ACCESS GRANTED - ADA
CERTIFIED ACCESS SPECIALIST

CERTIFIED ACCESS INSPECTION

REPORT PREPARED FOR:

Ayzar Asset Management

1516 Brookhollow Drive, Suite B

Santa Ana, CA 92705

This report is a client work product

CONFIDENTIAL

and shall not be disseminated to any other party.

Brookhollow Office Park Association

1516 Brookhollow Drive, Suite B

Santa Ana, CA 92705



BROOKHOLLOW OFFICE PARK

CASp REPORT TABLE OF CONTENTS

DESCRIPTION	PAGE #
SITE INFORMATION and SCOPE of WORK	1
APPLICABLE STANDARDS	2
REPORT DESIGN CRITERIA	3
DISABLED ACCESS INSPECTION CERTIFICATE	3
AVAILABILITY OF TAX INCENTIVES	4
BUILDING DESCRIPTION and STATISTICAL DATA	4
REMOVAL of BARRIERS CRITERIA	6
PEDESTRIAN ACCESS from the PUBLIC WAY	7
ACCESSIBLE PARKING COUNT COMPLIANCE	10
BUILDING 1500	14
BUILDING 1502	15
BUILDING 1504	17
BUILDING 1506	19
BUILDING 1508	23
BUILDING 1510	24
BUILDING 1516	26
BUILDING 1518	29
BUILDING 1520	32
BUILDING 1522	33
BUILDING 1524	34
BUILDING 1526	36
BUILDING 1528	37
BUILDING 1530	40
BUILDING 1534	42
BUILDING 1536	44
BUILDING 1538	46
BUILDING 1540	47
BUILDING 1544	48

BROOKHOLLOW OFFICE PARK

CASp REPORT TABLE OF CONTENTS

BUILDING 1548	50
BUILDING 1554	53
BUILDING 1560	56
BUILDING 1570	59
CRASCA	60
CONCLUSION	63
EXHIBIT 1 - NOTICE TO PRIVATE PROPERTY OWNER/TENANT	64
EXHIBIT 2 – NOTICE TO DEFENDANT	65
EXHIBIT 3 – TAX INCENTIVES FOR BUSINESSES	68
EXHIBIT 4 – ACRONYMS and ABBREVIATIONS	70
EXHIBIT 5 – READILY ACHIEVABLE – 2010 ADA TITLE III	71
EXHIBIT 6 – SAMPLE SIGNS, SYMBOLS and REACH RANGES	73
EXHIBIT 7 – SAMPLE DISABLED ACCESS INSPECTED CERTIFICATE	74

ACCESS GRANTED - ADA
CERTIFIED ACCESS SPECIALIST

27992 Calle San Remo
San Juan Capistrano, CA 92675-3305
(949) 443-1341
jay@accessgranted-ada.com

June 30, 2017

Ayzar Asset Management
1516 Brookhollow Drive, Suite B
Santa Ana, CA 92705

Brookhollow Office Park Association
1516 Brookhollow Drive, Suite B
Santa Ana, CA 92705

Attention: Brian Ahmadi

This survey and report is a **CLIENT WORK PRODUCT** and shall not be disseminated to any other party.

ACCESSIBILITY SURVEY

An accessibility survey was performed by Jay Seidel, Certified Access Specialist #504, at the property known as the BROOKHOLLOW OFFICE PARK

SCOPE OF WORK

The scope of work authorized includes a CASp site inspection with photo documentation of the site access points, the accessible parking, and the associated paths of travel from the accessible parking spaces to the building entrances.

ELEMENTS NOT INCLUDED IN THIS REPORT

- Other facilities or amenities located on site.
- Building entrances.
- Interior elements of the buildings and/or offices located on the property.
- Construction Documents.
- Final inspection of the site after completion of any improvements.
- A financial assessment of what is readily achievable barrier removal per 42 USC 12181, Section § 36.304. (See Exhibit 4).

ALTERNATIVES TO BARRIER REMOVAL (§ 36.305)

Where a public accommodation can demonstrate that the barrier removal is not readily achievable, the public accommodations shall not fail to make its goods, services, facilities, privileges, advantages or accommodations available through alternative methods, if those methods are readily achievable

APPLICABLE STANDARDS

This facility was evaluated under the requirements of Title III of the Americans with Disabilities Act (42 USC 12181) section § 36.304, that include the 1994 ADA Standards for Accessible Design (ADAAG).

Unless specifically stated in the scope of work, all reports prepared after a site inspection are prepared according to CRASCA (Cal. Civil code 55-51 – 55.545) and follow the Best Practices Standards established by the Division of the State Architect (DSA).

All measurements and slope calculations performed during the inspections follow the recommended procedures and best practices recommendations contained within the U S Access Board (UFAS) Guidelines and the 2016 California Access Compliance Advisory Reference Manual (Effective January 1, 2017). Copies of these documents are available upon request or they may be downloaded directly from the publishing agency.

Smart Levels and any other electronic or digital measuring device are calibrated each day prior to the survey. The following electronic measuring devices and equipment were used during this survey:

- Stabila 196-2 electronic IP65 2-foot Digital smart level (Accuracy + - .05°)
- Nikon D5000 Digital Camera
- Stanley “Fat Max” tape measure

All dimensions are subject to conventional industry tolerances except where the requirement is stated as a range with specific minimum and maximum end points. Calculations of percentages or ratios for elements or facilities that result in fractions or remainders, rounding up to the next whole number is required. For required size or dimensions of an element or facility that involves ratios or percentages, rounding down for values less than one half are permitted. (CBC 11B-104)

Figures, unless specifically stated otherwise, are for informational purposes only. (CBC 11B-104.3). Written code text will apply regardless of the figures presented within the construction documents.

Where applicable standards differ between the Federal ADA Standards and the 2016 California Building Codes, effective January 1, 2017, the more restrictive elements will apply to the inspection being performed. Where there are differences between the 2016 California Building Codes and the applicable codes in effect at the time of original construction, the 2016 California Building Codes will apply to the repairs, renovations and alterations of the barrier removal construction.

REPORT

The report is designed to identify and establish the actual conditions of the site arrival points, the accessible parking, and the associated paths of travel from the accessible parking to the main entrances and present options for compliance with the barrier removal requirements of the Federal ADA. The report also provides recommendations relating to the discrepancies found requiring alterations under the California Building Codes (CBC).

Within this report, when the Federal ADA barrier removal requirements and California Building Code requirements are different, the applicable prevailing code will be noted. When an architectural barrier removal element is considered Technically Infeasible, the justification will be included within the report.

Under the Federal ADA statutes, architectural barrier removal for accessibility is required regardless of any construction activity whereas the California Building Code compliance applies anytime there are additions, alterations or renovations requiring a building permit are being performed.

This report is formatted to present the findings in specific sections relating to the overall site arrival and the individual buildings and/or building complex. At the end of each section, recommendations on ADA Barrier Removal and/or California Code Compliance are given. At the end of the report, a conclusion of the recommendations is provided.

Parking compliance is based on the existing parking count of each parking facility and not the overall parking count. The quantity of accessible parking spaces required is determined using the California Building Codes, Section 11B, Division 2, Table 11B-208.2. Any parking restrictions or quantity requirements of the City of Santa Ana Planning and/or Zoning have not been determined or considered within this report.

All elements relating to the recommendations for barrier removal and code compliance are based on the opinion of the Certified Access Specialist (CASp). Provisions within the California Division of the State Architect (DSA) program do not allow a CASp to certify a site or element is compliant.

Within this report, AFF (Above the Finished Floor) refers to a measurement taken from the finished floor or ground surface to the height of the object, operable part or finished counter top height. CL (Center Line) refers to a measurement taken from the floor or wall to the center line of the object.

Pursuant to California Civil Code Section 55.56, as amended by Senate Bill 269, some of the businesses may qualify for a 120-day grace period after the CASp inspection, during which the business or property owner is not liable for minimum statutory damages in a construction-related accessibility claim, with respect to any violations noted in the CASp inspection report.

ACCESS INSPECTED CERTIFICATE

Disabled Access Inspection Certificate # **25439** is assigned to this property. This Certificate is a record of inspection, and not a Certificate of Compliance. This certificate does not indicate the site is fully compliant. You are not required to post the certificate; however, you may want to post a copy to dissuade vexatious litigants. You may also elect to make it available for review upon request.

This CASp inspection report is confidential and privileged information and you are not required to show the report to anyone. A CASp inspected certificate is provided indicating all or part of the facility has been inspected by a CASp.

Disability Access Inspection Certificates are sequentially numbered and bear a State of California seal to deter forgery; therefore, a CASp who issues a certificate to a building or facility owner that is not a Disability Access Inspection Certificate purchased from DSA is committing forgery and subject to suspension of certification. In addition, DSA maintains accountability of all Certificates, and because Certificates are issued only to a CASp in good standing, it is prohibited for a CASp to sell a Certificate to another CASp. A CASp who sells Certificates to another CASp is subject to suspension of certification.

AVAILABILITY OF TAX INCENTIVES FOR ACCESS IMPROVEMENTS

Tax incentives may be available to businesses to help cover the cost of making accessible improvements. See Exhibit 3. Additional information is available at www.ada.gov/taxincent.htm and the forms and instructions are available at www.ada.gov/archive/taxpack.htm

BUILDING DESCRIPTION & STATISTICAL INFORMATION

Ownership: This property is an office park/office condominium complex, privately owned and subject to the provisions of Title III of the Americans with Disabilities Act of 1990 (ADA), 42 USC 12181, section § 36.304, removal of barriers in public accommodations.

Location: The property is located within the City of Santa Ana, California 92705

Type and Year of Construction: circa 1970.

History of Improvements: NA.

Use and Occupancy Classification*:* This site is a mix of 1 and 2 story buildings with occupancies consisting of business offices, medical offices, medical clinics, retail sales, and warehousing.

Facilities Overview: The Brookhollow Office Park is located within a private business park/condominium complex. All ground level parking is dispersed throughout the site. All streets within the site are private with posted signs at each of the sites access points.

There are no sidewalks provided from the City of Santa Ana street right of ways to any point within the site. Pedestrian access is limited to a path of travel from the accessible parking to the building entrance(s) served.



Site map of the Brookhollow Office Park, Santa Ana, CA.

REMOVAL OF BARRIERS

Removal of the barriers and improving the accessibility of the site is required by the Americans with Disabilities Act: (ADA, 42 USC 12181, Title III regulations, specifically [§ 36.304], regardless of new construction or alterations where such removal is “Readily Achievable”, “Easily Accomplished” and able to be carried out without much “Difficulty or Expense”.

An accessible path of travel is wheelchair usable. A path with stairs is not considered an accessible path of travel. Areas that are served by a means other than an accessible path of travel must still meet the accessibility requirements of other sections of the building codes.

This definition requires that the barrier removals apply to all types of disabilities. As an example, providing a wheelchair accessible path may be “Technically Infeasable” and thus allowed as an exemption but the requirements to provide barrier removal for the sight impaired, hearing impaired or semi-ambulatory disabled person would still be required.

This CASp survey is based on the building codes in effect at the time of construction as recommended by the State Architect (DSA) and the barrier removal requirements of the Federal ADA standards consisting of the 1994 Federal ADAS, 42 USC 12181 along with the 2010 ADAAG (Accessible Guidelines).

Recommendations contained within this report will cite the current 2016 California Building Codes (CBC), specifically Section 11B as those are the codes that will apply to the actual construction related to the barrier removals.

Within this report, sections may include more than one applicable code requirement. Elements that are barrier removal elements of the Federal ADA are given first. Elements that apply to the current California Building Code requirements will appear in *blue italic text*. In California, the current codes will apply to any alteration, renovation of addition requiring a building permit.

PEDESTRIAN and SITE ACCESS FROM THE PUBLIC WAY

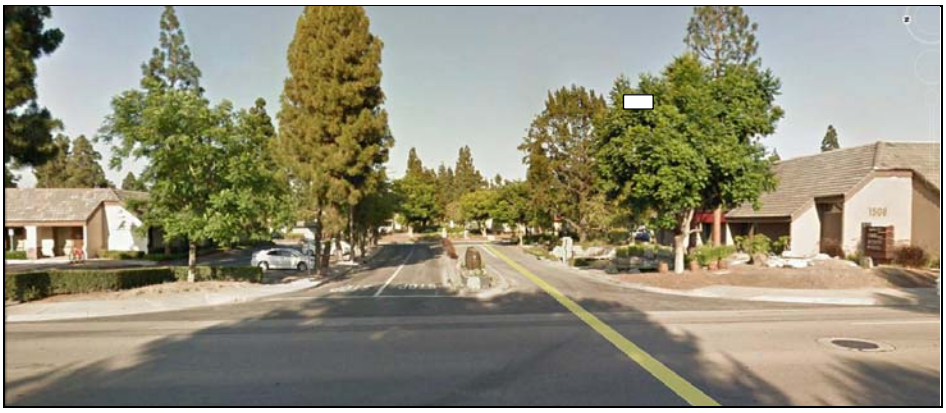
There are no sidewalks provided from the City of Santa Ana streets or right of ways to any point within the site. Pedestrian access is limited to a path of travel from the accessible parking to the building entrance(s) served. The only pedestrian path within the site is via the vehicle way. The requirement to provide an accessible path does not apply per CBC section 11B-206.2.1(e)2, when the only access is a vehicle way not providing pedestrian access.

There are 5 entrances into the complex from the public way. These include the main intersections at Grand Avenue/Brookhollow (Traffic Light) and Warner Avenue/Brookhollow (Traffic Light). There is also a street access on Grand Avenue, a vehicle driveway into the parking lot on Grand Avenue and a vehicle driveway into the parking lot on Warner Avenue.

All streets within the complex are private streets and named Brookhollow. There are 24 separate vehicle driveways from the private street into the parking areas.



Google Street View of the Grand Avenue entrance.



Google Street View of the Grand Avenue entrance #2.



Google Street View of the Grand Avenue entrance #3.



Google Street View of the Warner Avenue entrance driveway.



Google Street View of the Warner Avenue/Brookhollow entrance.

Due to the layout of the complex, it is my opinion the applicable unauthorized parking, tow away signs should be placed at each entrance to the private street and at each driveway entrance that enters from the public right of way (street) to the parking areas of the complex.

There are existing monument signs at the entrances with some of the required information posted. Upgrading the signs to contain the current applicable information is highly advisable.



The Unauthorized parking sign shown on the left and contains the current requirements of the California Building Code.

The tow away information is:

Santa Ana Police Department

(714) 245-8600

The tow away information is required to be 1" high block letters, permanatly attached to the sign.



A photo of the existing entry sign shown on the left.

It contains some of the information but not all of the required verbiage.

Recommendations for barrier removal at the site access:

- Install the unauthorized parking, tow away signs as follows:
  - Grand Avenue/Brookhollow (Traffic Light) entrance.
  - Warner Avenue/Brookhollow (Traffic Light) entrance.
  - Brookhollow Avenue street access on Grand Avenue.
  - The vehicle driveway into the parking lot on Grand Avenue.
  - The vehicle driveway into the parking lot on Warner Avenue.

ACCESSIBLE PARKING COUNT COMPLIANCE

There are currently 4 separate parking facilities provided. Each facility is separated by Brookhollow Avenue. Each facility serves multiple buildings.

The parking count breakdown is as follows:

Area 1: This area serves buildings 1500, 1502, 1504, 1506, 1530, 1532, 1534, 1536 and 1538. There are a total of 436 parking spaces with a total of 18 ADA spaces. Due to the lack of a pedestrian path connecting each building within this portion of the complex, ADA spaces must be provided for each section that is connected by a path of travel.

- Buildings 1500, 1504 and 1506 are connected by a path of travel. A total of 201 spaces serve this section. A total of seven accessible spaces are required; a total of eight accessible spaces are provided.
- Buildings 1502 and 1530 are connected by a path of travel. A total of 49 spaces serve this section. A total of two accessible spaces are required; a total of two accessible spaces are provided.
- Buildings 1532 and 1534 are connected by a path of travel. A total of 63 spaces serve this section. A total of three accessible spaces are required; a total of four accessible spaces are provided.
- Building 1536 is not connected by a path of travel. A total of 23 spaces serve this section. A total of one accessible spaces is required; a total of two accessible spaces are provided.
- Building 1538 is not connected by a path of travel. A total of 27 spaces serve this section. A total of two accessible spaces are required; a total of two accessible spaces are provided.

Area 1 meets the minimum standards for the quantity of accessible parking.

The individual ADA parking spaces and the distribution of standard accessible, van accessible and access aisles are covered under a separate section of this report.

Area 2: This area serves buildings 1516, 1518, 1520, 1522, 1524, 1526 and 1528. There are a total of 342 parking spaces with a total of 18 ADA spaces. This consist of 4 separate parking facilites. The requirement is for each parking facility to provide the correct number of accessible spaces for that facility. There is a pedestrian path connecting each building within this portion of the complex, ADA spaces must be provided for each section that is connected by a path of travel.

- The north east lot serving buildings 1516, and 1520 has a total of 37 spaces serving this section. A total of two accessible spaces are required; a total of two accessible spaces are provided.
- The south east lot serving buildings 1520, 1524 and 1528 has a total of 72 spaces serving this section. A total of three accessible spaces are required; a total of five accessible spaces are provided.
- The south west lot serving buildings 1526, and 1528 has a total of 76 spaces serving this section. A total of four accessible spaces are required; a total of four accessible spaces are provided.
- The north west lot serving buildings 1516, 1518 and 1522 has a total of 157 spaces serving this section. A total of six accessible spaces are required; a total of seven accessible spaces are provided.

Area 2 meets the minimum standards for the quantity of accessible parking.

The individual ADA parking spaces and the distribution of standard accessible, van accessible and access aisles are covered under a separate section of this report.

Area 3: This area serves buildings 1508 and 1510 exclusively. This consist of a single parking facility bordered on all four sides by Grand Avenue and Brookhollow Avenue. There are a total of 101 parking spaces provided. A total of five accessible spaces are required with a total of six accessible spaces provided. The requirement is for each parking facility to provide the correct number of accessible spaces for that facility. There is a pedestrian path connecting both buildings within this portion of the complex. ADA spaces must be provided for each section that is not connected by a path of travel.

Area 3 meets or exceeds the minimum standards for the quantity of accessible parking.

The individual ADA parking spaces and the distribution of standard accessible, van accessible and access aisles are covered under a separate section of this report.

Area 4: This area serves buildings 1540, 1544, 1548, 1554, 1560, and 1570. There are a total of 555 parking spaces with a total of 19 accessible spaces provided. Although this is a single parking facility serving six separate buildings, each individual building does not have a pedestrian path connecting each building within this portion of the complex. ADA spaces must be provided for each section that is not connected by a path of travel. The exact distribution of the parking spaces may vary and is not determined within this report.

The parking spaces for each building within this section is estimated, using the proximity of the parking to the building entrance served.

- Building 1540 (McFadden & Dale), has an estimated total of 47 spaces serving this section. A total of two accessible spaces are required; a total of one accessible space is provided.
- Building 1544 (Wine Exchange), has an total of 19 spaces serving this section. A total of one accessible spaces is required; a total of two accessible spaces are provided.
- Building 1548A (Vacant), has an total of 11 spaces serving this section. A total of one accessible space is required; a total of one accessible spaces is provided.
- Building 1548B (Sit n Sleep), has an estimated total of 43 spaces serving this section. A total of two accessible spaces are required; a total of two accessible spaces are provided.
- Building 1554A (Grainger), has an estimated total of 69 spaces serving this section. A total of three accessible spaces are required; a total of one accessible spaces is provided.
- Building 1554B (Ammo Brothers), has an estimated total of 42 spaces serving this section. A total of two accessible spaces are required; a total of two accessible spaces are provided.
- Building 1560, has an estimated total of 168 spaces serving this section. A total of six accessible spaces are required; a total of four accessible spaces are provided.
- Buildings 1570, has an estimated total of 170 spaces serving this section. A total of six accessible spaces are required; a total of 6 accessible spaces are provided.

Area 4 does not meet the overall facility minimum standards for the quantity of accessible parking.

The individual ADA parking spaces and the distribution of standard accessible, van accessible and access aisles are covered under a separate section of this report.

Recommendations for barrier removal at the parking quantity compliance:

- Install an additional 1 accessible parking spaces at building 1540 McFadden & Dale
- Install an additional 2 accessible parking spaces at building 1554 Graingers
- Install an additional 2 accessible parking spaces at building 1560

ACCESSIBLE PARKING COMPLIANCE BY BUILDING

The following breakdown is based on the individual building and the associated accessible parking. It includes the distribution of standard accessible, van accessible and the access aisles. This portion also covers size (length and width), surface slope, curb ramps, signs and striping.

BUILDING 1500

There is a single accessible parking space serving this building. It consists of a diagonal accessible space without an access aisle.

A walk from the parking lot to the building is located to the left of the space. There are no vehicle hazard warnings provided.

The running slopes range from 2.5% at the head of the space up to 2.7% at the foot. The cross slope is within the allowable range. Within the accessible parking area, a maximum of 2% slope, in any direction is required.

The ADA parking sign is missing the California only “Minimum Fine $250” sign.



View of the existing accessible parking area.

Recommendations for barrier removal at the building 1500:

- Install the Van Accessible parking sign at the head of the accessible parking space.
- Install an 8 foot wide access aisle on the right side of the van accessible parking space.
- At the time of resurfacing or slurry coat, the surface slope should be corrected to provide a maximum 2% slope.
- Install vehicle hazard warnings (truncated domes) at the end of the walk between the walk and the vehicle drive.

BUILDING 1502

There are two accessible parking space serving this building. They consists of a 9’ wide by 18’ long van accessible space, an 8 foot wide access aisle and a 9’ wide standard accessible space.

A built up curb ramp with a 8.3% slope is located within the access aisle and there are no vehicle hazard warnings provided. The curb ramp cannot be located withi the access aisle.

The running and cross slopes of the accessible parking area are within the allowable range. Within the accessible parking, a maximum of 2% slope, in any direction is required.

The ADA parking signs are missing the California only “Minimum Fine $250” sign. The left parking sign is missing the “Van Accessible” verbage but otherwise is installed correctly. The right side sign is installed too low. The correct height is 60”, measured from the ground surface to the bottom of the sign.



View of the existing accessible parking area at building 1502.



View of the existing built up ramp within the access aisle.

Recommendations for barrier removal at building 1502:

- Install the Van Accessible parking sign at the head of the left van accessible parking space.
- Install the “Minimum Fine $250” sign at both parking signs.
- Remove the built up ramp and install a new parallel curb ramp with truncated domes..

BUILDING 1504

There are two accessible parking space serving this building. They consists of a 9’ 10” wide van accessible space, a 7’ 9” wide access aisle and a 10’ wide standard accessible space. The access aisle is incorrectly placed. A minimum of 9’ is required for the parking space and a minimum of 8’ is required for the van accessible access aisle. The overall with of the parking area is correct but the actual positioning of the access aisle in incorrect.

A built up curb ramp with a 9% slope is located within the access aisle and there are no vehicle hazard warnings provided. The curb ramp cannot be located withi the access aisle and the maximum slope of 8.33% is allowed.

The running and cross slopes of the accessible parking area are within the allowable range. Within the accessible parking area, a maximum of 2% slope, in any direction is required.

The ADA parking signs are missing the California only “Minimum Fine $250” sign. Both signs are installed at the correct height.



View of the existing accessible parking area at building 1504.



View of the existing built up ramp within the access aisle.

Recommendations for barrier removal at building 1504:

- Install the “Minimum Fine $250” sign at both parking signs.
- Relocate the access aisle to provide the correct width.
- Remove the built up ramp and install a new parallel curb ramp with truncated domes.

BUILDING 1506

There are four accessible parking spaces serving this building. Two spaces are installed at the front entrance to the clinic and two spaces are installed at the side parking area with a crosswalk to the rear entrance of the suite.

Front parking: The front entrance parking has a 9’ wide by 18’ long van accessible space, an 8’1” wide access aisle and a 9’ wide standard accessible parking space.

There is a parallel curb ramp with truncated domes provided at the head of the parking spaces.

The running and cross slopes of the accessible parking area are within the allowable range. Within the accessible parking area, a maximum of 2% slope, in any direction is required.

The ADA parking signs are correct and include the “Van Accessible” and “Minimum Fine $250” signs. Both signs are installed at the correct height.



View of the existing accessible parking area at building 1506.



View of the existing parking and parallel ramp.

Side Parking: The side parking has a 10’ wide by 18’ long van accessible space, an 8’ wide access aisle and an 8’ 6” wide standard accessible parking space.

There is a 17% drainage gutter installed along the front edge and the left side of the accessible parking space.

The running and cross slopes of the accessible parking area are within the allowable range except at the drainage ditch. Within the accessible parking area, a maximum of 2% slope, in any direction is required.

There is a crosswalk with truncated domes provided in the access aisle. At the other side of the vehicle drive, the cross walk meets the walk. The walk has an overall slope less than 5%. Vehicle hazard warnings (truncated domes) are installed between the walk and the vehicle drive. The truncated domes installed inside the access aisle are deteriorating and should be removed. The Requirement for the Truncated Domes has been misinterpreted. They are not required nor recommended within the access aisle.

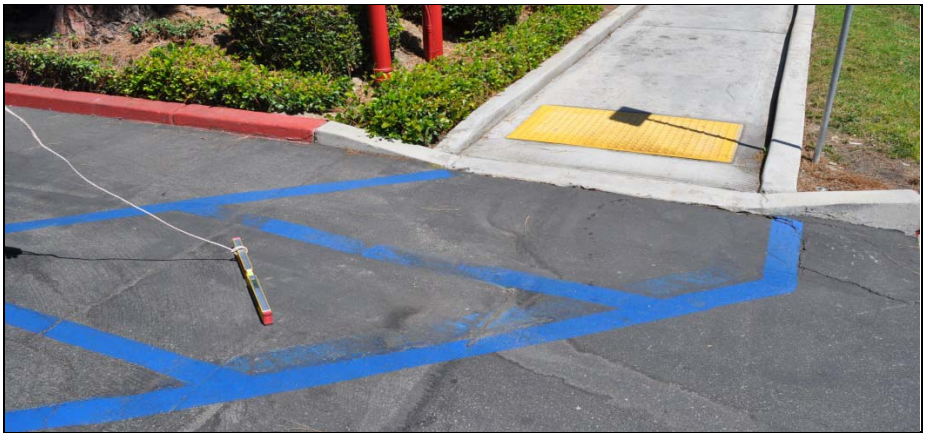
The ADA parking signs are correct and include the “Van Accessible” and “Minimum Fine $250” signs. Both signs are installed at the correct height.



View of the existing accessible parking area at the side entrance, building 1506.



View of the existing crosswalk from the parking at the side entrance of building 1506.



View of the existing crosswalkand domes at the rear entrance of building 1506.



View of the 17% slope gutter drainage at the accessible space.

This building also has 3 separate sets of stairs from the walk to the vehicle way. A sidewalk is not provided at the bottom of the stairs. Exterior stairs are required to have a contrasting stripe at the nosing of each tread. The stripe is a minimum 2” wide running the full width of the treads and a maximum of 1” back from the nosing.



View of the existing stairs down from the walk to the vehicle way at building 1506.

This building also has a single set of stairs from the south side door to the vehicle way. A sidewalk is not provided at the bottom of the stairs. Exterior stairs are required to have a contrasting stripe at the nosing of each tread. The stripe is a minimum 2” wide running the full width of the treads and a maximum of 1” back from the nosing.



View of the existing steps at the south side entrance to building 1506

Recommendations for barrier removal at building 1506:

- Remove the truncated domes from the access aisle.
- Offset the accessible parking and access aisle to provide the level surface outside of the drainage ditch.
- Paint contrasting stripes on the exterior stairs.

BUILDING 1508

There are four accessible parking spaces serving this building. They are installed as two sets of 2 at the front entrance to the building.

The parking has a 9’ wide by 18’ long van accessible space, an 8’ 6” wide access aisle and a 12’ 1” wide standard accessible parking space followed by an 11’ 6” wide by 18’ long van accessible space, an 8’ wide access aisle and a 9’ wide standard accessible parking space..

There are two parallel curb ramps with truncated domes provided at the head of the parking spaces serving the access aisles.

The running and cross slopes of the accessible parking area are within the allowable range. Within the accessible parking area, a maximum of 2% slope, in any direction is required.

The ADA parking signs are correct and include the “Van Accessible” and “Minimum Fine $250” signs. Both signs are installed at the correct height.



View of the existing accessible parking area at building 1508.



View of the existing unauthorized parking tow away sign at the driveway.

Recommendations for barrier removal at building 1508:

- Add the tow away information for the City of Santa Ana to the proper location on the unauthorized parking sign.

BUILDING 1510

There are two accessible parking spaces serving this building. they consists of a 9’ wide by 18’ long van accessible space, a 9’ wide access aisle and a 9’ wide standard accessible space. The access aisle is incorrectly placed. A minimum of 9’ is required for the parking space and a minimum of 8’ is required for the van accessible access aisle. The overall width of the parking area is correct but the actual positioning of the access aisle is incorrect.

A built up curb ramp with a 9% slope is located within the access aisle and there are no vehicle hazard warnings provided. The curb ramp cannot be located within the access aisle and the maximum slope of 8.33% is allowed.

The running and cross slopes of the accessible parking area are within the allowable range. Within the accessible parking area, a maximum of 2% slope, in any direction is required.

The van accessible parking sign is missing the California only “Minimum Fine $250” sign. The standard accessible sign is missing.



View of the existing accessible parking area at building 1510.



View of the existing built up ramp within the access aisle.

Recommendations for barrier removal at building 1510:

- Install the “Minimum Fine $250” sign at both parking signs.
- Install the standard accessible parking sign.
- Remove the built up ramp and install a new parallel curb ramp with truncated domes.

BUILDING 1516

There are four accessible parking spaces serving this building. Two spaces are installed on the east side and two spaces are installed on the west side.

East parking: The east side parking has an 11’ wide by 18’ long van accessible space, an 8’10” wide access aisle and a 9’ 10” wide standard accessible parking space.

At the head of the parking spaces there is a parallel curb ramp and there are no vehicle hazard warnings provided. The running slopes are correct but the cross slope exceeds the 2% maximum allowed. A large pine tree is lifting both the walk and ramp creating a steeper cross slope. Currently the cross slope of the walk in this area is 3.5%. As the tree grows, the cross slope will only increase. A maximum of 2% cross slope is required.

The running and cross slopes of the parking spaces and access aisles are within the allowable range except at the very top left corner, where the slope increases to 3.1%. Within the accessible parking area, a maximum of 2% slope, in any direction is required.

The ADA parking signs are missing the “Minimum Fine $250” signs. Both signs are installed at the correct height.



View of the existing accessible parking area at building 1516.



View of the existing parking and parallel ramp.

West Parking: The west side parking has a 9’ wide by 17’ 6” long van accessible space, an 8’ wide access aisle and a 9’ 6” wide standard accessible parking space.

At the head of the parking space there is a parallel curb ramp with truncated domes provided. At the access aisle, the surface sweeps up to the curb ramp with the slope increasing to 2.4%. A 2% maximum cross slope is required.

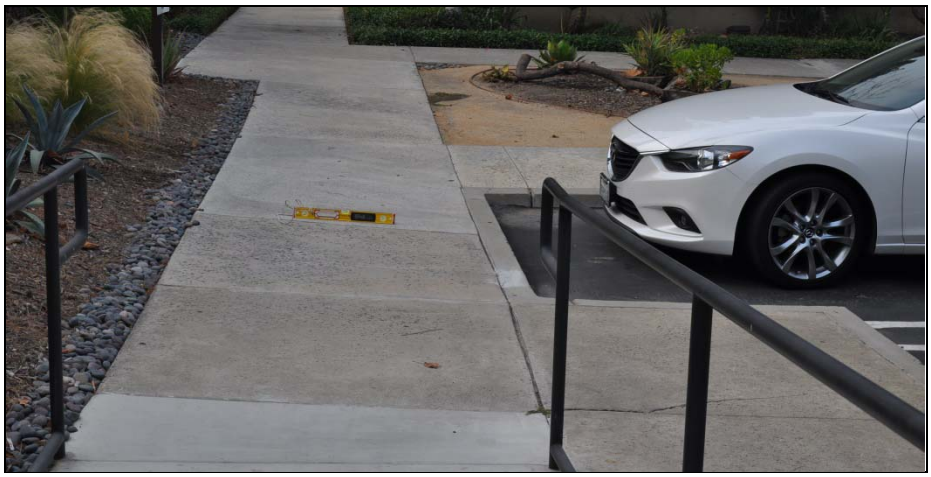
The running and cross slopes of the parking spaces and access aisles are within the allowable range except at the very top of the access aisle, where the slope increases to 2.4%. Within the accessible parking area, a maximum of 2% slope, in any direction is required.

The ADA parking signs are missing the “Minimum Fine $250” signs. Both signs are installed at the correct height.

The walk in front of building 1516 has an excessive slope of 5.6% A maximum of 2% cross slope is allowed.



View of the existing accessible parking area at the west side parking of building 1516.



View of the existing walk from the parking at the west side parking of building 1516.

Recommendations for barrier removal at building 1516:

- Install the “Minimum Fine $250” signs at the existing ADA parking spaces.
- Repair the ramp surface where it is lifted by the tree.
- Level the upper corner of the van accessible parking space at the east side parking.
- Level the surface of the access aisle at the west side parking.
- Restripe the west side parking to provide the correct length of 18 feet minimum.

BUILDING 1518

There are five accessible parking space serving this building. There is a single space at the south west corner, two spaces at the north west corner and two spaces on the north east corner of the building.

North East parking: The north east parking has a 9’ 9” wide by 17’ 8” long van accessible space, an 8’ wide access aisle and a 8’ 10” wide standard accessible parking space.

At the head of the parking spaces there is a single ramp down to the parking lot level and there are no vehicle hazard warnings provided..

The running and cross slopes of the parking spaces and access aisles are within the allowable range except at the very top center of the access aisle. This is the area where the built up ramp was removed and re-surfaced. At this area the slope increases to 2.8%. Within the accessible parking area, a maximum of 2% slope, in any direction is required.

The ADA parking signs are missing the “Minimum Fine $250” signs. Both signs are installed at the correct height.



View of the existing accessible parking area at building 1518.

North West Parking: The north west parking has a 10’ 2” wide by 17’ 9” long van accessible space, a 6’ 10” wide access aisle and a 9’ wide standard accessible parking space. The overall width of the parking area allows for compliant widths and lengths.

Moving the left stripe of the access aisle over will correct the situation. A minimum of 9’ wide by 18’ long with a minimum 8’ wide access aisle is required for accessible parking space compliance.

At the head of the parking spaces there is a parallel curb ramp without vehicle hazard warnings.

The running and cross slopes of the parking spaces and access aisles are within the allowable range. Within the accessible parking area, a maximum of 2% slope, in any direction is required.

The ADA parking signs are missing the “Minimum Fine $250” signs. Both signs are installed at the correct height.



View of the existing accessible parking area at building 1518.

South West Parking: The south west side parking has a single 9’ wide by 18’ 5” long standard accessible space with a 6’ 6” wide access aisle located on the left side of the accessible parking space.

At the head of the parking spaces there is a parallel curb ramp without vehicle hazard warnings.

The running and cross slopes of the parking space and access aisle are within the allowable range. Within the accessible parking area, a maximum of 2% slope, in any direction is required.

The ADA parking sign is missing the “Minimum Fine $250” signs. The sign is installed at the correct height.



View of the existing single accessible parking space at building 1518.



View of the existing parallel curb ramp and access aisle.

Recommendations for barrier removal at building 1518:

- Add the missing $250 Fine signs as noted.
- Repaint the surface stripes of the accessible parking spaces and access aisles to provide the correct minimum dimensions. A minimum 9’ wide by 18’ long accesible parking space and a minimum 8’ wide (van accessible) by 18’ long access aisle.
- Install truncated domes (vehicle hazard warning) at the ramps where indicated.

BUILDING 1520

There are two accessible parking spaces serving this building. They consists of a 9’ wide by 18’ long van accessible space, a 8’ 2” wide access aisle and a 9’ 4” wide standard accessible space.

At the head of the parking spaces a compliant parallel curb ramp is located with the vehicle hazard warnings provided.

The running and cross slopes of the accessible parking area are within the allowable range. Within the accessible parking area, a maximum of 2% slope, in any direction is required.

The ADA parking signs contain the correct information and they are installed at the correct height.



View of the existing accessible parking area.

Recommendations for barrier removal at building 1520:

- There are no discrepencies found at this area

BUILDING 1522

There are two accessible parking spaces serving this building. They consist of a 9’ wide by 18’ long van accessible space, an 8’ wide access aisle and a 9’ wide standard accessible space.

At the head of the parking spaces a compliant parallel curb ramp is located with the vehicle hazard warnings provided.

The running and cross slopes of the accessible parking area are within the allowable range. Within the accessible parking area, a maximum of 2% slope, in any direction is required.

The ADA parking signs contain the correct information and they are installed at the correct height.



View of the existing accessible parking area.

Recommendations for barrier removal at building 1522:

- There are no discrepencies found at this area

.

BUILDING 1524

There are two accessible parking spaces serving this building. Theyconsists of a 9’ 6” wide by 18’ long van accessible space, an 8’ wide access aisle and a 9’ 6” wide standard accessible space.

A built up curb ramp with a 9.3% slope is located within the access aisle and there are no vehicle hazard warnings provided. The curb ramp cannot be located within the access aisle and a maximum slope of 8.33% is allowed. A new parallel curb ramp is recommended.

The running and cross slopes of the accessible parking area are within the allowable range. Within the accessible parking area, a maximum of 2% slope, in any direction is required.

The accessible parking signs are missing the California only “Minimum Fine $250” signs and are installed at an incorrect height.



View of the existing accessible parking area.



View of the existing built up ramp within the access aisle.

Recommendations for barrier removal at building 1524:

- Relocate the parking signs to the correct height. A minimum of 80 AFF, measured to the bottom of the sigh is required for signs within the path of travel and 60” minimum for signs that are not within the path of travel.
- Add the “Minimum Fine $250” sign at both parking signs.
- Remove the built up ramp and install a new parallel curb ramp with truncated domes.

BUILDING 1526

There are two accessible parking spaces serving this building. They consists of an 8’ 10” wide by 17’ 9” long van accessible space, an 8’ 4” wide access aisle and an 8’ 8” wide standard accessible space. Both of the accessible spaces are incorrectly installed. The minimum dimensions are not provided. By repositioning the striping, the correct widths and lengths can be provided.

A built up curb ramp with an 8.7% slope is located within the access aisle and there are no vehicle hazard warnings provided. The curb ramp cannot be located within the access aisle and a maximum slope of 8.33% is allowed. A new parallel curb ramp is recommended.

The running and cross slopes of the accessible parking area are within the allowable range. Within the accessible parking area, a maximum of 2% slope, in any direction is required.

The ADA parking signs contain the correct information and they are installed at the correct height.



View of the existing accessible parking area.

Recommendations for barrier removal at building 1526:

- Repaint the surface stripes of the accessible parking spaces and access aisles to provide the correct minimum dimensions. A minimum 9’ wide by 18’ long accesible parking space and a minimum 8’ wide (van accessible) by 18’ long access aisle.
- Remove the built up ramp and install a new parallel curb ramp with truncated domes.

BUILDING 1528

There are four accessible parking spaces serving this building. Two spaces are installed on the east side and two spaces are installed on the west side.

East parking: The east side parking has a 10’ wide by 18’ long van accessible space, an 9’ wide access aisle and a 9’ 11” wide standard accessible parking space.

At the head of the parking spaces there is a parallel curb ramp with truncated domes provided.

The running and cross slopes of the parking spaces and access aisles are within the allowable range. Within the accessible parking area, a maximum of 2% slope, in any direction is required.

The ADA parking signs contain the correct information and they are installed at the correct height.



View of the existing accessible parking area.



View of the existing parallel curb ramp with truncated domes.

West Parking: The west side parking has an 8’ 10” wide by 17’ 6” long van accessible space, an 8’ 4” wide access aisle and an 8’ 10” wide standard accessible parking space.

Both of the accessible spaces are incorrectly installed. The minimum dimensions are not provided. By repositioning the striping, the correct widths and lengths can be provided.

At the head of the parking spaces there is a parallel curb ramp with truncated domes provided.

The cross slopes of the parking spaces and access aisles are within the allowable range.

The running slopes of the accessible parking spaces (both) vary between 2.4% at the curb up to 2.9% at the vehicle drive. The access aisle varies between 4.4% at the curb ramp down to 3.8% at the vehicle drive, where the slope decreases to 2.4%. Within the accessible parking and access aisle area, a maximum of 2% slope, in any direction is required.

The ADA parking signs contain the correct information and they are installed at the correct height.



View of the existing accessible parking area.

From the parallel curb ramp to the office entrances, a 5% sloped walk is provided on the right side. Handrails are not required at the 5% walk.

New steps with two rises are installed. Handrails and contrasting stripes are required and the new steps do not have the required handrails or contrasting stripes installed on the stair nosings The new steps pose a trip hazard..



View of the right side ramp and walk at building 1528.



View of the left side ramp and stair at building 1528.

Recommendations for barrier removal at building 1528:

- Repaint the surface stripes of the accessible parking spaces and access aisles to provide the correct minimum dimensions. A minimum 9’ wide by 18’ long accesible parking space and a minimum 8’ wide (van accessible) by 18’ long access aisle.
- Paint a contrasting stripe on the stair nosings. A minimum 2” wide stripe, placed a maximum of 1” from the edge of the nosing and running the full width of the tread is required.
- Install handrails on both sides of the new stair system.

BUILDING 1530

The 1530 building shares the accessible parking spaces with the 1502 building. There are no other accessible spaces provided or required.

See section 1502 for recommendations.

Recommendations for barrier removal at building 1530:

- There are no discrepencies found at this area

BUILDING 1532

There are two accessible parking spaces serving this building. It consists of a 9' 2" wide by 18' long standard accessible space, a 5' wide access aisle and a 9' wide standard accessible space. A van accessible space is not provided at this location.

A sidewalk meets the pavement without using a ramp. At this location there are no vehicle hazard warnings provided.

The running and cross slopes of the accessible parking area are within the allowable range. Within the accessible parking area, a maximum of 2% slope, in any direction is required.

The accessible parking signs are missing the California only "Minimum Fine $250" signs and are installed at an incorrect height.



View of the existing accessible parking at building 1532.

Recommendations for barrier removal at building 1532:

- Relocate the parking signs to the correct height. A minimum of 80 AFF, measured to the bottom of the sigh is required for signs at the path of travel and 60" minimum for signs that are not within the path of travel.
- Add the "Minimum Fine $250" sign at both parking signs.
- Install truncated domes at the transition from the walk to the access aisle.

BUILDING 1534

There are two accessible parking spaces serving this building. They consists of a 9’ wide by 16’ 4” long van accessible space, a 7’ 2” wide access aisle and a 10’ 9” wide standard accessible space. Both of the accessible spaces are incorrectly installed. The minimum dimensions are not provided.

A curb ramp is not provided at this location. There is an existing curb ramp facing north and not associated with these parking spaces. Use of that ramp would require the person to wheel into the vehicle way and behind vehicles other than their own.

The running and cross slopes of the parking spaces and access aisles are within the allowable range except the area at the foot of the space contains a v-ditch drainage channel. The west side of the v-ditch has an 8.7% slope and the west side has a 4% slope. Within the accessible parking area, a maximum of 2% slope, in any direction is required. Re-locating the drainage channel is required to provide compliant accessible parking spaces and access aisle.

The ADA parking signs are not provided at these spaces. A van accessible and a standard accessible sign are required.



View of the existing accessible parking area at building 1534.



View of the existing curb ramp at the vehicle way in front of building 1534.

Recommendations for barrier removal at building 1534:

- Install the van accessible and accessible parking signs at the head of the accessible parking spaces.
- Include the Minimum Fine $250 signs with the parking signs.
- Relocate/rework the v-ditch drainage channel to provide the required level surface at the accessible parking and access aisle.
- Install a parallel curb ramp to provide access to the accessible parking access aisle.
- Install truncated domes at the bottom of the ramp to provide the vehicle hazard warning.
- Install truncated domes at the existing curb ramp to provide the vehicle hazard warning.

BUILDING 1536

There are two accessible parking spaces serving this building. A single van accessible space is installed on the west side and a single van accessible space is installed on the east side.

West parking: The west side parking has a single 9' wide by 18' long van accessible space, with an 8' wide access aisle.

There is a direct access from the access aisle to the walk with vehicle hazard warnings provided at the area where the walk and the access aisle meet..

The running and cross slopes of the parking spaces and access aisles are within the allowable range. Within the accessible parking area, a maximum of 2% slope, in any direction is required.

The ADA parking sign contains the correct information and it is installed at the correct height.



View of the existing accessible parking area.

East parking: The east side parking has a 9' wide by 16' 3" long van accessible space with an 8' wide access aisle.

There is a modified parallel curb ramp without truncated domes provided at the right side of the access aisle. The running slope of the ramp is humped in the middle with slopes ranging from 7.8% at the top, 9.3% in the middle and decreasing to 6.8% at the bottom. The cross slopes range from 2% at the top, 4% in the middle and 4.5% at the bottom. The maximum running slope is 8.33% and the maximum cross slope is 2%.

The running and cross slopes of the parking spaces and access aisles are within the allowable range except the area at the foot of the space contains a v-ditch drainage channel. The west side of the v-ditch has a 8.7% slope and the west side has a 4% slope. Within the accessible parking area, a maximum of 2% slope, in any direction is

required. Re-locating the drainage channel is required to provide a compliant accessible parking space and access aisle.

The accessible parking sign is missing the California only “Minimum Fine $250” signs.



View of the existing parking and v-ditch drainage.

Recommendations for barrier removal at building 1536:

- At the west side parking, there were no discrepencies found.
- At the east side parking, add the missing $250 fine sign to the existing sign.
- At the east side parking, relocate/rework the v-ditch drainage challel to provide the required level surface at the accessible parking and access aisle.
- At the east side parking, rework the ramp to provide the correct slopes.
- At the east side parking, install truncated domes at the top of the ramp to provide the vehicle hazard warning.

BUILDING 1538

There are two accessible parking spaces serving this building. They consists of a 9' wide by 18' 1" long van accessible space, an 8' wide access aisle and a 9' wide standard accessible space.

At the head of the parking spaces there is a parallel curb ramp with vehicle hazard warnings provided. A guard rail has been installed for additional vehicle hazard protection.

The running and cross slopes of the accessible parking area are within the allowable range. Within the accessible parking area, a maximum of 2% slope, in any direction is required.

The ADA parking signs contain the correct information and they are installed at the correct height.



View of the existing accessible parking area at building 1538.



View of the existing parallel ramp and guard rail.

Recommendations for barrier removal at building 1538:

- There are no discrepencies found at this area.

BUILDING 1540

This building has been previously inspected by a CASp. The results of that inspection are unknown and are not a part of this report.

In calculating the number of parking spaces associated with this building, 47 spaces were allotted. This requires a total of two parking spaces. A single van accessible space is provided. It is recommended an additional accessible space be provided.

The running and cross slopes of the accessible parking area are within the allowable range. Within the accessible parking area, a maximum of 2% slope, in any direction is required.

The ADA parking sign contains the correct information and it is installed at the correct height.



View of the existing van accessible parking space at building 1540.



View of the new entry with truncated domes.

Recommendations for barrier removal at building 1540:

- Install an additional accessible parking space on the right side of the access aisle.

BUILDING 1544

There are two accessible parking spaces serving this building. A single space is provided on the west side of the parking facing north and a single space is provided on the east side facing north.

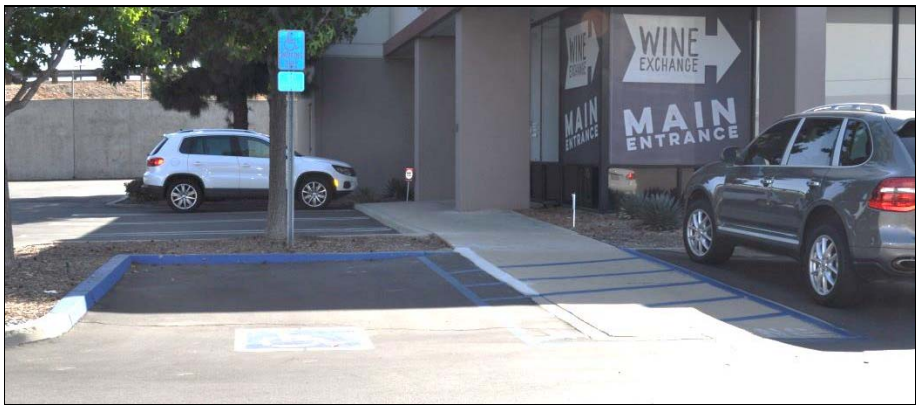
West Parking: The west side parking has a 10’ 5” wide by 18’ 2” long van accessible space with an 8’ 6” wide access aisle.

There is a modified built up curb ramp within the access aisle with a 4.7% walk leading down from the walk to the access aisle. Vehicle hazard warnings are not provided.

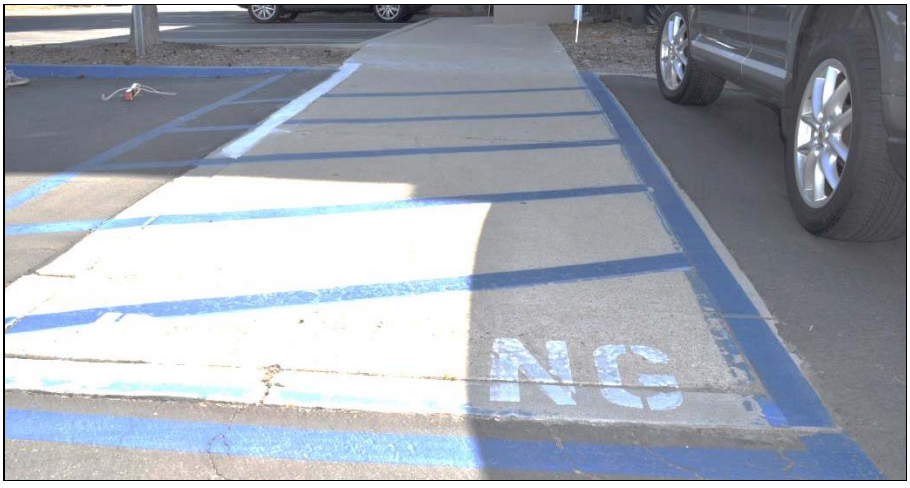
The running slope of the ramp is humped at the top with slopes ranging from 5.2% at the top decreasing to 4.2% at the bottom. The cross slopes are within the 2% range.

The running slope of the parking space is mostly within the allowable range except the area at the top right corner of the space where it rises up at 5.5% to meet the access aisle. Within the accessible parking area, a maximum of 2% slope, in any direction is required. Re-working the parking space and access aisle is required to provide a compliant accessible parking space and access aisle.

The accessible parking signs are missing the California only “Minimum Fine $250” signs.



View of the existing van accessible parking area at building 1544 west.



View of the existing built up ramp within the access aisle.

East Parking: The east side parking has a 19’ wide by 18’ 2” long standard accessible space with a 5’ 3” wide access aisle. The access aisle is positioned on the right side of the accessible parking space.

There is a walk down to the access aisle level. Vehicle hazard warnings are provided at the transition from the walk to the vehicle way.

The running and cross slopes of the accessible parking area are within the allowable range. Within the accessible parking area, a maximum of 2% slope, in any direction is required.

The accessible parking sign is missing the California only “Minimum Fine $250” sign.



View of the existing accessible parking area at building 1544 east.

Recommendations for barrier removal at building 1544:

- Add the missing $250 fine signs to the parking signs.
- At the west side parking, rework the accessible parking space and access aisle to provide the required level surface s.
- At the west side, install truncated domes at the transition between the walk and the access aisle to provide the vehicle hazard warning.

BUILDING 1548

There are two separate lease spaces within this building. The north side is currently vacant with Sit N Sleep occuping the south.

At the vacant suite, a single accessible space 9’ wide by 18’ long with a 5’ access aisle, positioned on the right side of the accessible space is provided.

A walk from the building entrance to the vehicle drive is provided. Vehicle Hazard Warnings are provided at the transition from the walk to the vehicle way.

A small drainage v-ditch runs along the foot of the parking spaces but is located outside of the parking space area.

The running and cross slopes of the accessible parking area are within the allowable range. Within the accessible parking area, a maximum of 2% slope, in any direction is required.

The accessible parking sign is missing the California only “Minimum Fine $250” sign.



View of the existing accessible parking area at the vacant suite of building 1548.



View of the existing walk and truncated domes.

At the south side suite containing the Sit N Sleep store, there are two, single van accessible spaces. One space faces north toward the building and one space faces west toward the freeway.

The north facing space has a 9’ wide by 18’ long van accessible space with an 8’ wide access aisle positioned on the right side of the van accessible spaces.

The west facing space has a 9’ wide by 18’ long accessible space with a 5’ wide access aisle positioned on the right side of the accessible spaces. A 5’ wide crosswalk is positioned between the accessible space and the landscape area to provide the accessible path of travel.

A walk from the building entrance to the vehicle drive is provided. Vehicle hazard warnings are provided at the transition from the walk to the accessible path at the vehicle way.

The running and cross slopes of the accessible parking area are within the allowable range. Within the accessible parking area, a maximum of 2% slope, in any direction is required.

The accessible parking signs are missing the California only “Minimum Fine $250” signs.



View of the existing van accessible parking area facing the building 1548.



View of the existing accessible parking area facing the freeway.



View of the existing walk and truncated domes.

Recommendations for barrier removal at building 1548:

- Add the missing $250 fine signs to the parking signs.

BUILDING 1554

There are two separate lease spaces within this building. The north side is currently occupied by Grainger Supply with the south side occupied by Ammo Brothers.

Graingers: At the Grainger suite, a single accessible space 9’ wide by 18’ long with a 5’ access aisle positioned on the right side of the accessible space is provided. It is located next to the main entrance to the retail section of the business. A van accessible parking space is not provided.

In calculating the number of parking spaces associated with this building, it is estimated 69 spaces are serving this section. A total of three accessible spaces are required; a total of one accessible spaces is provided. It is recommended an additional 1 van accessible and 1 accessible space be provided.

The running and cross slopes of the accessible parking area are within the allowable range. Within the accessible parking area, a maximum of 2% slope, in any direction is required.

The main entrance to the building is provided with safety vehicle bollards with full width truncated domes installed at the vehicle way side of the bollards.

The ADA parking sign contains the correct information and is installed at the correct height.



View of the existing accessible parking area at Graingers.

Ammo Brothers: At the Ammo Brothers suite, there are two single accessible spaces provided with one space on each side of the entry area.

On the right side of the entry, a 9’ wide by 20’ long van accessible space with a 7’ 6” wide access aisle, positioned on the right side of the accessible space is provided. An 8 foot minimum width access aisle is required at the van accessible space. It appears that during the recent restriping, the access aisle was narrowed.

On the left side of the entry, a 9’ 10” wide by 19’ 4” long accessible space with a 7’ wide access aisle, positioned on the right side of the accessible space is provided.

In calculating the number of parking spaces associated with this building, an estimated total of 42 spaces are serving this section. A total of two accessible spaces are required; with two accessible spaces are provided.

The running and cross slopes of the accessible parking area are within the allowable range. Within the accessible parking area, a maximum of 2% slope, in any direction is required.

The main entrance to the building is provided with safety vehicle bollards with full width truncated domes provided at the vehicle way side of the bollards.

The ADA parking signs contain the correct information and are is installed at the correct height.



View of the right side accessible parking at Ammo Brothers.



View of the left side accessible parking at the Ammo Brothers.

Recommendations for barrier removal at building 1554:

- At the Graingers suite, provide one additional van accessible and one additional accessible parking space with associated access aisles positioned to serve the Graingers entrance.
- At the Ammo Brothers suite, rework the van accessible parking and access aisle striping to provide the correct widths. A minimum of 8’ of width is required at the access aisle.

BUILDING 1560

At the 1560 building, there are four accessible spaces provided at the right side of the entry area. There is also an accessible path to the vehicle drive. The parking is grouped together with a 9’ wide by 18’ long van accessible space, an 8’ wide access aisle, then two 9’ wide accessible spaces, a 5’ wide access aisle then an additional 9’ wide accessible space. This provides a total of 1 van accessible space and 3 standard accessible spaces.

A parallel curb ramp is installed at the head of the parking spaces providing compliant access to the accessible parking. Vehicle hazard warnings are provided.

In calculating the number of parking spaces associated with this building, there are an estimated total of 168 spaces serving this section. A total of six accessible spaces are required; a total of four accessible spaces are provided.

The running and cross slopes of the accessible parking area are within the allowable range. Within the accessible parking area, a maximum of 2% slope, in any direction is required.

Three of the ADA parking signs contain the correct information and are installed at the correct height. The second sign in from the left is indicated as a van accessible space but the access aisle is located on the left side of the vehicle. A van accessible space must have the access aisle located on the passenger side of the vehicle. This sign should be change to a standard accessible sign.



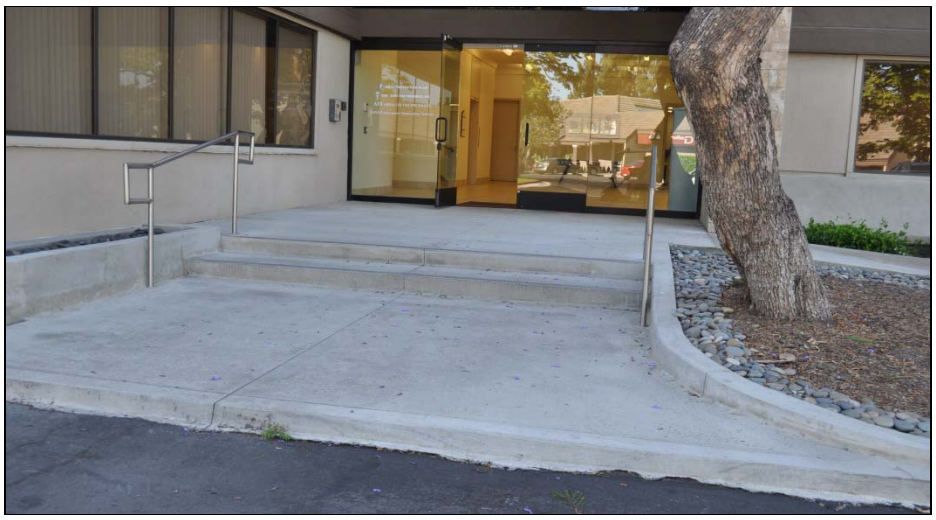
View of the existing accessible parking area and path of travel.



View of the existing accessible parking area and path of travel.



View of the existing ramp, walk and truncated domes at the vehicle drive.



View of the existing front entry steps with handrails and contrasting stripes.

At the east side of the building, a ramp is installed at the ned of the walk along the head of the parking. There are no vehicle hazard warnings provided. Installation of truncated domes is required at the bottom of the ramp.



Veiw of the east side ramp and the vehicle way at building 1560.

Recommendations for barrier removal at building 1560:

- Remove the Van Accessible parking sign from the standard accessible space and replace with a standard accessible parking sign.
- Add an additional 2 accessible parking spaces.
- Install truncated domes at the bottom of the east side ramp.

BUILDING 1570

At the 1570 building, there are a total of six accessible parking spaces serving this building. There are four accessible spaces provided at the west side entrance and two accessible parking spaces provided at the east side entrance.

In calculating the number of parking spaces associated with this building, there are an estimated total of 170 spaces serving this section. A total of six accessible spaces are required; a total of six accessible spaces are provided.

West Parking: At the west side parking, the accessible parking is grouped together at the entrance. This parking consists of two pairs of double accessible parking spaces. There is a 9’ wide by 18’ long van accessible space, an 8’ 3” wide access aisle, then two 9’ wide accessible spaces, another 8’ 3” wide access aisle then an additional 9’ wide accessible space. This provides a total of 2 van accessible spaces and 2 standard accessible spaces.

A conventional curb ramp is installed at the head of each of the access aisles providing compliant access to the accessible parking. Vehicle hazard warnings are provided at the curb ramps.

The running and cross slopes of the accessible parking area are within the allowable range. Within the accessible parking area, a maximum of 2% slope, in any direction is required.

The ADA parking signs contain the correct information and are installed at the correct height.



View of the existing accessible parking at the west side entrance to building 1570.



View of the existing left side curb ramp with truncated domes.



View of the existing right side curb ramp with truncated domes.

East Parking: At the east side parking, the accessible parking is positioned at the entrance. This parking consists of double accessible parking spaces. There is a 9’ 9” wide by 18’ long van accessible space, an 8’ 3” wide access aisle, then an additional 9’ 4” wide accessible space. This provides a total of 1 van accessible space and 1 standard accessible space.

A conventional curb ramp is installed at the head of the access aisle providing compliant access to the accessible parking.

The ADA parking signs contain the correct information and are installed at the correct height.



View of the existing accessible parking spaces at the east side entrance.



View of the existing ramp and truncated domes.

Recommendations for barrier removal at building 1570:

- There are no discrepencies found at this area.

CRASCA

Construction-Related Accessibility Standards Compliance Act CA Civil Code 55.51-55.545 (CRASCA)

Inspection Reports Prepared According to CRASCA.

Please note, this inspection report is issued and prepared according to the requirements of CRASCA. The client is seeking “Qualified Defendant” status even though there has been no construction or alterations to the structures other than the original tenant improvements when the facility was first occupied.

Per *California Civil Code 55.51–55.545*, a CASp Inspection Report issued according to CRASCA provides "qualified defendant" status only if the client has not yet been served a summons and complaint of a construction-related accessibility claim for the subject property requiring inspection. In addition, because the protections offered by a CASp Inspection Report issued according to CRASCA are established in California law, the "Qualified Defendant" status is recognized only in the California Court system and not in the United States Federal Court system.

READILY ACHIEVABLE BARRIER REMOVAL

Readily achievable barrier removal is defined by the ADA as *“Easily accomplished and able to be carried out without much difficulty or expense.”* In determining whether an action is readily achievable, factors to be considered include:

1. The nature and cost of the action needed under this part.
2. The overall financial resources of the site or sites involved in the action, the number of persons employed at the site, the effect on expenses and resources, legitimate safety requirements that are necessary for safe operation, including crime prevention measures or the impact otherwise of the action upon the operation of the site.
3. The geographic separateness and the administrative or financial relationship of the site or sites in question to any parent corporation or entity.
4. If applicable, the overall financial resources of any parent corporation or entity, the overall size of the parent corporation or entity with respect to the number of its employees, the number, type and location of its facilities, and
5. If applicable, the type of operation or operations of any parent corporation or entity, including the composition, structure and functions of the workforce of the parent corporation or entity.

SCHEDULE OF COMPLETION

In order to obtain qualified defendant status, a schedule of completion should be provided by the owners to be included in this report. This business may be qualified in accordance with SB-269.

CONCLUSION

In my opinion, many of the inspected parking areas and accessible paths of travel need some corrective measures to meet the construction related accessibility standards. The measures needed to remove the barriers fall under the provision of readily achievable.

An assessment of the readily achievable barrier removals includes, but is not limited to:

- Installation of accessible parking spaces, including the associated access aisles, van and accessible parking signs and the unauthorized parking tow away signs.
- Installation of curb ramps.
- Installation of an accessible path of travel from the accessible parking to the associated accessible parking.

Corrective measures are detailed at the end of each section of this report.

The barrier removal requirements, prescribed by the Americans with Disabilities Act (ADA) requiring barrier removals beyond the wheelchair access. This includes moving the elements that are obstructions, re-positioning elements that are incorrectly installed and maintaining the clear un-obstructed path.

A financial assessment of what is readily achievable barrier removal per 42 USC 12181, Section § 36.304 is not a part of this conclusion.

There are many elements that must be considered to determine what can be accomplished. See Exhibit 5 for definition of readily achievable and the conditions to which it applies.

Respectfully Submitted,



Jay Seidel
CASp #504

Attachments and Exhibits:

Exhibit 1	NOTICE TO PRIVATE PROPERTY OWNER/TENANT
Exhibit 2	NOTICE TO DEFENDANT
Exhibit 3	TAX INCENTIVES FOR BUSINESSES
Exhibit 4	DEFINITIONS, ACRONYMS AND ABBREVIATIONS
Exhibit 5	READILY ACHIEVABLE
Exhibit 6	ACCESSIBLE SIGNS, SYMBOLS & REACH RANGES
Exhibit 7	EXAMPLE OF THE CASP CERTIFICATE

EXHIBIT 1 - NOTICE TO PRIVATE PROPERTY OWNER/TENANT:

Every CASp who conducts an inspection of a place of public accommodation shall, upon completing the inspection of the site, provide the building owner or tenant who requested the inspection with the following notice:

You are advised to keep in your records any written inspection report and any other documentation concerning your property site that is given to you by a Certified Access Specialist (CASp).

If you become a defendant in a lawsuit that includes a claim concerning a site inspected by a certified access specialist, you may be entitled to a stay (temporary stoppage) of the claim and an early evaluation conference.

In order to request the stay and early evaluation conference, you will need to verify that a certified access specialist has inspected the site that is the subject of the claim. You will also be required to provide the court and the plaintiff with the copy of a written inspection report by the certified access specialist, as set forth in Civil Code section 55.54.

The application form and information on how to request a stay and early evaluation conference may be obtained at http://www.courtinfo.ca.gov/selfhelp/.

You are entitled to request, from a Certified Access Specialist who has conducted an inspection of your property, a written inspection report and other documentation as set forth in Civil Code section 55.53. You are also entitled to request the issuance of a Disability Access Inspection Certificate, which you may post on your property.

EXHIBIT 2 - NOTICE TO DEFENDANT

YOU MAY BE ENTITLED TO ASK FOR A STAY (TEMPORARY STOPPAGE) AND EARLY EVALUATION CONFERENCE IN THIS LAWSUIT.

If the construction-related accessibility claim pertains to a site that has been inspected by a Certified Access Specialist (CASp) and you have an inspection report for that site, you may make an immediate request for a court stay and early evaluation conference in the construction-related accessibility claim by filing the attached application form with the court. You may be entitled to the court stay and early evaluation conference regarding the accessibility claim only if ALL of the statements in the application form are true.

The court will schedule the conference to be held within 50 days after you file the attached application form. The court will also issue an immediate stay of the proceedings unless the plaintiff has obtained a temporary restraining order in the construction-related accessibility claim. At your option, you may be, but need not be, represented by an attorney to file the application to request the early evaluation conference. You may obtain a copy of the application form, filing instructions, and additional information about the stay and early evaluation conference through the Judicial Council Internet Web site at http://www.courtinfo.ca.gov/selfhelp/.

You may file the application after you are served with a summons and complaint, but no later than your first court pleading or appearance in this case, which is due within 30 days after you receive the summons and complaint. If you do not have an attorney, you will need to file the application within 30 days after you receive the summons and complaint to request the stay and early evaluation conference. If you do not file the application, you will still need to file your reply to the lawsuit within 30 days after you receive the summons and complaint to contest it.

You may obtain more information about how to represent yourself and how to file a reply without hiring an attorney at http://www.courtinfo.ca.gov/selfhelp/. If a plaintiff representing himself or herself hires an attorney after the case is filed, you will have 30 days to file an application for a court stay and early evaluation conference after you receive a Notice of Substitution of Counsel, unless an early evaluation conference or settlement conference has already been held.

You may file the application form without the assistance of an attorney, but it may be in your best interest to immediately seek the assistance of an attorney experienced in disability access laws when you receive a summons and complaint. You may make an offer to settle the case, and it may be in your interest to put that offer in writing so that it may be considered under Civil Code Section 55.55.

An attorney who files a Notice of Substitution of Counsel to appear as counsel for a plaintiff who, acting in propia persona, had previously filed a complaint in an action that includes a construction-related accessibility claim, including, but not limited to, a claim brought under Section 51, 54, 54.1, or 55, shall, at the same time, cause to be served a copy of the application form specified in subdivision (c) and a copy of the notice specified in paragraph (1) upon the defendant on separate pages that shall be attached to the Notice of Substitution of Counsel.

(b) (1) Notwithstanding any other provision of law, upon being served with a summons and complaint asserting a construction-related accessibility claim, including, but not limited to, a claim brought under Section 51, 54, 54.1, or 55, a qualified defendant may file a request for a court stay and early evaluation conference in the proceedings of that claim prior to or simultaneous with the qualified defendant's responsive pleading or other initial appearance in the action that includes the claim. If the qualified defendant filed a timely request for stay and early evaluation conference before a responsive pleading was due, the period for filing a responsive pleading shall be tolled until the stay is lifted. Any responsive pleading filed simultaneously with a request for stay and early evaluation conference may be amended without prejudice, and the period for filing that amendment shall be tolled until the stay is lifted.

(2) Notwithstanding any other provision of law, if the plaintiff had acted in propia persona in filing a complaint that includes a construction-related accessibility claim, including, but not limited to, a claim brought under Section 51, 54, 54.1, or 55, a qualified defendant who is served with a Notice of Substitution of Counsel shall have 30 days to file an application for a stay and an early evaluation conference. The application may be filed prior to or after the defendant's filing of a responsive pleading or other initial appearance in the action that includes the claim, except that an application may not be filed in a claim in which an early evaluation conference or settlement conference has already been held on the claim.

(c) (1) An application for an early evaluation conference and stay shall include a signed declaration that declares both of the following:

(A) The site identified in the complaint has been CASp-inspected or is CASp determination pending and, if the site is CASp-inspected, there have been no modifications completed or commenced since the date of inspection that may impact compliance with construction-related accessibility standards to the best of the defendant's knowledge.

(B) An inspection report pertaining to the site has been issued by a CASp. The inspection report shall be provided to the court and the plaintiff at least 15 days prior to the court date set for the early evaluation conference.

EXHIBIT 3 – TAX INCENTIVES FOR BUSINESSES

U.S. Department of Justice
Civil Rights Division
Disability Rights Section

Expanding Your Market



ADA Business Connection

More than fifty million Americans with disabilities make up a huge, nearly untapped market for businesses of all types and sizes. To help businesses welcome customers with disabilities, the IRS offers two tax incentives to remove access barriers.

For more information about these tax incentives and the ADA, call the Department of Justice ADA Information Line at:
800-514-0301 (voice)
800-514-0383 (TTY)
or visit the *ADA Business Connection* at:
www.ada.gov.

Tax Incentives for Businesses

Businesses can take advantage of two Federal tax incentives available to help cover costs of making access improvements for customers with disabilities:

- **A tax credit for small businesses** who remove access barriers from their facilities, provide accessible services, or take other steps to improve accessibility for customers with disabilities
- **A tax deduction for businesses of all sizes** that remove access barriers in their facilities or vehicles

A business that annually incurs eligible expenses to bring itself into compliance with the ADA may use these tax incentives every year. The incentives may be applied to a variety of expenditures; however, they may not be applied to the costs of new construction. All barrier removal must comply with applicable Federal accessibility standards.

Tax Credit

Small businesses with 30 or fewer employees or total revenues of $1 million or less can use the Disabled Access Credit (Internal Revenue Code, Section 44). Eligible small businesses may take a credit of up to $5,000 (half of eligible expenses up to $10,250, with no credit for the first $250) to offset their costs for access, including barrier removal from their facilities (e.g., widening a doorway, installing a ramp), provision of accessibility services (e.g., sign language interpreters), provision of printed material in alternate formats (e.g., large-print, audio, Braille), and provision or modification of equipment.

Tax Deduction

Businesses of all sizes may take advantage of this tax deduction. Under Internal Revenue Code, Section 190, businesses can take a business expense deduction of up to $15,000 per year for costs of removing barriers in facilities or vehicles.

Tax Incentives in Combination

These two incentives can be used together by eligible businesses if the expenditures qualify under both Sections 44 and 190. If a small business' expenses exceed $10,250 for the maximum $5,000 tax credit, then the deduction equals the difference between the total spent and the amount of the credit claimed.

Tax Incentives Forms and Publications

Visit the Internal Revenue Service website at www.irs.gov
or call 800-829-3676 (voice); 800-829-4059 (TTY)
to order the necessary business forms and publications:
Form 8826 (Disabled Access Credit)
and **Publication 535 "Business Expenses"** (tax deduction).

November 2005

Tax Incentives in Combination

These two incentives can be used together by eligible businesses if the expenditures qualify under both Sections 44 and 190. If a small business' expenses exceed $10,250 for the maximum $5,000 tax credit, then the deduction equals the difference between the total spent and the amount of the credit claimed.

For more information about the ADA and business,
visit the Department of Justice ADA Business Connection at www.ada.gov.
Or, call the toll-free ADA Information Line:

800-514-0301 (voice) • 800-514-0383 (TTY)

EXHIBIT 4 - ACRONYMS AND ABBREVIATIONS

To help clarify some of the terms used within this report, the following clarifications are provided:

ACR/ABB	DESCRIPTION
ADA	Americans with Disabilities Act
ADAAG	Americans with Disabilities Act Accessibility Guidelines
ADAS	Americans with Disabilities Act Standards
AFF	Refers to a dimension above the finished floor or ground surface
AHJ	Authority Having Jurisdiction (Local Government – Building Official)
CASp	A Certified Access Specialist, certified by the State of California, DSA
CBC	References the California Building Codes
CBC 11B	Refers to the specific chapter of the CBC containing the nonresidential accessibility provisions
CCR	California Code of Regulations
CFR	Code of Federal Regulations
CFS	Clear floor space. (Wheelchair maneuvering, turning, door and fixture clear space)
CHBC	California Historic Building Code
DOJ	United States Department of Justice
DSA	California Division of the State Architect
ICC	International Code Council – This code is the basis for the CBC
ISA	International Symbol of Accessibility
MIN.	Refers to a minimum required dimension or standard
MAX.	Refers to a maximum required dimension or standard
OP	Refers to an operable part (coin slot, knob, button, dispenser outlet, etc)
POT	Accessible path of travel
PWD	Persons with Disabilities
PROWAG	Public Right of Way accessibility guidelines
RANGE	Refers to a range between two set dimensions. No additional tolerances allowed.
RR	Refers to the reach range of a person seated in a wheelchair. (15” min. to 48” max.)
TITLE II	Refers to the ADA section on State and Local Government service
TITLE III	Refers to the ADA section on Public Accommodations and Commercial Facilities
UD	Universal Design
USC	United States Code

EXHIBIT 5 – READILY ACHIEVABLE

Readily Achievable: 2010 ADA Title III

36.104 Readily achievable means easily accomplishable and able to be carried out without much difficulty or expense. In determining whether an action is readily achievable, factors to be considered include:

(1) The nature and cost of the action needed under this part;

(2) The overall financial resources of the site or sites involved in the action; the number of persons employed at the site; the effect on expenses and resources; legitimate safety requirements that are necessary for safe operation, including crime prevention measures; or the impact otherwise of the action upon the operation of the site;

(3) The geographic separateness, and the administrative or fiscal relationship of the site or sites in question to any parent corporation or entity;

(4) If applicable, the overall financial resources of any parent corporation or entity; the overall size of the parent corporation or entity with respect to the number of its employees; the number, type, and location of its facilities; and

(5) If applicable, the type of operation or operations of any parent corporation or entity, including the composition, structure, and functions of the workforce of the parent corporation or entity.

The determination of the cost threshold has many factors shown above. Determining these levels is outside of the scope of this report.

Note: Barrier removal is defined differently under the California Building Codes. The following elements are from the 2013 California Building Codes, Section 11B-202

Technically Infeasible. In *alterations*, where *the enforcing authority determines* compliance with applicable requirements is *technically infeasible*, the *alteration shall provide equivalent facilitation or comply* with the requirements to the maximum extent feasible. *The details of the finding that full compliance with the requirements is technically infeasible shall be recorded and entered into the files of the enforcing agency.*

Equivalent Facilitation: Nothing in these requirements prevents the use of designs, products, or technologies as alternatives to those prescribed, provided they result in substantially equivalent or greater accessibility and usability.

11B-202.4 Path of Travel Requirements in Alterations, Additions and Structural Repairs.

When alterations or additions are made to existing buildings or facilities, an accessible path of travel to the specific area of alteration or addition shall be provided. The primary accessible path of travel shall include:

1. A primary entrance to the building or facility,
2. Toilet and bathing facilities serving the area,
3. Drinking fountains serving the area,
4. Public telephones serving the area, and
5. Signs.

Alterations solely for the purpose of barrier removal undertaken pursuant to the requirements of the Americans with Disabilities Act (Public Law 101-336, 28 C.F.R., Section 36.304) or the accessibility requirements of this code as those requirements or regulations now exist or are hereafter amended consisting of one or more of the following items shall be limited to the actual scope of work of the project and shall not be required to comply with 11B-202.4:

1. Installing ramps.
2. Making curb cuts in sidewalks and entrance.
3. Repositioning shelves.
4. Rearranging tables, chairs, vending machines, display racks, and other furniture.
5. Repositioning telephones.
6. Adding raised markings on elevator control buttons.
7. Installing flashing alarm lights.
8. Widening doors.
9. Installing offset hinges to widen doorways.
10. Eliminating a turnstile or providing an alternative accessible route.
11. Installing accessible door hardware.
12. Installing grab bars in toilet stalls.
13. Rearranging toilet partitions to increase maneuvering space.
14. Insulating lavatory pipes under sinks to prevent burns.
15. Installing a raised toilet seat.
16. Installing a full-length bathroom mirror.
17. Repositioning the paper towel dispenser in a bathroom.
18. Creating designated accessible parking spaces.

EXHIBIT 6 – ACCESSIBLE SIGNS, SYMBOLS & REACH RANGES



Examples of the Van Accessible, Accessible, Unauthorized Parking and ADA directional signs.



Examples of the ISA symbol, Unisex door symbol, Pictogram and ADA assistance signs.

The bottom of ADA signs shall be 80” above the ground when located within the path of travel or 60” above the ground when mounted on the building or positioned outside of the path of travel.

REACH RANGES

FORWARD REACH

The unobstructed accessible forward reach ranges are 15” minimum and 48” maximum above the finsihed floor or ground (A.F.F).

Where a high forward reach is over an obstruction, the high forward reach shall be 48” maximum where the reach length is 20” maximum. Where the reach length exceeds 20” the high forward reach shall be 44” maximum above the finished floor of ground and the reach depth shall be 25” maximum.

SIDE REACH

The unobstructed accessible side reach ranges are 15” minimum and 48” maximum above the finsihed floor or ground (A.F.F).

Where a high side reach is over an obstruction, the high forward reach shall be 48” maximum where the reach length is 10” maximum. Where the reach length exceeds 10” the high side reach shall be 46” maximum above the finished floor of ground and the reach depth shall be 24” maximum.

EXHIBIT 7 – CASp INSPECTED CERTIFICATE EXAMPLE



All or part of this facility located at

has been inspected by a Certified Access Specialist (CASp).

ACCESS INSPECTED

THIS CERTIFICATE DOES NOT IMPLY THAT THIS FACILITY MEETS DESIGN AND CONSTRUCTION REQUIREMENTS FOR ACCESSIBILITY FOR INDIVIDUALS WITH DISABILITIES.

Inspection Date:

CASp Certificate #:

CASp Signature:

CASp Name:

(Please Print)

Inspection Certificate #: 13880

www.dgs.ca.gov/dsa/Programs/progAccess.aspx