



# CODE REVIEW COMMITTEE

SACRAMENTO VALLEY ASSOCIATION OF BUILDING OFFICIALS

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## Code Review Committee Question/Survey for August 2008 and Committee Supported Responses

### Subject: Accessible Parking Requirements

1. Given: A proposed privately-funded apartment complex has a total of 160 parking spaces. The parking spaces are distributed as follows:
- 2 visitor spaces (unassigned) at the rental office
  - 10 unassigned spaces at the pool/community building
  - 100 assigned tenant spaces in detached carports (vertical clearance 8'-0")
  - 48 unassigned, uncovered spaces

The applicant is proposing to provide 5 accessible spaces (one of which is van accessible) in the 48 unassigned, uncovered spaces based upon CBC Sections 1109A.3, 1109A4 and 1109A.5.

How many accessible spaces do you believe are required?

- a) Five spaces as proposed by the applicant.
- b) One accessible at the office; one accessible at the pool/community bldg.; 4 accessible under the carports; and one van accessible in the 48 unassigned, uncovered spaces.
- c) One van accessible at the office; one van accessible at the pool/community bldg.; 4 accessible under the carports; and one van accessible in the 48 unassigned, uncovered spaces.
- d) One van accessible space of the unassigned spaces at the office; one accessible space of the unassigned spaces at the pool/community bldg.; two accessible spaces of the assigned spaces under the carports (all accessible spaces shall have a minimum vertical clearance of 8'-2"); and one accessible space in the 48 unassigned, uncovered spaces.
- e) None of the above. If you make this choice, explain your answer.

1. How many spaces do you believe are required?

D		E
7	54%	6      46%

#### Spokesperson Explanations of Answer E

- D would be my selection if 3 accessible spaces were specified for the 48 unassigned uncovered spaces, based on the 5% rule.
- one needed at rental office  
 one needed at pool/comm.bldg.  
 two needed at assigned spaces  
 three needed at unassigned uncovered spaces
- One van accessible space of the unassigned spaces at the office; one van accessible space of the unassigned spaces at the pool/community bldg.; two accessible spaces (one van assessable) of the assigned spaces under the carports (all accessible spaces shall have a minimum vertical clearance of 8'-2"); and one accessible space in the 48 unassigned, uncovered spaces

- Based on our interpretation of 1109A.1 there are 4 separate facilities: the office, pool/comm bldg, the assigned tenant spaces and the unassigned spaces - so the calculations we did for the amount of req. acc spaces were done based on 4 separate facilities. We came up with the following:  
1 Van Acc. for the office  
1 Van Acc. for the pool / comm. bldg  
1 Van Acc. and 1 Acc. for the 100 assigned  
1 Van Acc. and 2 Acc. for the 48 unassigned

- Here's what I come up with...

\*\*1 van accessible space @ office

\*\*1 van accessible space @ pool

\*\*2 accessible spaces total (1 van accessible) for the assigned space area.

\*\*3 accessible spaces total (1 van accessible) for unassigned and visitor parking area.

Note: The number of accessible spaces in the assigned space area may increase due to requests for accessible parking spaces by the tenants- per 1109A.6

- My answer is (e) "none of the above" based on the fact that none of the answers comply with CBC Sections 1109A.6 and 1109A.7.

Vans are the primary vehicle providing accessibility for the handicapped. Also, the 2 CBC Sections I have noted are clear that at least one accessible space must be provided at each facility which complies with the "CHOICE" option required by 1109A.7 because there are "assigned" spaces.

To serve the OFFICE, a Van space must be available for VISITORS who are handicapped;

To serve the POOL/COMMUNITY BUILDING a Van space must be available for VISITORS and or TENANTS who are handicapped;

To serve at least one ACCESSIBLE LIVING UNIT a permanent (not assigned except by tenant request where assigned spaces are provided to the tenants, see CBC Section 1109.A.6) a Van space with the same "CHOICES" for parking as the rest of the tenants, therefore a Van Accessible space must be provided at the detached carport with the 8'-2" clearance as required in 1109A.8.1.

Finally, I would not require that any of the unassigned uncovered spaces be Van Accessible except that the owner comply with CBC Section 1109A.6 "request of residents with disabilities" a designated accessible parking space at which time it can be determined if that space be Van Accessible or not.

### **Code Review Committee Supported Response**

#### **Question 1:**

CBC Section 1109A.1 clearly states that Section 1109A governs accessible parking requirements for both the dwelling units and facilities (common use areas) therefore Chapter 11B would not be involved for the apartment complex. However, the office area is a business use, and therefore 11B would be applicable. Section 1109A.4 requires 2% of the assigned spaces serving dwelling units be accessible and Section 1109A.5 requires that 5% of the unassigned spaces be accessible. Section 119A.8.6 requires that one of every eight accessible spaces (but not less than one) be van accessible.

With 100 assigned spaces and 60 unassigned spaces in our example, 2 of the assigned spaces and 3 of the unassigned spaces are required to be accessible. At least one of the spaces would have to be van accessible. If only one van accessible space is provided, it should be at the office based on its use. CBC Section 1109A.8.1 provides for accessible parking spaces upon request by the tenant.

All accessible spaces (and the vehicle paths thereto) shall have a vertical clearance of 8'2" (CBC Section 1109A.8.1). Therefore, if none of the spaces in the carports have the required clearance, the design of the carport would need to be changed.

2. Are you aware of the change in accessible parking requirements from the California Division of the State Architect. Interpretation of Regulations Document IR 11B-7, effective July 1, 2008 (see below)?

YES		NO	
9	69%	4	31%

### Comments by Spokespersons

- I am now. Thanks.
- Is anyone applying this change to projects that have already been approved and/or are underway?

### Code Review Committee Supported Response

#### Question 2:

These regulations are only applicable to city community or government projects. If it is not a DSA jurisdiction, it does not apply.

California Department of General Services . Division of the State Architect. Interpretation of Regulations Document

### REQUIREMENTS FOR ACCESSIBLE PARKING SPACES EFFECTIVE JULY 1, 2008

References: 2007 California Building Code, Sections 1129B.3 & 1129B.4 Issued 07-15-08  
Figure 11B-18A, 11B-18B & 11B-18C.

## IR 11B-7 (issued 07-15-08) Effective July 1, 2008 Page 1 of 2

Discipline: Access Compliance

This Interpretation of Regulations (IR) is intended for use by the Division of the State Architect (DSA) staff, and as a resource for design professionals, to promote more uniform statewide criteria for plan review and construction inspection of projects within the jurisdiction of DSA, which include State of California public elementary and secondary schools (grades K-12), community colleges, and state-owned or state-leased essential services buildings. This IR indicates an acceptable method for achieving compliance with applicable codes and regulations, although other methods proposed by design professionals may be considered by DSA.

This IR is reviewed on a regular basis and is subject to revision at any time. Please check the DSA web site for currently effective IR's. Only IR's listed in the document at <http://www.dsa.dgs.ca.gov/Pubs/default.htm> (click on "DSA Interpretation of Regulations Manual") at the time of plan submittal to DSA are considered applicable.

**Purpose:** The purpose of this Interpretation of Regulations (IR) is to clarify new requirements for accessible parking.

**Background:** On October 10, 2007 the Governor of California approved Assembly Bill (AB) 1531 (2007). AB 1531 does the following:

- Amends the requirements for signage and striping at accessible parking spaces,
- Directs that the initial regulations to implement these provisions shall be adopted as emergency regulations,
- Provides that the adoption of these regulations shall be considered by the Department of General Services (DGS) to be an emergency necessary for the immediate preservation of the public peace, health and safety, or general welfare.

On May 21, 2008 the California Building Standards Commission approved amended regulations proposed by DGS implementing AB 1531. The amended regulations became effective July 1, 2008 and are contained in California Building Code Sections 1129B.3, 1129B.4, Figures 11B-18A, 11B-18B and 11B-18C.

The amended regulations can be found on the DSA Internet web site at:

[http://www.documents.dgs.ca.gov/dsa/pubs/regulations\\_rev\\_07-01-08.pdf](http://www.documents.dgs.ca.gov/dsa/pubs/regulations_rev_07-01-08.pdf)

**Scope:** *The amended regulations apply to all new construction projects and alterations to existing buildings and facilities covered by California Building Code, Chapter 11B.* The amended

regulations apply to all new construction projects and alterations to existing buildings and facilities covered by California Building Code, Chapter 11B. Construction documents submitted to DSA for review and approval on or after July 1, 2008 must indicate compliance with the amended regulations.

**1. Signage Requirements:** The amended regulations indicate that the signage at accessible parking spaces shall include “Minimum Fine \$250” below the International Symbol of Accessibility as either an additional sign or additional language. This fine posting requirement is in addition to other signage regulations contained in the California Building Code for accessible parking spaces.

**2. Striping Requirements:** The revised regulations indicate that the accessible parking space striping shall be as follows:

- The border (perimeter) of the loading and unloading access aisle shall be painted blue.
- The hatching within the loading and unloading access aisle shall be painted a suitable contrasting color to the parking space at 3'-0" maximum on center. Blue or white paint is preferred.

The amended regulations for the border and hatching at the loading and unloading access aisle are in addition to other requirements indicated in the California Building Code for accessible parking spaces.

The requirement that the hatching at the loading and unloading access aisle be a suitable contrasting color to the parking space is intended to ensure that the hatching is visually distinct from the background to which it is applied, and thus can be more easily seen. As hatching is generally recognized as a no-parking area, this difference in contrast assists drivers in providing a conspicuous visual deterrent to parking in the loading and unloading access aisle.

**3. Acceptable Designs:** Asphalt is often the parking surface material used at accessible parking spaces. Asphalt is generally considered to be fairly dark in appearance. In order to provide a suitable contrasting color at the hatched area of the loading and unloading access aisle, a light color hatching must be used at locations where asphalt is the parking surface material. Although white paint is preferred (and traditionally the color most often used), its use is not mandatory under the CBC.

In order to provide a suitable contrast at the hatching of the loading and unloading access aisle in locations where light concrete is used as the parking surface material (such as at concrete parking garages), a dark color hatching must be used. Although blue paint is preferred, its use is not mandatory under the CBC.