



(888) 341-7781 (V/TTY) - Technical Guidance
www.FairHousingFIRST.org



Accessible Areas: Parking

Participant Workbook



Accessible Areas: Parking

Table of Contents

Introduction	5
Purpose.....	5
Technical Guidance.....	5
Additional Training Events	5
Learning Objectives	6
Topic 1: Overview of the Fair Housing Act	7
Fair Housing Act Overview	7
FHA Provisions	8
Fair Housing Act Design Manual	9
First Occupancy.....	9
Covered Dwellings.....	9
Seven Technical Requirements	10
Topic 1: Key Takeaways	11
Topic 2: Safe Harbors for Compliance	12
Safe Harbors for Compliance	12
Safe Harbors Used in This Training	13
Topic 2: Key Takeaways	14
Topic 3: Requirements 1 and 2	15
Requirements 1 & 2: Accessible Parking	15
Accessible Route.....	15
Accessible Routes: General Specifications	18
Accessible Parking Location.....	19
Topic 3: Key Takeaways	20

Notes:

Accessible Areas: Parking

Topic 4: Signage and Markings.....	21
Signage and Markings.....	21
Signage and Markings: Vehicle Space Marking.....	22
Signage and Markings: Mounting Height	23
Signage and Markings: Striping	24
Maintenance	24
Topic 4: Key Takeaways	25
Topic 5: Parking and Access Aisles	26
Parking Spaces & Access Aisles.....	26
Topic 5: Key Takeaways	29
Topic 5: Key Takeaways (continued)	30
Topic 6: Curb Ramps	31
Curb Ramps.....	31
Flared Curb Ramps.....	32
Returned Curb Ramps.....	32
Offset Curb Ramps	33
Topic 6: Key Takeaways	34
Topic 7: Additional Elements of Accessible Parking.....	35
Passenger Loading and Drop-off Areas	35
Wheel Stops	36
Accessible Parking Design Example	37
Topic 7: Key Takeaways	39
Topic 8: Resident & Visitor Parking	40
Resident Parking: Minimum Number	40
Clearance for Covered Parking.....	41
Vertical Clearance for Covered Parking.....	42

Notes:

Accessible Areas: Parking

Visitor Parking: Minimum Number	43
Requested Parking Spaces	44
Parking at Public and Common Use Facilities	44
Impractical Sites	45
Topic 8: Key Takeaways	46
Topic 8: Key Takeaways (continued)	47
Topic 8: Key Takeaways (continued)	48
Topic 9: Reasonable Accommodations	49
Reasonable Accommodations	49
Section 504	49
Parking Requests	50
Example of a Reasonable Accommodation	52
Reasonable Accommodations: Additional Considerations	52
Topic 9: Key Takeaways	53
Topic 10: Strategies for Compliance	54
Planning	54
Additional Codes	55
Location	55
Lighting	56
Topic 10: Key Takeaways	57
Contacts	58

Notes:

Accessible Areas: Parking

Introduction

The Fair Housing Accessibility FIRST program is an initiative designed to promote compliance with the Fair Housing Act design and construction requirements. The program offers comprehensive and detailed instruction programs, useful online web resources, and a toll-free information line for technical guidance and support. This training is part of that program.

Purpose

The purpose of the Fair Housing Accessibility FIRST program is to offer training and technical guidance on accessibility requirements of the Fair Housing Act and to increase the supply of accessible multifamily housing units nationwide. The program provides training and guidance to architects, builders, code officials, and others in the housing industry with the accessibility requirements for designing and constructing dwelling units covered by the Fair Housing Act.

Technical Guidance

The Fair Housing Accessibility FIRST program provides a Design and Construction Resource Center, also known as the DCRC, which is staffed Monday through Friday from 8:00 AM to 5:30 PM Eastern. You can reach the DCRC:

- Toll-free at 888-341-7781
- By emailing FairHousingFirst@hud.gov
- Subscribe via the website for updates from the Fair Housing Accessibility FIRST program.

Additional Training Events

You can register for events on the website by going to:

https://www.hud.gov/program_offices/fair_housing_equal_opp/accessibility_first_training_calendar

Please note that both a morning and an afternoon session are offered to accommodate scheduling. Trainings will be posted as they become available.

Notes:

Accessible Areas: Parking

Learning Objectives

This training includes an introduction and content to help you understand the Fair Housing Act's technical guidance and protections related to accessible parking. The topics are as follows:

- Topic 1: Overview of the Fair Housing Act
- Topic 2: Safe Harbors for Compliance
- Topic 3: Requirements 1 and 2
- Topic 4: Signage and Markings
- Topic 5: Parking and Access Aisles
- Topic 6: Curb Ramps
- Topic 7: Additional Elements of Accessible Parking
- Topic 8: Resident & Visitor Parking
- Topic 9: Reasonable Accommodations
- Topic 10: Strategies for Compliance

This training relies on the provisions of the Fair Housing Act and its regulations, the Accessibility Guidelines and the Supplemental Questions and Answers, American National Standards Institute (ANSI) A117.1 (1986), and the Design Manual for the guidance that it provides about compliance with the technical design and construction requirements in the Act.

Notes:

Accessible Areas: Parking

Topic 1: Overview of the Fair Housing Act



Fair Housing Act Overview

Over fifty years ago, Congress enacted the landmark Fair Housing Act— also known as Title VIII of the Civil Rights Act of 1968—which outlawed private and public discrimination in housing for the first time. The Fair Housing Act, or FHA, protects people from discrimination in the sale, rental, and financing of dwellings based on race, color, religion, sex, and national origin.

In 1988, Congress amended the coverage of the Fair Housing Act (FHA) to also prohibit



Notes:

Accessible Areas: Parking

discriminatory housing practices based on familial status and disability. Specifically concerning people with disabilities, the FHA establishes design and construction requirements that protect people with disabilities from discrimination by making it unlawful to:

- Deny the rental or sale of a dwelling unit to a person because that person has a disability.
- Fail to design and construct certain multifamily dwellings to include certain features of accessible design.

FHA Provisions

To ensure that persons with disabilities will have full use and enjoyment of their dwellings, the FHA also includes two important provisions:

1. A provision making it unlawful to refuse to make reasonable accommodations in rules, policies, practices, and services when necessary to allow the resident with a disability equal opportunity to use the property and its amenities.
2. A provision making it unlawful to refuse to permit residents with disabilities to make reasonable modifications to either their dwelling unit or to the public and common use areas at the residents' cost.



Notes:

Accessible Areas: Parking

Fair Housing Act Design Manual

The Fair Housing Act Design Manual (FHADM) was published by the U.S. Department of Housing and Urban Development (HUD), the Office of Fair Housing and Equal Opportunity, and the Office of Housing to provide guidance with ways to design and construct housing that complies with the FHA.

First Occupancy

The FHA remedies discrimination in part by establishing design and construction requirements for covered multifamily dwellings built for first occupancy after March 13, 1991.

The “first occupancy” language in the statute has been defined in HUD’s Fair Housing Act regulations as “a building that has never before been used for any purpose.” This means rehabilitated buildings are not covered by the design and construction requirements even if rehabilitation occurs after March 13, 1991, and even if it is substantial rehabilitation.

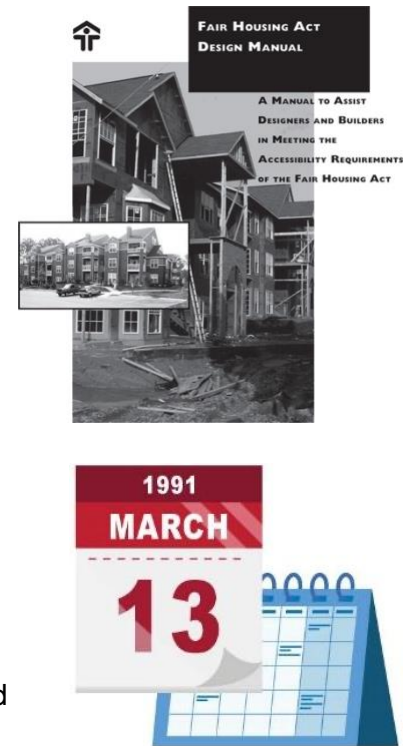
Covered Dwellings

The language of the FHA details requirements for covered multifamily dwelling units. It is essential to recognize the definition of a covered multifamily dwelling unit. Covered multifamily dwelling units include:

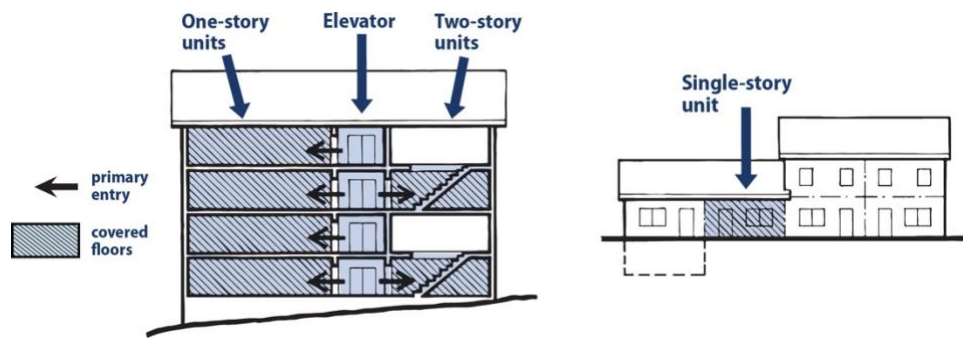
- All dwelling units in buildings containing four or more dwelling units if the buildings have one or more elevators, AND
- All ground floor units in buildings containing four or more units without an elevator.

This includes housing for rent or sale and applies whether the housing is privately or publicly funded.

Notes:



Accessible Areas: Parking



Seven Technical Requirements

Because the FHA has fewer distinct requirements, the design and construction guidance found in the Act was developed into seven technical requirements for the Guidelines. These requirements establish minimum levels of accessibility and clarify which areas of a multifamily development have accessibility obligations. The seven requirements are:

1. Accessible Building Entrance on an Accessible Route
2. Accessible and Usable Public and Common Use Areas
3. Usable Doors
4. Accessible Route Into and Through the Covered Dwelling Unit
5. Light Switches, Electrical Outlets, Thermostats, and Other Environmental Controls in Accessible Locations
6. Reinforced Walls for Grab Bars
7. Usable Kitchen and Bathrooms

- 1 Accessible building entrance on an accessible route
- 2 Accessible and usable public and common use areas
- 3 Usable doors
- 4 Accessible routes into and through covered unit
- 5 Light switches, electrical outlets, thermostats, and other environmental controls in accessible locations
- 6 Reinforced walls in bathrooms for later installation of grab bars
- 7 Usable kitchens and bathrooms

Notes:

Accessible Areas: Parking

Topic 1: Key Takeaways

- The Fair Housing Act (FHA), also known as, Title VIII of the Civil Rights Act of 1968, prohibits discrimination in the sale, rental, and financing of dwellings based on race, color, religion, sex, and national origin.
- In 1988, Congress amended the coverage of the FHA to also prohibit discriminatory housing practices based on familial status and disability.
- The FHA establishes design and construction requirements that protect people with disabilities from discrimination.
- The FHA includes provisions that make it unlawful to refuse to make reasonable accommodations in rules, policies, practices, and services.
- The FHADM was published to guide the design and construction of housing that complies with the FHA.
- The FHA established design and construction requirements for covered multifamily dwellings built for first occupancy after March 13, 1991.
- Covered multifamily dwelling units include all dwelling units in buildings containing four or more dwelling units if the buildings have one or more elevators, and all ground floor units in buildings containing four or more units without an elevator.
- The design guidance in the FHA was developed into seven technical requirements for the Guidelines which establishes minimum levels of accessibility.



Notes:

Accessible Areas: Parking

Topic 2: Safe Harbors for Compliance



Safe Harbors for Compliance

The FHA does not establish a single accessibility standard; therefore, it is necessary to understand the ways in which compliance can be achieved. Designers and builders utilize safe harbors to produce highly marketable, FHA compliant housing.

A safe harbor is an objective and recognized standard, guideline, or code that, if followed without deviation, ensures compliance with the FHA's seven design and construction requirements. There are currently 15 safe harbors; 10 were established before 2021, and 5 have been added since 2021.

Caution: Safe harbor standards constitute safe harbors only when adopted and implemented in accordance with the policy statement that HUD published in the Federal Register on March 23, 2000.



Notes:

Accessible Areas: Parking

The benefit of safe harbor status may be lost if a designer or builder selects provisions from more than one of the safe harbor documents, from a variety of sources, or if waivers of provisions are requested and received.

Safe Harbors Used in This Training

This training relies on the provisions of the Fair Housing Act and its regulations, the Accessibility Guidelines and the Supplemental Questions and Answers, the American National Standards Institute - ANSI A117.1 (1986), additional sources, and the FHA Design Manual for the guidance it provides about compliance with the technical design and construction requirements in the Act.



Notes:

Accessible Areas: Parking

Topic 2: Key Takeaways

- A safe harbor is an objective and recognized standard, guideline, or code that, if followed without deviation, ensures compliance with the FHA's seven design and construction requirements.
- There are currently 15 safe harbors.
- Safe harbor standards constitute safe harbors only when adopted and implemented in accordance with the policy statement that HUD published in the Federal Register on March 23, 2000.
- The benefit of safe harbor status may be lost if a designer or builder selects provisions from more than one of the safe harbor documents or if waivers of provisions are requested and received.



Notes:

Accessible Areas: Parking

Topic 3: Requirements 1 and 2



Requirements 1 & 2: Accessible Parking

Today's training focuses on Requirements 1 and 2 and how these requirements provide accessible areas related to parking spaces at covered multifamily dwellings and public and common use areas.

Accessible Route

Requirement 1 states that accessible building entrances must be on an accessible route. An accessible route is a continuous and unobstructed path connecting accessible elements and spaces in a building or within a site that can be negotiated by a person with a severe disability using a wheelchair and that is also safe for and usable by people with other disabilities.



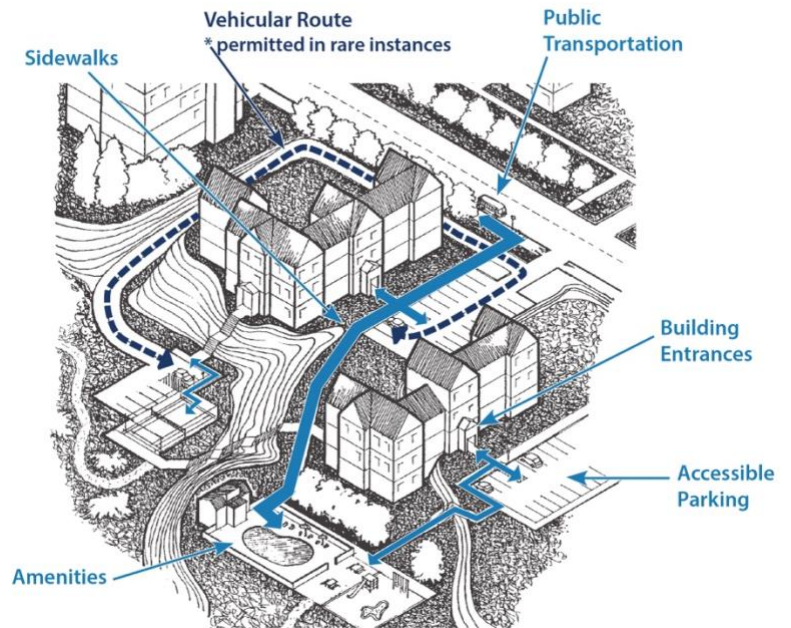
Notes:

Accessible Areas: Parking

Within the boundary of the site, an accessible walk or route on a site must connect:

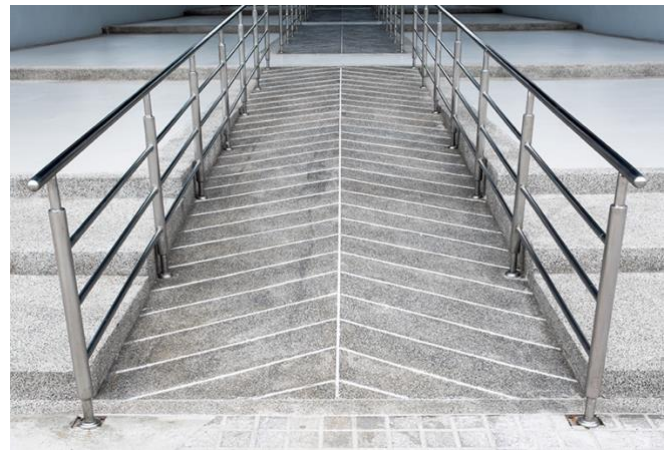
- Accessible parking spaces
- Public transportation stops
- Accessible passenger loading zones
- Public streets and sidewalks to accessible building entrances

Requirement 2 provides for accessible and usable public and common use areas. This means an accessible route must connect accessible buildings with public and common use site amenities. The accessible route links all accessible elements and features on a site and within a building, making it possible for people with a wide range of disabilities to maneuver safely and use a facility successfully.



Exterior accessible routes include but are not limited to:

- Parking access aisles
- Passenger loading zones
- Curb ramps
- Crosswalks at vehicular ways
- Walks
- Ramps
- Lifts



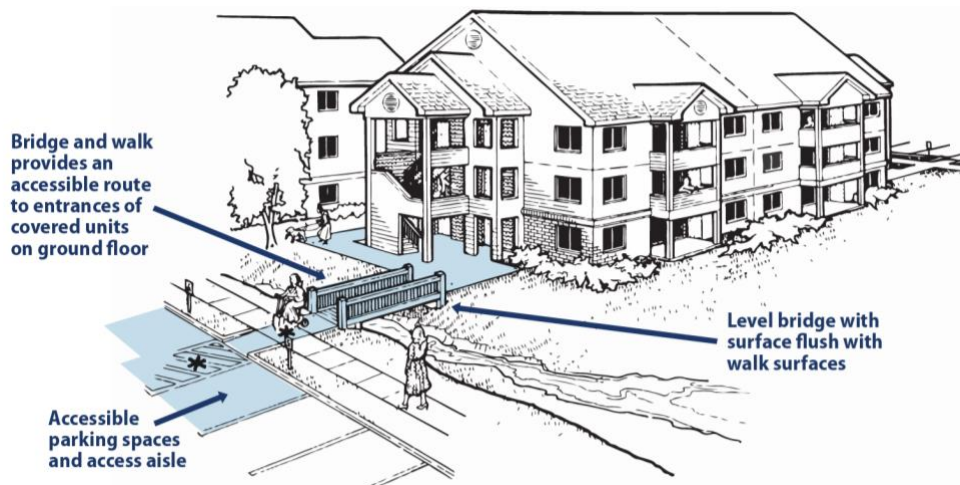
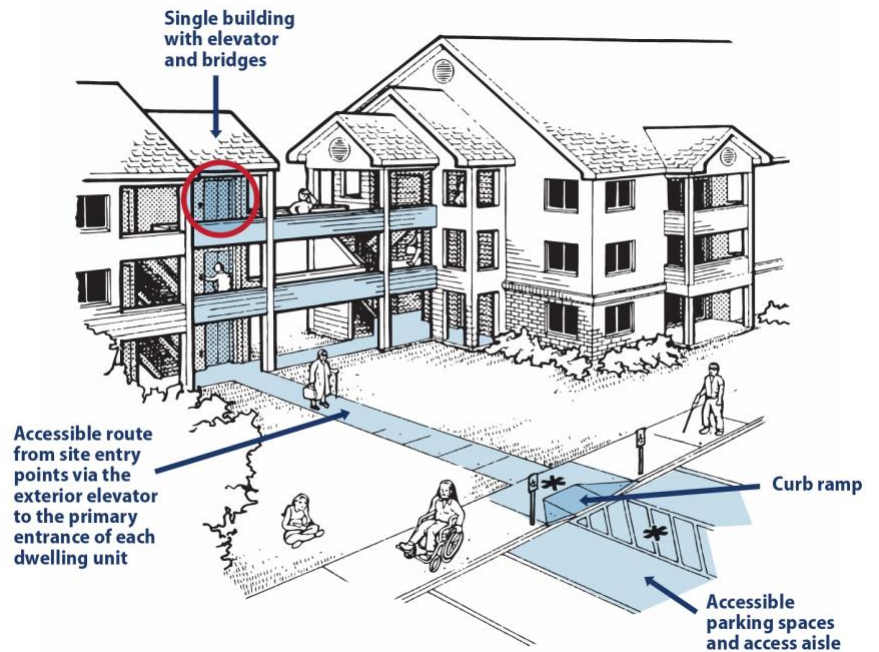
Notes:

Accessible Areas: Parking

Site amenities that are required to be on an accessible route include:

- Mailbox kiosks
- Separate laundry buildings
- Clubhouses and pool areas
- Manager's offices
- Recreational areas
- Refuse disposal areas
- Carwash facilities

Accessible routes also may include skywalks, tunnels, garages, and parts of many public and common use spaces. ANSI 4.3 contains complete technical specifications for accessible routes, including width, headroom, surface texture, slope, changes in level, doors, and egress in emergencies.



Notes:

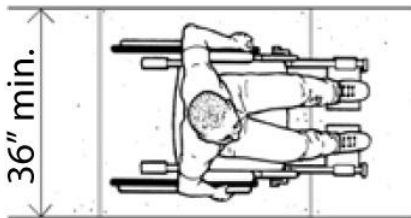
Accessible Areas: Parking

Accessible Routes: General Specifications

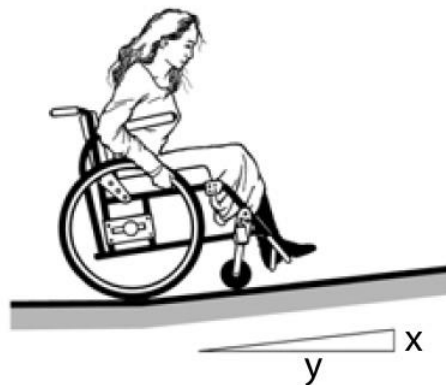
Specifications for accessible routes are found in ANSI 4.3, Accessible Route. Some of the key specifications for an accessible route are:

1. A 36" minimum width.
 - ANSI gives additional specifications to apply when accessible routes go around obstructions.
2. The maximum running slope of an accessible route is 1:20.
 - Slopes greater than 1:20, up to 1:12 (if designed as a ramp), are allowed, but they must comply with the ramp provisions in ANSI.
3. Cross slopes may not exceed 1:50 (approximately $\frac{1}{4}$ " per foot, which is 1:48).

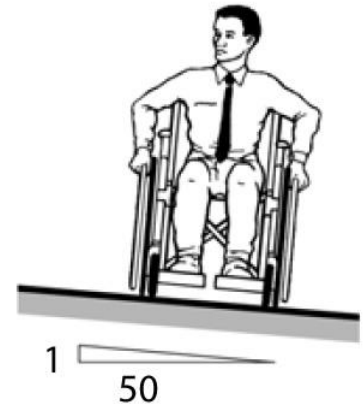
1. Width



2. Running Slope



3. Cross Slope



Notes:

Accessible Areas: Parking

Accessible Parking Location

Accessible parking spaces are different from traditional parking spaces. They have specific features that make it easier for people with disabilities to access them.

When parking is provided on a residential site, accessible parking spaces on an accessible route must be provided for residents and visitors. Accessible parking spaces must meet the requirements for parking in ANSI 4.6 and be located on the shortest possible accessible circulation route to an accessible entrance, subject to site considerations.



Notes:

Accessible Areas: Parking

Topic 3: Key Takeaways

- Requirement 1 states that accessible building entrances must be on an accessible route.
- An accessible route is a continuous and unobstructed path connecting accessible elements and spaces in a building or within a site.
- An accessible walk or route on a site must connect accessible parking spaces, public transportation stops, accessible passenger loading zones, and public streets and sidewalks to accessible building entrances.
- Requirement 2 provides for accessible and usable public and common use areas.
- An accessible route must connect accessible buildings with public and common use site amenities.
- Accessible routes also may include skywalks, tunnels, garages, and parts of public and common use spaces.
- ANSI 4.3 contains specifications for accessible routes.
- Key specifications for an accessible route are:
 - A 36" minimum width.
 - A maximum running slope of 1:20.
 - Cross slopes may not exceed 1:50 (approximately ¼" per foot, which is 1:48).
- Accessible parking spaces must meet the requirements for parking in ANSI 4.6 and be located on the shortest possible accessible circulation route to an accessible entrance.



Notes:

Accessible Areas: Parking

Topic 4: Signage and Markings



Signage and Markings

The Department of Justice ("DOJ") and the Department of Housing and Urban Development ("HUD") are jointly responsible for enforcing the federal Fair Housing Act (the "Act"), which prohibits discrimination in housing based on race, color, religion, sex, national origin, familial status, and disability. One type of disability discrimination prohibited by the Act is the refusal to make reasonable accommodations in rules, policies, practices, or services when such accommodations may be necessary to afford a person with a disability the equal opportunity to use and enjoy a dwelling. Accordingly, HUD and DOJ frequently respond to complaints alleging that housing providers have violated the Act by refusing reasonable accommodations to persons with disabilities.



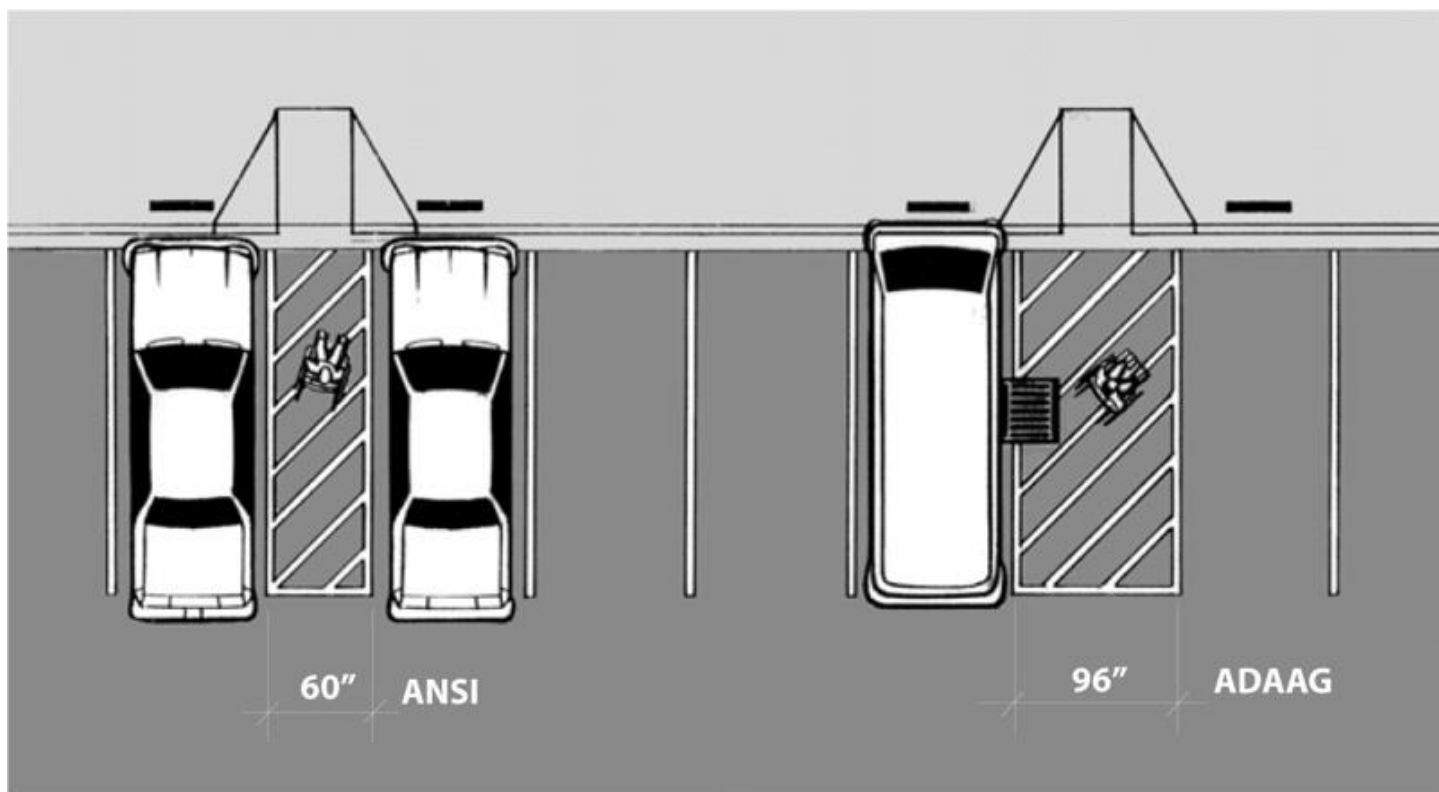
Notes:

Accessible Areas: Parking

Signage and Markings: Vehicle Space Marking

The 2009 International Code Council (ICC) A117.1 Section 502.3 states that car and van parking spaces shall be marked to define the width. Where parking spaces are marked with lines, the width measurements of parking spaces and adjacent access aisles shall be made from the centerline of the markings.

However, where parking spaces or access aisles are not adjacent to another parking space or access aisle, measurements shall be permitted to include the full width of the line defining the parking space or access aisle.



Notes:

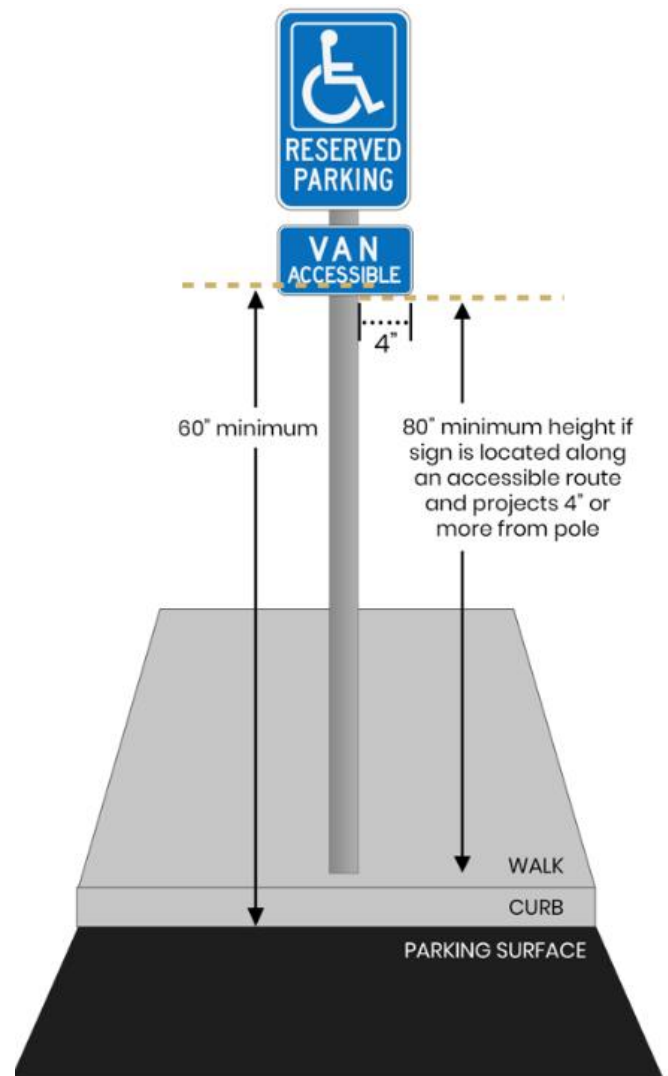
Accessible Areas: Parking

Signage and Markings: Mounting Height

Signs should be placed at a height of at least 60" (5 feet) above the parking surface so as not to be obscured by parked vehicles or other obstructions.

A minimum height of 80" is recommended if the sign is located along a circulation path and projects more than 4" from the pole. However, the 1986 ANSI Standard does permit the leading edge of a post mounted object to project up to 12" between 27" and 80" above a finish floor or ground surface.

Accessible parking identification signs must be viewable from the vehicle's driver's seat and located in the view of parking spaces.



Notes:

Accessible Areas: Parking

Signage and Markings: Striping

When painting accessible spaces, blue and white are the most common colors: blue for the background and white for the accessible symbol. However, the Guidelines and 1986 ANSI Standard have no specific requirement for striping, so other common colors such as red, yellow, and green may also be used. The ultimate goal is to ensure that the pavement markings easily stand out from the color of the pavement surface.

Access aisles should be painted with diagonal hatch marks to discourage parking. Hatch marks are generally painted white. Adding a “No Parking” pavement marking is also acceptable.



Various states and local governments have requirements that may be more specific and stricter. It is best to check accessible parking requirements in your city or locality to ensure accuracy and proper observation before striping a parking facility.



Maintenance

Accessible parking spaces, corresponding access aisles, throughways, and routes should always be kept clean and in good condition. Cracks and potholes should be repaired immediately. Debris, fallen leaves, rubbish, loose pebbles, ice, mud, and any other form of obstruction should be cleared away. It is crucial to ensure that accessible spaces are free from obstructions at all times.

Notes:

Accessible Areas: Parking

Topic 4: Key Takeaways

- Accessible parking space identification signs are extremely important to encourage people to comply with parking regulations.
- Typically van-accessible parking spaces must have the additional 'text' or 'sign' below the accessibility symbol to mark the van-accessible area.
- The 2009 ICC A117.1 Section 502.3 states that car and van parking spaces shall be marked to define the width.
- Where parking spaces are marked with lines, the width measurements of parking spaces and adjacent access aisles shall be made from the centerline of the markings.
- Where parking spaces or access aisles are not adjacent to another parking space or access aisle, measurements shall be permitted to include the full width of the line defining the parking space or access aisle.
- Signs should be mounted at the head of the parking space at a height of at least 60" (5 feet) above the parking surface.
- Access aisles should be painted with diagonal hatch marks to discourage parking. Hatch marks are generally painted white.
- Various states and local governments have requirements that may be more specific and stricter.
- Accessible parking spaces, corresponding access aisles, throughways, and routes should always be kept in good condition, clean, and free from obstructions at all times.



Notes:

Accessible Areas: Parking

Topic 5: Parking and Access Aisles

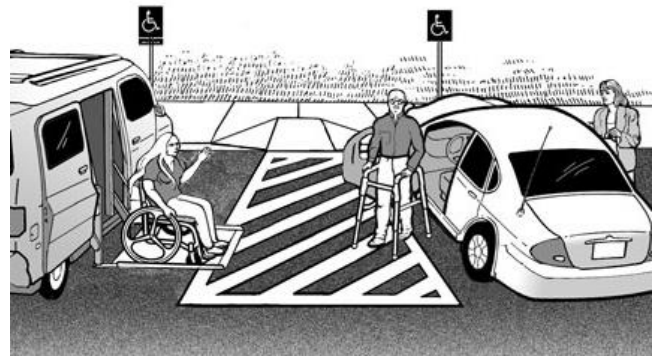


Parking Spaces & Access Aisles

Accessible parking spaces must have access aisles. Access aisles provide a designated area for people who use wheelchairs or other mobility devices to get in and out of their vehicles. These mobility devices may include lifts, walkers, canes, crutches, braces, manual or power wheelchairs, Segways, and electric scooters.

Access aisles must be:

- The same length as the space.
- Level with the parking space. (2009 ICC A117.1 allows for a surface slope not steeper than 1:48 for parking spaces and access aisles.)
- Marked to discourage drivers from parking in them.



Notes:

Accessible Areas: Parking

Two accessible parking spaces can share an access aisle with the access aisle between the two parking spaces (except in angled parking).

An access aisle can be placed on either side of the parking space (except for van accessible spaces in angled parking, where it must be located on the passenger side of the parking space as it will be difficult or not possible for a vehicle to back into a space).

Parking spaces must be wide enough to allow people using wheelchairs or mobility aids to move between cars and enter vehicles.



Accessible parking spaces must be at least 96" wide (8 feet) and have an adjacent access aisle that is 60" wide (5 feet).

This 60-inch access aisle is regarded as a minimum, and although it is adequate for people using wheelchairs who can transfer into and out of cars, it is too narrow for safe and comfortable use for people who drive vans.

The Guidelines do not require nor specify the size of van-accessible access aisles.

The ADA Standards specify that "van-accessible parking spaces should be 132" (11 feet) wide with a 60" (5 feet) wide access aisle or be 96" (8 feet) wide with a 96" (8 feet) wide access aisle."

The 2009 ICC A117.1 Section 502, Parking, provides an exception for van-accessible parking.

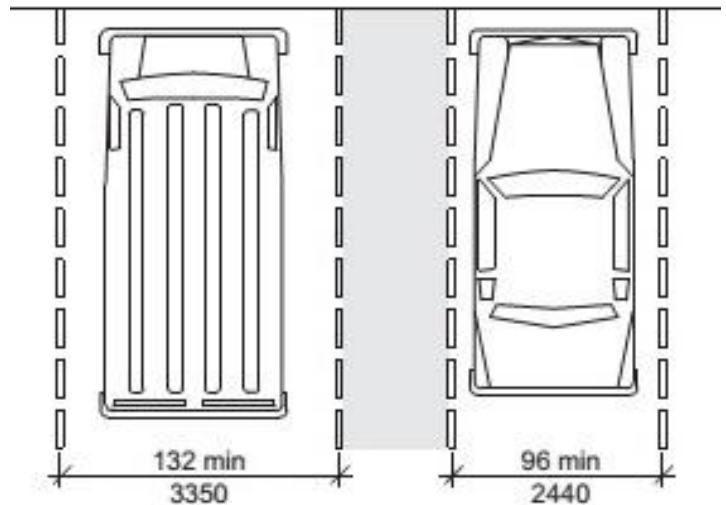
Notes:

Accessible Areas: Parking

Van parking spaces shall be permitted to be 96" (8 feet) minimum in width where the adjacent access aisle is also 96" minimum in width.

Additional considerations are:

- Van-accessible access aisles should be designated on the passenger side of the space, as this is the side where lifts and wheelchairs are typically deployed from.
- Van-accessible parking spots, the adjacent access aisle, and the vehicular route should have a vertical clearance of at least 98" (8.17 feet) to accommodate the height of lift-equipped vehicles.



Notes:

Accessible Areas: Parking

Topic 5: Key Takeaways

- Accessible parking spaces must have access aisles.
- Access aisles provide a designated area for people who use wheelchairs or other mobility devices to get in and out of their vehicles.
- Access aisles must be the same length as the space, level with the parking space, and marked to discourage drivers from parking in them.
- Two accessible parking spaces can share an access aisle with the access aisle between the two parking spaces (except in angled parking).
- An access aisle can be placed on either side of the parking space (except in angled parking, where it must be located on the passenger side of the parking space).
- Parking spaces must be wide enough to allow people using wheelchairs or mobility aids to move between cars and enter vehicles.
- Accessible parking spaces must be at least 96" wide (8 feet) and have an adjacent access aisle that is 60" wide (5 feet).
- The 60-inch access aisle is considered a minimum as it is too narrow for safe use for people who drive vans.
- The Guidelines do not require nor specify the size of van-accessible access aisles.
- The ADA Standards specify that "van-accessible parking spaces should be 132" (11 feet) wide with a 60" (5 feet) wide access aisle or be 96" (8 feet) wide with a 96" (8 feet) wide access aisle."
- The 2009 ICC A117.1 Section 502, Parking, provides an exception for van-accessible parking.



Notes:

Accessible Areas: Parking

Topic 5: Key Takeaways (continued)

- Van parking spaces shall be permitted to be 96" (8 feet) minimum in width, where the adjacent access aisle is also 96" (8 feet) minimum in width.
- Additional considerations are:
- Van-accessible access aisles should be designated on the passenger side of the space where lifts and wheelchairs are typically deployed from.
- Van-accessible parking spots, the adjacent access aisle, and the vehicular route should have a vertical clearance of at least 98" (8.17 feet) to accommodate the height of lift-equipped vehicles.



Notes:

Accessible Areas: Parking

Topic 6: Curb Ramps



Curb Ramps

Curb ramps are transitions between roads, parking areas, access aisles, and sidewalks that allow a pedestrian route to remain accessible to people who use wheelchairs and other mobility aids, as stated in ANSI 4.7.

Curb ramps should be designed with the least slope possible and have a running slope not to exceed 1:12.

Curb ramps are necessary for people with mobility impairments but may be a hazard to people who are blind and who use the curb as a “cue” to know when they are entering the street. There are several types of curb ramps used in accessible design.

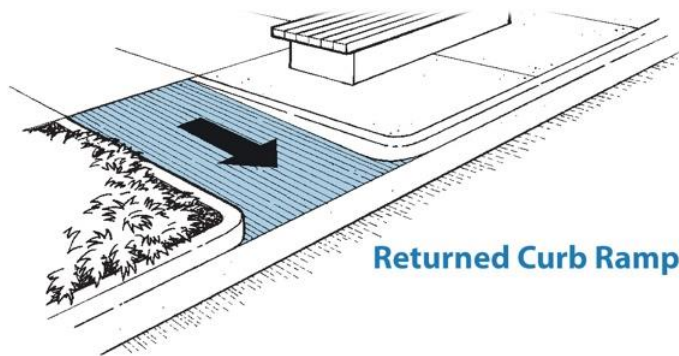
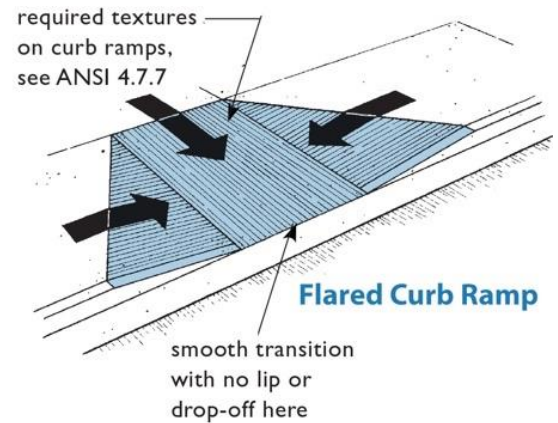


Notes:

Accessible Areas: Parking

Flared Curb Ramps

Flared curb ramps allow people to enter the ramp directly or from a side angle. This design is best used where pedestrians are likely to walk across the ramp.



Returned Curb Ramps

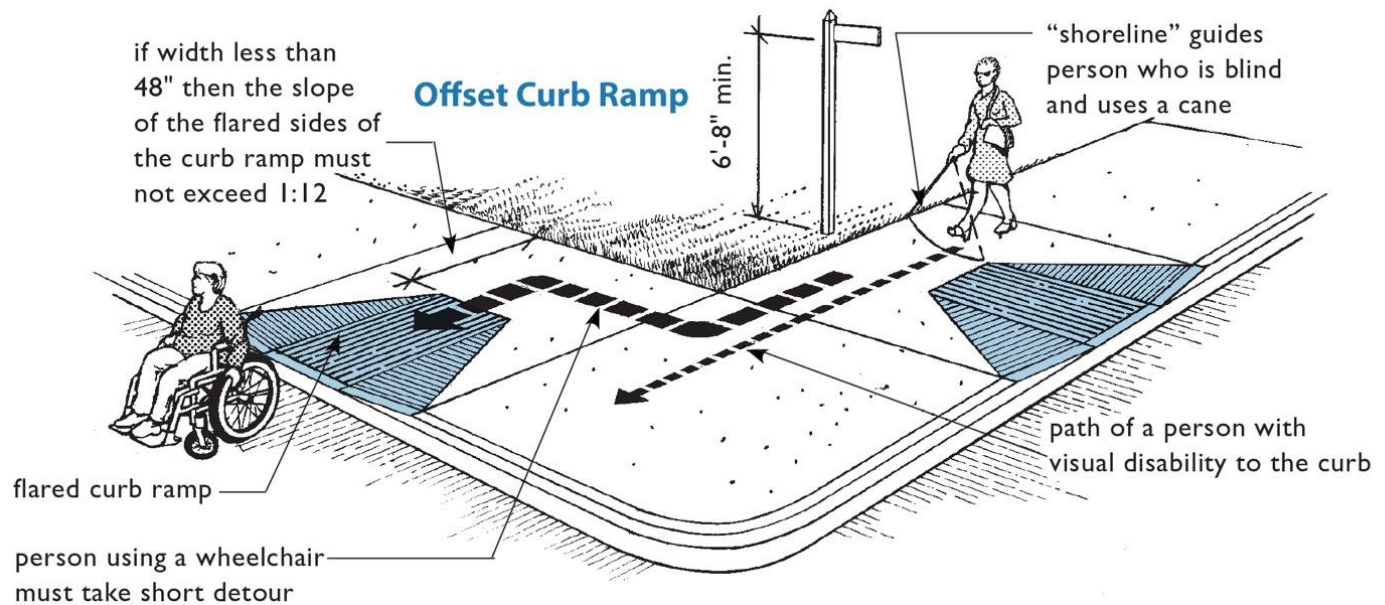
A returned curb ramp has the curb “turned back” at the full depth of the ramp. This design can be a tripping hazard to pedestrians and should be used only where adjacent plant beds or other features will prevent approach from the sides.

Notes:

Accessible Areas: Parking

Offset Curb Ramps

Offset curb ramps are located outside the line of pedestrian flow and prevent a person with a visual disability from walking into the road.



Notes:

Accessible Areas: Parking

Topic 6: Key Takeaways

- Curb ramps are transitions that allow a pedestrian route to remain accessible to people who use wheelchairs and other mobility aids.
- Curb ramps should be designed with the least slope possible and have a running slope not to exceed 1:12.
- Curb ramps are necessary for people with mobility impairments but are a hazard to many people who are blind and who use the curb as a “cue” to know when they are entering the street. Both user groups need to be accommodated.
- Flared curb ramps allow people to enter the ramp directly or from a side angle.
- A returned curb ramp has the curb “turned back” at the full depth of the ramp.
- Offset curb ramps are located outside the line of pedestrian flow and prevent a person with a visual disability from walking into the road.



Notes:

Accessible Areas: Parking

Topic 7: Additional Elements of Accessible Parking



Passenger Loading and Drop-off Areas

Passenger loading and drop-off zones are an essential consideration when designing parking areas. Passengers must have the space to safely board or disembark a car, van, or bus.

Accessible passenger loading zones shall provide an access aisle at least 60" (5 feet) wide and 240" (20 feet) long adjacent and parallel to the vehicle pull-up space.

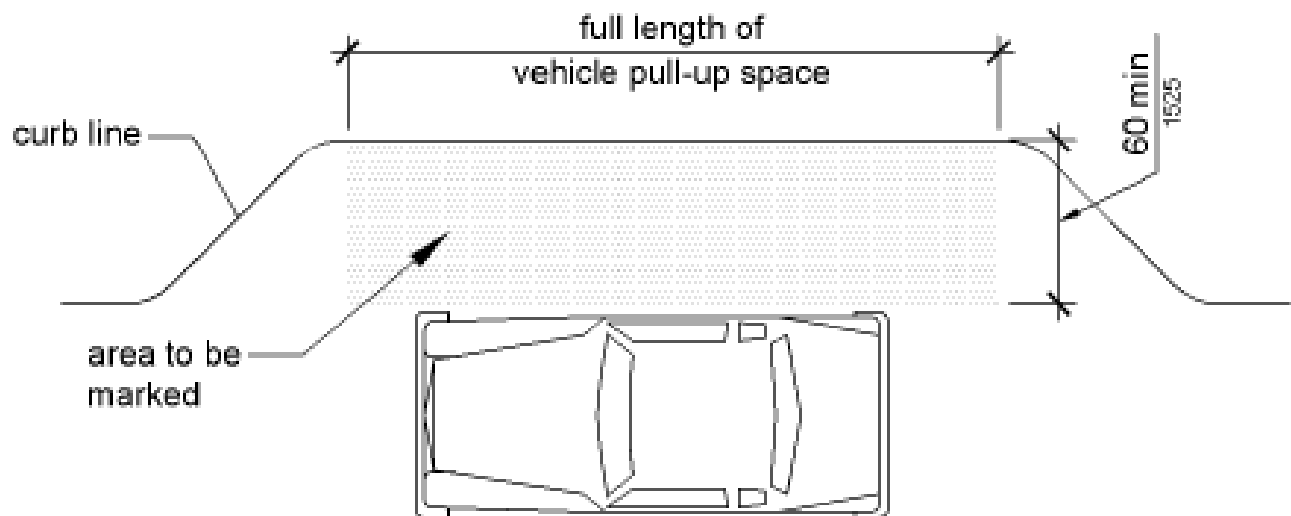
According to 2009 ICC A117.1, Section 503, passenger loading zones shall provide a vehicular pull-up space of 96" (8 feet) minimum in width and 240" (20 feet) minimum in length. This is recommended and required by that safe harbor; however, the 1987 ANSI does permit a 48" width for a passenger loading zone.



Notes:

Accessible Areas: Parking

Additionally, many state and local codes are consistent with the 2009 ICC A117.1 increased width for a passenger loading zone.



Vehicle pull-up spaces and access aisles shall be level with surface slopes not exceeding 1:50 (2%) in all directions.

Wheel Stops

For safety or visual and acoustic separation as required, wheel stops or other appropriate barriers shall be provided and suitably placed to prevent unwanted vehicular encroachment beyond parking area limits. These barriers must not obstruct accessible routes and access aisles or create tripping hazards for other users.



Notes:

Accessible Areas: Parking

Accessible Parking Design Example

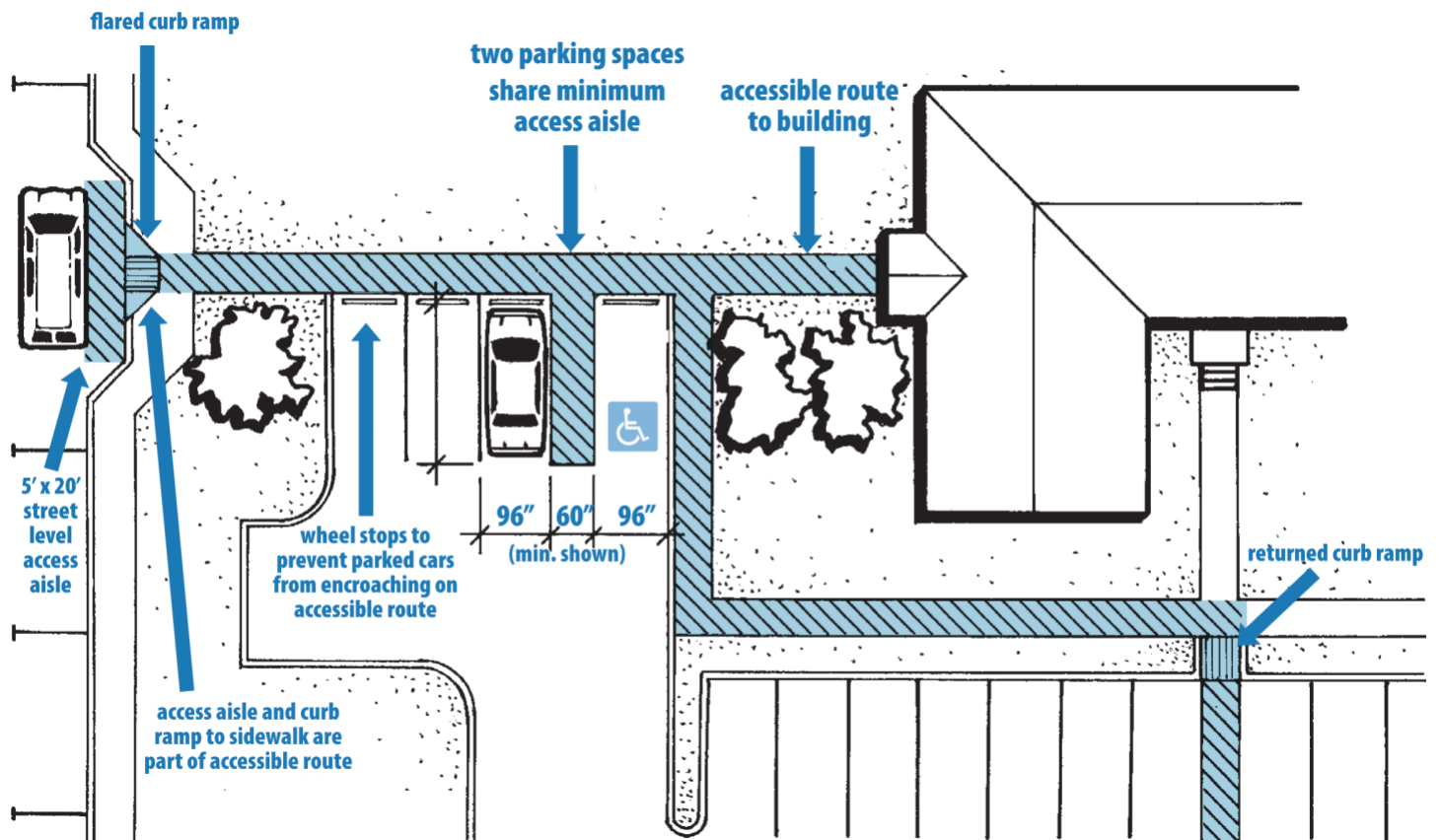
This diagram provides an example of elements used to provide accessible parking design. When planning, designers and builders should check which federal, state, and local parking laws apply.

Elements of accessible parking design may include but are not limited to the following:

- Use of a returned curb ramp.
- An accessible route to building(s).
- Two parking spaces may share one access aisle.
- Required minimum parking space provided.
- Required minimum access aisle space provided.
- An access aisle flush with the sidewalk eliminates the need for curb ramps.
- Signs indicating accessible parking spaces installed, according to applicable laws.
- Wheel stops to prevent parked cars from encroaching upon the accessible route.
- Use of a flared curb ramp with a 1:12 maximum slope.
- Use of a 5' by 20' street-level access aisle.
- Passenger drop-off area outside of traffic lanes.
- Car can pull out of the way of traffic.
- Access aisle and curb ramp to the sidewalk are part of the accessible route.
- To allow vehicles to stop outside the traffic lane so passengers may more safely disembark, the drop-off area and sidewalk are recessed; such recessed areas are not required by the Guidelines, ANSI, or ADA Standards.

Notes:

Accessible Areas: Parking



Notes:

Accessible Areas: Parking

Topic 7: Key Takeaways

- Passenger loading and drop-off zones are an essential consideration when designing parking areas.
- Accessible passenger loading zones shall provide an access aisle at least 60" (5 feet) wide and 240" (20 feet) long adjacent and parallel to the vehicle pull-up space.
- The 2009 ICC A117.1, Section 503, states that passenger loading zones shall provide a vehicular pull-up space of 96" (8 feet) minimum in width and 240" (20 feet) minimum in length.
- Vehicle pull-up spaces and access aisles must be level with surface slopes not exceeding 1:50 (2%) in all directions.
- Wheel stops or appropriate barriers must be provided to prevent unwanted vehicular encroachment beyond parking area limits.
- When planning, designers and builders should check which federal, state, and local parking laws apply.



Notes:

Accessible Areas: Parking

Topic 8: Resident & Visitor Parking



Resident Parking: Minimum Number

In the provisions of Requirement 2 in the Guidelines, minimum levels of accessible parking are established.

For residents, a minimum of 2% of parking spaces serving covered dwelling units and upon request by persons with disabilities is required.

For example, if 100 units are covered, a minimum of two accessible spaces is required.

Formula: $100 \times 2\% = 2$



Notes:

Accessible Areas: Parking

If the formula results in an incomplete percentage, however, the number must be rounded up. For example, if 120 units are covered, the formula would be $120 \times 2\% = 2.4$. This must be rounded up to 3 accessible spaces.

If the development provides different types of parking, such as surface parking, garage, or covered spaces, at least one of each must be made accessible for residents. The 2010 ADA Standard require 1 out of every 6 accessible parking spaces to be van accessible.



Since many people with disabilities require more time to get in and out of vehicles, covered parking is especially important; therefore, where covered parking is provided, such covered parking must include at least one, and preferably more than one, accessible parking space.

Accessible covered surface parking may be substituted for garage parking if the latter is not accessible. While the total number of spaces required to be accessible is only two percent, at least one space for each type of parking must be made accessible, even if this number exceeds two percent.

Clearance for Covered Parking

If a project provides its residents with detached parking garages for assignment or rental, it is considered public and common use parking.

In the FHADM Appendix, in the Supplemental Questions and Answers section, item 14, it is suggested that at least 2%, but no less than one, of the garages should be at least 14'-2"



Notes:

Accessible Areas: Parking

wide, and the passage door for the vehicle should be at least 10' wide.

The width of such garages would be adequate for cars, but to provide sufficient space for a van, it is recommended that the width be increased to between 16 and 18'.

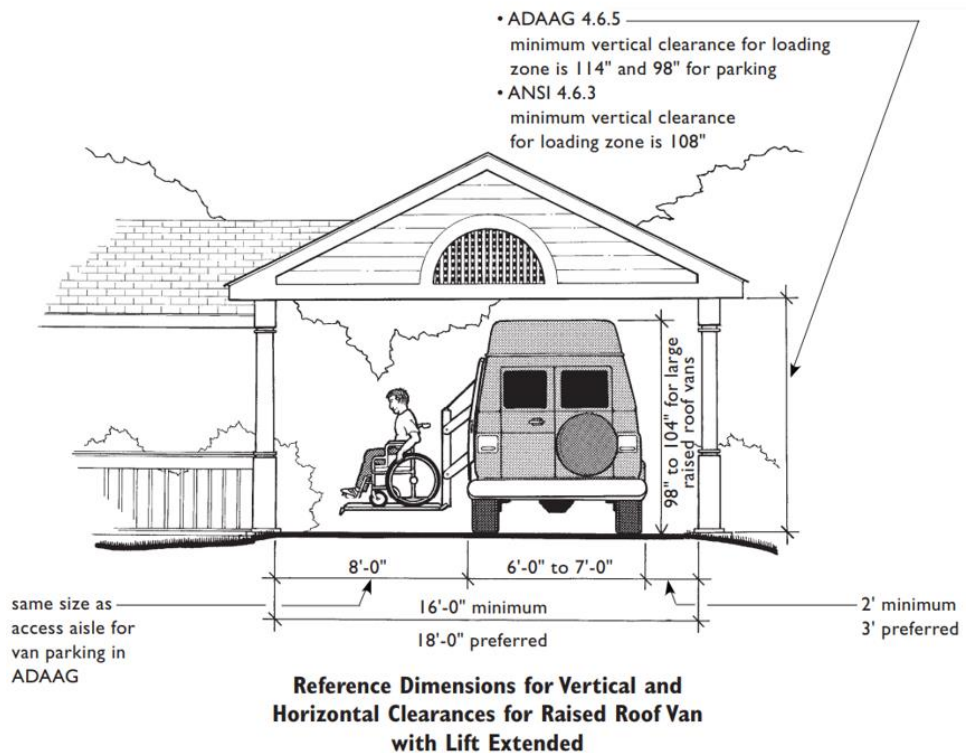
The door width of the garage could remain the same.

Vertical Clearance for Covered Parking

Neither the Guidelines nor ANSI gives specifications for vertical clearance in parking garages or at other sheltered parking to accommodate vans. However, for passenger loading zones:

ANSI specifies a vertical clearance of 108" (9 feet) at accessible passenger loading zones.

The ADA specifies 98" (8.17 feet) of vertical clearance for van parking and 114" (9.5 feet) of clearance at accessible passenger loading zones.



The dimensions shown here are a compilation of available figures from commonly accepted accessibility standards that may be used to assist when planning to provide covered van parking.

Such parking is not required by the Guidelines nor ANSI.

Notes:

Accessible Areas: Parking

Visitor Parking: Minimum Number

If visitor parking is provided, accessible parking spaces must also be provided. The Guidelines do not specify a number or percentage of accessible visitor spaces but provide that such parking must be “sufficient” to provide access to grade level entrances of covered multifamily dwellings.

A sufficient number can be established by examining the total number of visitor parking provided compared to the total size of a project. A one space minimum is required, but more should be provided if a large amount of visitor parking has been provided.

To allow people with disabilities to visit and have access to grade level entrances on an equitable basis, it is recommended that accessible visitor spaces be dispersed throughout the site and that several spaces be provided at buildings with large numbers of dwelling units.

If visitor parking is provided at the rental/sales office, there must be at least one accessible visitor parking space.



Notes:

Accessible Areas: Parking

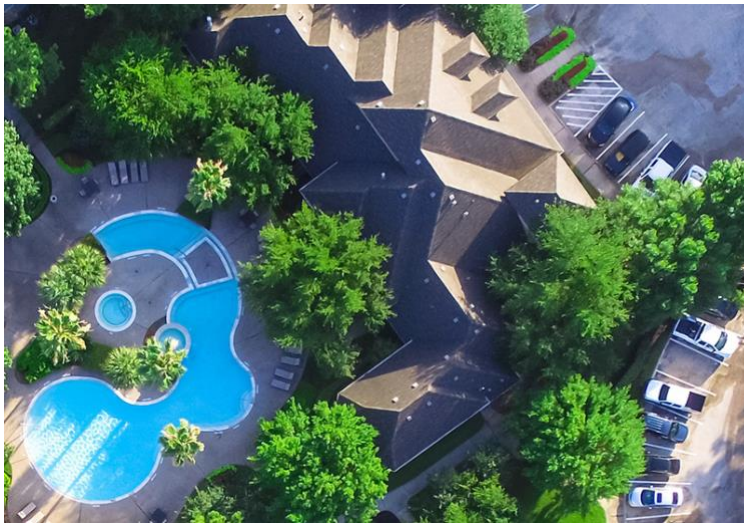
Requested Parking Spaces

If buyers or renters request an accessible space at the time of the sale or rental, it may be necessary to provide additional accessible parking spaces if the two percent are already reserved. These must be offered on the same terms and with the full range of choices offered to other residents, i.e., surface, garage, or covered parking.

If the spaces that make up the two percent count are not being used by residents with disabilities, such space(s) may be moved to a resident requested location near a building or unit entrance. These new parking spaces must be on an accessible route, including curb ramps.



Parking at Public and Common Use Facilities



A specific number or percentage of spaces for parking at public and common use facilities is not defined in the Guidelines; however, to provide equitable use of facilities by people with disabilities, parking should be provided in accordance with the local code or, at a minimum, at least one accessible parking space must be provided at each site facility serving buildings containing covered dwelling units.

If parking spaces are available at a recreational facility, such as a swimming pool or a clubhouse, then at least one accessible parking space must be provided and be on an accessible route.

Notes:

Accessible Areas: Parking

Impractical Sites

Where site conditions such as when the finished grade exceeds 1 in 12 or other physical barriers (natural or manmade) or legal restrictions, all of which are outside the control of the owner, make it impractical to provide an accessible route from the covered dwellings and some public or common use site facilities; the Guidelines allow for automobiles to be used for access if certain conditions are met.

There must be a minimum of 2% of the parking for covered dwelling units provided and an appropriate number of additional accessible parking spaces on an accessible route at each facility that is unreachable.

It is strongly recommended that every effort be made to provide parking from an adjacent location. If visitor parking is provided, there also must be accessible parking spaces on an accessible route for use by visitors.



Notes:

Accessible Areas: Parking

Topic 8: Key Takeaways

- For residents, a minimum of 2% of parking spaces serving covered dwelling units and upon request by persons with disabilities is required.
- If the development provides different types of parking, such as surface parking, garage, or covered spaces, at least one of each must be made accessible for residents.
- The 2010 ADA Standard requires 1 out of every 6 accessible parking spaces to be van accessible.
- Where covered parking is provided, it must include at least one, and preferably more than one, accessible parking space.
- Accessible covered surface parking may be substituted for garage parking if the latter is not accessible.
- While the total number of spaces required to be accessible is only two percent, at least one space for each type of parking must be made accessible, even if this number exceeds two percent.
- Detached parking garages for assignment or rental are considered public and common use parking.
- It is suggested that at least 2%, but no less than one, of the garages should be at least 14'-2" wide, and the passage door for the vehicle should be at least 10' wide.
- To provide sufficient space for a van, it is recommended that the width be increased to between 16 and 18'. The door width of the garage can remain the same.
- Neither the Guidelines nor ANSI gives specifications for vertical clearance to accommodate vans.



Notes:

Accessible Areas: Parking

Topic 8: Key Takeaways (continued)

- For passenger loading zones, ANSI specifies a vertical clearance of 108" (9 feet) at accessible passenger loading zones.
- The ADA specifies 98" (8.17 feet) of vertical clearance for van parking and 114" (9.5 feet) of clearance at accessible passenger loading zones.
- The Guidelines specify that visitor parking must be sufficient to provide access to grade level entrances of covered dwellings. A one space minimum is required, but more should be provided if a large amount of visitor parking has been provided.
- It is recommended that accessible visitor spaces be dispersed throughout the site and several spaces be provided at buildings with large numbers of dwelling units.
- At least one accessible visitor parking space is required at the rental/sales office.
- If a request for an accessible space is made at the time of the sale or rental, it may be necessary to provide additional spaces if the two percent are already reserved.
- The requester must be offered the same terms and range of choices as provided to other residents. If the spaces that make up the two percent count are not being used, such space(s) may be moved to a requested location. The newly moved spaces must be on an accessible route.
- A specific number or percentage of spaces for parking at public and common use facilities is not defined in the Guidelines.
- If parking spaces are available at a recreational facility, such as a swimming pool or a clubhouse, then at least one accessible parking space must be provided and be on an accessible route.



Notes:

Accessible Areas: Parking

Topic 8: Key Takeaways (continued)

- Where site conditions make it impractical to provide an accessible route from the covered dwelling unit to public or common use facilities, an alternative is to provide access via a vehicular route and provide accessible parking spaces at the common use facilities; provided that at a minimum of 2% of the parking serving covered dwelling units is provided and additional accessible parking spaces on an accessible route to the amenity are provided.
- If visitor parking is provided, there also must be accessible parking spaces on an accessible route.



Notes:

Accessible Areas: Parking

Topic 9: Reasonable Accommodations



Reasonable Accommodations

Under the Fair Housing Act's coverage, it is unlawful to refuse to make reasonable accommodations in rules, policies, practices, and services when necessary to allow a resident with a disability equal opportunity to use the property and its amenities.

Section 504

Section 504 of the Rehabilitation Act of 1973 prohibits discrimination on the basis of disability in programs and activities conducted by HUD or that receive financial assistance from HUD.



Notes:

Accessible Areas: Parking



Under Section 504, the requirement to make reasonable accommodations applies to any changes that may be necessary to provide equal opportunity to participate in any federally assisted program or activity.

This includes a change, adaptation, or modification to a policy, program, service, facility, or workplace which will allow a qualified person with a disability to participate fully in a program, take advantage of a service, live in housing, or perform a job.

Section 504 specifies that reasonable accommodations must be provided and paid for by the housing provider unless providing them would be an undue financial and administrative burden or a fundamental alteration of the program.

In such cases, the provider is still required to provide any other reasonable accommodation up to the point that would not result in an undue financial and administrative burden on the particular recipient and constitute a fundamental alteration of the program.

Parking Requests

Reasonable accommodations often include parking requests. Requests for accessible parking to accommodate a disability come in many forms. Requests may range from asking for a designated accessible parking space to a parking space closer to one's residence, curb cuts, reconfiguring, and/or restriping a parking space.

Property owners, managers, and community associations must promptly review and consider a person's accessible parking request.



Notes:

Accessible Areas: Parking

- Owners and managers are put on notice of a request when a person with a disability, his or her family member, or a person acting on behalf of the person requests accessible parking to accommodate a disability.
- A request can be verbal or in writing.
- There is no specific language or required form that must be used if the request can be reasonably inferred.
- Failure to respond promptly to an accessible parking accommodation may be deemed a denial of the request.



To show that a requested accommodation may be necessary, there must be an identifiable relationship, or nexus, between the requested accommodation and the individual's disability.

There is no one-size-fits-all approach when reviewing requests. Each request involves specific facts and circumstances and must be determined on a case-by-case basis.

Community associations, however, are permitted to obtain specific information if a disability is not apparent or known to determine whether an accessible parking request is necessary because of a disability.

Notes:

Accessible Areas: Parking

Example of a Reasonable Accommodation

Let's examine an example provided by the United States Department of Justice (DOJ).

A housing provider has a policy of providing unassigned parking spaces to residents. A resident with a mobility impairment, who is substantially limited in her ability to walk, requests an assigned accessible parking space close to the entrance to her unit as a reasonable accommodation. There are available parking spaces near the entrance to her unit that are accessible, but those spaces are available to all residents on a first come, first served basis.



The provider must make an exception to its policy of not providing assigned parking spaces to accommodate this resident.

The FHADM states that in buildings that provide parking spaces for residents on a “first come, first served” basis, reserved parking spaces must be provided if requested by a resident with a disability.

Reasonable Accommodations: Additional Considerations



Property owners cannot refuse to accommodate such a request even if they are in full compliance with local codes for providing accessible parking for all tenants.

The requested space may be a van-accessible parking space or a general reserved parking space. This depends on the needs of the resident making the request.

Decisions about granting reserved parking spaces should be made on an individual basis.

Notes:

Accessible Areas: Parking

Topic 9: Key Takeaways

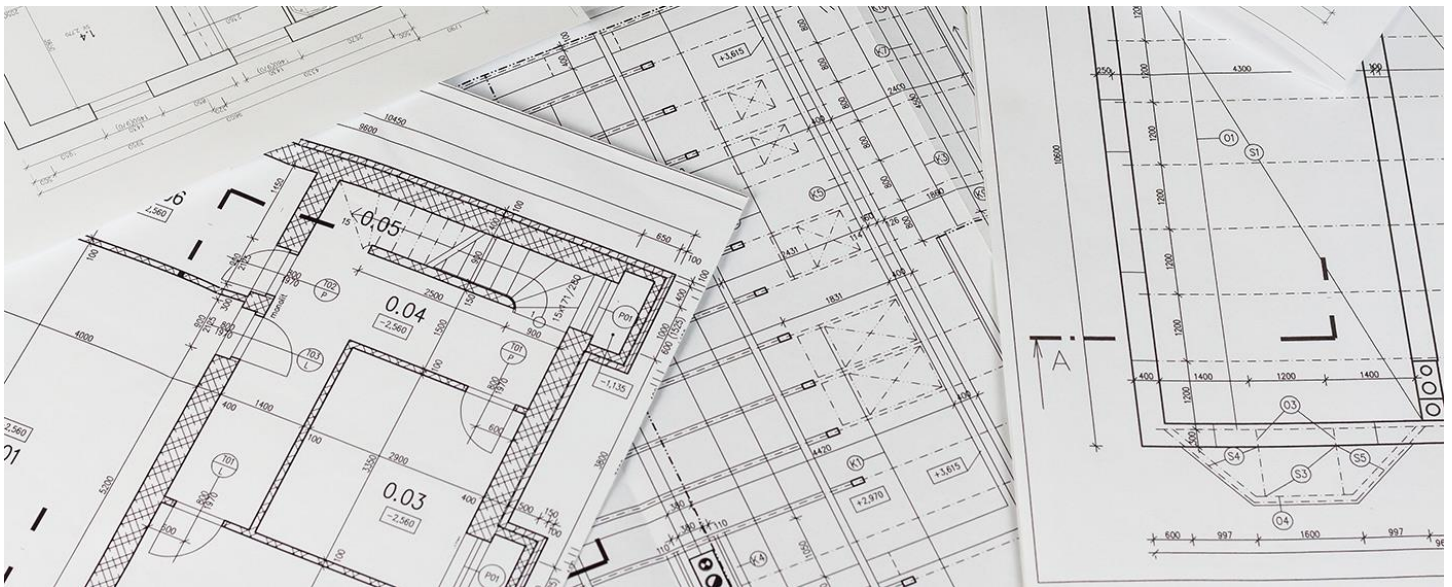
- It is unlawful to refuse to make reasonable accommodations in rules, policies, practices, and services when necessary for a resident with a disability.
- Section 504 prohibits discrimination on the basis of disability in programs and activities conducted by HUD or that receive financial assistance from HUD.
- Under Section 504, the requirement to make reasonable accommodations applies to any changes that may be necessary to provide equal opportunity to participate in any federally assisted program or activity.
- Reasonable accommodations must be provided and paid for by the housing provider unless providing them would be an undue financial and administrative burden or a fundamental alteration of the program.
- Reasonable accommodations often include parking requests.
- Prompt review and consideration of a person's accessible parking request are recommended.
- There must be an identifiable relationship between a requested accommodation and the individual's disability.
- In buildings that provide parking spaces for residents on a "first come, first served" basis, reserved parking spaces must be provided if requested by a resident with a disability.
- The requested space may be a van-accessible space or a general reserved space.
- Decisions about granting reserved parking spaces should be made on an individual basis.



Notes:

Accessible Areas: Parking

Topic 10: Strategies for Compliance



Planning

People generally arrive at buildings by a private car, bus, or taxi, so the location of vehicle arrival points is critical. Passenger drop-off points and parking areas for people with disabilities should be located close to building entrances and at levels that do not necessitate climbing steep slopes to reach the entrance floor level. Planning for accessibility should be an integral part of the design process in multifamily housing developments.



Notes:

Accessible Areas: Parking

Additional Codes

Careful initial planning can eliminate the need for significant earthwork and the construction of elaborate ramps, bridges, lifts, or elevators to provide accessibility.

Many state or local codes may require a certain percentage of accessible parking spaces for residents and visitors. Builders and developers must follow the local or state code whenever it is stricter.



Location

Onsite and adjacent offsite public parking should be conveniently located and should not be located in secluded or unsafe areas. Public street parking, where permitted, can be counted, as appropriate, to minimize the extent of expanding the parking area on a site.

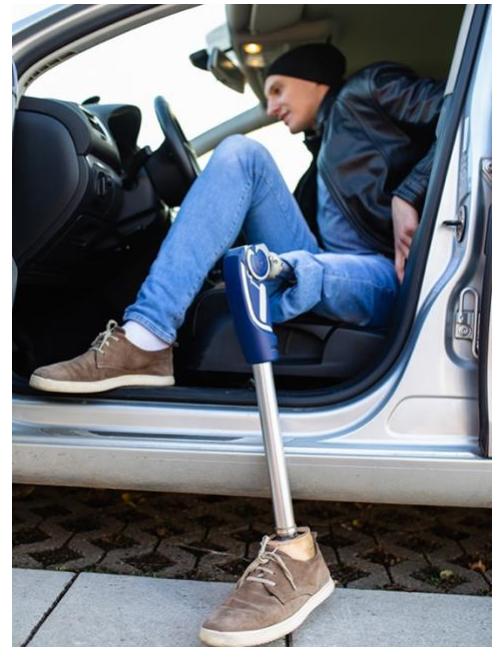
Where new parking spaces are provided, whenever possible, the maximum walking distance from the new parking spaces to a public entrance of buildings should consider the intended use as follows: (1) 250' for non-elderly resident parking; and (2) 150' for elderly resident parking.

Notes:

Accessible Areas: Parking

The location and orientation of buildings, parking areas, loading zones, and other elements significantly impact the ease with which accessibility can be achieved in a finished development.

Note that accessible spaces benefit a wide range of users, residents and visitors with disabilities, residents carrying packages, families with strollers, movers, and delivery personnel.



Lighting

Permanent night lighting should be provided at all collective parking areas and access paths to and from these areas to dwelling units and community facilities. New site lighting shall be mounted on existing buildings or utility poles to the extent feasible. Underground wiring shall only be installed if required by the local code.

Notes:

Accessible Areas: Parking

Topic 10: Key Takeaways

- The location of vehicle arrival points is critical.
- Initial planning can eliminate the need for significant earthwork and the construction of elaborate ramps, bridges, lifts, or elevators.
- State or local codes may require a certain percentage of accessible parking spaces.
- It is important to follow the local or state code whenever it is stricter.
- Onsite and offsite public parking should be conveniently located and not be in secluded or unsafe areas.
- Public street parking, where permitted, can be counted to minimize the extent of expanding the parking area on a site.
- The recommended walking distance from an accessible parking space to a building entrance is 250' for non-elderly resident parking and 150' for elderly resident parking.
- The location and orientation of buildings, parking areas, loading zones, and other elements significantly impact the accessibility achieved in a finished development.
- Accessible spaces benefit a wide range of users, residents and visitors with disabilities, residents carrying packages, families with strollers, movers, and delivery personnel.
- Permanent night lighting should be provided at parking areas and access paths to and from these areas.



Notes:

Accessible Areas: Parking

Contacts

The Fair Housing Accessibility FIRST program provides a Design and Construction Resource Center, also known as the DCRC, which is staffed Monday through Friday from 8 AM to 5:30 PM Eastern. You can reach the DCRC toll-free at 888-341-7781.

Or you can reach the DCRC at FairHousingFirst@hud.gov.

You can also subscribe via the website for updates from the Fair Housing Accessibility FIRST program.

Notes:
