



Accessible Parking Requirements & Considerations: City Code 7.4.205

Introduction

Each facility or part of a facility constructed by, or on behalf of, or for the use of a public entity must be designed and constructed in such a manner that the facility or part of the facility is readily accessible to and usable by individuals with disabilities. Physical construction or alterations commencing on or after March 15, 2012 must comply with the 2010 ADA Standards for Accessible Design (ADAS). These standards apply to parking facilities. In 2014, the State of Colorado passed Senate Bill 118, informally known as The Colorado ADA Act, to align state accessible parking law with federal law. In 2017, the City revised its accessible parking code to reflect the 2010 ADAS and Senate Bill 118.

The purpose of this document is to review City Code requirements for accessible parking and relevant elements and highlight the Office of Accessibility's requirements for construction and alterations involving City parking facilities.

Construction Tolerances

The 2010 ADAS provides scoping and technical requirements for accessibility to accessible parking elements by individuals with disabilities. These requirements are applied during the design, construction, additions to, and alteration of parking facilities. Dimensions not stated as "maximum" or "minimum" are absolute. All other dimensions are subject to conventional industry tolerances except where the requirement is stated as a range with specific minimum and maximum endpoints.

The Department of Justice (DOJ) offers advisory guidance on tolerances including:

- Conventional industry tolerances include those for field conditions.
- Recognized tolerances **do not** apply to design work.
- Avoid specifying a tolerance where dimensions are absolute.
- When a requirement states a specific range, that range provides for adequate tolerance and **no tolerance outside of the range at either end point is permitted.**
- Where a requirement is a minimum or maximum dimension without specific min/max end points, tolerances may apply. It is best practice to specify a dimension less than the required maximum (or more than the required minimum) by the amount of the appropriate construction tolerance.

The following guidance will help ensure City facilities and building elements accomplish the level of accessibility intended by the ADAS and required by the City. These parameters for parking elements, where appropriate, promote ADAS compliance and minimize enforcement issues. Please note - the Office of Accessibility will only approve design and construction meeting this guidance.

Element	City Accessible Parking Code	Compliance Guidance
Location	Accessible parking spaces must be located on the shortest accessible route to the accessible building entrance or facility they serve. (7.4.205C.1) Parking shall be dispersed if multiple buildings / accessible entrances. In multilevel parking structures, van accessible parking spaces are permitted on one level, and accessible parking spaces are permitted in different parking facilities if substantially equivalent or greater accessibility is provided in terms of distance from an accessible entrance or entrances, parking fee, and user convenience. (7.4.205C.2 & 3)	-Most of a parking facility / lot is considered a pedestrian circulation path except for vehicular entrance and exit point(s). -Access aisles do not always have to lead directly to a curb ramp. The route of travel may go behind vehicles – though, not a best practice.
Number - Accessible Spaces	For the number of Off-Street Parking Spaces, see table on page 4. (7.4.205B.1) * Single-family and multi-family housing with 4 units or less are exempt. (7.4.205B.6) Exception #1: Attached dwelling units, multi-family dwellings, dormitories, fraternity or sorority houses, retirement homes, rooming or boarding houses, and religious institutions require 2% of spaces to be accessible. (7.4.205B.2) Exception #2: Hospital outpatient facilities require 10% of patient / visitor spaces to be accessible. (7.4.205B.3) Exception #3: Rehabilitation facilities specializing in treating mobility conditions and outpatient physical therapy facilities require 20% of patient / visitor spaces to be accessible. (7.4.205B.4) Exception #4: Small parking lots of <u>four or fewer spaces</u> must have at least one accessible space - signage is not required. (7.4.205F)	-The scoping numbers apply to parking lots / parking facilities. -Exception #1: Religious institutions need to comply under City Code. (Not in ADA) -Exception #1 entities may have separate Fair Housing Act requirements. -Exception #2: Not the hospital for inpatient / ER type spaces. -Exception #3: Often missed – watch strip mall counts. -Exception #4: Must be van width and comply with everything but sign requirements.
Number – Van Spaces	1 out of 6 (or any fraction of 6), but no less than one , of the accessible spaces must be designated as a “van accessible” space. (7.4.205B.1)	-If only one accessible space it must be a van space.
Dimension – Accessible Stall / Space	Each accessible parking space must be at least 8’ wide. (7.4.205A)	-Plan spaces 1-2” wider to lessen likelihood of getting too narrow. -Do not use gutter pan to get the width correct; if asphalt, gaps will occur when it shrinks.
Dimension – Accessible Van Spaces	Each van accessible parking space must be at least 8’ wide if adjacent to an access aisle with a minimum width of 8’ OR at least 11’ wide if adjacent to an access aisle with a minimum width of 5’. (7.4.205A)	-An 8’ access aisle is preferred if only 2 spaces total as it doubles the van spaces without more parking space area used.

Element	City Accessible Parking Code	Compliance Guidance
Dimension – Access Aisle	An access aisle of at least 5' wide for each accessible parking space must be provided. Two spaces may share an access aisle and access aisle must run full length of parking space. (7.4.205A)	-Triangle shaped access aisles are seldom compliant as they are not at least 5 or 8' wide the entire length of space. -Plan aisle 1-2" wider to lessen likelihood of being too narrow. -Do not use gutter pan to get the width correct; if asphalt, gaps will occur when it shrinks.
Slope	The maximum slope of all accessible parking spaces and access aisles must be 2% in all directions. (7.4.205D) This is crucial to plan well. Areas with high grades almost always can be made right with proper planning and they are required to be made right in new construction.	-If creating new, make sure forms/grade is set below 1.5%. -If an alteration, consider whether slopes can be corrected so the space(s) can be kept in place, or if they need to be moved. If moved, how will this effect accessible routes? -Asphalt is easier to fix but it is also in a constant state of flux and out of compliance.
Signs – Accessible Spaces	Each accessible space must have an 18" tall x 12" wide sign centered on space, 5-7' high to bottom edge, with the International Symbol of Accessibility (ISA), either post or wall mounted (7.4.205F)	-Pavement symbol not required but best practice. -Do not use a sign at the accessible parking with arrows. ADA only requires 5'.
Signs – Accessible Van Spaces	Each van accessible space must have a 6" tall x12" wide "van accessible" sign mounted below the symbol of accessibility (7.4.205F)	-The bottom of the extra van sign must be between 5-7'. ADA only requires 5'.
Markings – Spaces	All spaces and access aisles must have 4" wide contrasting color markings. (7.4.205E)	-Measure from center of line, except end space may be measured to outer edge of line. -Any color of paint will work as long as there is contrast.
Markings – Access Aisle	Access aisles may be on either side of the parking space, unless it is angled parking with only 1 space (must be on the right in this case). (7.4.205A) All access aisles must have 45° striping. (7.4.205E) * Must be clear of everything (including built - up curb ramps) the length of aisle. (7.4.205A)	Sign or marking indicating: "Wheelchair Access Aisle Absolutely No Parking" (7.4.205F) may be posted at space; must not interfere with access aisle use and must be outside path of travel. (Not in ADA)
Overhead Clearances	The vertical clearance of van accessible parking spaces, access aisles, and vehicular routes serving them must be at least 98" OR 84" for religious and housing institutions. (7.4.205A)	-Difficult or infeasible to fix if not done right the first time. -Some van/truck lifts need this additional room
Accessible Routes – Vehicle Overhang	The sidewalk shall not be less than four feet (4') in width by use of a vehicle overhang. *No overhang is permitted into a sidewalk that is located within a public right of way. (7.4.206D1)	-Use parking stops. This is not part of the parking code but added due to the interplay. ADA only requires 3' clearance.

Additional Guidance

Minimum # of Accessible Parking Spaces (7.4.205B.1)

Total # of Parking Spaces Provided	Minimum # of Accessible Parking Spaces (car & van)	Minimum # of Van-Accessible Spaces (1 of 6 accessible spaces)
1 to 25	1	1
26 to 50	2	1
51 to 75	3	1
76 to 100	4	1
101 to 150	5	1
151 to 200	6	1
201 to 300	7	2

Access Aisle location: The Preferred Approach is Making Van Access Aisle 8' Wide

