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**Bureau of Engineering**  
**SPECIAL ORDER**

Date	September 24, 1992
So Number	SO14-992
Page	1 of 1

To All: Deputy City Engineers  
Division/District Engineers  
Division Heads

Subject: **Procedure for Proportioning Required Curb Ramp Costs Between the Initial and Subsequent Initial and Subsequent Developers at the Same Intersection**

On September 4, 1992, the Board of Public Works adopted Bureau of Engineering Report No. 2 (Attached) on the above subject.

The procedure outlined in that report should be implemented as soon as possible and the Certificates of Occupancy for subsequent developers should not be signed off until proof that they have reimbursed the initial developers for access ramp costs.

If the initial developer has sold the property prior to a subsequent development, the reimbursement should be made to the current owner(s). The assumption being that the access ramp costs were factored into the selling price of the property.

( FVB JMF LLL )

Attachment

FVB/jd/PPCSO007  Doc No. 22ADM SONO\CPP	Approved:  Robert S. Horii, City Engineer
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Department of Public Works

ADOPTED BY THE BOARD OF  
PUBLIC WORKS OF THE CITY  
of Los Angeles, California

Bureau of Engineering  
Report No. 2

September 4, 1992  
CD's All

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SEP 4 1992

*James Wilson*  
Secretary

Procedure For Proportioning Required Curb Ramp Costs Between The  
Initial And Subsequent Developers At The Same Intersection

Recommendations

1. That the procedures outlined in this report be adopted by your Board as the method of apportioning the cost of installing curb ramps between the initial and subsequent developers at the same intersection.
2. That the proportioned share cost for construction and a Class "A" Permit for one individual access ramp be set at \$1,150.

Transmittals

1. Copy of Ordinance No. 165117.
2. Copy of L.A.M.C. Section 91.0303.2
3. Copy of Ordinance No. 168123.

Discussion

Ordinance No. 165117 (Transmittal No. 1), effective September 23, 1989 amended L.A.M.C. Section 91.0303.2, requiring anyone erecting or enlarging a structure within 100 feet of an intersection to construct curb access ramps at all four (4) corners if they did not previously exist. The ordinance also stated that if a subsequent developer also constructed within 100 feet of the same intersection, they would reimburse the original developer who paid for construction of the curb access ramps "a proportional share of the costs pursuant to procedures adopted by the Board of Public Works".

Ordinance No. 168123 (Transmittal No. 3), effective July 30, 1992, again modified L.A.M.C. Section 91.0303.2, to reduce the number of curb access ramps from four (4) to one (1) when a project was within 100 feet of an intersection. The required ramp now must be constructed at the corner closest to the proposed project. This eliminates the problem of apportioning costs between subsequent developers.

In the past, the apportioning of costs under Ordinance No. 165117 was considered a civil matter to be resolved between developers. Recently, we have been asked to formally develop a procedure to apportion curb access ramp costs where developers are unable to reach agreement. Therefore, the following procedure is proposed to be used to apportion curb access ramp costs:

1. Whenever a permit for a project within 100 feet of an intersection is processed at the public counter, counter staff will check to see if curb access ramps are required and/or if they were paid for by another developer.

2. If it is discovered that a previous developer had paid for ramps between September 23, 1989 (effective date of Ordinance No. 165117) and July 30, 1992 (effective date of Ordinance No. 168123) at a corner where a subsequent developer within 100 feet of the intersection requests a Building Permit, the subsequent developer will be required to pay the previous developer \$1,150. If the subsequent development is on the same corner as the initial developer and still within 100 feet of the intersection, the amount to be paid would be \$575 (half the cost of one curb access ramp).
3. The subsequent developer should be given the address of the initial developer who paid for the curb access ramps and told to send them a check for \$1,150 or \$575.
4. The Certificate of Occupancy of the subsequent developments should not be signed off until a canceled check is produced or a notarized statement from initial developer stating that the \$1,150 or \$575 was paid or was waived.

The \$1,150 proportional cost for a curb access ramp was developed using 1992 cost estimates. An individual curb access ramp that is not involved in street widening or grade changes can be constructed under a Class "A" Permit using a City supplied Standard Plan. The average construction cost including incidentals for a single curb access ramp is \$1,000 (from Estimating Section of Construction Division) and the average Class "A" Permit for a curb access ramp is approximately \$150. This total cost is fair for the entire time the four (4) ramp requirement was in effect and can remain at that rate now that the requirement has been removed.

The adoption of this report will provide a simple and uniform methodology for determining the proportional share owed the initial developer of property near an intersection by subsequent developers.

( FVB JMF LLL )

Report reviewed by:  
Cen

Respectfully submitted,

Report prepared by:

*Ralph H. Kennedy*  
for Robert S. Horii  
City Engineer

Central Permit Processing

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COUNCIL SECTION

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