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## Book Descriptions:

# Dsa California Access Compliance Reference Manual

These provisions are applicable to State and local government buildings and facilities, privately owned public accommodations and commercial facilities, and public housing. The following materials are provided as a courtesy. The building official overseeing plan review and approval is the one to consult when there are questions regarding compliance with the building code. Commentary is included from the 2010 ADA Standards for Accessible Design and from DSA for provisions unique to California. Additionally, an expanded table of contents for Chapter 11B is provided at the beginning of Chapter 11B. Commentary is included from the 2010 ADA Standards for Accessible Design and from DSA for provisions unique to California. Additionally, an expanded table of contents for Chapter 11B is provided at the beginning of the chapter. Access is to be provided to, through, and within the buildings, without loss of function, space, or facility where the general public is concerned. The current California Building Standards Code was written to provide a single code which would meet all of the most stringent requirements of the original California Building Standards Code, as well as the 1991 Federal Fair Housing Amendments Act and the Americans with Disabilities Act Accessibility Guidelines. State funded construction on state property is often regulated by a state agency, such as the Division of the State Architect. Sometimes public construction has more than one building official — each has separate jurisdictional oversight responsibilities. This is rarely granted for new construction. Existing buildings undergoing alteration are sometimes allowed to depart from the literal requirements of the building code only when equivalent facilitation is provided. By law, only the local building authority can make a final determination as to code enforcement issues. <https://deconsystems.com/userfiles/ct-80-tonometer-manual.xml>

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If your project is under a local jurisdiction, check with the local building official to see if the same enforcement policy is utilized. Certain exceptions apply to multistory units, or smaller buildings such as single or duplex units. In covered multifamily dwellings in buildings with elevators, all units are required to be located on an accessible route. Within the units, the requirements are for accessibility are allowed to be for adaptable dwelling units. Some buildings have parking on the lower floor, and a ramp, wheelchair lift or elevator will be required to provide access to the lowest dwelling level floor above the parking. Individual occupancy requirements in the code may modify the general requirements for accessibility, but never to the exclusion of them entirely — unless the requirements for an individual occupancy specifically overrides a general requirement. Multistory buildings must provide access by ramp or elevator, with elevator exceptions available for some buildings. Generally, two story office buildings are not required to have elevators, although all other accessible features are still required on upper floors. Can DSA help me determine what I must do in my construction project The Division of the State Architect functions as a building oversight agency on statefunded construction projects, and can only direct you to general resources at your local building department. The Manual is available as a free download as an Adobe Acrobat PDF file. The Manual is also available in hardcopy at technical bookstores throughout California. When there are over 300 seats, dispersal is required, and when there are less, no dispersal is clearly indicated in the code. However, some trial courts have found that lack of dispersal creates a highlighted area — generally

considered discriminatory. The building code does mention this, and further changes in the code to clarify this is quite likely. <http://equator-maritime.com/userfiles/ct-5385-manual.xml>

Accessible guest rooms or suites shall be dispersed among the various classes of sleeping accommodations to provide a range of options applicable to room sizes, costs, amenities provided, and the number of beds provided. Where separate facilities are provided for nondisabled persons of each sex, separate facilities shall be provided for persons with disabilities of each sex also. Where unisex facilities are provided for persons without disabilities, at least one unisex facility shall be provided for persons with disabilities within close proximity to the nonaccessible facility. Except within an individual dwelling unit, an accessible route of travel shall not pass through kitchens, storage rooms, restrooms, closets or other spaces used for similar purposes. The accessible route shall, to the maximum extent feasible, coincide with the route for the general public. At least one accessible route shall connect accessible buildings, facilities, elements and spaces that are on the same site. An accessible route shall connect at least one accessible entrance of each accessible dwelling unit with those exterior and interior spaces and facilities that serve the accessible dwelling unit. Title III applies to public accommodations and commercial facilities, which include most private businesses and nonprofit service providers. State and local building officials who are involved in plan approval and construction inspection processes may provide important assistance to construction and design professionals through their oversight of the accessibility requirements of a certified state code. ADA certification by the Department of Justice provides the most effective, recognized, and legal method for demonstrating that the California Building Code meets or exceeds the ADA requirements.

Private businesses that voluntarily comply with ADA accessibility requirements help to promote the broader objectives of the ADA by increasing access for persons with disabilities to the goods, services, and facilities available in our respective communities. Certification facilitates voluntary ADA compliance by assuring that certified state accessibility requirements meet or exceed ADA requirements. In this regard, business owners, builders, developers, architects, and others in the design and construction industry are benefited because, once a code is certified, they can refer to certified code requirements and rely upon them for equivalency with the ADA. Should a mistake occur in the design or initial construction phase of a project, the mistake can be identified early through the plan approval and inspection processes and corrected at a time when adjustments can easily be made and the costs for doing so remain low. In this manner, state and local building code officials in jurisdictions with an ADA certified code can play an important role in checking to determine whether accessibility requirements have been met. To obtain technical assistance, the jurisdiction submits a written request to the Department along with the proposed accessibility requirements and any appropriate supporting materials for example, information concerning any model code or statute on which the proposed requirements are based; copies of any statute, standard, or regulation referenced in the proposed requirements; and any relevant manuals, guides, or other interpretive information about the proposed code or about provisions of the proposed code that are carried over from a preexisting code or requirement. The same Department of Justice staff who review certification requests for finally enacted accessibility requirements will undertake a review of the proposed code for technical assistance purposes only.

<https://skazkina.com/ru/efergy-elite-wireless-monitor-manual>

ADA certification, however, can only be granted for finally enacted codes and requirements that are capable of administration under state law. Upon receipt of a complete certification submission, a team of experienced staff architects, accessibility specialists and attorneys undertake a detailed comparison of the submitted accessibility code to the Title III requirements for the design, construction, and alteration of buildings and facilities, including the ADA Standards for Accessible Design. The staff may contact submitting officials during this process to gain additional information

about the correct interpretation and application of the submitted code. In its technical assistance letter, the Department could point out provisions of the submitted code that raise concerns or questions about equivalency with the ADA, and may suggest possible changes or revisions to achieve compliance with the ADA. Once a preliminary determination is made that a submitted code meets or exceeds ADA requirements, the submitting jurisdiction is notified, members of the public, including persons with disabilities, are notified, and the public is provided an opportunity to comment. If the preliminary determination of equivalency is sustained, the Department will issue a certification of equivalency. Some, but not all of these include accessibility requirements. Although many are based on a model code, there are major variations among the state codes. Design and construction in accordance with these codes will not constitute compliance with the ADA, unless the codes impose requirements equal to or greater than those of the ADA. They usually review building plans and inspect projects at specific intervals during construction to ensure that the construction complies with state law. State and local officials do not have the authority to enforce the ADA on behalf of the Federal government.

The ADA relies on the traditional method of casebycase civil rights enforcement in response to complaints. It does not contemplate federal ADA inspections similar to those done at the state or local level. ADA certification will help to moderate the effects of these differences in enforcement procedures and standards. The sidebyside analysis contained proposed revisions and additions to California Building Code regulations that were considered necessary in order to establish equivalency with the ADA Standards for Accessible Design. The response includes a cover letter, sidebyside analysis, and three attachments. The process for ADA certification will undoubtedly take time; include public participation meetings, interaction with the United States Department of Justice, and rulemaking for building standards. It should therefore be assumed that the sidebyside analysis, including comment from the Department of Justice, is subject to revision. For full scoping and technical requirements of the building standards for electric vehicle charging stations, please refer to the full text of the California Building Code regulations at Building Standards Commission Part 2, Volume 1. The building code amendments include provisions in Chapter 2 Definitions and Chapter 11B Accessibility to Public Buildings, Public Accommodations, Commercial Buildings and Public Housing. The full scoping and technical requirements of the California Building Code regulations for electric vehicle charging stations should be reviewed and applied in the design and construction of electric vehicle charging stations. The full text of the California Building Code regulations can be viewed at Building Standards Commission Part 2, Volume 1. The building code amendments include provisions in Chapter 2 Definitions and Chapter 11B Accessibility to Public Buildings, Public Accommodations, Commercial Buildings and Public Housing.

Also, despite the informative nature of this document, it is the appropriate jurisdictional code official who possesses the exclusive authority to enforce and interpret the requirements of the California Building Code. This document provides informal assistance regarding California accessibility requirements only for DSAs codeenforcement jurisdiction. The information contained in this document is not binding on the Division of the State Architect and is not intended or designed to give any legal advice on compliance with federal, state, or local laws and regulations. It should be noted that laws, regulations, and standards are subject to revisions, additions, or deletions, at any time. EVCS installed at privatelyowned multifamily housing facilities may also have requirements for accessible EVCS dependent on use; please consult with the Department of Housing and Community Development for requirements. Also, under the American with Disabilities Act there is a general obligation to provide accessible EVCS; however, specific requirements for EVCS have not been adopted in the ADA Standards for Accessible Design. Compliance with these provisions is not required where EVCS are not available to the general public and intended for use by a designated vehicle or driver see CBC Section 11B228.3.2 Exception 1. However, the requirements in the CBC

are enforced by various code enforcement officials, including city and county building departments, within their respective jurisdictions. Our thinking stemmed from the fact that it covers public housing, but how is public housing defined. For example, is section 8 housing applicable. Are all condos and apartments applicable if they are providing charging for any of their residents and not just a specific resident The new requirements do apply at public housing facilities which are defined below. The technical requirements are in CBC Chapter 11B Divisions 3 Building Blocks and 4 Accessible Route.

EVCS required by CBC Chapter 11B to be accessible must have an accessible route to the facility entrance see CBC Section 11B812.5.1 and an accessible route from the vehicle space to the EVSE see CBC Section 11B812.5.2. No exceptions are provided but you can use existing accessible routes to help satisfy these requirements. For EVCS projects it only applies where EVCS are installed at existing facilities where vehicle fueling, recharging, parking or storage is a primary function. Compliance is required to the maximum extent feasible without exceeding 20 percent of the cost of the work directly associated with the installation of EVCS see Section 11B202.4 Exception 10. These fundamental requirements provide accessibility in excess of that required for alterations to existing facilities so the regulations associated with path of travel requirements are not applicable to new facilities. In the context of EVCS, this scheme will apply when EVCS are installed at existing facilities where vehicle fueling, recharging, parking or storage is a primary function. These types of facilities include gas stations, standalone parking lots and standalone parking structures. Compliance is required to the maximum extent feasible without exceeding 20 percent of the cost of the work directly associated with the installation of EVCS see Section 11B202.4 Exception 10. If the prior is enforced, it could increase the costs of installing EVSE in some instances. What is the correct interpretation of "accessible path" This includes the accessible route requirements for installation of EVCS. In addition, an accessible path of travel is required where EVCS are installed at existing facilities where vehicle fueling, recharging, parking or storage is a primary function. These types of facilities include gas stations, standalone parking lots and standalone parking structures.

Compliance with path of travel requirements is required to the maximum extent feasible without exceeding 20 percent of the cost of the work directly associated with the installation of EVCS see Section 11B202.4 Exception 10. These requirements are separate from, and are not limited by the 20% cost cap on path of travel improvements. The property owner should be advised, however, that for older facilities that predate the ADA, barrier removal is required by the ADA. Barrier removal, however, will not be enforced by the local jurisdictional entity. An EV charger that can only charge one vehicle at a time cannot be used to serve two EV spaces required to be accessible. see CBC Chapter 2 definition of "Electric Vehicle Charging Station" It puts an impossible burden on small parking lots in Irvine and San Diego which are strictly enforcing the interpretation of charging spaces. Parking ordinances are typically adopted within each city and county in California. Consistent with the state's policies on electric vehicles, DSA encourages city and county officials to recognize the necessary impact of EVCS and adopt responsive ordinances consistent with the local needs. The new accessibility requirements in the CBC are intended to provide full compliance with the requirements of the ADA. Compliance will help property owners meet their legal obligations under the ADA and avoid costly legal actions. How would make ready spaces comply with the ADA standards. Additionally, consider a site with 10 make ready spaces. Would the standards apply differently if that site has no chargers presently installed versus having one active charger installed CBC Chapter 11B accessibility provisions only apply to vehicle spaces with a charger. Some enforcement jurisdictions primarily city and county building departments may have additional requirements. However, it is only when the equipment is to be installed that we need to refer to CBC and CEC. Section 11B228.3.1 also reiterates this.

At this time, we do not need to show the requirements for EV accessibility when equipment is

installed per Chapter 11B. Is my interpretation correct Where the project does not provide charging equipment the code does not require the provision of accessible routes or other vehicle space accessibility requirements. However, it is good practice to notify the owner or owner's representative of any additional code requirements that will be triggered by the later installation of charging equipment. The owner can use this information to determine the sequence and extent of work to be included in each phase of the project. Plans and specifications must accurately describe the full extent of the work to be performed. Some enforcement jurisdictions primarily city and county building departments may have additional requirements. And due to the requirement for the access aisle beside this space, in the future it would be converted to an access aisle resulting in the loss of one parking space. As this project is right at the required number of parking spaces per zoning, it is not acceptable to the zoning reviewer to sign off on a plan that shows a "future access aisle for future EV van accessible charging space," as they are approving the loss of a parking space, even though this would not happen until a future condition, upon which I assume there would be some review process for installation of EV charging equipment. What is the appropriate path forward in this situation Parking ordinances are typically adopted within each city and county in California. Consistent with the state's policies on electric vehicles, DSA encourages city and county officials to recognize the necessary impact of EVCS and adopt responsive ordinances consistent with the local needs. Parking ordinances are typically adopted within each city and county in California.

Consistent with the state's policies on electric vehicles, DSA encourages city and county officials to recognize the necessary impact of EVCS and adopt responsive ordinances consistent with the local needs. We are reconstructing a 325 space parking lot. 8% will be EVSE ready. 32 EVSE will be installed initially. Including EVSE required ADA spaces, new plan results in 322 spaces. Parking facility no longer complies with minimum parking requirements for facilities. Any suggestions for resolving this conflict for reworking of existing sites subject to CALGreen You could consider requesting a variance from full compliance with the parking requirements substantiated by the benefits of electrical vehicle use which relies on installed infrastructure. Does the schedule defined in Table 11B228.3.2.1 make a distinction between the different types of EVSE standards or are that all considered to equivalently be an EVCS However, building officials may view different types of service as separate facilities. Where different types of EVCS service are provided at a location, the code enforcement official must determine the applicability of Table 11B228.3.2.1. According to Section 11B202.4, Exception 10, these projects would be required to comply with accessibility for primary accessible path to inside the convenient store at the gas station, public restrooms, drinking fountains, public telephones, and signs with 20percent limit of adjusted construction cost. However, Section 11B202.4 Exception 8 may be used when replacing gasoline fuel dispenser.A request for technical infeasibility is sitespecific; therefore, there are no general factors that could be considered to determine whether compliance with EVCS regulations is technically infeasible. Can we reconsider the time limit This design option allows brief charging and queuing for charging service, and does not consider that batteries will be charged to full capacity.

Where DCFC or any other type of charging is intended for use longer than 30 minutes, EVCS may be provided in regular parkingstyle vehicle spaces. Some dual EVSE are on a single 40 amp circuit and split the 40 amp. Does this mean that half of those plugs dont comply with the required number For additional information you may contact the Department of Housing and Community Development for infrastructure requirements at residential locations or the Building Standards Commission for infrastructure requirements at nonresidential locationsFor the appropriate use of these signs you may contact Caltrans. Accordingly, DSA advises that designers incorporate touch screen accessibility into their projects. Vehicles left in EVCS spaces must be connected for charging purposes. DSA understands this applies to accessible EVCS tooWhile the California Green Code nonresidential mandatory measures require projects to identify an EV space, provide an electrical raceway to the service panel, and provide adequate capacity at the service panel for future EVCS;

good design practice would be to incorporate appropriate ground surfaces and routes to facilitate the later installation of usable accessible EVCS. Plans and specifications must accurately describe the full extent of the work to be performed. Some enforcement jurisdictions primarily city and county building departments may have additional requirements. Specific technical requirements for EVCS are not specified in the 2010 ADA Standards for Accessible Design. DSA is not familiar with state and municipal accessibility requirements for EVCS outside of California. CBC Chapter 11B does not contain specific accessibility provisions for situations where the valet service provides EV charging in addition to parking service. Absent specific requirements, this situation would require the building official to determine the extent of applicable accessibility requirements on a casebycase basis.

DSA encourages designers to consult with jurisdictional building officials primarily city and county building departments whenever there is a question of code interpretation or application. The requirements were developed to provide full compliance with federal and California accessibility law without placing an excessive burden on the property owners. DSA is not aware of any restrictions on this practice. Vans only in Van accessible spaces. They may be used by a disabled person with a standard vehicle or van displaying special license plates or a distinguishing placard. Since there are no explicit regulations it will be up to you to provide an accessible solution which is acceptable to the jurisdictional authorities. You may wish to refer to the new CBC Chapter 11B provisions as "guidelines" because they were crafted to address vehicle spaces that are parallel to the vehicular way as well as the more traditional pullin space. In this case, you would apply the general requirements to curbside locations. Note that an explicit exception is provided in Section 11B812.10.4 Exception 3. Division of the State Architect. We appreciate you being here and hope that you are getting the information that you need concerning all codes of the building trades. This is a free forum to the public due to the generosity of the Sawhorses, Corporate Supporters and Supporters who have upgraded their accounts. If you would like to have improved access to the forum please upgrade to Sawhorse by clicking here [Upgrades](#). For a better experience, please enable JavaScript in your browser before proceeding. It may not display this or other websites correctly. You should upgrade or use an alternative browser. Commentary is included from the 2010 ADA Standards for Accessible Design and from DSA for provisions unique to California.

The changes apply broadly to publicly funded buildings, structures, sidewalks, curbs and related facilities; privately funded public accommodations and commercial facilities; and public housing and private housing available for public use. CBC regulations have not been certified by the Department of Justice as equal to ADA regulations. The local Building Department only plan checks and inspects for State compliance. Compliance with the CBC does NOT necessarily mean that the design automatically complies with Federal ADA requirements. CBC Chapter 11A contains regulations pertaining to multifamily buildings and CBC Chapter 11B contains regulations for Commercial and Industrial buildings. Additionally, CBC Chapter 10 contains general accessibility requirements that apply to most occupancies. References Gilroy, CA 95020. Fx 4088460500 Home. We award an Accessibility Standards Completion Certificate, as well as APAADA Specialist, APAADA Assembly Specialist and APAADA Transient Lodging Specialist Designations, when all criteria are met. One Member's Story An APA professional can help you smoothly navigate through every phase of your new or remodel project to achieve accessibility and avoid any costly headaches arising from noncompliance. Whether it's a public building or privately owned structure leased or occupied by government agencies, a place of public accommodation, or a commercial facility, an APA member can help with accessibility planning and compliance. She and her team provide consulting services to local governments, school districts, architects, engineers, companies and individuals concerned with complying with Federal laws and State codes, as well as simply creating spaces that work for the unique needs of individual users. Karen also leads presentations and workshops around the country to further educate professionals about codes, standards, and inclusion. Her professional

focus on accessibility and her advocacy efforts for inclusion have certainly done that!

In 2010 she was appointed by President Barack Obama to the United States Access Board, a policy position that she still holds today. Most recently she was awarded the 2019 Whitney M. Young Jr. award by the American Institute of Architects in recognition of her leadership in civil rights for people with disabilities, social sustainability, public policy and universal design. She was named New Mobility Person of the Year for 2019. Karen is also an active volunteer and nonprofit board member.

top This is an exciting new Member Benefit for you. This tool allows you and anyone wishing to Hire an Accessibility Professional to search many new fields. Then do a few sample searches in the Membership Directory. Additionally, we have a new feature called Member Spotlight see above. Members will be randomly selected, however, in order to be featured you must have a photo and approximately 200 word biography in your profile. Unlike the majority of APA members I am not a RAS or an architect, nor do I reside in Texas. I am the ADA Coordinator for the Oklahoma Dept. So why did I join the APA and how have I found it helpful to me in my duties as an ADA Coordinator In addition, the opportunity to create a network of knowledgeable peers and to ask questions in the online Members Forum is also extremely helpful. Ive met people who I know can and will help me if I need it and have received the finest training and education on the intricacies of the ADA Standards for Accessible Design which is available. Loose filltype foam plastic insulation shall be tested as board stock for the flame spread and smokedeveloped indexes. Commentary is included from the 2010 ADA Standards for Accessible Design and from DSA for provisions unique to California. Additionally, an expanded table of contents for Chapter 11B is provided at the beginning of the chapter.

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