City of La Quinta Public Works Department - ADA Review Checklist

Companion to Commercial Precise Grading Plan Review Checklist - Privately funded, single family (SFU) residential developments are currently exempt from listed ADA requirements but may not be accepted as public rights of way in the future. Clubhouse facilities within private SFH projects, at present, are required to have ADA accessibility.

SITE ENTRANCE SIGNAGE (2013 CBC, Section 11B-502.8)

- ☐ Warning signage regarding unauthorized use of disabled parking spaces is posted conspicuously at each entrance to off-street parking facilities, or immediately adjacent to and visible from each stall or space. CBC 11B-502.8
- ☐ Warning signage states: "Unauthorized vehicles parked in designated accessible spaces not displaying distinguishing placards or license plates issued for persons with disabilities may be towed away at owner's expense. Towed vehicles may be reclaimed at City Hall Community Policing Office, 78495 Calle Tampico, La Quinta, CA 92253 or by telephoning (760) 771-3220."
- ☐ Blank spaces on sign(s) are filled in with appropriate information.
- ☐ Size of lettering on signage is a minimum of 1 inch in height.
- ☐ Sign(s) is not less than 17 inches x 22 inches in size.

ADJACENT POLE SUPPORTED PEDESTRIAN TRAFFIC CONTROL BUTTONS

- ☐ Pole supported pedestrian traffic-control buttons shall be identified with color coding (immediately above the control button but no higher than 48 inches above the surface adjacent to the pole) consisting of a textured horizontal yellow band 2 inches in width encircling the pole and a 1 inch wide dark border band above and below this yellow band.

SITE ACCESSIBLE ROUTE OF TRAVEL (2007 CBC, Section 1127B.1)

General: When a building, or portion of a building, is required to be accessible or adaptable, an accessible route of travel is provided. Shortest path of travel, convenience and circulation shall be considered.

- ☐ Plan view detail provided documenting all accessibility routes with a wide dashed line. Accessibility routes are typically shown on horizontal control sheets. EOR should ensure accessibility is provided to public transportation and that all buildings and parking areas are connected to an accessible route.
- ☐ The route shall be the most direct route between buildings, facility, and entrances excepting hardship cases as approved by the City Engineer.
- ☐ At least one accessible route within the boundary of the site is provided to all accessible building entrance(s) from public transportation stops, accessible parking spaces, accessible passenger loading zones, public streets and sidewalks.
- ☐ The accessible route(s) coincides, to the maximum extent feasible, with the route for the general public. Accessible route shall include direct front door access, path to guard house (as applicable) and path to trash enclosure.
- ☐ Slopes and cross slopes of all routes are identified. Show all doors or access points of entry and indicate which are ADA accessible.
- ☐ Provide 42 inch railing with 4 inch baluster spacing (or equal) when drop off hazard exceeds 30 inches.

PARKING (2013 CBC, Section 11B-208)

General: Each lot or parking structure where parking is provided for the public as clients, guests or employees shall provide the required number of accessible parking stalls. In buildings with multiple accessible entrances with adjacent parking, accessible parking shall be dispersed and located closest to the accessible entrances. If ADA parking facilities are provided to a guard house, CBC accessible stall requirements apply.

- ☐ Detail sheets showing handicap parking striping, standard parking stall striping, disabled parking signage, disabled symbol signage & tow away signage have been provided. Detail sheet should show typical parking stall layout for van and standard if applicable. Include all signing and striping with required dimensioning.

ALL DISABLED PARKING STALLS (2013 CBC, Section 11B-208.2)

- ☐ The correct number of standard accessible and van-accessible parking stalls are provided on the site.

TOTAL PARKING IN LOT	REQ'D MIN # 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% of total
1001 and over	20 plus 1 for each 100 over 1000

- ☐ 1 out of every 6 accessible stalls required "van-accessible" with an 8 ft access aisle. If a site were only required to have one parking stall, this stall would have to be "van-accessible." No excessive distances to van-accessible stall(s) should be allowed.
- ☐ Van accessible parking stalls are identified in plan view.
- ☐ Parking space(s) are located on the shortest accessible route of travel from adjacent parking to the accessible entrance(s).
- ☐ Accessible parking space access aisle(s) connects directly to an accessible route.
- ☐ Accessible parking spaces are located such that they do not compel user to travel behind parked cars other than their own.
- ☐ When necessary, a parking bumper or curb is provided to prevent encroachment of cars over the required width of walkways (required width of walkway is 4 ft).
- ☐ Ramps do not encroach into accessible parking space(s) or access aisle(s).
- ☐ Surface of the parking space(s) and access aisle(s) does not exceed gradient (2.0%) in any direction, this includes ribbon gutters.
- ☐ A minimum vertical clearance of 98 inches is provided at covered accessible parking space(s).
- ☐ Table provided on sheet 1 of plan wherein building area(s), standard stalls, HC standard stall parking, HC van parking and total parking stalls are identified and required quantity verified. If covered parking is provided, HC covered parking is also required with the same ratio of covered to uncovering parking stalls for non HC parking.

SINGLE PARKING SPACE DESIGN (2013 CBC, Section 11B-502)

- ☐ 18 ft minimum length of the parking space(s).
- ☐ 9 ft minimum width of each parking space.
- ☐ 5 ft minimum width of access aisle (passenger side)
- ☐ A parking bumper or bollard is required when no curb or barrier is provided which will prevent encroachment of cars over the adjoining accessible route.

VAN ACCESSIBLE PARKING SPACE DESIGN (2013 CBC, Section 11B-502)

- ☐ 18 ft minimum length of the parking space(s).
- ☐ 9 ft minimum width of each parking space(s).
- ☐ 8 ft minimum width of the access aisle(s), (passenger side). Within the blue border, diagonal hatched lines that are a maximum of 36 inches on-center are painted with a color that contrasts with the parking surface. "NO PARKING" legend shall be in white letters, 12 inches high. Access aisle grade is 2% each way to border. Partial encroachment of an access aisle by a planter or equivalent facility is not allowable.

PARKING SPACE SIGNAGE (2013 CBC, Section 11B-502.6)

<u>General</u>: Each parking space reserved for persons with disabilities shall be identified by a reflectorized sign permanently posted immediately adjacent to and visible from each stall or space, consisting of a profile view of a wheelchair with occupant in white on dark blue background.

- ☐ ADA parking only signage is installed at each space. Use of the term "reserved" is now prohibited. Curbs or wheel stops are present to prevent damage to signage – bollards are preferred in typical installations to avoid long term sign post damage.
- ☐ Area of the sign(s) is not smaller than 70 square inches.
- ☐ When posted in a path of travel, bottom of sign is 80 inch minimum from the parking space finished grade.

- ☐ When wall mounted, sign is centered on the wall at the interior end of the parking space at a minimum height of 60 inches from the parking space finished grade, ground or sidewalk.
- ☐ Unobstructed view of the sign from the parking space.
- ☐ Van accessible parking spaces have additional sign mounted below symbol of accessibility that states "VAN ACCESSIBLE".
- ☐ ADA parking signage includes an additional sign or additional language below the symbol of accessibility stating "Minimum Fine $250" See 2013 CBC Section 11B-502.6.4 or 2013 CalDAG Figure 21F for additional information.
- ☐ All new or replacement signs installed on or after July 1, 2008, relating to parking privileges for disabled persons shall refer to "persons with disabilities" rather than "disabled persons" or any other similar term, whenever such a reference is required on a sign per CVC 22511.95

PARKING SPACE STRIPING (2013 CBC, Section 11B-502.6.4 & 2013 CBC, Figure 11B-502.3.3)

General: The surface of each accessible parking stall or space must have a surface identification duplicating either of the following schemes:

- ☐ IIB-502.6.4.1 The parking space shall be marked with an International Symbol of Accessibility complying with Section IIB-703.7.2.1 in white on a blue background a minimum 36 inches wide by 36 inches high (914 mm by 914 mm). The centerline of the International Symbol of Accessibility shall be a maximum of 6 inches (152 mm) from the centerline of the parking space, its sides parallel to the length of the parking space and its lower corner at, or lower side aligned with, the end of the parking space length.
- ☐ IIB-502.6.4.2 The parking space shall be outlined or painted blue and shall be marked with an International Symbol of Accessibility complying with Section IIB- 703.7.2.1 a minimum 36 inches wide by 36 inches high (914 mm by 914 mm) in white or a suitable contrasting color. The centerline of the International Symbol of Accessibility shall be a maximum of6 inches (152 mm) from the centerline of the parking space, its sides parallel to the length of the parking space and its lower corner at, or lower side aligned with, the end of the parking space.

BUILT-UP CURB & CURB-CUT RAMPS (Grade > 5%) GENERAL (2013 CBC, Section 11B-406 & 11B-705)

General: Any path of travel shall be considered a ramp if its slope exceeds a 5% gradient. Detectable warning domes are required for onsite and public right of way curb ramps and flush curbs adjacent to vehicular areas. Particular attention should be given to callout of the method of application, color, area of coverage, pattern, manufacturer and part number of the detectable warning domes. Owner is responsible for ongoing maintenance in privately owned locations.

- ☐ See City of La Quinta Standard 250. All ramps provided with separate detail. Detail sheet includes slope, grooving and dimensions), curb section, staged truncated dome layout (as applicable), X_L and X_s. See Standard 250 for calculation of X_L and X_s
- ☐ Truncated domes are to be pre-cast tiles and grouted in place. No surface applied dome mats for new construction.
- ☐ Color of detectable warning surface shall be called out on the plans. Wausau Tile, Type 3, Series U4008 (Stock Color/Texture and equivalent to La Quinta Quarry/Brick Red) or equal. 12 inch x 12 inch concrete tile detectable warning domes are to be utilized for construction within the R/W. If adjacent flatwork to the La Quinta Quarry/Brick Red detectable warning surface does not provide, sufficient contrast, a minimum width 1 inch wide (4-6 inch typical) contrasting stripe is required immediately adjacent to the truncated dome surface. The contrasting surface is required in flush curb hazardous vehicular areas at the truncated dome border furthest from the vehicular way.
- ☐ In-line detectable warning dome pattern should be specified and domes installed in an in-line orientation.
- ☐ Truncated dome warning surface consists of raised domes with a diameter of 0.9 inches at base tapering to 0.45 inches at the top a height of 0.2 inches and center-to-center spacing of 2.35 inches.
- ☐ Detectable warning dome manufacturer & part number shall be identified.
- ☐ 48 inch minimum width of curb ramp.
- ☐ Curb ramps shall not exceed a length (X_L) of 15 ft per AADAG Draft Public R/W Guidelines. The length (X_L) 15 ft governs the slope of the ramp.
- ☐ Surface slope of ramp does not exceed an 8.33% gradient.
- ☐ Slope at side slopes does not exceed a 10% gradient.
- ☐ Curb ramp lines generally in a single sloped plane.
- ☐ Slope of top landing (if provided) does not exceed a 2.0% gradient in any direction.

- ☐ Ramp(s) do not project into vehicular traffic lanes.
- ☐ Transitions from ramp(s) to walks, gutters or streets are flush and free of abrupt changes.
- ☐ A 12 inch grooved border is provided along top and sides of the ramp at the level surface of the sidewalk.
- ☐ Curb ramps shall be located or protected to prevent obstruction by parked cars.
- ☐ Level landing (48 inch deep minimum) extending full width of ramp provided at upper end of curb ramp.
- ☐ Dome installation callouts should not exceed specified dimensional ADA requirements. Excessive use of truncated domes may create a hazard.
- ☐ Golf cart parking areas are classified as hazardous vehicular areas. Pedestrian paths leading into these areas require truncated domes.

CURB RAMPS (2013 CBC, Section 11B-705.1.2.2)

- ☐ Detectable warnings at curb ramps shall extend 36 inches in the direction of travel. Detectable warnings shall extend the full width of the ramp run excluding any flared sides. Detectable warnings shall be located so the edge nearest the curb is 6 inches minimum and 8 inches maximum from the line at the face of the curb making the transition between the curb and the gutter, street or highway. Wausau Tile, Type 3, Series U4008 (Stock Color/Texture and equivalent to Quarry/Brick Red) or equal. Curb ramp detectable warning domes shall be of light-on-dark or dark-on-light, 70% contrasting color and must be an integral part of the walking surface. Truncated domes are to be pre-cast tiles and grouted in place. No surface applied dome mats to be utilized for new construction.

FLUSH CURB – WALK CROSSING HAZARDOUS VEHICULAR AREAS – ONSITE

Note: All areas of a parking lot, including drive aisles, regular and handicapped parking spaces, loading and unloading areas and "no parking" paths are hazardous vehicular areas.

- ☐ Call out 3 running ft of IN-LINE PATTERN, detectable warning domes for flush curb hazardous vehicular areas. Wausau Tile, Type 3, Series U4008 (Stock Color/Texture and equivalent to Quarry/Brick Red) or equal. Curb ramp detectable warning domes shall be of light-on-dark or dark-on-light, 70% contrasting color and must be an integral part of the walking surface. Truncated domes are to be pre-cast tiles and grouted in place. No surface applied dome mats to be utilized for new construction. Detectable warning dome callouts should be made until flush curb begins a vertical curb transition. Flush curb domes should not encroach into the vehicular way. 42 inch high bollards with 5-10 ft o.c. spacing (typ.) should be utilized for pedestrian protection at flush curb returns, crosswalks or equivalent facilities. No use of 12 inch grooved borders is required on flush curb locations with truncated domes. Flush curb hazardous vehicular areas required to provide distinct identification of ADA paths. Use of alternative way finding elements (e.g. bollards, guide signage, etc.) may be required in addition to extensive use of warning domes for circuitous ADA paths.

DIAGONAL (CORNER-TYPE) CURB RAMPS – ONSITE (2013 CBC, Section 11B-406.5.9)

- ☐ Bottoms of corner-type curb ramps have 48 inch clear space at the lower terminus of the ramp.
- ☐ When provided at marked crossings, curb ramp is wholly contained within the markings, excluding flared sides.

PEDESTRIAN RAMPS (>5% Slope) (2013 CBC, Section 11B-405)

- ☐ Ramp maintains minimum width of 48 inches. Handrails are needed on ramps >72 inches in length.
- ☐ Surface slope of ramp does not exceed 8.33%.
- ☐ Cross slope of ramp does not exceed 2%.

PEDESTRIAN RAMP LANDINGS (2013 CBC, Section 11B405.7)

- ☐ Top landing is a minimum 60 inches wide and 60 inches long (in ramp direction).
- ☐ Bottom landing is a minimum 72 inches long (in ramp direction). CBC 11B-405.7.3.1
- ☐ Bottom & intermediate landing(s) are at least as wide as the ramp width.
- ☐ Surface slope of landing(s) does not exceed 2.0% in any direction.
- ☐ Intermediate landing(s) are a minimum 60 inches long in ramp direction and necessary when 30 inches of vertical change is encountered.
- ☐ Intermediate landing(s) where ramp changes direction are 60 inches x 72 inches minimum, if change in direction is greater than 30 degrees.
- ☐ Finished surface of ramp & landing(s) stable, firm, slip-resistant (medium salt finish or equal).

- ☐ If a drop-off of more than 4 inches (within 1 ft lateral distance) exists between the ramp surface and the adjacent grade, a 6 inch warning curb must be utilized.
- ☐ Outdoor ramp(s) and their approaches are designed so water does not accumulate on walking surfaces.

WALKS & SIDEWALKS (2013 CBC, Section 11B-401)

- ☐ Continuous common surface is not interrupted by steps/changes. Bases of curb cut ramps are not interrupted by ribbon gutters or other obstructions.
- ☐ Curbs shall provide sufficient contrast to adjacent flatwork at pedestrian pathways – call out concrete color additives on construction note. Call out all red curb and fire lane stencils and signage.
- ☐ Use of concrete paving stones is allowable as an ADA surface, provided the gaps in walking direction are less than ½ inch.
- ☐ Use of compacted decomposed granite (DG) is not allowable as an ADA surface within the public right of way - stabilized DG may be proposed for onsite locations and subject to a specialized City review and potential approval.
- ☐ Slope in the direction of travel does not exceed 5.0% gradient (including ribbon gutters and curb gutters). Transitions from AC to PCC are no greater than ¼ inch maximum lip. Walkway slopes are continuously annotated in plan view.
- ☐ Cross slope does not exceed a 2.0% gradient.
- ☐ 48 inch minimum width of walkways (Meandering sidewalks in parkways per City of La Quinta standards). Door/gate detail provided if door/gate width (e.g. patio area) is less than 4 ft (32 inch minimum door width to secondary patio area). When because of right-of-way restrictions, natural barriers or other existing conditions prevent a 48-inch clear sidewalk width, the clear width may be reduced to 36 inches for short distances as approved by the City Engineer.
- ☐ Walks free of gratings as possible, with max ½ inch grid opening perpendicular to direction of travel if grates necessary.
- ☐ Abrupt changes in level, except between walks or sidewalks and an adjacent street or driveway, exceeding 4 inches in vertical height, like planters or fountains, require edge protection.
- ☐ Walks with continuous gradients have level areas at least 5 ft in length at intervals of at least every 400 ft.
- ☐ Accessible routes with less than 60 inches of clear width have passing spaces a minimum of 60 inches x 60 inches at least every 200 ft.
- ☐ Doors that encroach on walkways have a minimum 60 inches x 60 inches level landing area with a slope less than 2.0% in any direction.
- ☐ Level landing areas extends a minimum of 24 inches beyond strike edge of door or exterior gate.
- ☐ Doors that open into the building have level landing area a minimum of 48 inches wide x 44 inches deep with a slope less than 2.0% in any direction. Use of truncated domes within a landing area is discouraged.
- ☐ Walks & sidewalks are slip resistant medium salt finish or equal.
- ☐ Intersections of walkways shall maintain a grade no greater than 2% else show the cross slope is 2% or less.
- ☐ Vertical height clearance of pedestrian pathways shall not be less than 80 inches.

GATES AT WALKWAYS (2013 CBC, Section 11B-404)

- ☐ Bottom 10 inches of the gate shall have a smooth, uninterrupted surface to allow opening with a wheelchair foot rest without creating a trap or hazardous condition per 2013 CBC 11B-404.2.10
- ☐ Gate latch shall be installed 34 inches minimum and 44 inches maximum above the finished floor per 2013 CBC 11B-404.2.7
- ☐ Gate latch operation does not require tight grasping, tight pinching or twisting of the wrist per 2013 CBC 11B-309.4.

STAIRWAYS & RAILINGS (2013 CBC, Section 11B-504 & 11B-505)

- ☐ All accessible elements of stairways and railings including riser height, run length, nose projection dimension, slip resistant and contrasting tread striping for the visually impaired and handrail features are detailed.
- ☐ Handrail design is provided per separate detail for steps and ramps including 12 inch handrail extensions from bottom and top landings. Handrail footing achieves stable handrail assembly.