except at doors (see 4.13.5 and 4.13.6). If a person in a wheelchair must make a turn around an obstruction, the minimum clear width of the accessible route shall be as shown in Fig. 7(a) and (b).

4.3.7 Slope. An accessible route with a running slope greater than 1:20 is a ramp and shall comply with 4.8. Nowhere shall the cross slope of an accessible route exceed 1:50.

4.3.8 Changes in Levels. Changes in levels along an accessible route shall comply with 4.5.2. If an accessible route has changes in level greater than 1/2 in (13 mm), then a curb ramp, ramp, elevator, or platform lift (as permitted in 4.1.3 and 4.1.6) shall be provided that complies with 4.7, 4.8, 4.10, or 4.11, respectively. An accessible route does not include stairs, steps, or escalators. See definition of "egress, means of" in 3.5.

4.3.9 Doors. Doors along an accessible route shall comply with 4.13.

4.6 Parking and Passenger Loading Zones.

4.6.1 Minimum Number. Parking spaces required to be accessible by 4.1 shall comply with 4.6.2 through 4.6.5. Passenger loading zones required to be accessible by 4.1 shall comply with 4.6.5 and 4.6.6.

4.6.2 Location. Accessible parking spaces serving a particular building shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance. In parking facilities that do not serve a particular building, accessible parking shall be located on the shortest accessible route of travel to an accessible pedestrian entrance of the parking facility. In buildings with multiple accessible entrances with adjacent parking, accessible parking spaces shall be dispersed and located closest to the accessible entrances.

4.6.3* Parking Spaces. Accessible parking spaces shall be at least 96 in (2440 mm) wide. Parking access aisles shall be part of an accessible route to the building or facility entrance and shall comply with 4.3. Two accessible parking spaces may share a common access aisle (see Fig. 9). Parked vehicle overhangs shall not reduce the clear width of an accessible route. Parking spaces and access aisles shall be level with surface slopes not exceeding 1:50 (2%) in all directions. Appendix Note

4.6.4* Signage. Accessible parking spaces shall be designated as reserved by a sign showing the symbol of accessibility (see 4.30.7). Spaces complying with 4.1.2(5)(b) shall have an additional sign "Van-Accessible" mounted below the symbol of accessibility. Such signs shall be located so they cannot be obscured by a vehicle parked in the space. Appendix Note

4.7 Curb Ramps.

4.7.1 Location. Curb ramps complying with 4.7 shall be provided wherever an accessible route crosses a curb.

4.7.2 Slope. Slopes of curb ramps shall comply with 4.8.2. The slope shall be measured as shown in Fig. 11. Transitions from ramps to walks, gutters, or streets shall be flush and free of abrupt changes. Maximum slopes of adjoining gutters, road surface immediately adjacent to the curb ramp, or accessible route shall not exceed 1:20.

4.7.3 Width. The minimum width of a curb ramp shall be 36 in (915 mm), exclusive of flared sides.

4.7.4 Surface. Surfaces of curb ramps shall comply with 4.5.

4.7.5 Sides of Curb Ramps. If a curb ramp is located where pedestrians must walk across the ramp, or where it is not protected by handrails or guardrails, it shall have flared sides; the maximum slope of the flare shall be 1:10 (see Fig. 12(a)). Curb ramps with returned curbs may be used where pedestrians would not normally walk across the ramp (see Fig. 12(b)).

4.7.6 Built-up Curb Ramps. Built-up curb ramps shall be located so that they do not project into vehicular traffic lanes (see Fig. 13).

4.7.7 Detectable Warnings. A curb ramp shall have a detectable warning complying with 4.29.2. The detectable warning shall extend the full width and depth of the curb ramp.

4.13 Doors.

4.13.1 General. Doors required to be accessible by 4.1 shall comply with the requirements of 4.13.

4.13.5 Clear Width. Doorways shall have a minimum clear opening of 32 in (815 mm) with the door open 90 degrees, measured between the face of the door and the opposite stop (see Fig. 24(a), (b), (c), and (d)). Openings more than 24 in (610 mm) in depth shall comply with 4.2.1 and 4.3.3 (see Fig. 24(e)).

EXCEPTION: Doors not requiring full user passage, such as shallow closets, may have the clear opening reduced to 20 in (510 mm) minimum.

4.13.6 Maneuvering Clearances at Doors. Minimum maneuvering clearances at doors that are not automatic or power-assisted shall be as shown in Fig. 25. The floor or ground area within the required clearances shall be level and clear.

EXCEPTION: Entry doors to acute care hospital bedrooms for in-patients shall be exempted from the requirement for space at the latch side of the door (see dimension "x" in Fig. 25) if the door is at least 44 in (1120 mm) wide.

4.13.7 Two Doors in Series. The minimum space between two hinged or pivoted doors in series shall be 48 in (1220 mm) plus the width of any door swinging into the space. Doors in series shall swing either in the same direction or away from the space between the doors (see Fig. 26).

4.13.8* Thresholds at Doorways. Thresholds at doorways shall not exceed 3/4 in (19 mm) in height for exterior sliding doors or 1/2 in (13 mm) for other types of doors. Raised thresholds and floor level changes at accessible doorways shall be beveled with a slope no greater than 1:2 (see 4.5.2). Appendix Note

4.13.9* Door Hardware. Handles, pulls, latches, locks, and other operating devices on accessible doors shall have a shape that is easy to grasp with one hand and does not require tight grasping, tight pinching, or twisting of the wrist to operate. Lever-operated mechanisms, push-type mechanisms, and U-shaped handles are acceptable designs. When sliding doors are fully open, operating hardware shall be exposed and usable from both sides. Hardware required for accessible door passage shall be mounted no higher than 48 in (1220 mm) above finished floor. Appendix Note