






## Re-surfacing & Re-Striping Existing Parking Lots for Public Accommodations

This handout is not intended to be used if: ramps or truncated domes are being replaced or installed, there is a relocation or addition of accessible features, work is being done that affects the original line and grade or hydraulic capacity of the site, or any work outside the scope of a re-surface or re-stripe. The City of Downey requires a building permit to re-stripe, or repave and re-stripe an existing parking lot.



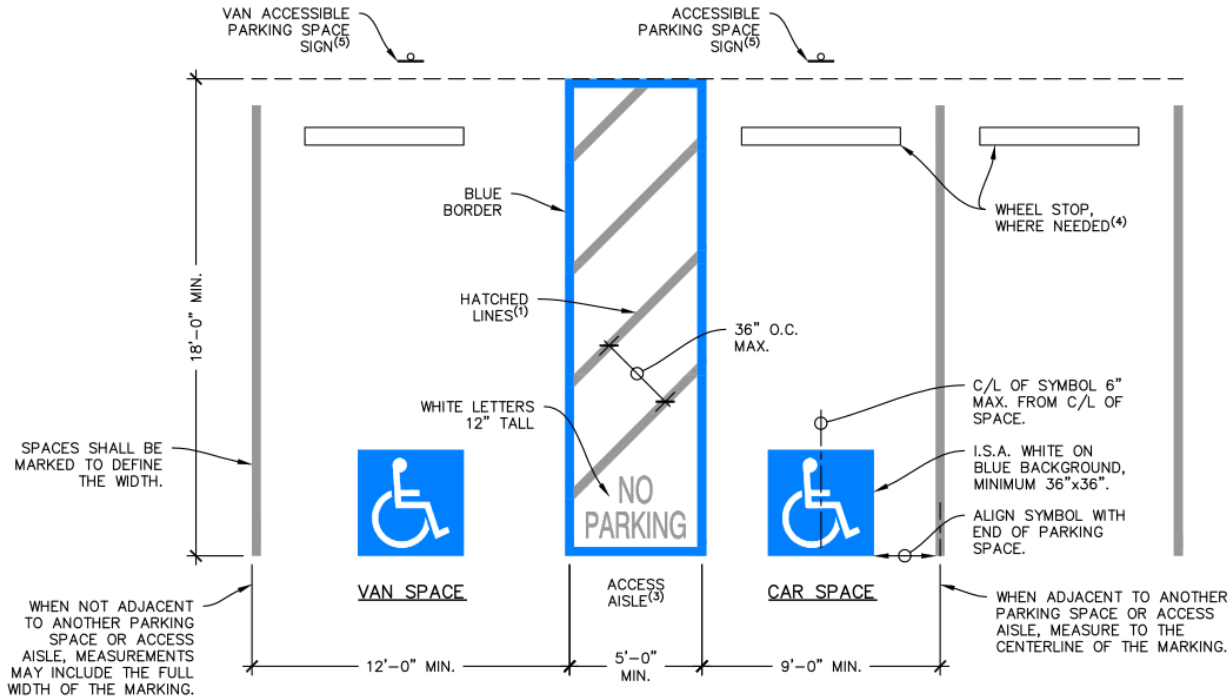
-  Resurfacing is defined as slurry seal, fog seal, or blacktop sealcoating.
-  Restriping is defined as the removal of or painting over of existing parking lot stripping to create new parking spaces. This shall include all disabled parking stalls.
-  Re-surfacing or re-stripping of parking lots must conform to the current addition of the California Building Code, Chapter 11B disabled access requirements, and the applicable City of Downey Planning & Zoning ordinances.

Total Number of Parking Spaces Provided in Parking Facility	Minimum Number of Required Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2 percent of total
1001 and over	20, plus 1 for each 100, or fraction thereof, over 100

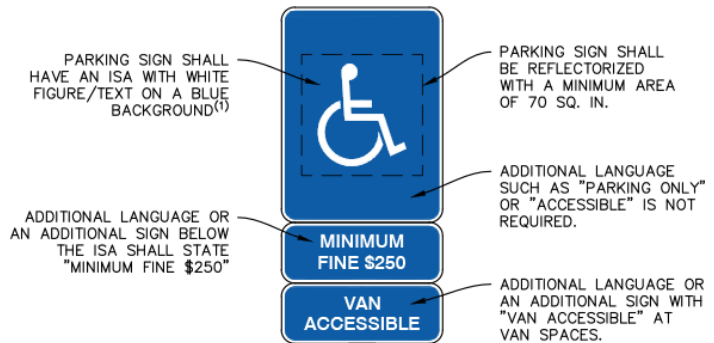
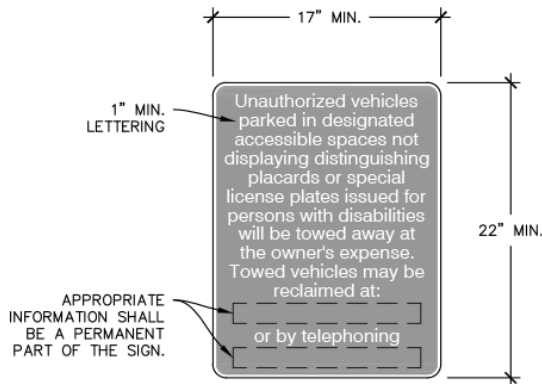
The term "parking facility" is used instead of the term "parking lot" so that it is clear that both parking lots and parking structures are required to comply with this section. The number of parking spaces required to be accessible is to be calculated separately for each parking facility; the required number is not to be based on the total number of parking spaces provided in all of the parking facilities provided on the site

When a parking lot is re-striped, it cannot automatically be assumed it can be "like for like", new work shall comply with the California Building Code in affect at the time plans are submitted. Additionally, businesses or privately-owned facilities that provide goods or services to the public have a continuing obligation under the American with Disabilities Act (ADA) to remove barriers to access in existing parking lots when it is "readily achievable" to do so (readily achievable means: *easily accomplished and can be carried out without significant difficulty or expense*). Generally, restriping is moderately inexpensive, it is considered readily achievable in most cases. State and local government facilities also have an ongoing ADA obligation to make their programs accessible, which can require providing accessible parking.

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- HATCHED LINES SHALL BE A COLOR CONTRASTING WITH THAT OF THE AISLE SURFACE, PREFERABLY BLUE OR WHITE.
- THE SLOPE OF PARKING SPACES AND ACCESS AISLES SHALL NOT EXCEED 1:48 (2%).
- ACCESS AISLES SHALL BE ON THE PASSENGER SIDE OF VAN PARKING SPACES. ACCESS AISLES ARE PERMITTED ON EITHER SIDE OF CAR PARKING SPACES. ACCESS AISLES SHALL EXTEND THE FULL REQUIRED LENGTH OF THE PARKING SPACES THEY SERVE. ACCESS AISLES SHALL ADJOIN AN ACCESSIBLE ROUTE.
- PARKING SPACES AND ACCESS AISLES SHALL BE DESIGNED SO THAT CARS AND VANS, WHEN PARKED, CANNOT OBSTRUCT THE REQUIRED CLEAR WIDTH OF ADJACENT ACCESSIBLE ROUTES.
- SIGNS SHALL BE PERMANENTLY POSTED EITHER IMMEDIATELY ADJACENT TO THE PARKING SPACE OR WITHIN THE PROJECTED PARKING SPACE WIDTH AT THE HEAD END OF THE PARKING SPACE. SIGNS MAY ALSO BE PERMANENTLY POSTED ON A WALL AT THE INTERIOR END OF THE PARKING SPACE.



THE ADDITIONAL SIGN(S) SHALL BE POSTED EITHER:  
 IN A CONSPICUOUS PLACE AT EACH ENTRANCE TO AN OFF-STREET PARKING FACILITY,  
 OR,  
 IMMEDIATELY ADJACENT TO ON-SITE ACCESSIBLE PARKING AND VISIBLE FROM EACH PARKING SPACE.

- THE COLOR BLUE SHALL APPROXIMATE COLOR NO. 15090 IN FEDERAL STANDARD 595C.

### ACCESSIBLE PARKING SPACE SIGNS

### ADDITIONAL REQUIRED PARKING SIGNAGE

*Illustration is provided for code information only and is not a substitute for complete site-specific construction drawings. For more information, please visit [www.AccessToolkit](http://www.AccessToolkit).*

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