



**A. PARKING**

1. **Multi-family Residential** (4 or more attached units including apartments, condos, townhouses, with no individual lot sales). See separate document “Accessibility Requirements for Residential Occupancies” for classification.
  - a. Accessible parking spaces provided for residents shall be located as close as possible to the type A units as defined in IBC.
  - b. If there are more than two accessible spaces required they shall be dispersed on the site, located as per "a." above.
2. **Single Family Houses, Duplexes and Triplexes** (triplexes no more than six per lot)  
No requirements except for model homes and for visitor parking provided for community facilities.
3. **Covered Parking**
  - a. Accessible spaces under shade canopies do not have to be on the shortest route to the building entrance if there are uncovered spaces on the shortest route. Wherever the covered parking is located, the accessible parking spaces shall be the closest space in the covered parking to the building entrance or amenity.
  - b. Where parking is provided in a parking garage or under shade canopies, the ratio of covered to uncovered accessible parking spaces shall not be less than the ratio of covered to uncovered non-accessible parking spaces with the following exceptions:
    - i. When parking spaces are covered by solar panels, accessible covered spaces are not required to be provided. The primary purpose of the solar panels is not to shade the parking stalls.
    - ii. When the required number of accessible parking stalls is exceeded, the additional accessible stalls may be uncovered.
4. **Accessible Striping and Signing:** All accessible parking spaces shall be marked and signed in accordance with the city of Phoenix, Accessible Parking Requirements handout with the following exceptions:
  - a. Where a total of four or fewer parking spaces, including accessible parking spaces, are provided on a site, identification of accessible parking spaces shall not be required. The accessible aisle shall be outlined with cross hatching and accessible routes provided.
  - b. In residential facilities, where parking spaces are assigned to specific residential dwelling units, identification of accessible parking spaces for residents shall not be required and is discouraged. An accessible route shall be provided. Accessible visitor spaces shall be identified.
5. **Electric Car Charging Stations:** Electric car charging stations will be treated as standard parking spaces. No special provisions for accessibility will be required. Accessible parking stalls that are required for a building or facility cannot be used for electric car charging stations, but additional accessible parking may be provided for car charging stations.

**B. OPEN SPACES AND RETENTION AREAS**

1. **Active Areas** – Areas that include amenities such as but not limited to: ramadas, swimming pools, tot lots, game courts, barbecues and formalized seating need to be on an accessible route from the adjacent street or sidewalk.
2. **Passive Areas** – Passive Areas usually are small turfed or decomposed granite, retention basins or open spaces without formal amenities are not required to be accessible.

**C. PEDESTRIAN ROUTES**

1. An accessible route is required from an accessible building entrance to a public street, regardless of whether there is an existing public sidewalk, unless it is in an industrial area and a Traffic Engineer determines that a public sidewalk is not likely to be built, or unless the only means of access between the entrance and the public street is a vehicular way not providing for pedestrian access per IBC 1104.1.
2. Multiple accessible routes may be required from a building entrance to a public street if the general public uses more than one route. ADA Standards 206.2 requires one route to the building entrance but ADA Standards 206.3 requires the route to coincide with or be located in the same area as general circulation paths. Per ADA Standards Advisory 206.2.1 where two or more similar site arrival points such as bus stops, serve the same accessible entrance or entrances, both bus stops must be on accessible routes. See Examples 1-4 for suitable situations.
3. In multifamily residential projects there shall be an accessible route connection to all accessible and adaptable apartment unit entrances and all amenities such as pools and clubhouses as provided by the current "Fair Housing Accessibility Guidelines." See separate document, "Accessible Routes for Multi-family Accessible or Adaptable Housing Units and Amenities."
4. A 4 foot clear sidewalk (exclusive of vehicle overhang), should be provided on all pedestrian accessible routes where vehicles are permitted to overhang the sidewalk.
5. Drive Aisle  
Accessible routes in a drive aisle (travel parallel to traffic) are not allowed unless there is no other reasonable alternative.
6. Model Home Complexes and Related Sales Offices/Sales Trailers
  - a. Sales offices/trailers are required to be accessible. There must be accessible parking and an accessible route from the accessible parking aisle to the sales office/trailer and throughout the public portion of the sales office/trailer. Accessible toilet rooms shall be provided according to the Phoenix Construction Code. Temporary toilet facilities are permitted for a maximum of six months.
  - b. An accessible route is not required to, or through model homes. However, a no-step route to one of the model homes is required to be shown as a sales option per the Phoenix Construction Code. This route shall conform to the following:

Group R, Division 3 Occupancies containing not more than two dwelling units and part of a Model Home Complex shall be served by a route of travel. The route of travel shall be a continuous no-step path connecting each subdivision sales office or public way to the primary entry.

The route of travel shall conform to the following requirements:

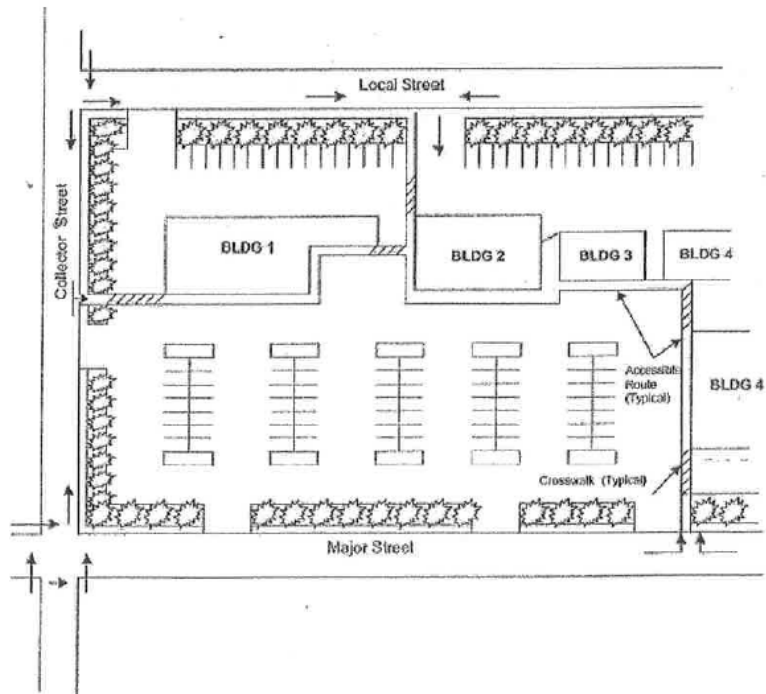
    - i. The running slope shall not exceed 1:20.
    - ii. Routes of travel complying with this section are not required to have handrails.
    - iii. The route of travel shall be a firm, stable, and slip resistant surface for a minimum width of 36" continuous and clear for a height of 7 feet above the route.
    - iv. The entry to the model home shall have a maneuvering space of a minimum 48" by 48" on the exterior side of the door.
    - v. The threshold at the entry shall not exceed 1/2 inch.
    - vi. The no-step entry shall be identified by readily viewable signage.
    - vii. Construction trailers are not required to be accessible.
7. Handrail Colors  
Exterior handrails should be light in color to reflect heat.
8. Suitable and Unsuitable Materials.  
Suitable materials for accessible routes shall be stable, firm and slip resistant. A list of suitable and unsuitable materials is listed in the table below.

<b>Suitable Materials for Accessible Routes</b>
Concrete
Asphalt
Smooth Tile or equivalent
Ceramic
Porcelain
Marble
Terrazzo
Interlocking Pavers
Wood Decking
<b>Alternate Materials for Accessible Routes</b>
Per Phoenix Construction Code Modification

**Example 1**

Solution when a site has multiple routes that the general public would take.

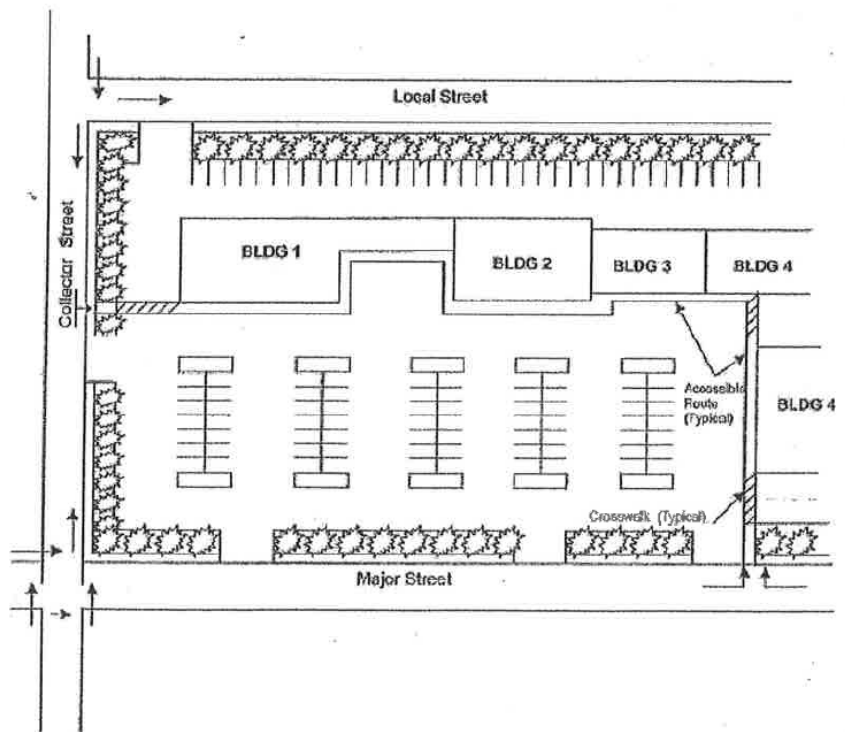
In this example a route is not needed for each building to the public street, but there should be a route to each of the three streets, if they would serve as normal routes for the general public.



**Example 2**

Solution when a site has multiple routes that the general public would take.

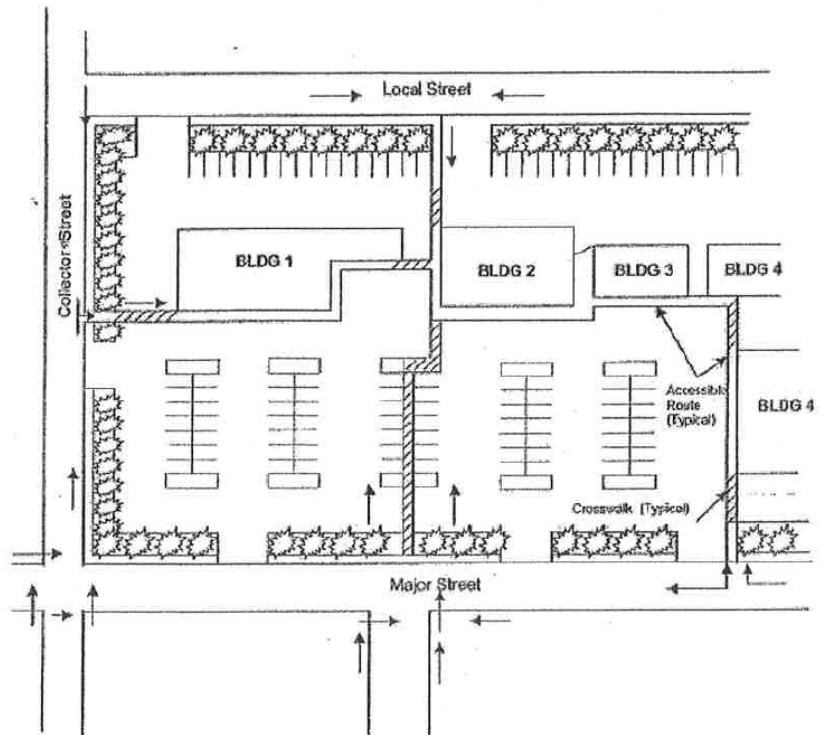
In this example a route is not needed for each building to the public street, but there should be one to each of the two streets that the general public access, general public cannot go directly to the local street, so a route is not needed to that street.



**Example 3**

Solution when a site has multiple routes that the general public would take.

In this example a route is not needed for each building to the public street, but there should be a route to each of the three streets that the general public access. Note that in this configuration there should be an additional route to the major street for those who would cross the major street to the local street.



**Example 4**

Solution when a site has multiple routes that the general public would take.

In this example a route is not needed for each building to the public street, but there should be a route to each of the three streets that the general public access. Note that in this configuration there should be an additional route to the major street for those who would cross the major street to the local street.

