

## ORDINANCE NO. 3873

AN ORDINANCE TO MODIFY THE PARKING REGULATIONS WITHIN THE CITY OF RAPID CITY TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT BY AMENDING SECTION 17.50.270 OF THE RAPID CITY MUNICIPAL CODE

WHEREAS, the City of Rapid City enacted Ordinance Number 3424 in 1998 to amend the off-street parking regulations to include provisions of the Americans with Disabilities Act; and,

WHEREAS, the City of Rapid City enacted Ordinance Number 3753 in 2001 to establish a chapter on sight triangles and to amend portions of the code which referred to sight triangles including the off-street parking regulations; and,

WHEREAS, Ordinance Number 3753 did not include Ordinance Number 3424 which contains the section on parking for persons with disabilities within the off-street parking regulations; and,

WHEREAS, the Rapid City Planning Commission has recommended amending the off-street parking regulations to incorporate the provisions of the American with Disabilities Act included in Ordinance Number 3424; and,

WHEREAS, the Rapid City City Council concurs in the recommendation;

**NOW THEREFORE BE IT ORDAINED by the City of Rapid City that Section 17.50.270 of the Rapid City Municipal Code is hereby amended to read as follows:**

### **17.50.270 Minimum off-street parking requirements**

G. Use and Maintenance of Off-Street Parking Area. Off-street parking space shall be maintained in accordance with the following specifications:

1. Entrances and Exits.

a. Driveways and curb cuts for ingress and egress shall be built in accordance with the engineering division's curb cut policy and as approved by the city engineer or his designee and in accordance with the city's off-street parking requirements. Entrances and exits shall in no case be less than ten feet nor more than forty feet in width or fourteen feet in vertical clearance.

H. Parking for Persons with Disabilities.

1. Provision of Parking. In addition to the general requirements for parking provided for under subsection G of this section, accessible parking facilities for persons with disabilities shall be provided in accordance with this subsection.

~~1. Provision of Parking. Parking spaces for use by persons with disabilities shall be provided and located as near as reasonable to a primary building entrance designated to accommodate the disabled. Each parking space for persons with disabilities shall be accessible to related facilities including curb cuts and ramps per ANSI 117.1-86.~~

Accessible parking for a particular building must be located on the shortest accessible route of travel from adjacent parking to an accessible entrance. If there are multiple accessible entrances to the building, the accessible spaces must be dispersed and located closest to the accessible entrances. For parking facilities which do not serve a

specific use or building, the accessible parking shall be located on the shortest accessible route to the nearest accessible pedestrian entrance to the parking facility. Accessible spaces may be provided off-site in accordance with this chapter as long as accessibility is not jeopardized.

~~2. Identification. Off-street parking spaces provided for use by vehicles displaying special license plates or other handicapped permit issued pursuant to SDCL 32-5-76, 32-5-76.1 and 32-5-76.2, shall be identified by a sign displaying the international symbol of accessibility per Section 4.30 of the 1984 Uniform Federal Accessibility Standards. Said symbol shall measure not less than twelve inches by eighteen inches in size, state "Handicapped Parking Vehicle ID Required" and be permanently affixed to a supporting post or upon a wall so as to be clearly visible to the driver of a vehicle intending to utilize the parking space. If the sign is affixed to a portable supporting post, over thirty percent of the area of the parking stall shall be painted blue with a white overlay of the handicapped parking symbol. If the sign is affixed to a permanent supporting post or upon a wall, the over thirty percent of the parking space being painted blue with a white overlay of the handicapped symbol shall be optional.~~

2. Accessible Route. A minimum of one accessible route meeting the requirements of this section must be provided between the building's accessible entrance and the accessible parking spaces, passenger loading zones, and public streets or sidewalks. An accessible route shall meet the following requirements:

- a. To the maximum extent feasible, it shall coincide with the route for the general public;
- b. It shall have a minimum clear width of thirty-six inches. If an obstruction turnaround is required then the minimum clear width must be provided as shown in Figures H.2(b)-1 and H.2(b)-2 of the technical drawings on file in the city planning department;
- c. Passing spaces are required if the accessible route is less than sixty inches wide. Passing spaces shall be at least sixty inches by sixty inches and spaced at no more than two hundred foot intervals. A T-intersection of two walks is an acceptable passing space (see Figure H.2(c)-1 of the technical drawings on file in the city planning department);
- d. A minimum of eighty inches of vertical headroom along the route must be provided. If less than eighty inches of vertical headroom exists in any area adjoining the accessible route, then barriers must be provided to warn blind or visually-impaired individuals (see Figures H.2(d)-1, and H.2(d)-2 of the technical drawings on file in the city planning department);
- e. The ground surface of the accessible route shall be stable, firm and slip resistant. The accessible route may not include stairs, steps, or escalators. Changes in level of less than one-quarter inch do not require edge treatment. Changes in level between one-quarter and one-half inch shall be beveled with a slope no greater than 1:2. Changes in level greater than one-half inch shall require a ramp at least thirty-six inches wide and complying with all other ramp requirements (subsection (H)(3) of this section). Surface treatments involving carpeting or grating must meet specific ADA requirements;
- f. An accessible route with a running slope of greater than 1:20 is a ramp and shall have a maximum slope of 1:12 and a minimum width of thirty-six inches and shall comply with all other ramp requirements (subsection (H)(3) of this section). Nowhere along the accessible route shall the cross slope exceed 1:50;
- g. Curb ramps must be provided wherever an accessible route crosses a curb. Slope of curb ramps must be the least possible with a maximum slope for new construction of 1:12 and a maximum rise for any run of thirty inches. Curb ramps and exterior ramps to be constructed in areas which preclude the use of a 1:12 slope may have reduced slopes and rises as follows: (a) a slope between 1:10 and 1:12 is allowed for a maximum rise of

six inches; and (b) a slope between 1:8 and 1:10 is allowed for a maximum rise of three inches. A slope steeper than 1:8 is not allowed (see Figures H.2(g)-1 through H.2(g)-4 of the technical drawings on file in the city planning department). The minimum clear width of a ramp shall be thirty-six inches. Ramps shall have level landings at the top and bottom of each ramp and each ramp run. These landings shall: (a) be twice as wide as the ramp run leading to it; (b) landing length shall be at least sixty inches clear; (c) if ramps change directions then the landing size shall be sixty by sixty inches; (d) if a doorway is located at a landing then the area in front of the doorway shall comply with 4.13.6 of ADA. Handrails shall be provided in compliance with 4.8.5 of ADA if a ramp run has a rise greater than six inches or a horizontal projection greater than seventy-two inches.

3. Ramps. The least possible slope shall be used for any ramp. The maximum rise for any run shall be thirty inches. The maximum slope for any new ramp shall be 1:12 unless otherwise allowed by this code. Curb ramps and other exterior ramps constructed in areas where space limitations prevent a 1:12 slope may have slopes and rises as follows: (a) a slope between 1:10 and 1:12 is allowed for a maximum rise of six inches; (b) a slope between 1:8 and 1:10 is allowed for a maximum rise of three inches. No slope steeper than 1:8 is allowed.

The minimum clear width of a ramp shall be thirty-six inches. Ramps shall have level landings at the top and bottom of each ramp and each ramp run. These landings shall: (a) be twice as wide as the ramp run leading to it; (b) landing length shall be at least sixty inches clear; (c) if ramps change directions then the landing size shall be sixty by sixty inches; (d) if a doorway is located at a landing, the area in front of the doorway shall comply with 4.15.6 of ADA. Handrails shall be provided in compliance with 4.8.5 of ADA if a ramp run has a rise greater than six inches or a horizontal projection greater than seventy-two inches.

4. Spaces Required.

a. The following number of off-street parking spaces, based on the total required parking, are to be reserved for exclusive use by persons with disabilities. One in every eight accessible spaces but always at least one space must be van accessible. Parking spaces for persons with disabilities may be counted toward the total number of parking spaces required for the use.

Required Number of Accessible Spaces	
Total Parking in Lot	Required Minimum # of Accessible 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

<b>401 to 500</b>	<b>9</b>
<b>501 to 1,000</b>	<b>2% of total spaces</b>
<b>1,001 and over</b>	<b>20 plus 1 for each 100 over 1,000</b>

Notes: 1. The required number of accessible spaces for out-patient medical facilities shall be ten percent of the total number of parking spaces.

2. The required number of accessible spaces for facilities that specialize in treatment or services for persons with mobility impairments shall be 20 percent of the total number of parking spaces.

**3. Spaces Required.**

~~a. The following number of off-street parking spaces, based on the total required parking, are to be reserved for exclusive use by persons with disabilities. Parking spaces for persons with disabilities may be counted toward the total number of parking spaces required for the use.~~

Total Spaces—	Spaces for the Disabled
10-50	1
51-100	2
101-300	3
300 + 1% of total spaces required	

~~b. When fewer than ten stalls are required for a commercial use, at least one of the stalls shall not be less than thirteen feet by twenty feet, although it need not be marked with identifying signs denoting for use by persons with disabilities.~~

~~4. Dimension. All required and supplemental parking stalls for persons with disabilities shall be not less than thirteen feet by twenty feet, and shall be oriented to allow for either side or rear loading ramps and lifts.~~

5. Signage. Accessible parking spaces shall be designated as reserved by a sign showing the symbol of accessibility (see Figure H.5-1 of the technical drawings on file in the city planning department). Van accessible parking shall include this symbol of accessibility sign plus an additional "Van-Accessible" sign mounted below the symbol of accessibility sign. (see Figure H.5-2 of the technical drawings on file in the city planning department). Such signs must be located so they cannot be obscured by a vehicle parked in the space and so they are visible from the driver's seat of the vehicle parked in the space. Such signs must be located on a permanent supporting post or on an adjacent wall.

**6. Parking Spaces.**

a. Accessible Parking Spaces. Accessible parking spaces must be a minimum of ninety six inches in width. Parking access aisles shall be part of an accessible route to the building or facility entrance. Two accessible parking spaces may share a common access aisle. Parking spaces may not exceed a 1:50 slope in all directions. Accessible parking spaces may be angled as long as all other requirements specified in this section are met (see Figure H.6a-1 of the technical drawings on file in the city planning department). Access aisles adjacent to accessible spaces shall be a minimum of sixty inches in width. The spaces shall be eighteen feet in length.

b. Van Accessible Parking Spaces. Van accessible spaces shall be a minimum of ninety-six inches wide and eighteen feet in length and shall be served by an access aisle a minimum of ninety-six inches wide. The access aisle for a van-accessible space must be located on the driver's right hand side of the van as it would be parked in the space. The

minimum vertical clearance for van accessible spaces and vehicle routes between van-accessible spaces and the site entrance/exit shall be ninety-eight inches. A sign alerting van users to the presence of the wider aisle is required but the space is not restricted to vans. Parking spaces may not exceed a 1:50 slope in all directions. Van accessible parking spaces may be angled as long as all other requirements specified in this section are met (see figure H.6b-2 of the technical drawings on file in the city planning department). A van accessible space and an accessible space may share an access aisle as long as that aisle is at least ninety-six inches wide.

c. Parking Access Aisles. Parking access aisles must be part of the accessible route to the building and must comply with the accessible route requirements (subsection (H)(2) of this section). Vehicle overhang may not reduce the required width of an accessible route.

d. Universal Parking. An alternative to the provision of separate van accessible spaces is the provision of "universal parking." Universal parking spaces shall be one hundred thirty-two inches wide with a sixty inch wide access aisle. These stalls do not have to be signed separately for van-accessibility but do need to meet signage requirements set forth in subsection (H)(5) of this section.

7. Protruding Objects. Objects projecting from walls with their leading edges between twenty-seven inches and eighty inches above the finished floor shall protrude no more than four inches into walks, passageways or aisles (see Figure H.7-1 of the technical drawings on file in the city planning department). Objects mounted with their leading edges at or below twenty-seven inches above the finished floor may protrude any amount (see Figures H.2d-1 and H.7-1 of the technical drawings on file in the city planning department). Freestanding objects mounted on posts or pylons may overhang a maximum of twelve inches from twenty-seven inches to eighty inches above the ground or finished floor. Protruding objects shall not reduce the clear width of an accessible route or maneuvering space (see Figure H.7-2 of the technical drawings on file in the city planning department).

8. Passenger Loading Zones. Passenger loading zones shall provide an access aisle at least sixty inches wide and twenty feet long adjacent and parallel to the vehicle pull-up space. If there are curbs between the access aisle and the vehicle pull-up space, then a curb ramp complying with subsection (H)(3) of this section shall be provided. Vehicle standing spaces and access aisles shall be level with surface slopes not exceeding 1:50 (two percent) in all directions. Any loading zone must maintain a minimum of one hundred fourteen inches of vertical headroom. This one hundred fourteen inch clearance is also required along at least one vehicle route from the passenger loading zone to the site entrance and exit. For purposes of this chapter, valet parking areas shall meet the same requirements as passenger loading zones.

CITY OF RAPID CITY

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Mayor

ATTEST:

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Finance Officer

(SEAL)

First Reading:

Second Reading:

Published:

Effective: