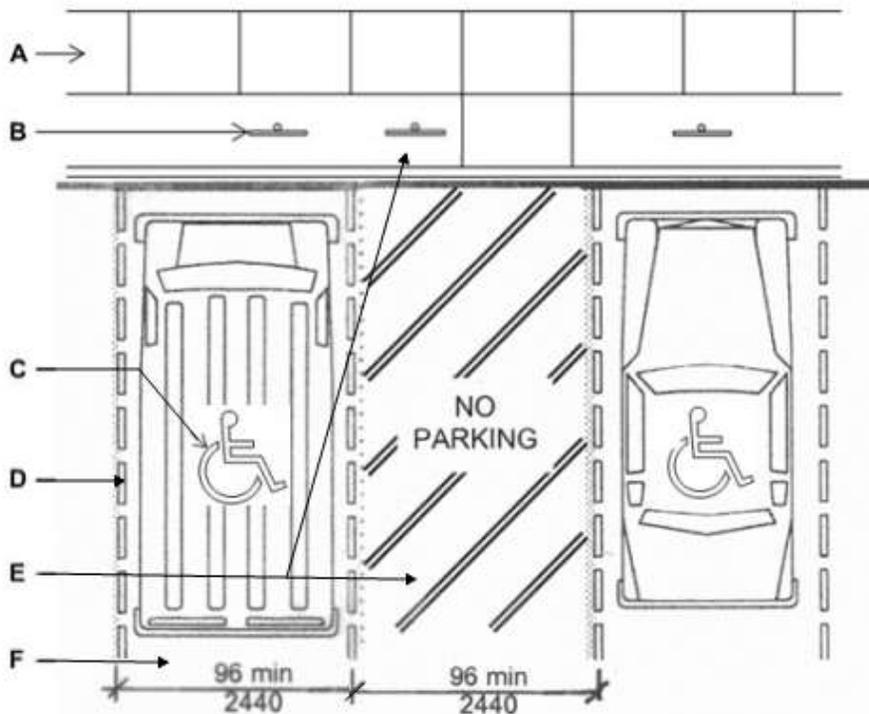


# ACCESSIBLE PARKING

Generally, accessibility requirements are found in the International Building Code (IBC) Chapter 11 and the referenced ICC A117.1 standard.<sup>1</sup>

**Within the City of Tacoma, the Land Use Code (Tacoma Municipal Code Title 13) requires Accessible Parking be provided, even when no standard parking spaces are proposed.**



**A.** Minimum 44" wide paved pathway continuous to building entrance.

At least one accessible route within the site shall be provided from public transportation stops, accessible parking, accessible passenger and loading zones, and public streets or sidewalks to the accessible building entrance served. (IBC 1104.1)

At least 60% of all public entrances shall be accessible. (IBC 1105.1)

At least one accessible route shall connect accessible buildings, accessible facilities, accessible elements, and accessible spaces that are on the same site. (IBC 1104.2)

When a building or portion of a building is required to be accessible, at least one accessible route shall be provided to each portion of the building, to accessible building entrances connecting accessible pedestrian walkways and to the public way. (1104.3)

At least one accessible entrance shall be provided to each Accessible dwelling unit, Type A dwelling unit, or Type B dwelling unit in a facility. (1105.1.7)

- B.** Sign with International Symbol of Access. 60" min. to bottom of sign. "Van Accessible" sign below symbol at all van stalls. (See page 2 for details.)
- C.** International Symbol of Access painted on paving (recommended but not required).
- D.** Firm, stable (paved) surface not sloping more than 1:48.
- E.** Access aisle with walkway stripes painted on surface to discourage parking violations. Aisle must be the full length of the parking space. A vertical "no parking" sign will be required at the head of each access aisle. Such signs shall be 60 inches minimum above the floor of the parking space, measured to the bottom of the sign.
- F.** Vertical clearance on van accessible spaces is 98" minimum. Standard accessible parking spaces, and van spaces and van space access aisles must all be a minimum of 8' wide. Access aisles for standard accessible parking spaces must be a minimum of 5' wide.

<sup>1</sup> References to the IBC and IEBC include, by reference, Washington State amendments and City of Tacoma amendments.



**Note: This Tip Sheet does not substitute for codes and regulations.**

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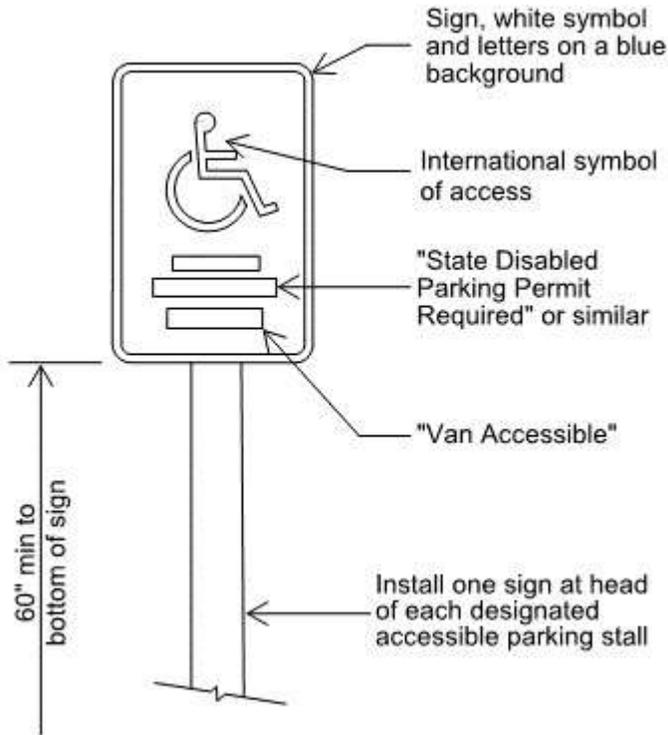
**More information: City of Tacoma, Planning and Development Services | [www.tacomapermits.org](http://www.tacomapermits.org) (253) 591-5030**

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TTY or STS users please dial 711 to connect to Washington Relay Services.

# ACCESSIBLE PARKING

Accessible Parking Spaces<sup>2</sup>  
IBC Table 1106.1



Total Number of Parking Spaces in Lot or Garage	Minimum Number of Accessible Spaces Required
1-25	1
26-50	2
51-75	3
76-100	4
101-150	5
151-200	6
201-300	7
301-400	8
401-500	9
501-1000	2% of total spaces
More than 1000	20, plus 1 for each 100 (or fraction thereof) over 1000
One of every 6 accessible spaces, or fraction thereof, must be designed to be van accessible.	

## IBC 1106.2

Accessible parking spaces shall be provided in Group I-1, R-1, R-2, and R-3 as follows:

1. In R-2, and R-3 occupancies required to have Accessible, Type A, or Type B dwelling or sleeping units, at least 2 percent but not less than one of each type of parking space provided shall be accessible.
2. In I-1 and R-1 occupancies, accessible parking shall be provided per **IBC Table 1106.1**. (See above.)
3. Where at least one space is provided for each dwelling or sleeping unit, at least one accessible space shall be provided for each Accessible and Type A unit.
4. Where parking is provided within or beneath a building, accessible spaces shall be within or under the building.

<sup>2</sup> See page 3 for information on Land Use Accessible Parking Quantity Minimums, which are required regardless of whether or not any standard spaces are proposed.



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# ACCESSIBLE PARKING

## LAND USE CODE ADA PARKING QUANTITY MINIMUMS

Title 13 of the TMC determines the minimum quantity of standard spaces required. Ensure that the total spaces proposed on a plan meets the Land Use requirements first, then use Table 1106.1 (see page 1 of this tipsheet) to determine the minimum number of accessible spaces that will be required.

There are some zoning designations (Reduced Parking Area in Downtown Districts and Mixed-Use Districts) that the Land Use Code exempts from providing standard parking, BUT requires accessible parking as *if* standard parking were required.

The Land Use Code bases minimum requirements for accessible parking on the following criteria:

- For non-residential development, accessible parking shall be calculated as if one general parking space were provided for each 1,000 square-foot of gross floor area of the development, minus the first 3000 square-foot of each street level establishment.
- For hotels, accessible parking shall be calculated as if one-half (0.5) a general parking space was provided for each guest room, inclusive of all accessory uses.
- For residential development, accessible parking shall be calculated as *if* one general parking space was provided for each dwelling unit.

Within the Land Use Code, the section regarding Accessible parking (TMC 13.06.090.C.5) does allow the applicant to propose an alternate means to meet the Land Use required accessible parking, in that, after consulting with the City's ADA Coordinator, the Building Official may approve an alternate to providing on-site accessible parking, when it is determined that the alternate is reasonable in light of circumstances associated with the specifics of an individual site and the needs of people with disabilities. When requesting an alternate means to meeting the accessibility requirements from the ADA Coordinator and Building Official, keep in mind that it is not likely that an approved alternate would be to just remove the ADA parking space requirement altogether. Some sort of provision to accommodate ADA parking/access will need to be made.

## MORE ON RESIDENTIAL R-2 OCCUPANCY DEVELOPMENT WITHOUT ANY PROPOSED GENERAL PARKING (IN DOWNTOWN AND MIXED-USE AREAS)

The City has seen a growth in proposed residential buildings in downtown and mixed-use areas, where density is encouraged. These areas also offer more transit options and in-turn, oftentimes do not require that standard, non-accessible parking spaces be provided. Accessible parking will still be required for these structures, per the Land Use Code, as outlined within this tipsheet. The City generally uses Table 1106.1 of the IBC to calculate the required minimum number of accessible spaces for these types of proposals, as *if* one general parking space was provided for each dwelling unit. *For example, a 63 unit building, proposed in a district that allows for zero standard parking spaces to be provided, would still need to provide 3 accessible parking stalls, based on the table. (One stall per unit equals 63 stalls, using table 1601.1 requires 3 of those to be accessible, but no non-accessible stalls are required to be provided.)*

It is recognized that using the provisions of 1106.2 to determine accessible parking space requirements for the residential portion of the building may result in a quantity of accessible parking stalls that is different than the number required by the Table 1106.1. If, at the time of submittal, the designer performs the analysis of IBC 1106.2, to determine what the ADA parking count would be for residential, and find it to be less than what would be required by the table, then that information can be provided to us for consideration. Without a Code analysis of IBC 1106.2 provided for proposed I-1, R-1, R-2, R-3, and R-4 occupancies, the reviewer will defer to IBC 1106.1 to calculate the number of required accessible parking spaces where no standard, non-ADA spaces are proposed or required.



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