City of Hermosa Beach

Information Item

DATE: Monday, August 16, 2021

TO: Honorable Mayor and Members of the City Council

FROM: City Manager and Public Works staff

SUBJECT: Temporary Beach Access Routes Report and Pilot Program

Executive Summary

The City of Hermosa Beach has received the completed Site Accessibility Evaluation for Temporary Beach Access Routes from the City's Americans with Disabilities Act (ADA) consultant, Access, Inc. **(Attachment I)**. The report, initiated in the fall of 2020, is part of the pilot study to provide accessible beach route(s) on the public beach. The report delivery was delayed due to the relocation of the path during report preparation, as well as an additional request for the consultant to identify additional locations where similar paths could be installed. The report has been reviewed by City staff and legal counsel and can now be provided to the public.

In addition to providing you with a copy of the report, this memo serves as an update regarding the overall pilot project and recommendations for the future beach access route program. At this time, the pilot program has been in place for about four years, with the path in its current location for approximately eight months. This pilot period has provided staff with valuable time to monitor usage, beach operation impacts, maintenance, and product durability.

Background

In FY 2016–2017, staff installed blue tiles manufactured by AccessRec at the Strand and 11th street. The tiles and location for the pilot program were selected by the Access Hermosa Working Group. The tiles did not hold up well to the weather and had to be discarded after 2 years.

During the FY2019–20 Midyear Budget Review, City Council approved an expenditure appropriation of $10,000 to allow the Public Works Department to pilot new ADA compliant, mobile, and interlocking tile panels for beach access. The new tiles were also selected by the Access Hermosa Working Group after extensive research and witnessing the product being used by the Association of Volleyball Professionals (AVP) at a Hermosa Beach Volleyball tournament. As directed, the tiles were purchased and a path, 4 foot wide and 100 feet in length, was installed at the 11th Street opening off the Strand in the summer of 2020.

Initial feedback indicated that the path was too short and too narrow. At the time, the COVID-19 pandemic had a significant impact on staffing and operations and the path remained in place at the 11th Street location. Public Works Department staff continued to monitor the pilot program for elements including: product performance and maintenance; impacts with beach operations such as trash collection, sand grooming, winter berm placement, and lifeguard response. At the same time, staff engaged the City's ADA consultant, Access Inc., to perform a site and deployment evaluation.

After an initial evaluation period, a better location was identified just north of the initial installation and south of the Pier restrooms. Additional tiles were ordered and the path was relocated in late December 2020 at a width of 8 feet and a winter length of 175 feet. A t-shaped platform was also installed at the end of the path for user enjoyment. At the same time, staff made plans to purchase additional tiles to install a 100-foot extension to provide a view of the ocean breaking on shore for summer. To date, staff has been unable to secure the additional tiles due to manufacturing and production challenges. In July of 2021, the City borrowed 100 feet of rollout mat material from the Los Angeles County Department of Beaches and Harbors to add to the tile path and reach the desired summer length of approximately 275 feet. The originally placed tiles have now been installed and monitored at their current location just south of the Pier restrooms for approximately eight months.

During this pilot period, Access Inc. was directed to expand the ADA assessment to evaluate and recommend additional deployment locations, as well as, provide an assessment of alternative materials available and their corresponding ADA requirements.

Analysis

At this time, the City has received the Site Accessibility Evaluation for Temporary Beach Access Routes **(Attachment I)** and has evaluated the pilot deployment for approximately one year. Based on this information, staff is prepared to discuss the pilot program with City Council and make recommendations for the future of the program. The following summary can be expanded upon and discussed further at the ADA Study Session, which will take place upon completion of the City's ADA Transition Plan, or at mid-year budget whichever is sooner. Funding decisions for maintenance or expansion of the beach access program can also be discussed at that time as a holistic approach to ADA improvements are discussed by the City Council.

Site Accessibility Evaluation Report

The final report provides a review of the beach tiles at what was the original beach path location at 11th Street, as well as alternative locations. While the tile path was already relocated to one of the proposed alternative locations, the review and recommendations regarding the deployment requirements for the temporary accessible (mobile interlocking tiles) path are still applicable. Additionally, the report reviews the winter deployment and other locations where temporary removable routes (roll-out mats) may be provided.

In order to avoid mischaracterizing any part of the interpretation and opinion of the CASp professional, staff will not attempt to summarize the report here. However, we will point out that the report presents recommendations that would be applicable to any beach route such as: being on a relatively flat surface; connection to the Strand; accessible parking in close proximity; near public restrooms; minimum 5 feet width for two-way travel; directional signage; a safe distance from sports courts; a view of ocean breaking onshore (at mean low tide) in summer months; and a safe distance from the sand berm during winter months. Other requirements such as gaps; vertical edges; changes in levels; cross slopes; and running slopes will differ between surfaces that are considered more permanent (mobile interlocking tiles) and those that are considered more temporary (rollout mats).

Pilot Deployment Evaluation

For the past year, staff managed the beach path pilot program. During this time they have monitored and adjusted for operational impacts and maintenance needs. With a total of eight months at its current deployment location, staff has also gained observations on product durability to inform the future program.

In terms of operational impacts, staff has worked with the County to understand how trash collection, beach sand maintenance, and lifeguard operations interacts with the path placements. While driving over the path is mostly avoided, there are some instances such as lifeguards exiting their facility, where it cannot be avoided. In order to minimize damage caused by vehicles, a designated crossing area with marking was created and lifeguard management has trained their staff on proper crossing. Other vehicles operated by LA County Department of Beaches and Harbors including trash trucks and beach combing tractors are not to drive over the tile path.

Information Item

Maintenance of the current temporary beach access route has required regular sweeping, as well as replacement of damaged tiles. Over the last eight months, Public Works staff has replaced many damaged tiles that were warped and cracked. The warping and spacing of the materials is of concern in maintaining a safe path in accordance with the requirements set forth in the ADA consultant's report. Given the inability to obtain replacement tiles, staff is presented with the inability to maintain the current size and length.

Given the challenges of product availability and the observed durability in this application, staff does not recommend future use of the mobile interlocking tile product. It is staff's assessment that the entire path would require full replacement annually at a significant cost to the City. While the product, recommended by the Access Hermosa group, appeared to be a superior material when first observed at the AVP Tournament and deployed on our beach last year, time has shown that the longevity of the product in this application is an issue.

The recommended material for future use is the Mobi-Mat, temporary removable material. This is the material borrowed from the County and currently deployed as the summer extension. This material is used by City of Manhattan Beach and the County in seven different locations, without issue. The Mobi-Mat material was previously tested by the City of Hermosa Beach on the Greenbelt, but not the beach sand. The mat material formerly tested by Hermosa Beach on the sand was a similar, but different, product. The Mobi-Mat material appears to handle vehicle traffic without damage, is more readily available, and lower in cost. One notable difference is that the material does not allow for custom sizing and comes in 5 foot, 6.5 foot, and 10 foot widths.

To give City Council an idea of the cost, staff obtained quotes for both the mobile interlocking tile material and the Mobi-Mats. The cost to deploy temporary beach access routes in the three locations recommended in the Site Accessibility Evaluation report, as well as have material on hand to deploy a route for special events are as follows:

Dura-Trac Interlocking Tiles (8' Width)—Total cost $141,268

Mobi-Mat Roll-Out Mat (6.5' Width)—Total cost $48,817

Staff recommends the current deployment remain in place until the winter berm is constructed at which time the extension on loan from the County will be removed. The tile

path can remain in place until such time that the ADA Study Session takes place. Deployment of the additional locations would require construction of ADA compliant parking spaces and contract assistance to provide sweeping for multiple locations.

Staff also recommends moving toward the temporary removable rollout material, staff will work with the vendor of the tiles to see if warranty coverage may be applicable or if they would be interested in purchasing the tile base structures.

Site Accessibility Evaluation

Americans with Disabilities Act
And
Title 24 And Part 2 - California Building Code

Temporary Beach Access Routes

Public Beach
Hermosa Beach, CA 90254

Accessibility Evaluation

Inspection Date: N/A
Inspector: Matthew Steele

Prepared By

ACCESS

(562) 212 - 4535
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July 23, 2021

Mr. Lucho Rodriguez
City of Hermosa Beach
Department of Public Works
1315 Valley Drive, Basement Level,
Hermosa Beach, CA 90254

Dear Mr. Rodriguez,

Thank you for the opportunity to be of service to the City by performing an accessibility evaluation for the Temporary Accessible Beach Access Route located near 1100 The Strand in the City of Hermosa Beach, California 90254. The facility was initially inspected on October 30, 2020, with subsequent inspections and meetings since that date.

PROPERTY INFORMATION

The subject property is a public beach with a temporary beach access route.

REPORT SCOPE

It is understood this report is a part of a pilot study for an accessible beach access route(s). This report seeks to identify construction-related barriers within the existing beach access route which persons with disabilities may encounter and which may prevent full and equal access to programs and other beach activities at the public beach. Additionally, this report provides recommendations for removable beach access routes that will be created using roll-out mats.

AREAS REVIEWED

1. Existing Temporary Accessible Beach Access Route - The existing temporary beach path and resting space is located near the 1100 block of The Strand and measures a total of 104 linear feet and includes a 12 feet wide by 8 feet deep resting space at the end of the route. The path to the resting space measured 48 inch wide. A total of thirty (30) 48 inch by 48 inch beach tiles are in place to construct the current path and resting space.

2(a). Proposed Temporary Accessible Beach Access Route - Several locations along The Strand were reviewed and considered as a part of this evaluation and it was determined the existing temporary accessible beach access route be relocated to begin just south of the existing restrooms located to the south of the Pier and head toward the ocean. The equivalent view of the ocean breaking onshore (at mean low tide) measured approximately 275 feet from The Strand. The accessible route shall be a safe distance away from sport courts (e.g., volleyball courts) and play areas such as swing sets. See Exhibit A.

2(b). Proposed Temporary Accessible Beach Access Route with Sand Berm Protection in Place (Winter/Storm) - The location of the temporary accessible beach access route may be at the location indicated above in 2(a). However, while the County's sand berm is in place for the winter months or during storm events, the accessible beach access route should be reduced to end at a safe distance from the sand berm, approximately 168 linear feet. See Exhibit A.

3. Temporary Removable Beach Access Routes (Roll-Out Mats) – As an alternative or in addition to the existing Temporary Accessible Beach Access Route discussed above, beach access routes made up of roll-out mats ("Removable Beach Access Routes") may be provided anywhere there is a connection point from The Strand and where an accessible parking space(s) is in close proximity to the route(s). It is recommended the beach access routes be located near public restrooms and on largely flat surfaces. Two locations for Removable Beach Access Routes were evaluated as a part of this study. These proposed routes are located adjacent to 2nd Street and 22nd Street. The removable beach access routes shall be a minimum 5 feet wide and extend to as close to the ocean (at high tide) as feasible and meet the additional criteria outlined in this report. Additionally, the Removable Beach Access Route(s) shall be a safe distance away from sport courts (e.g., volleyball courts) and play areas such as swing sets. NOTE: There should be a compliant resting interval and/or turning space at the end of the route that is relatively level in all directions and located outside the emergency vehicle lane. See Exhibit B.

STANDARDS RELIED ON

Current Standards
2019 California Building Code (CBC), Volume 2, Part 1, Chapter 11B
2011 (Proposed) Public Rights-of-Way Accessibility Guidelines (PROWAG)
1991 ADA Accessibility Guidelines (ADAAG)
2010 Federal ADA Standards (ADAS)

TOOLS USED

The following tools are used to take measurements and verify conditions:

1. 25' and 200’ tape measures
2. 2’ Digital Smart Level
3. Digital Camera

FINAL COMMENTS

Periodic maintenance to ensure continued accessibility is essential in providing a safe and usable environment. Parking lot markings, signage, door opening pressures, and maintaining clear floor space at doors and other elements and fixtures, available to the public, must be part of an ongoing maintenance schedule. It is recommended that a log of maintenance actions be kept on file.

The contents of this report are an interpretation and opinion of the CASp professional. No guarantee of complete accessibility is meant to be construed from this report. This report is a summary of the findings noted at the time of the original inspection. Applicable State and Federal
accessibility guidelines should always be followed, and a licensed design professional should be consulted, prior to performing any modifications. We recommend using a properly licensed contractor specializing in accessibility upgrades/modifications for any work performed.

If you have any questions regarding this report or would like to schedule a meeting with our staff and your architect, attorney, or contractor, please feel free to contact our office. Additional services are available such as on-site construction monitoring, plan review, ownership
representation and verification of completed work prior to owner acceptance.

Sincerely,

Matthew Steele, CASp #0865

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Temporary Accessible Beach Access Route (11th Street)

Finding: 1

At the time of the original inspection there are a total of 30 (48" x 48") beach tiles that make up the roughly 105 feet existing beach path.

The path is comprised of 24 beach tiles and the resting space, or Vista Point, at the end is comprised of 6 beach tiles.

When a wheelchair user is using this temporary beach path, the width of the route does not accommodate two directions of travel.

Electric/power wheelchairs can measure up to 40 inches or more depending on the weight of the wheelchair user. Therefore, when a wheelchair user approaches another individual(s) there is no room to pass. Having a wider path will prevent attention being brought to the wheelchair user while utilizing the path and provides additional room to assist in preventing wheelchair users from running off the path and into the sand which may require assistance to get out of the sand and back on the path, again drawing attention and possible embarrassment to the wheelchair user.

Budget range is for materials only and based on the length of the current path. Labor cost is included in the below findings.

Citation:

2019 CBC 11B (CA) Section: Advisory
2015 ABAAS Section: Recommended, Advisory
2011 PROWAG Section: Advisory
2010 ADAS Section: Advisory
2003 ANSI A117.1 Section: Advisory, Recommended

As Built:	Budgeting Range:
The circulation path leads to a vista point.	**$4,000 - $5,000.00**

Recommendation:

While there are no approved code standards for beach access routes, the guidelines require the clear width to be a minimum 60 inches. With that said, it is understood the City wishes to have a path that accommodates two directions of travel simultaneously. Therefore, it is recommended the path be widen to 8 feet (96 inches) by adding an additional 24 (48" x 48") beach tiles.

Finding #1 Additional Finding Photos

Temporary Accessible Beach Access Route (11th Street)

Finding: 2

It has been proposed that the existing temporary accessible beach access route be extended closer to the ocean. However, there is a volleyball court within the projected alignment of the existing beach access route.

The additional beach tiles will create a hazard when placed too close to a sport court of any kind.

To avoid proximity to the sport courts, an alternative route with an equivalent view of the ocean breaking onshore (at mean low tide) may be installed that measures approximately 275 feet from The Strand.

When a seasonal sand berm is in place, the length of the alternative beach path shall provide equal access to the beach activities that typically take place on the land side of the sand berm. It is estimated the length of the temporary beach path should be approximately 170 linear feet to provide an equivalent view looking north.

Costs are based on materials and labor and take into account reuse of tiles from the existing path.

Citation:

2019 CBC 11B (CA) Section: Advisory
2015 ABAAS Section: Recommended, Advisory
2011 PROWAG Section: Advisory
2010 ADAS Section: Advisory
2003 ANSI A117.1 Section: Advisory, Recommended

As Built:	Budgeting Range:
The proposed path is obstructed.	**$20,000 - $25,000.00**

Recommendation:

Several locations were considered and the location that offers the most amenities for a temporary accessible beach access route is located just south of the existing public restrooms at Pier Plaza. See the Site Sketch attached as Exhibit A to this report. Considerations for this location included but were not limited to: the proximity to the public restrooms, showers, the Pier, and public accommodations provided by nearby hotels, restaurants and retail locations at Pier Plaza.

Finding #2 Additional Finding Photos

Temporary Accessible Beach Access Route (11th Street)

Finding: 3

The existing temporary accessible beach access route is missing directional signage that identifies the location/direction of the accessible route of travel to the Vista Point.

When a directional sign is required, it should be located to minimize backtracking. In some cases, this could mean locating a sign at the beginning of a route, not just at the inaccessible entrances to a building.

Costs are based on materials and labor.

2019 CBC 11B (CA) Section 11B-216.6
In existing buildings and facilities where not all entrances comply with Section 11B-404, entrances complying with Section 11B-404 shall be identified by the International Symbol of Accessibility complying with Section 11B-703.7.2.1. Directional signs complying with Section 11B-703.5 that indicate the location of the nearest entrance complying with Section 11B-404 shall be provided at entrances that do not comply with Section 11B-404. Directional signs complying with Section 11B-703.5, including the International Symbol of Accessibility complying with Section 11B-703.7.2.1, indicating the accessible route to the nearest accessible entrance shall be provided at junctions when the accessible route diverges from the regular circulation path.

2015 ABAAS Section F216.6
Where not all entrances comply with 404, entrances complying with 404 shall be identified by the International Symbol of Accessibility complying with 703.7.2.1. Directional signs complying with 703.5 that indicate the location of the nearest entrance complying with 404 shall be provided at entrances that do not comply with 404.

2010 ADAS Section 216.6
Where not all entrances comply with 404, entrances complying with 404 shall be identified by the International Symbol of Accessibility complying with 703.7.2.1. Directional signs complying with 703.5 that indicate the location of the nearest entrance complying with 404 shall be provided at entrances that do not comply with 404.

Citation:	As Built:	Budgeting Range:
2019 CBC 11B (CA) Section: 11B-216.6 **2015 ABAAS Section: F216.6** **2010 ADAS Section: 216.6**	**Directional signage is missing.**	**$500 - $1,000.00**

Recommendation:

Provide directional signage at The Strand that directs the public to the temporary accessible beach access route. Additional information may be provided on the sign, for example "Accessible Beach Path" may be added to the sign.

Finding #3 Continued

Temporary Accessible Beach Access Route (11th Street)

Finding: 4

The gaps between panels and/or the edge of the concrete walk at the existing temporary accessible beach access route measured greater than 1/2 inch.

Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch diameter. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

Cost is based on 4-6 hours of labor with two crew members at $150.00/hour each.

2019 CBC 11B (CA) Section 11B-302.3
Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch (12.7 mm) diameter except as allowed in Sections 11B-407.4.3, 11 B-409.4.3, 11B-410.4, 11B-810.5.3 and 11B-810.10. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

2015 ABAAS Section 302.3
Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch (13 mm) diameter except as allowed in 407.4.3, 409.4.3, 410.4, 810.5.3 and 810.10. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

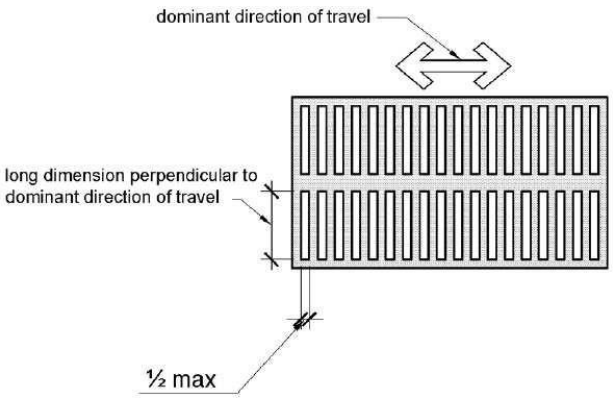
2010 ADAS Section 302.3
Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch (13 mm) diameter except as allowed in 407.4.3, 409.4.3, 410.4, 810.5.3 and 810.10. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

2003 ANSI A117.1 Section 302.3
Openings in floor surfaces shall be of a size that does not permit the passage of a 1/2 inch (13 mm) diameter sphere, except as allowed in Sections 407.4.3, 408.4.3, 409.4.3, 410.4, and 805.10. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

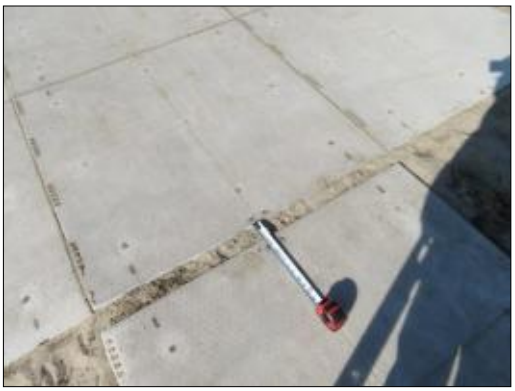
Citation:	As Built:	Budgeting Range:
2019 CBC 11B (CA) Section: 11B-302.3 **2015 ABAAS Section: 302.3** **2010 ADAS Section: 302.3** **2003 ANSI A117.1 Section: 302.3**	**The gaps measured greater than 1/2 inch.**	**$1,200 - $1,800.00**

Recommendation:
Relocate and maintain the panels leaving no gaps greater than 1/2 inch.

Finding #4 Continued



Finding #4 Additional Finding Photos



Temporary Accessible Beach Access Route (11th Street)

Finding: 5

The existing temporary accessible beach access route contains abrupt vertical edges and/or variations over a 1/4 inch at the edge of The Strand.

1/4 inch is the maximum vertical rise. Changes in level between 1/4 inch and 1/2 inch must be beveled at 1:2 or less.

Changes in level greater than 1/2 inch must be by way of a ramp.

Cost is based on 2-4 hours of labor with two crew members at $150.00/hour each.

2019 CBC 11B (CA) Section 11B-303.2
Changes in level of 1/4 inch (6.4 mm) high maximum shall be permitted to be vertical and without edge treatment.

2019 CBC 11B (CA) Section 11B-303.3
Changes in level between 1/4 inch (6.4 mm) high minimum and 1/2 inch (12.7 mm) high maximum shall be beveled with a slope not steeper than 1:2.

2015 ABAAS Section 303.2
Changes in level of 1/4 inch (6.4 mm) high maximum shall be permitted to be vertical.

2015 ABAAS Section 303.3
Changes in level between 1/4 inch (6.4 mm) high minimum and 1/2 inch (13 mm) high maximum shall be beveled with a slope not steeper than 1:2.

2010 ADAS Section 303.3
Changes in level between 1/4 inch (6.4 mm) high minimum and 1/2 inch (13 mm) high maximum shall be beveled with a slope not steeper than 1:2.

2010 ADAS Section 303.2
Changes in level of 1/4 inch (6.4 mm) high maximum shall be permitted to be vertical.

2003 ANSI A117.1 Section 303.2
Changes in level of 1/4 inch (6.4 mm) maximum height shall be permitted to be vertical.

2003 ANSI A117.1 Section 303.3
Changes in level greater than 1/4 inch (6.4 mm) in height and not more than 1/2 inch (13 mm) maximum in height shall be beveled with a slope not steeper than 1:2. Changes in level greater than 1/2 inch (13 mm) in height shall be ramped and shall comply with Section 405 or 406.

Citation:

2019 CBC 11B (CA) Section: 11B-303.2, 11B-303.3
2015 ABAAS Section: 303.2, 303.3

2010 ADAS Section: 303.3, 303.2
2003 ANSI A117.1 Section: 303.2, 303.3

As Built:

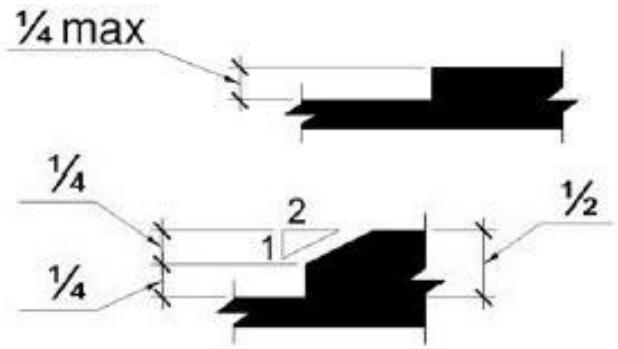
The change in level measured approximately 3/4 inch.

Budgeting Range:

$600 - $1,200.00

Recommendation:

Adjust the level of the panel(s) and maintain a route of travel free from changes in elevations greaterthan 1/4 inch.



Finding #5 Additional Finding Photos

Temporary Accessible Beach Access Route (11th Street)

Finding: 6

The existing temporary accessible beach access route has cross slopes greater than 2 percent at multiple locations.

Surface cross slopes shall not exceed one unit vertical in 48 units horizontal (2-percent slope). When the slope in the direction of travel of any walk exceeds 1 unit vertical in 20 units horizontal (5-percent slope), it must be constructed as a ramp.

Cost is based on 8-12 hours of labor with two crew members at $150.00/hour each.

2019 CBC 11B (CA) Section 11B-403.3
The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48.

2015 ABAAS Section 403.3
The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48.

2010 ADAS Section 403.3
The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48.

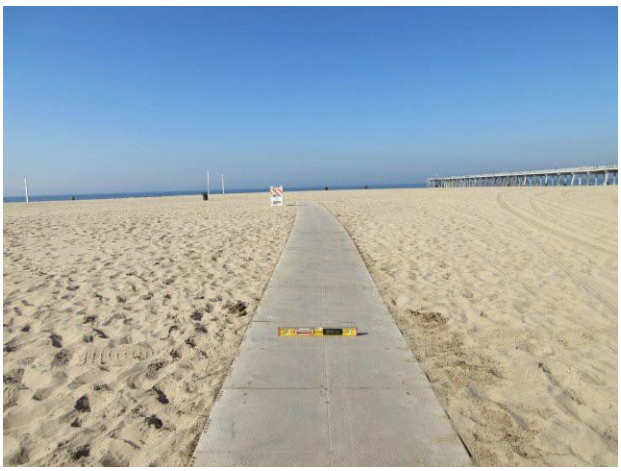
2003 ANSI A117.1 Section 403.3
The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of a walking surface shall not be steeper than 1:48.

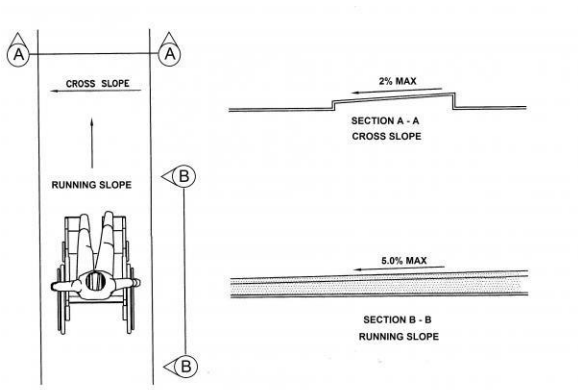
Citation:	As Built:	Budgeting Range:
2019 CBC 11B (CA) Section: 11B-403.3 **2015 ABAAS Section: 403.3** **2010 ADAS Section: 403.3** **2003 ANSI A117.1 Section: 403.3**	**The cross slope measured greater than 2%.**	**$2,400 - $3,600.00**

Recommendation:

Adjust and maintain the tiles at a compliant cross slope as described herein.

Finding #6 Continued





Finding #6 Additional Finding Photos

Temporary Accessible Beach Access Route (11th Street)

Finding: 7

There is an abrupt change in level exceeding 4 inches adjacent to the end of the existing temporary accessible beach access route.

Abrupt changes in level, except between a walk or sidewalk and an adjacent street or driveway, exceeding 4 inches in a vertical dimension, such as at planters or fountains located in or adjacent to walks, sidewalks or other pedestrian ways, shall be identified by curbs or other elements such as guards or raised planters, projecting at least 6 inches in height above the walk or sidewalk surface to warn the blind of a potential drop off.

Cost is based on 2-4 hours of labor with two crew members at $150.00/hour each.

2019 CBC 11B (CA) Section 11B-303.5
Abrupt changes in level exceeding 4 inches (102 mm) in a vertical dimension between walks, sidewalks or other pedestrian ways and adjacent surfaces or features shall be identified by warning curbs at least 6 inches (152 mm) in height above the walk or sidewalk surface.

Citation:

2019 CBC 11B (CA) Section: 11B-303.5

As Built:

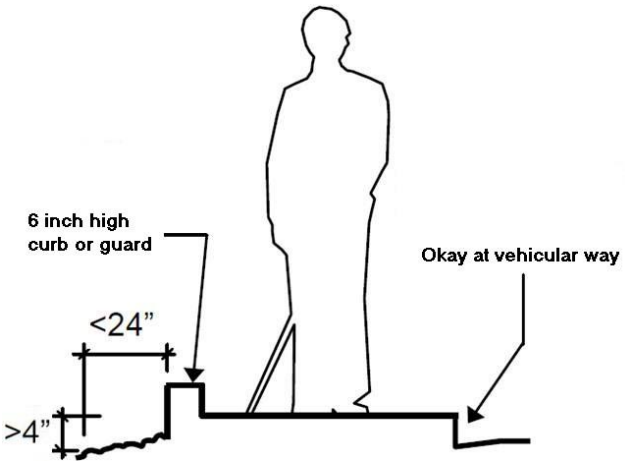
The drop off measured approximately 5 inches.

Budgeting Range:

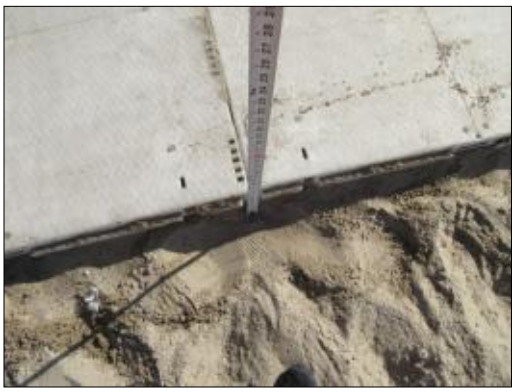
$600 - $1,200.00

Recommendation:

Maintain the sand graded to flush (or less than 4 inches) with the sides of the tiles.



Finding #7 Additional Finding Photos



Temporary Accessible Beach Access Route (11th Street)

Finding: 8

The temporary accessible beach access route will require maintenance and actions should be logged.

Cost is based on 2-6 hours of labor every two weeks with two crew members at $150.00/hour each. Weather may require additional maintenance.

Citation:	As Built:	Budgeting Range:
2019 CBC 11B (CA) Section: Advisory	**For reference only.**	**$600 - $1,800.00**
2015 ABAAS Section: Recommended, Advisory		
2011 PROWAG Section: Advisory		
2010 ADAS Section: Advisory		
2003 ANSI A117.1 Section: Advisory, Recommended		

Recommendation:

Provide a periodic maintenance schedule and maintain a log of actions taken when maintenance is required.

Temporary Removable Beach Access Routes (2nd & 22nd Streets)

Finding: 9

There are no on-street accessible parking spaces adjacent to the proposed temporary removable beach access routes at 2nd Street and 22nd Street.

Where on-street parking is provided on the block perimeter and the parking is marked or metered, accessible parking spaces shall be provided.

Advisory R214 On-Street Parking Spaces. The MUTCD contains provisions for marking on-street parking spaces (see Section 3B.19). Metered parking includes parking metered by parking pay stations. Where parking on part of the block perimeter is altered, the minimum number of accessible parking spaces required is based on the total number of marked or metered parking spaces on the block perimeter.

Costs are based on materials and labor.

2011 PROWAG Section R214
Where on-street parking is provided on the block perimeter and the parking is marked or metered, accessible parking spaces complying with R309 (On-Street Parking Spaces) shall be provided in accordance with Table R214 (Scoping - On-Street Parking Spaces).

Citation:	As Built:	Budgeting Range:
2011 PROWAG Section: R214	**There are no on-street accessible parking spaces.**	**$1,500 - $2,500.00**

Recommendation:

Provide a minimum of one compliant on-street accessible parking space. The spaces should be on an end block with a curb ramp to the rear of the vehicle and be the closest parking space to The Strand.

Table R214 On-Street Parking Spaces

Total Number of Marked or Metered Parking Spaces on the Block Perimeter	Minimum Required Number of Accessible Parking 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 and over	4 percent of total

Finding #9 Additional Finding Photos

Temporary Removable Beach Access Routes (2nd & 22nd Streets)

Finding: 10

A sign(s) providing directional and information is required.

Signs that identify, direct to or give information about accessible elements and features of a building or site, shall have a non-glare finish, contrast with their background, be selected from fonts where the width of the uppercase letter "O" is 55 percent minimum and 110 percent maximum of the height of the uppercase letter "I". Characters shall be uppercase or lowercase or a combination of both, conventional in form and shall not be italic, oblique, script, highly decorative, or of other unusual forms and be sized according to the viewing distance.

Costs are based on materials and labor.

2015 ABAAS Section F216.3
Signs that provide direction to or information about interior spaces and facilities of the site shall comply with 703.5.

2010 ADAS Section 216.3
Signs that provide direction to or information about interior spaces and facilities of the site shall comply with 703.5.

Citation:	As Built:	Budgeting Range:
2015 ABAAS Section: F216.3	**For reference.**	**$1,000 - $1,500.00**
2010 ADAS Section: 216.3		

Recommendation:

At a minimum, provide a directional sign at the intersection of The Strand and proposed Temporary Removable Beach Access Routes. The signs should also contain the words BEACH ACCESS ROUTE. An additional informational sign is recommended that directs the public to the additional beach access routes.

Finding #10 Continued

Temporary Removable Beach Access Routes (2nd & 22nd Streets)

Finding: 11

The surface of the proposed removable beach access routes, passing spaces, and/or resting intervals shall be firm and stable.

The surface of outdoor recreation access routes, passing spaces, and resting intervals shall be firm and stable

The costs are included in Finding 17.

2015 ABAAS Section 1016. 2
The surface of outdoor recreation access routes, passing spaces, and resting intervals shall be firm and stable

Citation:	As Built:	Budgeting Range:
2015 ABAAS Section: 1016. 2	**For reference.**	**$0 - $0.00**

Recommendation:

The proposed removable beach access routes shall meet and be maintained in compliance with the above.

Temporary Removable Beach Access Routes (2nd & 22nd Streets)

Finding: 12

The proposed beach access route shall not have a cross slope greater than 5%.

Where the surface is other than concrete, asphalt, or boards; cross slopes not steeper than 1:20 shall be permitted when necessary for drainage.

The costs are included in Finding 17.

2015 ABAAS Section 1016.7.2 EXCEPTION
Where the surface is other than concrete, asphalt, or boards, cross slopes not steeper than 1:20 shall be permitted when necessary for drainage.

Citation:	As Built:	Budgeting Range:
2015 ABAAS Section: 1016.7.2 EXCEPTION	**For reference.**	**$0 - $0.00**

Recommendation:

The proposed removable beach access routes shall be constructed and maintained with cross slopes no greater than 5%.

Temporary Removable Beach Access Routes (2nd & 22nd Streets)

Finding: 13

The proposed beach access routes may have segments with running slopes between 5% and 8.33% for no longer than 50 feet.

Where the running slope of a segment of an outdoor recreation access route is steeper than 1:20 (5%), the maximum length of the segment shall be 50 feet and a resting interval shall be provided at the top and bottom of each segment.

The costs are included in Finding 17.

2015 ABAAS Section 1016.7.1
The running slope of any segment of an outdoor recreation access route shall not be steeper than 1:10 (10%). Where the running slope of a segment of an outdoor recreation access route is steeper than 1:20 (5%), the maximum length of the segment shall be in accordance with Table 1016.7.1, and a resting interval complying with 1016.8 shall be provided at the top and bottom of each segment

Citation:	As Built:	Budgeting Range:
2015 ABAAS Section: 1016.7.1	**For reference.**	**$0 - $0.00**

Recommendation:

Temporary removable beach access routes are exempted from this requirement although it is recommended the routes be installed and maintained to meet criteria above.

Temporary Removable Beach Access Routes (2nd & 22nd Streets)

Finding: 14

The proposed beach access routes shall not contain segments with running slopes between 8.33% and 10% for longer than 30 feet.

Where the running slope of a segment of an outdoor recreation access route is steeper than 8.33%, the maximum length of the segment shall be 30 feet and a resting interval shall be provided at the top and bottom of each segment.

The costs are included in Finding 17.

2015 ABAAS Section 1016.7.1
The running slope of any segment of an outdoor recreation access route shall not be steeper than 1:10 (10%). Where the running slope of a segment of an outdoor recreation access route is steeper than 1:20 (5%), the maximum length of the segment shall be in accordance with Table 1016.7.1, and a resting interval complying with 1016.8 shall be provided at the top and bottom of each segment

Citation:	As Built:	Budgeting Range:
2015 ABAAS Section: 1016.7.1	**For reference.**	**$0 - $0.00**

Recommendation:

Temporary removable beach access routes are exempted from this requirement although it is recommended the routes be installed and maintained to meet criteria above.

Temporary Removable Beach Access Routes (2nd & 22nd Streets)

Finding: 15

The proposed removable beach access routes shall not contain a running slope that is greater than 10%.

The running slope of any segment of an outdoor recreation access route shall not be steeper than 1:10 (10%).

The costs are included in Finding 17.

2015 ABAAS Section 1016.7.1
The running slope of any segment of an outdoor recreation access route shall not be steeper than 1:10 (10%). Where the running slope of a segment of an outdoor recreation access route is steeper than 1:20 (5%), the maximum length of the segment shall be in accordance with Table 1016.7.1, and a resting interval complying with 1016.8 shall be provided at the top and bottom of each segment

Citation:	As Built:	Budgeting Range:
2015 ABAAS Section: 1016.7.1	**For reference.**	**$0 - $0.00**

Recommendation:

Install and maintain the beach access route with the least amount of running slope and as discussed above, the running slope shall not to exceed 10%.

Temporary Removable Beach Access Routes (2nd & 22nd Streets)

Finding: 16

Each beach access route shall have a passing space(s)/resting interval(s).

Beach access routes with a clear width less than 60 inches shall provide passing space at intervals of 200 feet maximum. Passing spaces and resting intervals shall be permitted to overlap.

The costs are included in Finding 17.

The passing space shall be either:

1.A space 60 inches (1525 mm) minimum by 60 inches minimum; or

2.The intersection of two outdoor recreation access routes providing a T-shaped space complying with 304.3.2 where the base and the arms of the T-shaped space extend 48 inches minimum beyond the intersection. Vertical alignment at the intersection of a beach access routes that form the T-shaped space shall be nominally planar.

2015 ABAAS Section 1016.4.1
The passing space shall be either: 1. A space 60 inches (1525 mm) minimum by 60 inches (1525 mm) minimum; or 2. The intersection of two outdoor recreation access routes providing a T-shaped space complying with 304.3.2 where the base and the arms of the T-shaped space extend 48 inches (1220 mm) minimum beyond the intersection. Vertical alignment at the intersection of the outdoor recreation access routes that form the T-shaped space shall be nominally planar.

2015 ABAAS Section 1016. 4
Outdoor recreation access routes with a clear width less than 60 inches (1525 mm) shall provide passing spaces complying with 1016.4 at intervals of 200 feet (61 m) maximum. Passing spaces and resting intervals shall be permitted to overlap.

Citation:	As Built:	Budgeting Range:
2015 ABAAS Section: 1016.4.1, 1016. 4	**For reference.**	**$0 - $0.00**

Recommendation:

Provide the required passing space/resting intervals as discussed above with a minimum of one (1) compliant passing space/resting interval located at the end of the beach access routes.

Finding #16 Continued

Temporary Removable Beach Access Routes (2nd & 22nd Streets)

Finding: 17

(2015 ABA 1018.2 Connections.) Beach access routes shall connect an entry point to the beach to the:

1. High tide level at tidal beaches;
2. Mean high water level at river beaches; or
3. Normal recreation water level at lake, pond, and reservoir beaches.

Costs are based on materials and labor and include materials for two (2) 300 feet beach access routes.

Citation:	As Built:	Budgeting Range:
2019 CBC 11B (CA) Section: Recommended	**For reference.**	**$40,000 - $50,000.00**
2015 ABAAS Section: Recommended, Advisory		
2011 PROWAG Section: Recommended		
2010 ADAS Section: Recommended		
2003 ANSI A117.1 Section: Advisory, Recommended		

Recommendation:

The proposed temporary removable beach access routes shall extend as close as feasible to the high tide level of the beach. The distance is estimated to between 275 and 350 linear feet. A compliant resting interval/ turning space (2% in all directions) shall be provided at the end of the beach access routes. The resting interval should not be located within the emergency vehicle drive or other vehicular lanes.

EXHIBIT "A"
Temporary Accessible Beach Access Route

SITE SKETCH

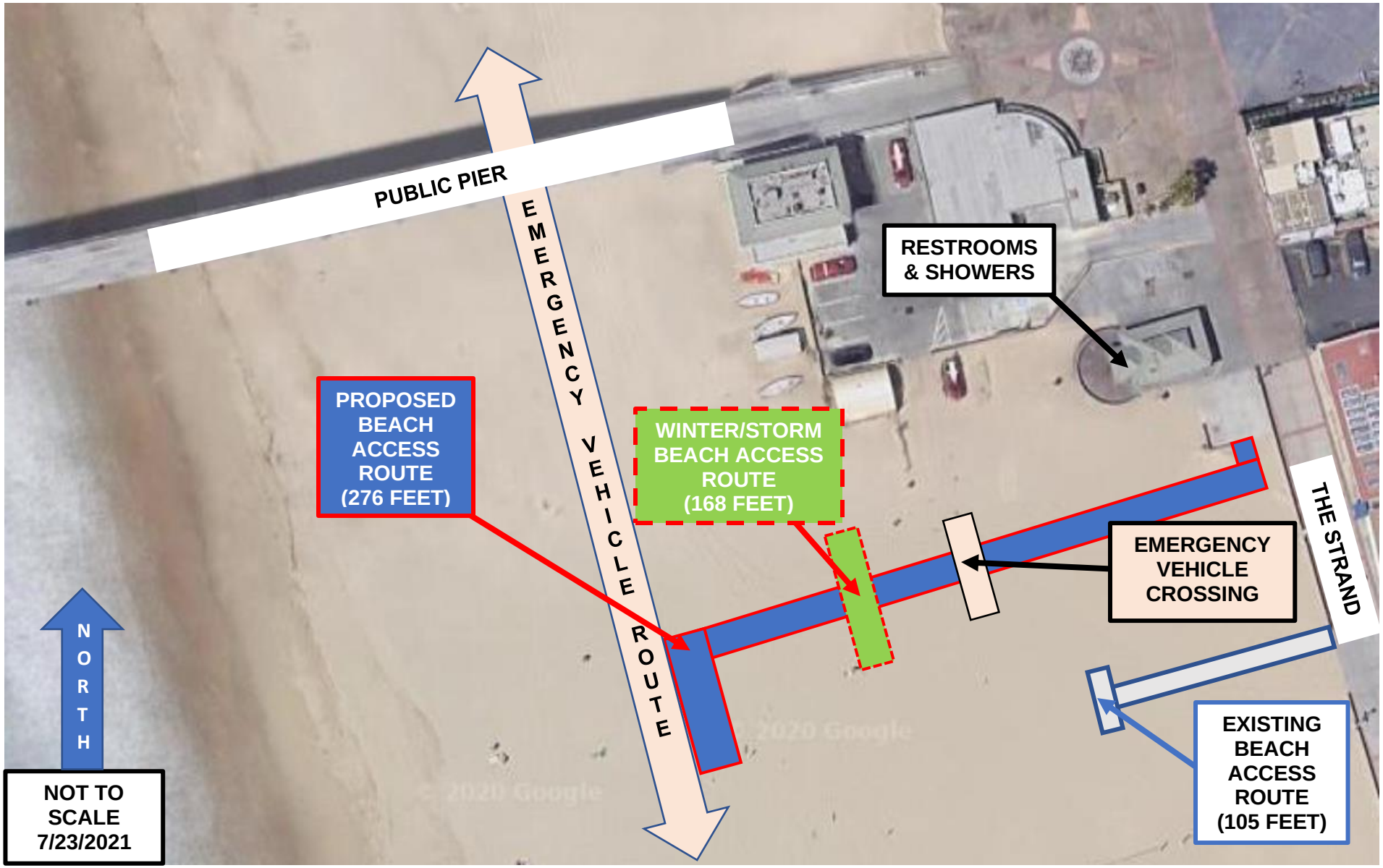


EXHIBIT "B"
Removable Beach Access Route

2nd STREET

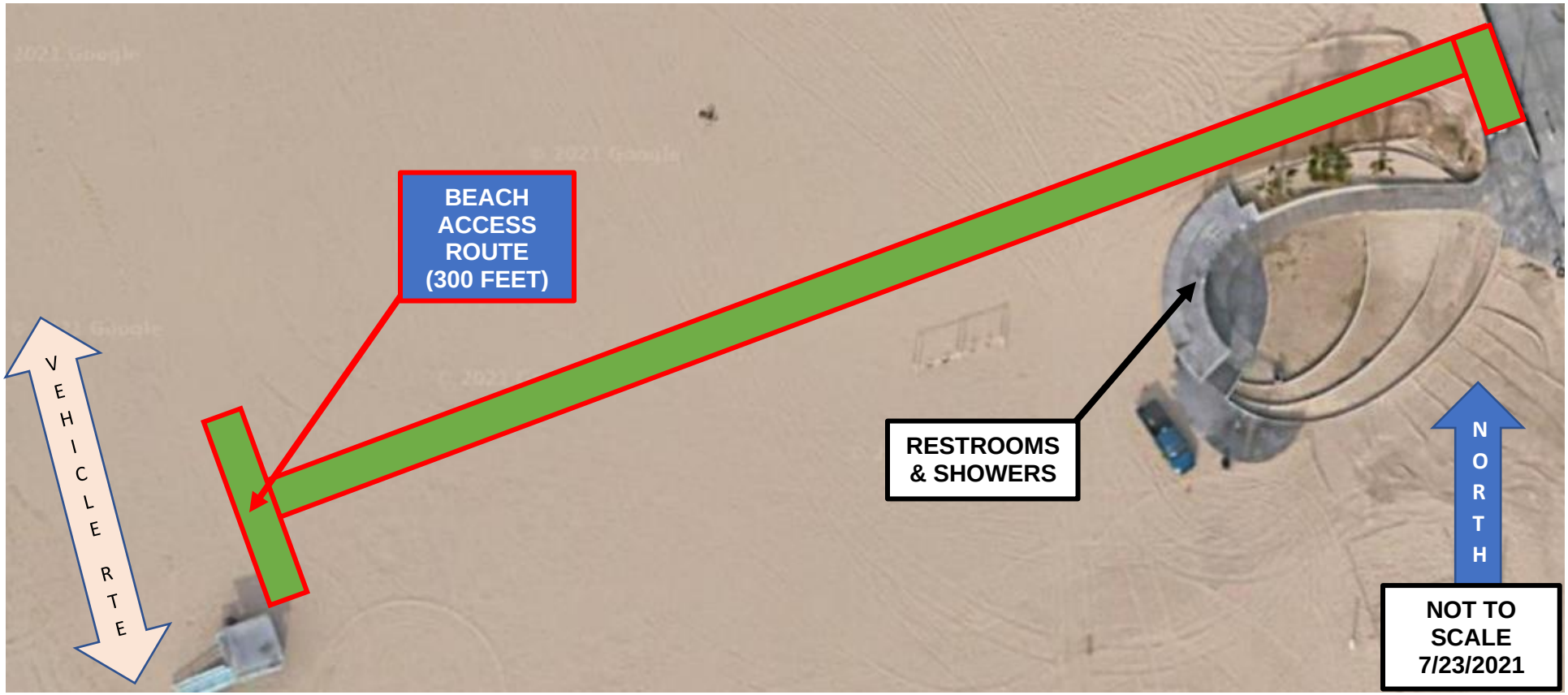


EXHIBIT "B"
Removable Beach Access Route

22nd Street