

ON-STREET PARKING REQUIREMENTS:

1. WHERE ON-STREET PARKING IS PROVIDED AND IS EITHER METERED OR DESIGNATED BY SIGNS OR PAVEMENT MARKINGS, ACCESSIBLE ON-STREET PARKING SPACES COMPLYING WITH THE CITY STANDARDS SHALL BE PROVIDED.

EXCEPTIONS:

- A. ON-STREET PARKING SPACES DESIGNATED BY SIGNS, MARKING OR ORDINANCE EXCLUSIVELY AS RESIDENTIAL PARKING OR COMMERCIAL OR LAW ENFORCEMENT VEHICLES SHALL NOT BE REQUIRED TO COMPLY WITH THE ACCESSIBILITY PARKING STANDARDS OR COUNTED TOWARDS THE PARKING RATIO FOR ACCESSIBLE PARKING SPACES TABLE.
- B. WHERE ON-STREET PARKING SPACES ARE ALTERED, THESE REQUIREMENTS SHALL APPLY ONLY TO THE AFFECTED PARKING SPACES UNTIL THE MINIMUM NUMBER OF ACCESSIBLE ON-STREET PARKING SPACES PROVIDED, AS IDENTIFIED IN THE PARKING RATIO FOR ACCESSIBLE PARKING SPACES TABLE ARE MET.

2. WHERE PARKING PAY STATIONS ARE PROVIDED AND THE PARKING IS NOT MARKED, EACH 20'-0" OF PARALLEL PARKING AND EACH 10'-0" OF PERPENDICULAR PARKING FOR THE BLOCK PERIMETER WHERE PARKING IS PERMITTED SHALL BE COUNTED AS ONE PARKING SPACE.

3. ACCESSIBLE ON-STREET PARKING SPACES TABLE

TOTAL NUMBER OF MARKED OR METERED PARKING SPACES ON THE BLOCK PERIMETER	MINIMUM REQUIRED NUMBER OF ACCESSIBLE PARKING SPACES
1-25	1
26-50	2
51-75	3
76-100	4
101-150	5
151-200	6
201 AND OVER	4% OF TOTAL

NOTES:

- 1. METERED PARKING INCLUDES PARKING METERED BY PAY STATIONS. WHERE PARKING ON PART OF THE BLOCK PERIMETER IS ALTERED, THE MINIMUM NUMBER OF ACCESSIBLE PARKING SPACES REQUIRED IS BASED ON THE TOTAL NUMBER OF MARKED OR METERED PARKING SPACES ON THE BLOCK PERIMETER.
- 2. VAN PARKING (INCLUDING SIGNAGE) AND WHEEL STOP ARE NOT REQUIRED ON-STREET.
- 3. ACCESSIBLE PARKING SPACES SHALL BE IMMEDIATELY ADJACENT TO A CURB RAMP.

4. REVERSE ANGLED PARKING SHALL FOLLOW THE SAME REQUIREMENTS AS STANDARD ANGLED PARKING WITH THE EXCEPTION THAT THE WIDTH OF THE ACCESSIBLE PARKING SPACE SHALL BE 11'-0" WITH A 5'-0" WIDE MINIMUM ACCESS AISLE EXTENDING THE FULL LENGTH OF THE PARKING SPACE ON THE PASSENGER SIDE (RIGHT SIDE WHEN THE VEHICLE FACES THE STREET). THE WIDTH OF THE SIDEWALK SHALL BE 6'-0" MINIMUM FROM THE FACE OF THE CURB. INSTALL THE POLE SIGN 3'-0" FROM THE CURB FACE ON THE DRIVER'S SIDE.

5. BIKEWAY AND SHARED-USE PROJECTS:

A. IF THE INSTALLATION OF BIKEWAY, SHARED-USE, OR OTHER SIMILAR PROJECTS REMOVE PARKING, THE PROJECT SHALL INSTALL ACCESSIBLE PARKING SPACES. (INCLUDE A COUNT OF THE NUMBER OF PARKING SPACES ON ALL SIDES OF THE BLOCK ABUTTING THE PROJECT, INCLUDING THE NUMBER AND LOCATIONS OF EXISTING ACCESSIBLE PARKING SPACES).

IF THE CURRENT RATIOS EXCEED THE MINIMUM REQUIRED PER **SDM-117 SHEET 1**. THE PROJECT SHALL NOT REDUCE THE NUMBER OF ACCESSIBLE SPACES UNLESS THERE IS DOCUMENTATION THAT PERMITS ARE NO LONGER VALID.

THE PROJECT WILL MAKE ALL EFFORTS TO ACCOMMODATE THESE ACCESSIBLE PARKING SPACES ON A BLOCK FACE AFFECTED BY THE PROJECT, OR IN THE NEAREST CORNER OF THE CROSS/SIDE STREET, WHICHEVER PROVIDES THE SAFEST AND MOST USABLE PARKING.

WHEN THE AFFECTED BLOCK-FACE HAS BUILDINGS FOR GOVERNMENT SERVICES, SENIOR FACILITIES, OR MEDICAL ESTABLISHMENTS WITHOUT PARKING LOTS, THE PROJECT SHALL PROVIDE ACCESSIBLE PARKING IN FRONT OF THESE FACILITIES LOCATED CLOSEST TO THE ACCESSIBLE ROUTE TO THE ENTRANCE TO THE MAXIMUM EXTENT FEASIBLE. FOR EXISTING PERMITTED ACCESSIBLE PARKING, THE PROJECT SHALL CONTACT THE APPLICANT TO ENSURE THE SPACES ARE STILL REQUIRED AND RELOCATE THE ACCESSIBLE PARKING AS CLOSE AS POSSIBLE TO THE EXISTING LOCATION.

B. IF THE PROJECT PROVIDES PARKING ALONG WITH A PAINTED BUFFER, AN ACCESSIBLE PARKING ACCESS AISLE SHALL BE ON THE PASSENGER SIDE OF THE VEHICLE AND SHALL BE 5'-0" MINIMUM ALONG THE ENTIRE LENGTH AND WIDTH OF THE PARKING SPACE. STRIPING MARKINGS SHALL BE AS REQUIRED BY ON-STREET PARKING. A MARKED CROSSWALK SHALL CONNECT THE ACCESS AISLE TO THE ADJACENT SIDEWALK. AN ACCESSIBLE ROUTE, INCLUDING A CURB RAMP, SHALL CONNECT THE CROSSWALK WITH THE SIDEWALK.

C. WHERE ACCESSIBLE PARKING IS PROVIDED ADJACENT TO A PAINTED BUFFER, THE ACCESSIBLE SPACE SHALL BE 8'-0" MINIMUM IN WIDTH (9'-0" RECOMMENDED). THE LENGTH SHALL BE 20'-0" MIN. (24'-0" RECOMMENDED).

D. ACCESSIBLE FLOATING PARKING SPACES SHOULD NOT BE PLACED AT THE FAR SIDE OF SIGNALIZED INTERSECTIONS, LOCATE THESE SPACES ON THE SIDE STREET.

E. WHEN PARKING IS ALLOWED ADJACENT TO A RAISED BUFFER, PROVIDE CURB RAMPS AND CROSSWALKS OR AT-GRADE ACCESSIBLE CROSSINGS ROUGHLY EVERY 400'-0". PEOPLE MUST TRAVEL NO MORE THAN 200'-0" TO REACH A CROSSWALK FROM THE RAISED BUFFER.

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ORIGINAL	FC	A. OSKOUJ	12/06		
UPDATED	KA	J. NAGELVOORT	01/12	<p align="center">ACCESSIBLE PARKING, EVCS SPACES, AND PASSENGER DROP-OFF / LOADING ZONE (ON-STREET PARKING NOTES)</p>	<i>Alaine James</i> 3/28/2024
UPDATED	FC	J. NAGELVOORT	02/16		COORDINATOR R.C.E. 81047 DATE
UPDATED	FC	J. NAGELVOORT	09/18		
UPDATED	RC	R. AMEN	03/24		
				DRAWING NUMBER	SDM-117

OFF-STREET PARKING REQUIREMENTS:

1. WHERE PARKING IS PROVIDED ON EACH FACILITY (LOT OR STRUCTURE), ACCESSIBLE PARKING SPACES SHALL BE PROVIDED.
2. PARKING SPACES USED EXCLUSIVELY FOR BUSES, TRUCKS, OTHER DELIVERY VEHICLES, OR VEHICULAR IMPOUND SHALL NOT BE REQUIRED TO COMPLY WITH THE ACCESSIBLE PARKING RATIO IF THE LOTS ACCESSED BY THE PUBLIC ARE PROVIDED WITH A PASSENGER DROP-OFF AND LOADING ZONE COMPLYING WITH PASSENGER LOADING ZONE STANDARDS. SEE **SDM-117 SHEET 17**.

ELECTRIC VEHICLE CHARGING STATIONS ARE NOT PARKING SPACES. ACCESSIBLE SPACES REQUIRED FOR ELECTRIC VEHICLE CHARGING STATIONS ARE SEPARATE FROM THIS REQUIREMENT. SEE **SDM-117 SHEETS 4, 5, AND 6**. ELECTRICAL VEHICLE "READY" SPACES FOR FUTURE INSTALLATION WILL BE COUNTED TOWARD THE TOTAL NUMBER OF PARKING SPACES.

A. MINIMUM REQUIRED PARKING RATIO FOR ACCESSIBLE PARKING SPACES

TOTAL NUMBER OF PARKING SPACES PROVIDED IN PARKING FACILITY	MINIMUM NUMBER OF REQUIRED ACCESSIBLE PARKING SPACES
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
501-1,000	2% OF TOTAL
1,001 AND OVER	20, PLUS 1 FOR EACH 100, OR FRACTION THEREOF, OVER 1000

EXCEPTIONS:

1. 10% OF THE TOTAL NUMBER OF PARKING SPACES AT OUTPATIENT UNITS AND FACILITIES SHALL BE ACCESSIBLE.
2. 20% OF THE TOTAL NUMBER OF PARKING SPACES AT UNITS AND FACILITIES SPECIALIZING IN TREATMENT OR SERVICES FOR PERSONS WITH MOBILITY IMPAIRMENTS SHALL BE ACCESSIBLE.

B. THE REQUIRED PARKING RATIO FOR ACCESSIBLE PARKING STALLS IS PROVIDED FOR EACH PARKING LOT ON THE SITE.

C. AT LEAST ONE VAN PARKING SPACE IS REQUIRED FOR EVERY SIX OR FRACTION OF SIX PARKING SPACES.

D. IN BUILDINGS OR FACILITIES WITH MULTIPLE ACCESSIBLE ENTRANCES WITH ADJACENT PARKING SPACES SHALL BE DISPERSED AND LOCATED CLOSEST TO THE ACCESSIBLE ENTRANCES. A VAN ACCESSIBLE SPACE SHALL BE PROVIDED AT EACH LOCATION.

3. VERTICAL CLEARANCE - PARKING SPACES FOR VANS AND THEIR ADJACENT ACCESS AISLE AND VEHICULAR ROUTES SERVING THEM SHALL PROVIDE A VERTICAL CLEARANCE OF 8'-2" MINIMUM.

4. THE SURFACE OF THE ENTIRE AREA OF THE ACCESSIBLE PARKING SPACE(S) AND ACCESS AISLE(S) SHALL HAVE A SLOPE OF 1.5% IN ANY DIRECTION.

A. GUTTERS AND SWALES SHALL NOT BE INCLUDED IN THE OVERALL DIMENSIONS OF THE ACCESSIBLE PARKING SPACES AND ACCESS AISLES, UNLESS SLOPE AND CROSS SLOPE IS 1.5% MAXIMUM.

B. ADEQUATE DRAINAGE SHALL BE PROVIDED SO THAT WATER DOES NOT ACCUMULATE WITHIN THE ACCESSIBLE PARKING SPACE AND ACCESS AISLE.

C. THE GUTTER SLOPE AT THE OPENING OF THE CURB RAMPS SERVING THE ACCESS AISLES SHALL BE 1.5%.

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UPDATED	KA	J. NAGELVOORT	01/12	ACCESSIBLE PARKING, EVCS SPACES, AND PASSENGER DROP-OFF / LOADING ZONE (OFF-STREET PARKING NOTES)	<i>Alaine James</i> 3/28/2024
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5. ACCESS AISLES (LOADING AND UNLOADING AREAS) SHALL BE PROVIDED FOR SINGLE AND DOUBLE ACCESSIBLE PARKING SPACES.
 - A. THE ACCESS AISLE SHALL BE CONNECTED TO AN ACCESSIBLE ROUTE.
 - B. FOR REGULAR ACCESSIBLE SPACE, THE ACCESS AISLE SHALL BE ON EITHER SIDE OF THE VEHICLE WHEN THE VEHICLE IS GOING FORWARD INTO THE PARKING SPACE.
 - C. FOR VAN SPACE, THE ACCESS AISLE SHALL BE PLACED ON THE SIDE OPPOSITE THE DRIVER'S SIDE WHEN THE VEHICLE IS GOING FORWARD INTO THE PARKING SPACE (I.E. PASSENGER SIDE OF THE VEHICLE).
 - D. THE CURB RAMP MAY NOT ENCROACH INTO THE REQUIRED DIMENSIONS FOR THE ACCESSIBLE PARKING SPACE AND ACCESS AISLE.
 - E. CURB RAMPS SERVING THE ACCESS AISLES SHALL COMPLY WITH THE APPLICABLE CURB RAMP STANDARDS WITH THE EXCEPTION THAT THE RAMP AND FLARE SLOPES SHALL NOT EXCEED 8%, AND THE COUNTER SLOPE SHALL NOT EXCEED 1.5%.
 - F. DETECTABLE WARNING TILES ARE NOT PERMITTED WITHIN THE ACCESS AISLE MINIMUM DIMENSIONS.
6. A WHEEL STOP SHALL BE REQUIRED IF THE WIDTH OF THE WALKWAY IS LESS THAN 6'-0".
7. PARKING SPACES AND ACCESS AISLES SHALL BE DESIGNED SUCH THAT A PEDESTRIAN IS NOT REQUIRED TO TRAVEL BEHIND A PARKING SPACE OTHER THAN TO PASS BEHIND THE PARKING SPACE FOR THEIR PARKED VEHICLE.
8. SIGNAGE:
 - A. PAVEMENT PARKING MARKINGS SUCH AS THE INTERNATIONAL SYMBOL OF ACCESSIBILITY (ISA) AND "NO PARKING" AT THE ACCESS AISLES SHALL BE PLACED SO THAT THEY ARE VISIBLE TO TRAFFIC ENFORCEMENT OFFICIALS WHEN THE VEHICLE IS PARKED PROPERLY. SEE DETAIL ON **SDM-117 SHEET 8**.
 - B. WHEN POSTED WITHIN THE CIRCULATION PATH, THE SIGN SHALL BE MOUNTED 7'-0" MINIMUM ABOVE THE FINISH FLOOR TO THE BOTTOM OF THE SIGN PER **SDM-104**.

IF INSTALLED ON A WALL, THE SIGN MAY BE CENTERED ON THE WALL AT THE INTERIOR END OF THE PARKING SPACE 5'-0" ABOVE GRADE TO THE BOTTOM OF THE SIGN.
 - C. A TOW AWAY SIGN SHALL BE INSTALLED AND VISIBLE AT EACH ENTRANCE TO THE OFF STREET PARKING FACILITY OR IMMEDIATELY ADJACENT TO THE ACCESSIBLE PARKING SPACE.
9. CIRCULATION PATHS CONTIGUOUS TO VEHICULAR TRAFFIC SHALL BE PHYSICALLY SEPARATED FROM VEHICULAR TRAFFIC. VEHICULAR TRAFFIC INCLUDES TRAVEL THROUGH PARKING FACILITIES, INTO AND OUT OF PARKING SPACES, INTO AND OUT OF ELECTRIC VEHICLE CHARGING SPACES, AND ALONG ROADWAYS, DRIVEWAYS AND DRIVE AISLES. PHYSICAL SEPARATION SHALL BE PROVIDED WITH CIRCULATION PATHS RAISED 4" MINIMUM ABOVE THE AREA WHERE VEHICULAR TRAFFIC OCCURS.
 - A. CURB RAMPS AND BLENDED TRANSITIONS WITH DETECTABLE WARNING TILES COMPLYING WITH **SDG-130 TO SDG-139** MAY BE USED TO CONNECT RAISED CIRCULATION PATHS AND PEDESTRIAN CROSSINGS WITHIN AREAS OF VEHICULAR TRAFFIC. CUT-THROUGH MEDIANS WITH DETECTABLE WARNING TILES COMPLYING WITH **SDG-139** MAY BE USED TO CONNECT.
 - B. AT LOCATIONS WHERE CIRCULATION PATHS CROSS DRIVEWAYS OR DRIVE AISLES, CIRCULATION PATHS SHALL NOT BE REQUIRED TO COMPLY WITH NOTE 9 AND DETECTABLE WARNING TILES SHALL NOT BE PERMITTED. BEYOND THE CROSSING WHERE CONTINUATION OF THE CIRCULATION PATH WITHIN A PARKING FACILITY LEADS IMMEDIATELY TO AND DOES NOT CONTINUE BEYOND ONLY ACCESSIBLE PARKING SPACES AND ACCESSIBLE PASSENGER DROP-OFF AND LOADING ZONES COMPLYING WITH **SDM-117**.
 - C. IN ALTERATIONS TO EXISTING PARKING FACILITIES, PHYSICAL SEPARATION MAY BE PROVIDED WITH DETECTABLE WARNING TILES COMPLYING WITH **SDG-130** IN LIEU OF RAISED CIRCULATION PATHS.
 - D. ACCESS AISLES SERVING ANY ACCESSIBLE ELECTRIC VEHICLE CHARGING STATION VEHICLE SPACES, ACCESSIBLE PARKING SPACES OR ACCESSIBLE PASSENGER DROP-OFF AND LOADING ZONES SHALL NOT BE REQUIRED TO COMPLY WITH NOTE 9.

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ELECTRIC VEHICLE CHARGING STATIONS

1. WHERE ELECTRIC VEHICLE CHARGING STATIONS (EVCS) ARE PROVIDED FOR PUBLIC USE OR COMMON USE, THE EVCS SHALL BE ACCESSIBLE TO INDIVIDUALS WITH DISABILITIES PER TABLES 1 AND 2 BELOW.
2. FOR ADDITIONAL INFORMATION AND REQUIREMENTS, REFER TO THE ELECTRIC VEHICLE CHARGING STATION REGULATIONS IN THE LATEST AND ADOPTED CALIFORNIA BUILDING CODE (CBC) SECTION 11B-812.
3. ACCESSIBLE EVCS AND ACCESSIBLE PARKING ARE COUNTED SEPARATELY. THE TWO FUNCTIONS HAVE SEPARATE SCOPING REQUIREMENTS:
 - A. ACCESSIBLE EVCS COMPLYING WITH CBC SECTION 11B-812 SHALL BE PROVIDED IN ACCORDANCE WITH THE TABLE BELOW FOR EACH COMBINATION OF CHARGING LEVEL AND ELECTRIC VEHICLE (EV) CONNECTOR TYPE INTEGRAL TO THE EV CHARGER. EACH COMBINATION OF CHARGING LEVEL (SUCH AS: AC LEVEL 1, AC LEVEL 2, DC FAST CHARGE) AND EV CONNECTOR TYPE SHALL BE CONSIDERED AS A FACILITY. WHERE EVCS ARE PROVIDED IN MORE THAN ONE FACILITY ON A SITE, THE NUMBER OF EVCS PROVIDED ON THE SITE SHALL BE CALCULATED ACCORDING TO THE NUMBER REQUIRED FOR EACH FACILITY.
 - B. EVCS SHALL BE PROVIDED IN ACCORDANCE WITH THE TABLE BELOW. WHERE NEW EVCS ARE INSTALLED IN FACILITIES WITH EXISTING EVCS, THE "TOTAL NUMBER OF ELECTRIC VEHICLE CHARGING STATIONS AT A FACILITY" TABLE SHALL INCLUDE BOTH EXISTING AND NEW EVCS.
 - C. WHERE AN EV CHARGER CAN SIMULTANEOUSLY CHARGE MORE THAN ONE VEHICLE, THE NUMBER OF ELECTRIC VEHICLE CHARGING STATIONS PROVIDED SHALL BE CONSIDERED EQUIVALENT TO THE NUMBER OF ELECTRIC VEHICLES THAT CAN BE SIMULTANEOUSLY CHARGED.

TABLE 1

TOTAL NUMBER OF EVCS AT A FACILITY	MINIMUM NUMBER (BY TYPE OF EVCS REQUIRED TO COMPLY) VAN ACCESSIBLE	MINIMUM NUMBER (BY TYPE OF EVCS REQUIRED TO COMPLY) STANDARD ACCESSIBLE	MINIMUM NUMBER (BY TYPE OF EVCS REQUIRED TO COMPLY) AMBULATORY
1 TO 4	1	0	0
5 TO 25	1	1	0
26 TO 50	1	1	1
51 TO 75	1	2	2
76 TO 100	1	3	3
101 AND OVER	1, PLUS 1 FOR EACH 200, OR FRACTION THEREOF, OVER 100	3, PLUS 1 FOR EACH 60, OR FRACTION THEREOF, OVER 100	3, PLUS 1 FOR EACH 50, OR FRACTION THEREOF, OVER 100

TABLE 2

	VAN ACCESSIBLE	STANDARD ACCESSIBLE	AMBULATORY	DRIVE-UP
SPACE WIDTH	12'-0"	9'-0"	10'-0"	17'-0"
SPACE LENGTH	18'-0"	18'-0"	18'-0"	20'-0"
ACCESS AISLE	5'-0"	5'-0"	N/A	N/A
ACCESS AISLE	YES, ON PASSENGER SIDE, MARKINGS REQUIRED	YES, ON EITHER SIDE, MARKINGS REQUIRED	NO	INCLUDED
EVCS SIGN SHALL BE IDENTIFIED WITH THE INTERNATIONAL SYMBOL OF ACCESSIBILITY "ISA" POLE AND WALL SIGN	WHEN 4 OR FEWER TOTAL EVCS ARE PROVIDED, NONE IS REQUIRED TO HAVE THE ISA OR VAN ACCESSIBLE SIGNAGE. WHEN 5-25 CHARGING STATIONS PROVIDED, IDENTIFY ONE SPACE WITH ISA AND VAN ACCESSIBLE SIGNAGE; WHEN 26+, IDENTIFY TWO SPACES WITH ISA AND ONE WITH VAN ACCESSIBLE AND ONE WITH STANDARD ACCESSIBLE SIGNAGE.	WHEN 26+ CHARGING STATIONS, IDENTIFY ALL.	NO	NO

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				DRAWING NUMBER	SDM-117

4. MEASUREMENTS SHALL BE MADE FROM THE CENTERLINE OF THE MARKINGS, UNLESS VEHICLE SPACES OR ACCESS AISLES ARE NOT ADJACENT TO ANOTHER VEHICLE SPACE, ACCESS AISLE, OR PARKING SPACE, MEASUREMENTS SHALL BE PERMITTED TO INCLUDE THE FULL WIDTH OF THE LINE DEFINING THE VEHICLE SPACE OR ACCESS AISLE.
5. VEHICLE SPACES AND ACCESS AISLE GROUND SURFACE SHALL BE FIRM AND SLIP RESISTANCE, WITH SLOPES NOT TO EXCEED 1.5% IN ALL DIRECTIONS.
6. ACCESS AISLES SHALL BE AT THE SAME LEVEL AS THE VEHICLE SPACE THEY SERVE. CHANGES IN LEVEL, AND DETECTABLE WARNINGS SHALL NOT BE PERMITTED.
7. VEHICLE SPACES, ACCESS AISLES SERVING THEM, AND VEHICULAR ROUTES SERVING THEM SHALL PROVIDE A VERTICAL CLEARANCE OF 8'-2" MINIMUM. WHERE PROVIDED, OVERHEAD CABLE MANAGEMENT SYSTEMS SHALL NOT OBSTRUCT REQUIRED VERTICAL CLEARANCE.
8. VEHICLE SPACES AND ACCESS AISLES SHALL BE DESIGNED SO THAT WHEN THE VEHICLE SPACE IS OCCUPIED THE REQUIRED CLEAR WIDTH OF ADJACENT ACCESSIBLE ROUTES IS NOT OBSTRUCTED OR LESS THAN 6'-0" WIDE. A CURB, WHEEL STOP, BOLLARDS, OR OTHER BARRIER SHALL BE PROVIDED IF REQUIRED TO PREVENT ENCROACHMENT OF VEHICLES OVER THE REQUIRED CLEAR WIDTH OF ADJACENT ACCESSIBLE ROUTES.
9. ACCESSIBLE ELECTRIC VEHICLE CHARGING STATIONS THAT SERVE A PARTICULAR BUILDING OR FACILITY SHALL BE LOCATED ON AN ACCESSIBLE ROUTE TO AN ACCESSIBLE ENTRANCE. WHERE ELECTRIC VEHICLE CHARGING STATIONS DO NOT SERVE A PARTICULAR BUILDING OR FACILITY, ELECTRIC VEHICLE CHARGING STATIONS SHALL BE LOCATED ON AN ACCESSIBLE ROUTE TO AN ACCESSIBLE PEDESTRIAN ENTRANCE OF THE ELECTRIC VEHICLE CHARGING FACILITY.

EXCEPTION: ELECTRIC VEHICLE CHARGING STATIONS COMPLYING WITH CBC SECTION 11B-812 SHALL BE PERMITTED TO BE IN DIFFERENT ELECTRIC VEHICLE CHARGING FACILITIES IF SUBSTANTIALLY EQUIVALENT OR GREATER ACCESSIBILITY IS PROVIDED IN TERMS OF DISTANCE FROM AN ACCESSIBLE ENTRANCE OR ENTRANCES, CHARGING FEE, AND USER CONVENIENCE.

10. AN ACCESSIBLE ROUTE SHALL CONNECT TO THE VEHICLE SPACE AND THE ELECTRIC VEHICLE CHARGER WHICH SERVES IT.
11. VEHICLE SPACES AND ACCESS AISLES SHALL BE DESIGNED SO THAT PERSONS USING THEM ARE NOT REQUIRED TO TRAVEL BEHIND VEHICLE SPACES OR PARKING SPACES OTHER THAN THE VEHICLE SPACE IN WHICH THEIR VEHICLE HAS BEEN LEFT TO CHARGE. EXCEPT FOR:
 - A. AMBULATORY ELECTRIC VEHICLE CHARGING STATION.
 - B. IN EXISTING FACILITIES, VEHICLE SPACES SHALL COMPLY TO THE MAXIMUM EXTENT FEASIBLE.
12. ACCESS AISLES SHALL ADJOIN AN ACCESSIBLE ROUTE. TWO VEHICLE SPACES OR ONE PARKING SPACE AND ONE ELECTRIC VEHICLE CHARGING SPACE SHALL BE PERMITTED TO SHARE A COMMON ACCESS AISLE. ACCESS AISLES SHALL BE 5'-0" WIDE MINIMUM AND SHALL EXTEND THE FULL REQUIRED LENGTH OF THE VEHICLE SPACES THEY SERVE.
13. ACCESS AISLES AT VEHICLE SPACES SHALL NOT OVERLAP THE VEHICULAR WAY AND MAY BE PLACED ON EITHER SIDE OF THE VEHICLE SPACE THEY SERVE EXCEPT FOR VAN ACCESSIBLE SPACES WHICH SHALL HAVE ACCESS AISLES LOCATED ON THE PASSENGER SIDE OF THE VEHICLE SPACES.

EXCEPTION: WHERE FOUR OR FEWER TOTAL ELECTRIC VEHICLE CHARGING STATIONS ARE PROVIDED WITHIN A FACILITY, THE ACCESS AISLE FOR NON-ANGLED VAN ACCESSIBLE SPACES MAY BE LOCATED ON EITHER THE DRIVER OR PASSENGER SIDE OF THE VEHICLE SPACE.

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14. SIGNS IDENTIFYING THE ELECTRIC VEHICLE CHARGING STATIONS (SEE TABLE 2 ON SHEET 4 OF 17):
- A. ISA SIGNS (ON POLE OR WALL) SHALL ONLY CONTAIN THE ISA SYMBOL AND "VAN ACCESSIBLE" (WHEN APPROPRIATE). THE WORD "PARKING" IS NOT REQUIRED ON THE SIGN. THE IDENTIFICATION SIGN SHALL BE REFLECTORIZED. THE SYMBOL OF ACCESSIBILITY AND ITS BACKGROUND SHALL HAVE A NON-GLARE FINISH. SEE **SDM-117 SHEET 11**, ISA SIGN FOR SIMILAR REQUIREMENTS.
 - B. SHALL BE VISIBLE FROM THE ELECTRIC VEHICLE CHARGING STATIONS IT SERVES.
 - C. SHALL BE PERMANENTLY POSTED EITHER IMMEDIATELY ADJACENT TO THE VEHICLE SPACE OR WITHIN THE PROJECTED VEHICLE SPACE WIDTH AT THE HEAD END OF THE VEHICLE SPACE.
 - D. VAN ACCESSIBLE VEHICLE SPACES SHALL INCLUDE THE DESIGNATION "VAN ACCESSIBLE".
 - E. SHALL BE 5'-0" MINIMUM ABOVE THE FINISH FLOOR OR GROUND SURFACE MEASURED TO THE BOTTOM OF THE SIGN.
 - F. SHALL BE 6'-8" MINIMUM ABOVE THE FINISH FLOOR OR GROUND SURFACE MEASURED TO THE BOTTOM OF THE SIGN IF LOCATED WITHIN A CIRCULATION PATH SIGNS MAY ALSO BE PERMANENTLY POSTED ON A WALL AT THE INTERIOR END OF THE VEHICLE SPACE.

15. SURFACE MARKING:

- A. ACCESS AISLES AT VEHICLE SPACES SHALL BE MARKED WITH A PAINTED BORDERLINE AROUND THEIR PERIMETER. THE AREA WITHIN THE BORDERLINES SHALL BE MARKED WITH HATCHED LINES A MAXIMUM OF 3'-0" ON CENTER. THE COLOR OF THE BORDERLINES, HATCHED LINES, AND LETTERS SHALL CONTRAST WITH THAT OF THE SURFACE OF THE ACCESS AISLE. THE BLUE COLOR REQUIRED FOR IDENTIFICATION OF ACCESS AISLES FOR ACCESSIBLE PARKING SHALL NOT BE USED. ACCESS AISLE MARKINGS MAY EXTEND BEYOND THE MINIMUM REQUIRED LENGTH.

EXCEPTION: WHERE ONE ACCESSIBLE PARKING SPACE AND ONE ELECTRIC VEHICLE CHARGING SPACE SHARE AN ACCESS AISLE, ACCESS AISLE MARKING, THE ACCESSIBLE PARKING SPACE SHALL COMPLY WITH **SDM-117 SHEET 8** ONLY.
- B. THE WORDS "NO PARKING" SHALL BE PAINTED ON THE SURFACE WITHIN EACH ACCESS AISLE IN LETTERS A MINIMUM OF 1'-0" IN HEIGHT AND LOCATED TO BE VISIBLE FROM THE ADJACENT VEHICULAR WAY. THE LETTERS SHALL COMPLY WITH **SDM-117 SHEET 10 EXCEPT THAT THE BLUE BACKGROUND SHALL NOT BE USED.**
- C. EVCS VEHICLE SPACES SHALL PROVIDE SURFACE MARKING STATING "EV CHARGING ONLY" IN LETTERS 1'-0" HIGH MINIMUM. THE CENTERLINE OF THE TEXT SHALL BE A MAXIMUM OF 6 INCHES FROM THE CENTERLINE OF THE VEHICLE SPACE AND ITS LOWER CORNER AT, OR LOWER SIDE ALIGNED WITH, THE END OF THE PARKING SPACE LENGTH. THE COLOR OF THE LETTERS SHALL COMPLY WITH **SDM-117 SHEET 10.**

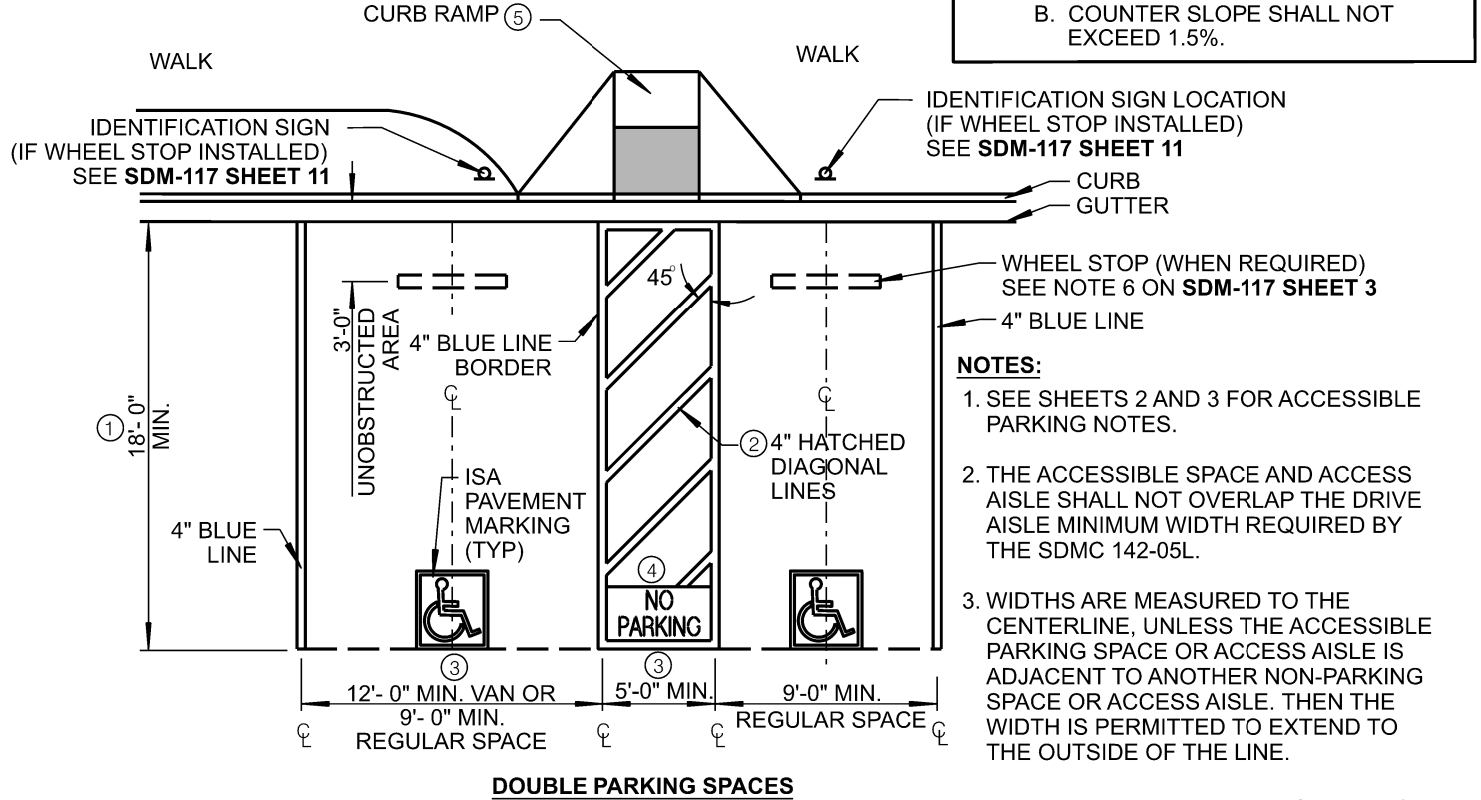
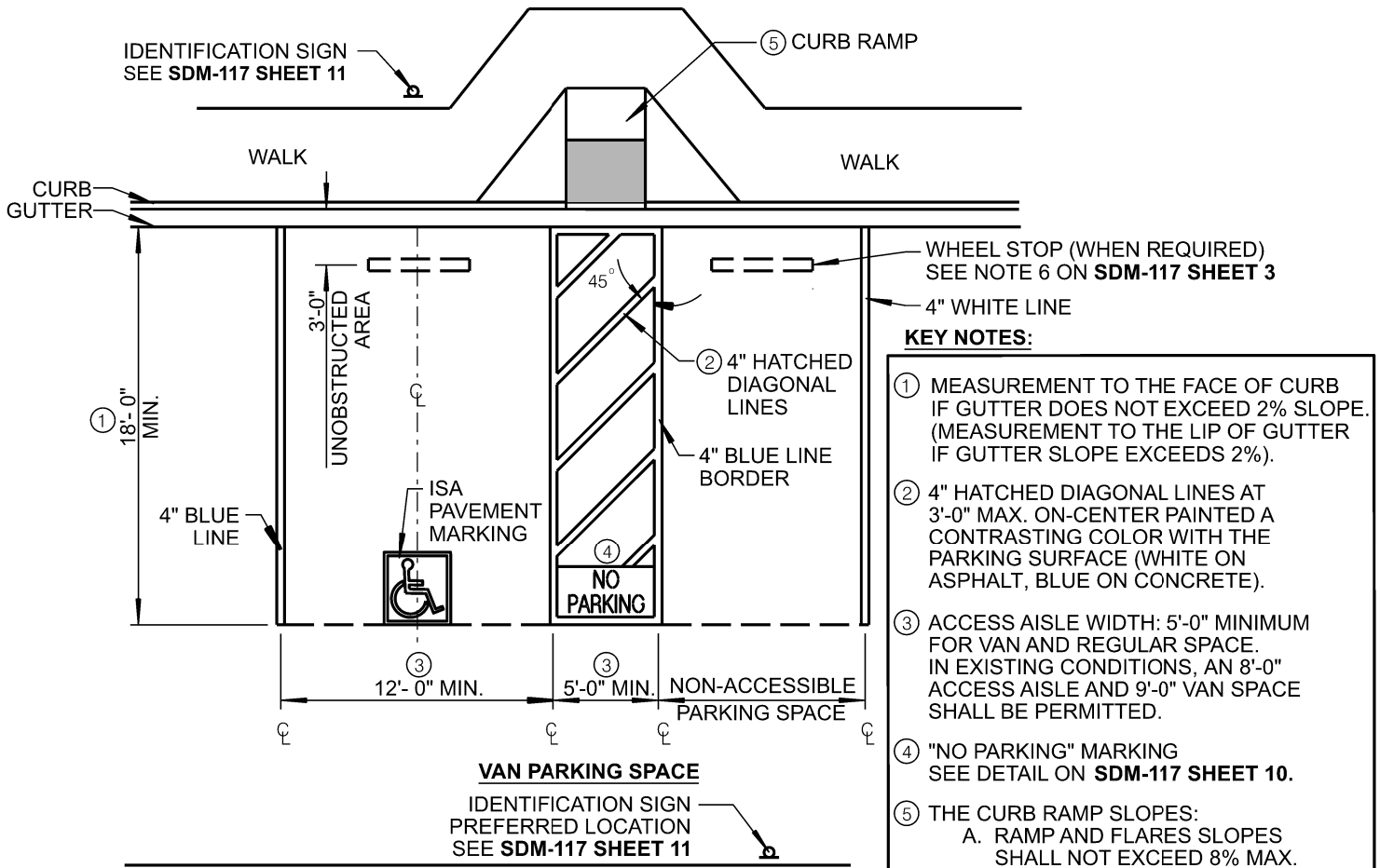
REVISION	BY	APPROVED	DATE	CITY OF SAN DIEGO – STANDARD DRAWING ACCESSIBLE PARKING, EVCS SPACES, AND PASSENGER DROP-OFF / LOADING ZONE (EVCS SPACES NOTES)	RECOMMENDED BY THE CITY OF SAN DIEGO STANDARDS COMMITTEE <i>Alaine James 3/28/2024</i> COORDINATOR R.C.E. 81047 DATE
ORIGINAL	FC	A. OSKOUJ	12/06		
UPDATED	KA	J. NAGELVOORT	01/12		
UPDATED	FC	J. NAGELVOORT	02/16		
UPDATED	FC	J. NAGELVOORT	09/18		
UPDATED	RC	R. AMEN	03/24		
					DRAWING NUMBER SDM-117

PASSENGER DROP-OFF AND LOADING ZONE (ON-STREET AND OFF-STREET):

1. WHERE PROVIDED, AT LEAST ONE ACCESSIBLE PASSENGER DROP-OFF AND LOADING ZONE SHALL BE ACCESSIBLE. EXISTING WHITE CURB/LOADING ZONES RELOCATED BY PROTECTED BIKE LANES SHALL MEET THE REQUIREMENTS FOR ON-STREET PASSENGER DROP-OFF AND LOADING ZONE, EXCEPT THAT THE ACCESS AISLE SHALL BE A MINIMUM OF 5'-0".
2. WHERE PERMANENTLY DESIGNATED PASSENGER LOADING ZONES (OTHER THAN TRANSIT STOPS) ARE PROVIDED, AT LEAST ONE ACCESSIBLE PASSENGER LOADING ZONE SHALL BE PROVIDED IN EVERY CONTINUOUS 100'-0" OF LOADING ZONE SPACE, OR FRACTION THEREOF.
3. PASSENGER DROP-OFF AND LOADING ZONES SHALL PROVIDE A VEHICULAR PULL-UP SPACE 8'-0" WIDE MINIMUM AND 20'-0" LONG MINIMUM.
4. PASSENGER DROP-OFF AND LOADING ZONES SHALL BE PROVIDED WITH ACCESS AISLES ADJACENT AND PARALLEL TO THE VEHICLE PULL-UP SPACE.
 - A. ACCESS AISLES SHALL BE 5'-0" WIDE MINIMUM AND EXTEND THE FULL LENGTH OF THE VEHICLE PULL-UP SPACE.
 - B. ACCESS AISLES SHALL CONNECT DIRECTLY TO AN ACCESSIBLE ROUTE AND SHALL NOT OVERLAP THE VEHICULAR WAY.
 - C. ACCESS AISLES SHALL BE MARKED WITH A BORDERLINE AROUND THEIR PERIMETER. THE AREA WITHIN THE BORDERLINES SHALL BE MARKED WITH HATCHED LINES A MAXIMUM OF 3'-0" ON CENTER IN A COLOR CONTRASTING WITH THAT OF THE AISLE SURFACE. (WHITE PAINT ON PAVEMENT AND CONCRETE).
 - D. VEHICLE PULL-UP SPACES AND ACCESS AISLES SERVING THEM SHALL BE AT THE SAME LEVEL AS THE VEHICLE PULL-UP SPACES THEY SERVE. ANY CHANGES IN ELEVATION SHALL BE SERVED BY A CURB RAMP(S).
 - E. VEHICLE PULL-UP SPACE AND ACCESS AISLE SLOPES SHALL BE 1.5% IN ANY DIRECTION. ADEQUATE DRAINAGE SHALL BE PROVIDED SO THAT WATER DOES NOT POND IN THE ACCESS AISLE.
 - F. OFF-STREET VEHICLE PULL-UP SPACE AND ACCESS AISLE SLOPES SHALL BE 1.5% IN ANY DIRECTION.
 - G. ON-STREET VEHICLE PULL-UP SPACE AND ACCESS AISLE RUNNING SLOPE MAY FOLLOW THE EXISTING SLOPE OF THE STREET. CROSS SLOPE SHALL BE 1.5% MAXIMUM AT THE ACCESS AISLE, EXCEPT THAT AT THE PULL-UP SPACE THE 1.5% CROSS SLOPE SHALL BE REQUIRED TO THE MAXIMUM EXTENT FEASIBLE.
 - H. ADEQUATE DRAINAGE SHALL BE PROVIDED SO THAT WATER DOES NOT POND IN THE ACCESS AISLE.
5. A MINIMUM OF 9'-6" VERTICAL CLEARANCE SHALL BE PROVIDED AT ACCESSIBLE PASSENGER DROP-OFF AND LOADING ZONES AND ALONG AT LEAST ONE VEHICLE ACCESS ROUTE TO SUCH AREAS FROM SITE ENTRANCE(S) AND EXIT(S).
6. PASSENGER LOADING ZONES SHALL BE IDENTIFIED BY A REFLECTORIZED SIGN POSTED IMMEDIATELY ADJACENT TO AND VISIBLE FROM THE PASSENGER DROP-OFF AND LOADING ZONE STATING "PASSENGER LOADING ZONE ONLY".
 - A. WHEN LOCATED IN A PATH OF TRAVEL, THE SIGN SHALL BE MOUNTED PER **SDM-104**.
7. PARKING FACILITIES THAT PROVIDE VALET PARKING SERVICES SHALL PROVIDE AT LEAST ONE ACCESSIBLE PASSENGER LOADING ZONE.

SHEET 7 OF 17

REVISION	BY	APPROVED	DATE	<p style="text-align: center;">CITY OF SAN DIEGO – STANDARD DRAWING</p> <p style="text-align: center;">ACCESSIBLE PARKING, EVCS SPACES, AND PASSENGER DROP-OFF / LOADING ZONE (PASSENGER DROP-OFF / LOADING ZONE NOTES)</p>	RECOMMENDED BY THE CITY OF SAN DIEGO STANDARDS COMMITTEE
ORIGINAL	FC	A. OSKOUJ	12/06		<p style="text-align: right;"><i>Alaine James</i> 3/28/2024 COORDINATOR R.C.E. 81047 DATE</p>
UPDATED	KA	J. NAGELVOORT	01/12		
UPDATED	FC	J. NAGELVOORT	02/16		
UPDATED	FC	J. NAGELVOORT	09/18		
UPDATED	FM	R. AMEN	03/24		
				<p>DRAWING NUMBER SDM-117</p>	



SHEET 8 OF 17

REVISION	BY	APPROVED	DATE
ORIGINAL	FC	A. OSKOU	12/06
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UPDATED	fm	R. AMEN	03/24

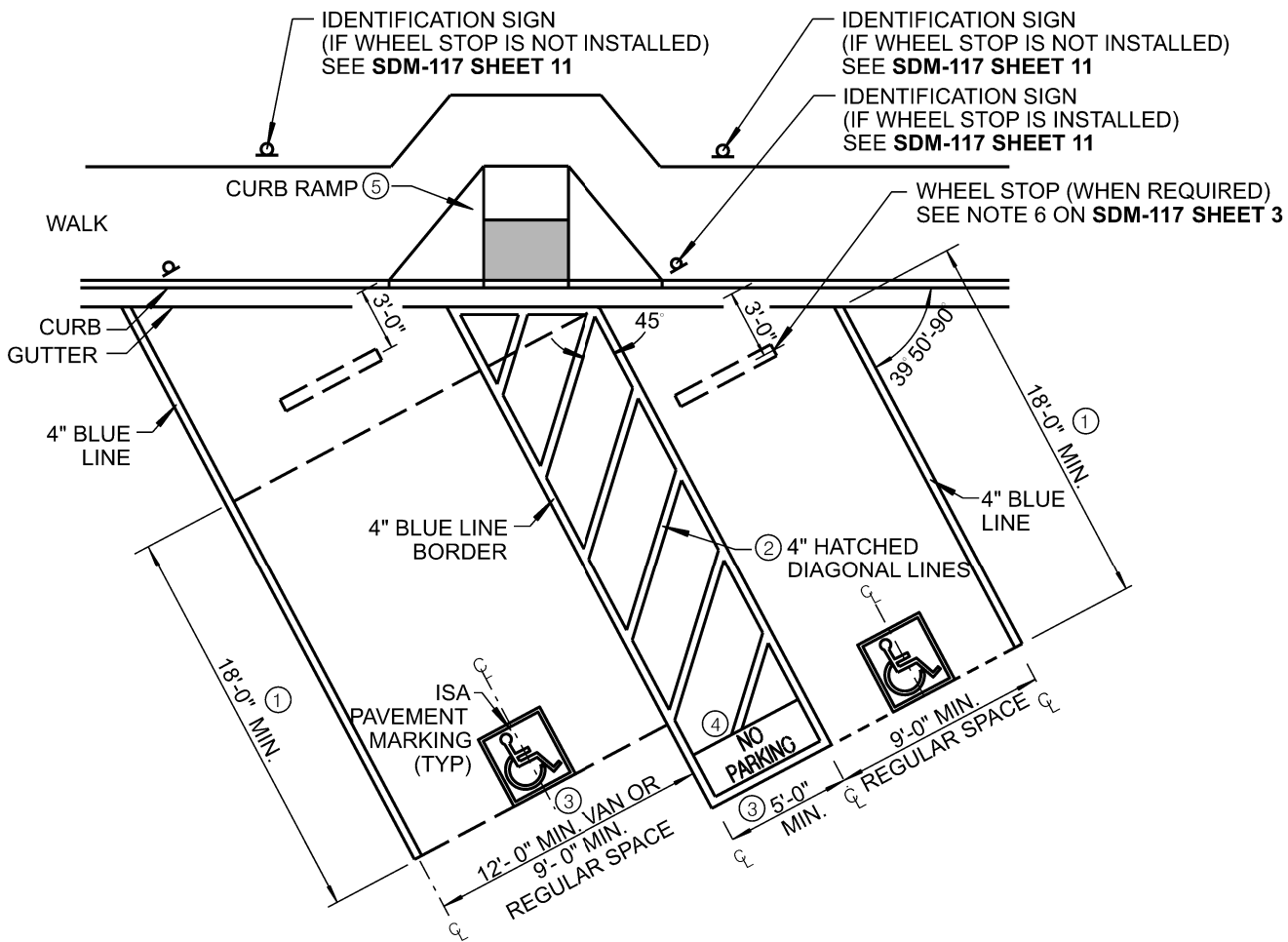
CITY OF SAN DIEGO - STANDARD DRAWING

ACCESSIBLE PARKING, EVCS SPACES, AND PASSENGER DROP-OFF / LOADING ZONE (OFF-STREET PARKING)

RECOMMENDED BY THE CITY OF SAN DIEGO STANDARDS COMMITTEE

Alaine James 3/28/2024
 COORDINATOR R.C.E. 81047 DATE

DRAWING NUMBER **SDM-117**



DIAGONAL DOUBLE PARKING SPACES

KEY NOTES:

- ① MEASUREMENT TO THE FACE OF CURB IF GUTTER DOES NOT EXCEED 2% SLOPE. (MEASUREMENT TO THE LIP OF GUTTER IF GUTTER SLOPE EXCEEDS 2%).
- ② 4" HATCHED DIAGONAL LINES AT 3'-0" MAX. ON-CENTER PAINTED A CONTRASTING COLOR WITH THE PARKING SURFACE (WHITE ON ASPHALT, BLUE ON CONCRETE).
- ③ ACCESS AISLE WIDTH: 5'-0" MINIMUM FOR VAN AND REGULAR SPACE. IN EXISTING CONDITIONS, AN 8'-0" ACCESS AISLE AND 9'-0" VAN SPACE SHALL BE PERMITTED.
- ④ "NO PARKING" MARKING. SEE DETAIL ON **SDM-117 SHEET 10**.
- ⑤ THE CURB RAMP SLOPES:
 - A. RAMP AND FLARES SLOPES SHALL NOT EXCEED 8% MAX.
 - B. COUNTER SLOPE SHALL NOT EXCEED 1.5%.

NOTES:

- 1. SEE **SDM-117 SHEETS 2 AND 3** FOR ACCESSIBLE PARKING NOTES.
- 2. THE ACCESSIBLE SPACE AND ACCESS AISLE SHALL NOT OVERLAP THE DRIVE AISLE MINIMUM WIDTH REQUIRED BY THE SDMC 142-05L.
- 3. WIDTHS ARE MEASURED TO THE CENTERLINE. UNLESS THE ACCESSIBLE PARKING SPACE OR ACCESS AISLE IS ADJACENT TO ANOTHER NON-PARKING SPACE OR ACCESS AISLE, THEN THE WIDTH IS PERMITTED TO EXTEND TO THE OUTSIDE OF THE LINE.

SHEET 9 OF 17

REVISION	BY	APPROVED	DATE
ORIGINAL	KA	J. NAGELVOORT	01/12
UPDATED	FC	J. NAGELVOORT	02/16
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UPDATED	FM	R. AMEN	03/24

CITY OF SAN DIEGO - STANDARD DRAWING

ACCESSIBLE PARKING, EVCS SPACES, AND PASSENGER DROP-OFF / LOADING ZONE (OFF-STREET PARKING)

RECOMMENDED BY THE CITY OF SAN DIEGO STANDARDS COMMITTEE

Alaine James 3/28/2024
COORDINATOR R.C.E. 81047 DATE

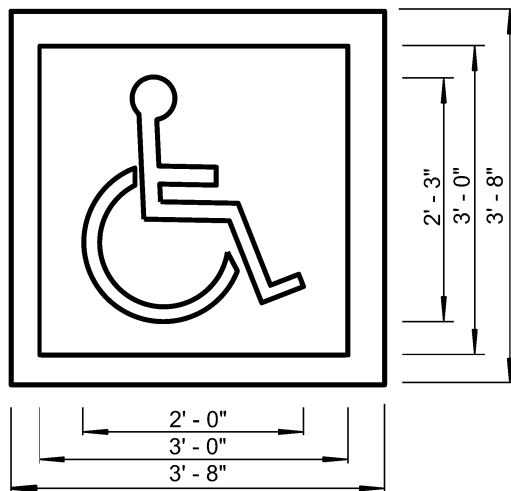
DRAWING NUMBER **SDM-117**



NOTES:

1. THE WORDS "NO PARKING" SHALL BE LOCATED AT THE END OF THE ACCESS AISLE SO THAT IT IS VISIBLE TO TRAFFIC ENFORCEMENT OFFICIALS.
2. THE LETTERS SHALL BE NO LESS THAN 1'-0" HIGH AND PAINTED IN WHITE LETTERS ON A BLUE BACKGROUND. THE COLOR BLUE SHALL MATCH FS15090 IN THE FEDERAL STANDARD 595C.

"NO PARKING" PAVEMENT MARKING



NOTES:

1. THE ISA SHALL BE PAINTED WHITE ON A BLUE BACKGROUND. THE COLOR BLUE SHALL MATCH FS 15090 IN THE FEDERAL STANDARD 595C. A BORDER MAY BE PROVIDED INSIDE OR OUTSIDE OF THE MINIMUM REQUIRED ISA DIMENSION.
2. THE LOCATION OF THE ISA SHALL BE VISIBLE TO A TRAFFIC ENFORCEMENT OFFICER WHEN THE VEHICLE IS STATIONED IN THE PARKING SPACE.

**INTERNATIONAL SYMBOL OF ACCESSIBILITY (ISA)
PAVEMENT MARKING**

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CITY OF SAN DIEGO - STANDARD DRAWING

**ACCESSIBLE PARKING, EVCS SPACES, AND
PASSENGER DROP-OFF / LOADING ZONE
(PAVEMENT MARKINGS)**

RECOMMENDED BY THE CITY
OF SAN DIEGO STANDARDS COMMITTEE

Alaine James 3/28/2024
COORDINATOR R.C.E. 81047 DATE

DRAWING NUMBER **SDM-117**



**OFF-STREET PARKING
MUTCD R99(CA)**



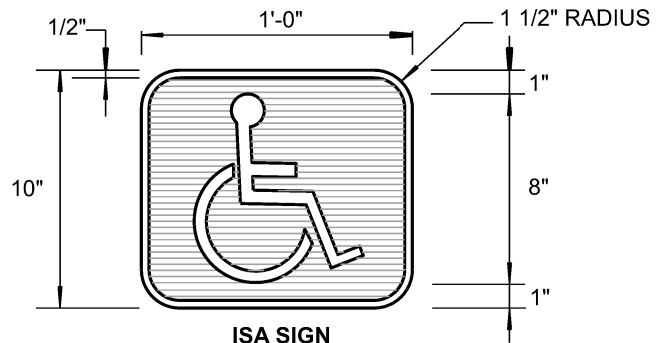
**OFF-STREET PARKING
MUTCD R99B(CA)**



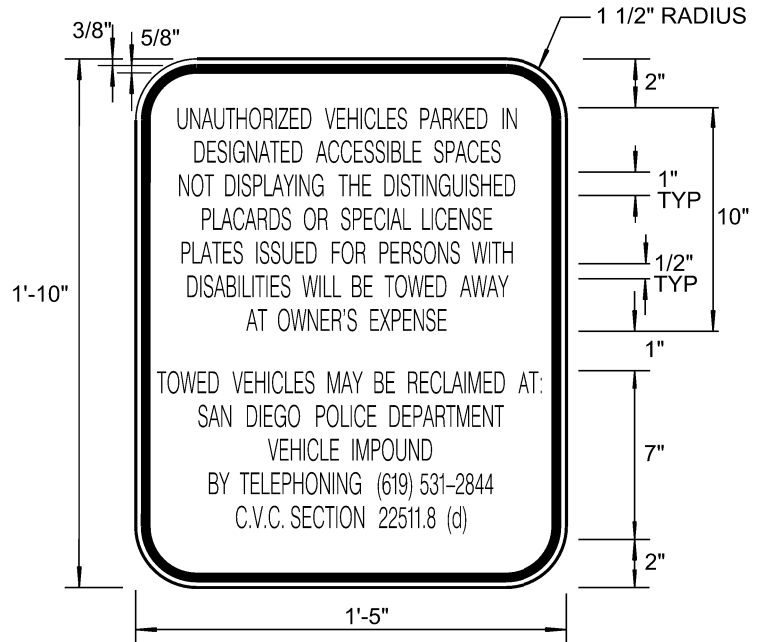
**OFF-STREET PARKING AND EVCS ONLY
MUTCD R7-8b**



**SINGLE SIGN
OFF-STREET PARKING
ON-STREET PARKING
MUTCD R99C(CA)**



**ISA SIGN
EVCS ONLY
MUTCD D9-6**



**TOW-AWAY SIGN
FOR OFF-STREET PARKING ONLY**

NOTES:

1. SIGN POST: SEE **SDM-104** FOR "BREAK-AWAY SIGN POST".
2. SIGNS SHALL BE CONSTRUCTED ON MINIMUM 1/16" THICK ALUMINUM.
3. COLORS:
 PARKING SIGNS:
 BACKGROUND - BLUE (RETROREFLECTIVE)
 BORDER, TEXT, AND SYMBOL - WHITE (RETROREFLECTIVE)
 TOW AWAY SIGN:
 BACKGROUND - WHITE (RETROREFLECTIVE)
 BORDER AND LEGEND - BLACK
4. FONTS: SAN SERIF CLEARVIEW, 1" MIN LETTER HEIGHT
5. THE BOTTOM OF THE LOWEST SIGN SHALL BE AT LEAST 7'-0" OR HIGHER TO THE WALKING SURFACE OR 5'-0" IF INSTALLED ON A WALL.
6. SEE **SDM-117 SHEET 2** FOR ADDITIONAL NOTES.

REVISION	BY	APPROVED	DATE
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UPDATED	FM	R. AMEN	03/24

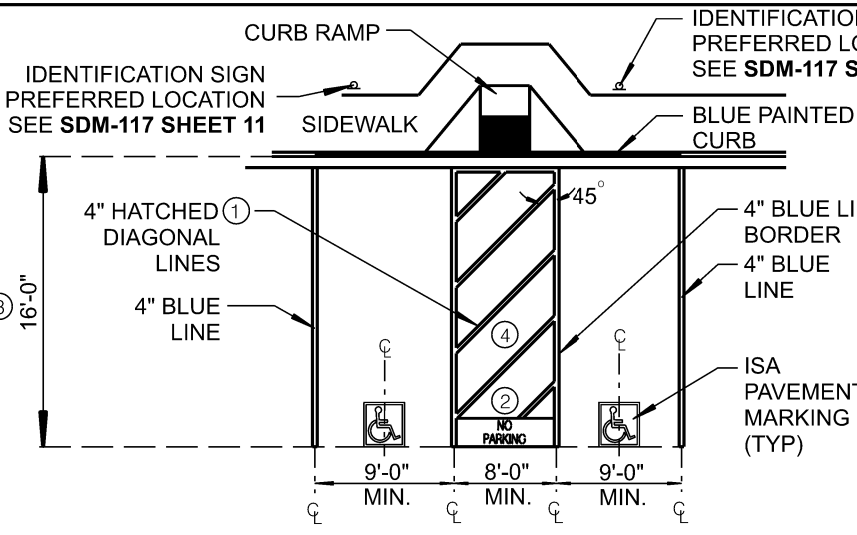
CITY OF SAN DIEGO - STANDARD DRAWING

**ACCESSIBLE PARKING, EVCS SPACES, AND
PASSENGER DROP-OFF / LOADING ZONE
(SIGNAGE)**

RECOMMENDED BY THE CITY
OF SAN DIEGO STANDARDS COMMITTEE

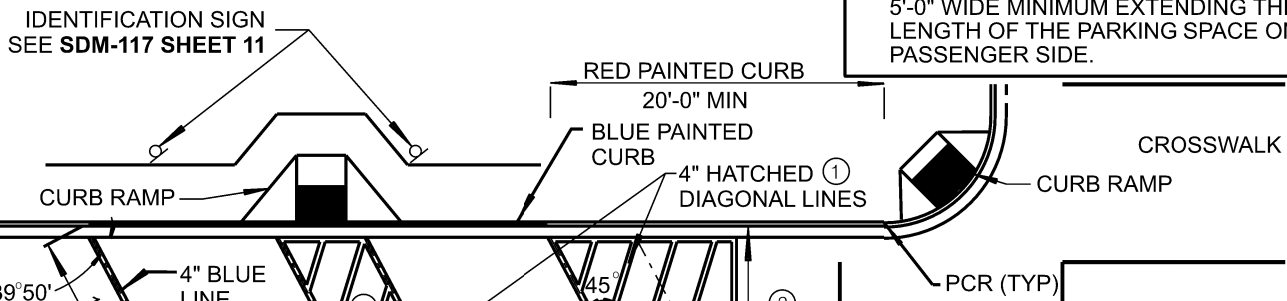
Alaine James 3/28/2024
COORDINATOR R.C.E. 81047 DATE

DRAWING NUMBER **SDM-117**



PERPENDICULAR DOUBLE PARKING SPACES

- KEY NOTES:**
- ① 4" HATCHED DIAGONAL LINES AT 3'-0" MAX ON-CENTER PAINTED A CONTRASTING COLOR WITH THE PARKING SURFACE (WHITE ON ASPHALT, BLUE ON CONCRETE).
 - ② "NO PARKING" MARKING SEE DETAIL ON **SDM-117 SHEET 10**.
 - ③ DIMENSION IS BASED OFF THE CITY'S TRANSPORTATION DEPARTMENT'S ANGLE PARKING GUIDELINES AND THE LENGTH SHALL VARY BASED ON THE ANGLE AND TYPE OF STREET. THE DIMENSION SHALL BE TAKEN FROM FACE OF CURB, NOT EDGE OF GUTTER.
 - ④ PERPENDICULAR ON-STREET PARKING SPACES SHALL HAVE ADJACENT ACCESS AISLES 8'-0" WIDE MINIMUM EXTENDING THE FULL LENGTH OF THE PARKING SPACE. ONE ACCESS AISLE SHALL BE PERMITTED TO SERVE UP TO TWO PARKING SPACES.
 - ⑤ EACH ANGLED ON-STREET PARKING SPACE SHALL HAVE AN ADJACENT ACCESS AISLE 5'-0" WIDE MINIMUM EXTENDING THE FULL LENGTH OF THE PARKING SPACE ON THE PASSENGER SIDE.



ANGLED PARKING AT END OF BLOCK FACE

ANGLE	MINIMUM RED CURB/CLEARANCE FROM EDGE OF DRIVEWAY OR ALLEY
39°50'	20'-0"
45°	18'-0"
50°	15'-0"
55°	13'-0"
60°	11'-0"
90°	6'-0" TO 10'-0"

RED CURB CLEARANCE TABLE

NOTES:

1. NO ACCESSIBLE PARKING SPACE OR ACCESS AISLE SHALL BE WITHIN 15'-0" OF A FIRE HYDRANT.
2. IN THE RED CURB CLEARANCE TABLE, THE MINIMUM RED CURB LENGTH FOR A 90° ANGLED PARKING SPACE VARIES BASED ON LOCATION, SIGHT VISIBILITY, AND OTHER FACTORS. DO NOT REDUCE THE LENGTH OF THE EXISTING PAINTED RED CURB IF IT IS MORE THAN SPECIFIED ON THIS TABLE. CONTACT THE CITY'S TRAFFIC ENGINEERING DEPARTMENT FOR ASSISTANCE.
3. SEE **SDM-117 SHEET 1** FOR ADDITIONAL NOTES.
4. INCLUDE THE FOLLOWING INFORMATION ON THE STRIPING PLAN OR DETAIL PER EACH BLOCK FACE AND TOTAL PER BLOCK PERIMETER:
 - A. TOTAL NUMBER OF EXISTING ON-STREET PARKING SPACES.
 - B. TOTAL NUMBER OF EXISTING ON-STREET ACCESSIBLE PARKING SPACES.
 - C. TOTAL NUMBER OF NEW ON-STREET PARKING SPACES.
 - D. TOTAL NUMBER OF REQUIRED ON-STREET ACCESSIBLE PARKING SPACES BLOCK PERIMETER.
 - E. TOTAL NUMBER OF ON-STREET ACCESSIBLE PARKING SPACES PROVIDED.

REVISION	BY	APPROVED	DATE
ORIGINAL	FC	A. OSKQUI	12/06
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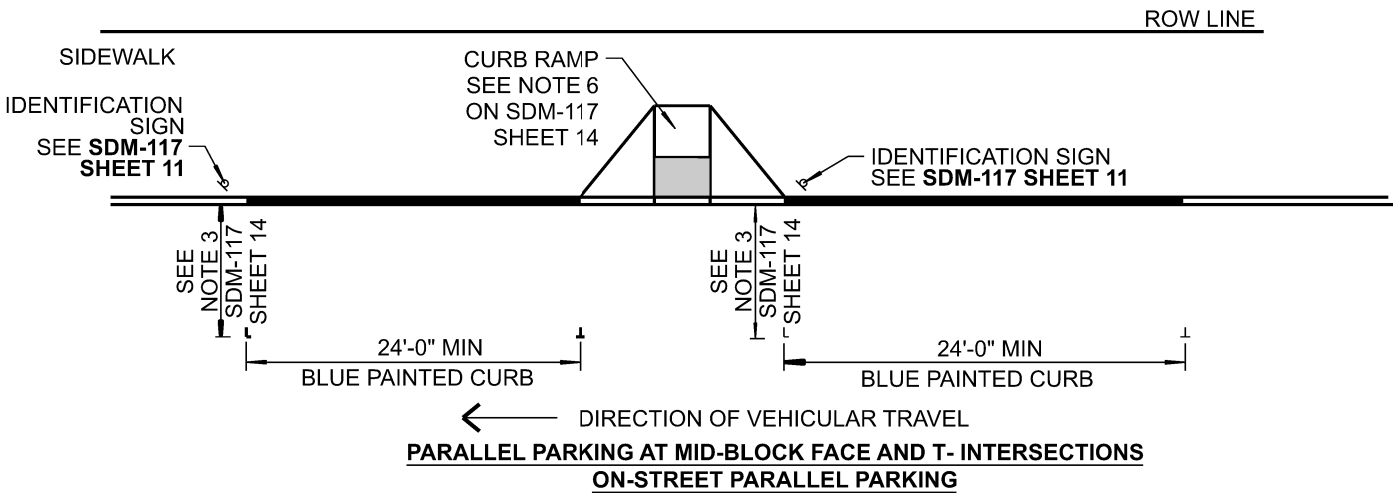
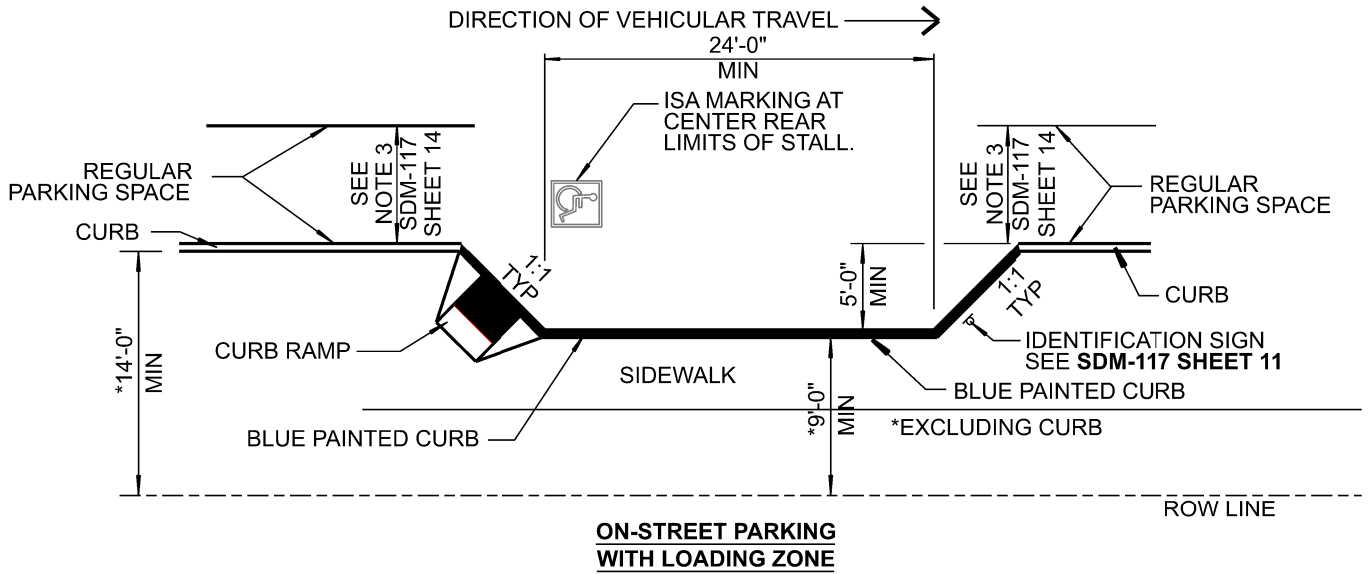
CITY OF SAN DIEGO - STANDARD DRAWING

ACCESSIBLE PARKING, EVCS SPACES, AND PASSENGER DROP-OFF / LOADING ZONE (ON-STREET PARKING)

RECOMMENDED BY THE CITY OF SAN DIEGO STANDARDS COMMITTEE

Alaine James 3/28/2024
COORDINATOR R.C.E. 81047 DATE

DRAWING NUMBER **SDM-117**



SEE ADDITIONAL NOTES ON SHEET 14

SHEET 13 OF 17

REVISION	BY	APPROVED	DATE
ORIGINAL	FC	A. OSKOU	1206
UPDATED	FC	J. NAGELVOORT	02/16
UPDATED	FC	J. NAGELVOORT	09/18
UPDATED	FM	R. AMEN	03/24

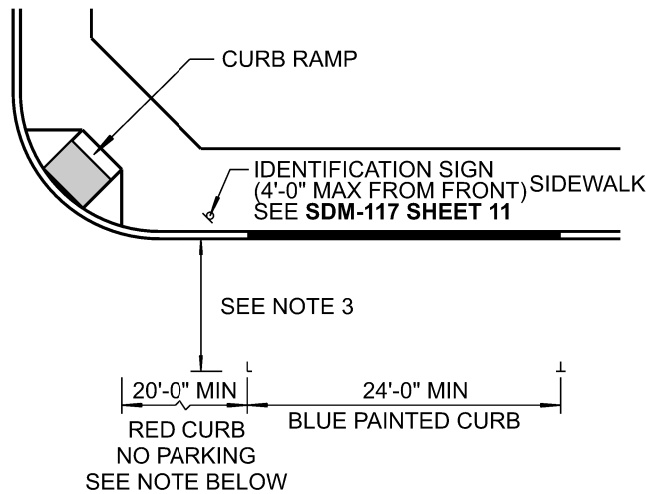
CITY OF SAN DIEGO - STANDARD DRAWING

**ACCESSIBLE PARKING, EVCS SPACES, AND
PASSENGER DROP-OFF / LOADING ZONE
(ON-STREET PARKING)**

RECOMMENDED BY THE CITY
OF SAN DIEGO STANDARDS COMMITTEE

Alaine James 3/28/2024
COORDINATOR R.C.E. 81047 DATE

DRAWING NUMBER **SDM-117**



NOTE: 30'-0" MIN ON NEAR SIDE OF SIGNALIZED INTERSECTION AS REQUIRED PER MUTCD (ANY REDUCTION OF EXISTING RED CURB SHALL BE APPROVED BY THE TRANSPORTATION ENGINEERING DEPARTMENT)

PARALLEL PARKING AT END OF BLOCK FACE
ON-STREET PARALLEL PARKING

ON-STREET PARKING NOTES:

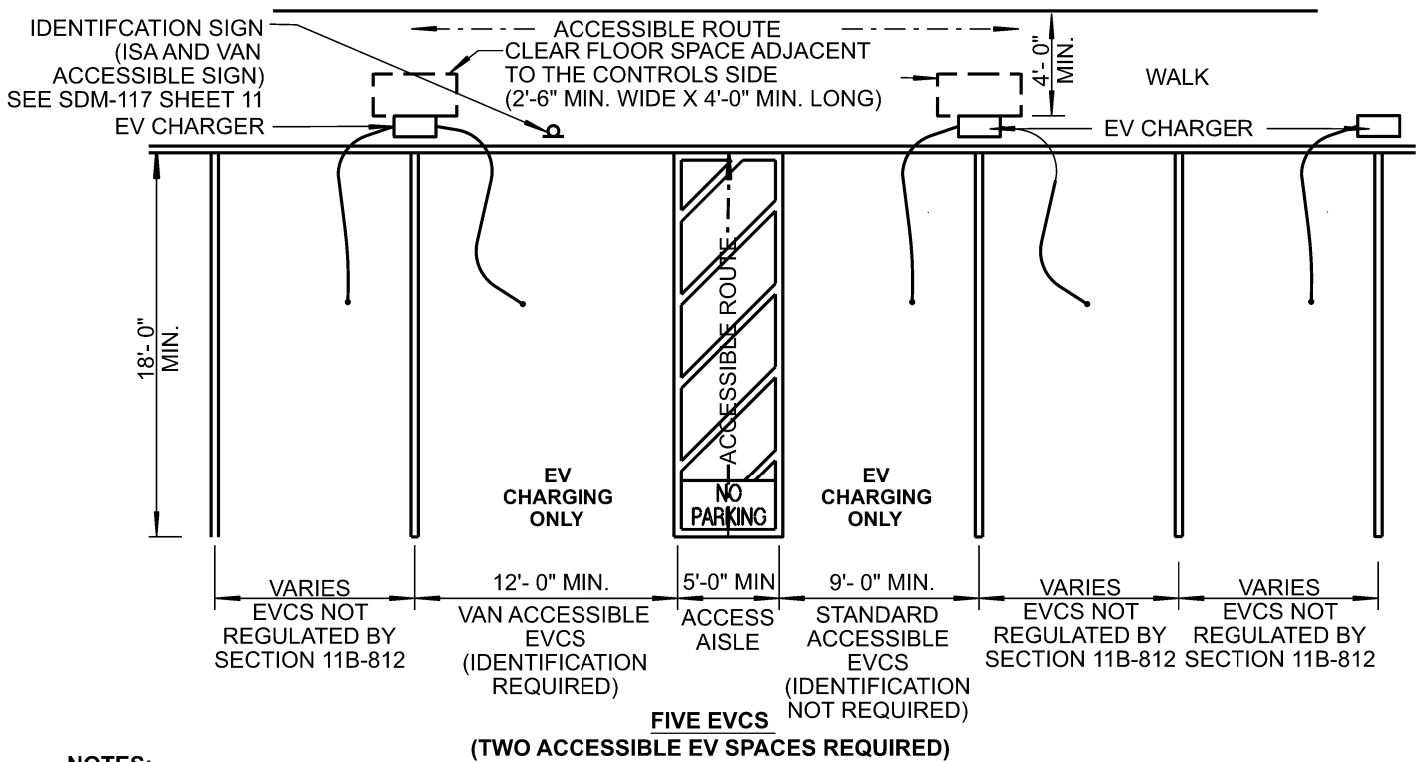
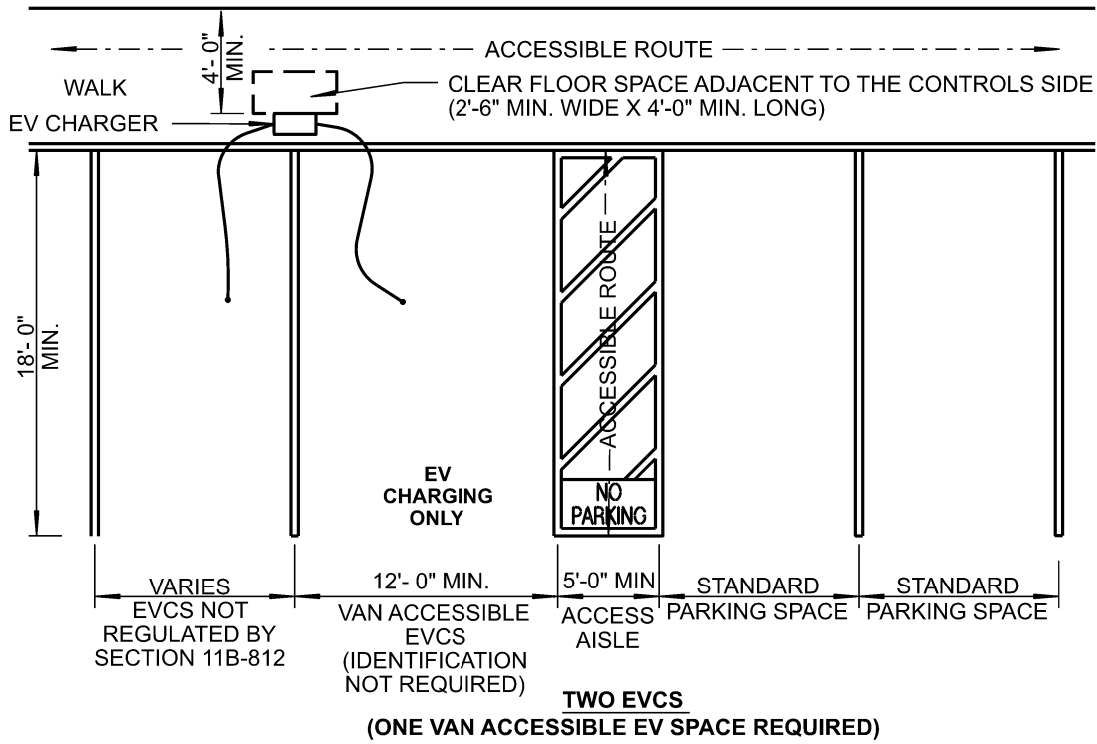
1. SEE **SDM-117 SHEET 1** FOR ACCESSIBLE PARKING NOTES.
2. AN ACCESS AISLE LEVEL WITH THE PARKING SPACE IS NOT REQUIRED WHERE THE WIDTH OF THE ADJACENT SIDEWALK OR THE AVAILABLE ROW IS LESS THAN 14'-0". WHEN AN ACCESS AISLE IS NOT PROVIDED, PARKING SHALL BE LOCATED AT THE END OF THE BLOCK FACE.
3. THE WIDTH OF THE ACCESSIBLE SPACE SHALL BE 13'-0" MINIMUM (8"-0" MIN. FOR VEHICLE AND 5'-0" MIN. FOR ACCESS AISLE) AND SHALL NOT ENCROACH ON THE TRAVELED WAY.

EXCEPTIONS (IF THE PARKING IS PROVIDED NEAREST THE CROSSWALK AT THE END OF THE BLOCK FACE OR MID-BLOCK AND A CURB RAMP OR BLENDED TRANSITION IS PROVIDED SERVING THE CROSSWALK):

- A. WHERE PARALLEL ON-STREET PARKING SPACES ARE ALTERED BUT THE ADJACENT PEDESTRIAN CIRCULATION PATH IS NOT, ANY ACCESSIBLE PARALLEL ON-STREET PARKING SPACES PROVIDED MAY HAVE THE SAME DIMENSIONS AS THE ADJACENT PARALLEL ON-STREET PARKING SPACES.
- B. IN ALTERATIONS, WHERE PROVIDING PARALLEL ON-STREET PARKING SPACES WITH THE DIMENSIONS SPECIFIED IN THE STANDARD WOULD RESULT IN AN AVAILABLE RIGHT-OF-WAY WIDTH LESS THAN OR EQUAL TO 9'-0", MEASURED FROM THE CURB LINE TO THE RIGHT-OF-WAY LINE, THE ACCESSIBLE PARALLEL ON-STREET PARKING SPACES MAY HAVE THE SAME DIMENSIONS AS THE ADJACENT PARALLEL ON-STREET PARKING SPACES IF THEY ARE PROVIDED NEAREST THE CROSSWALK AT THE END OF THE BLOCK FACE OR NEAREST A MID-BLOCK CROSSWALK, AND A CURB RAMP OR BLENDED TRANSITION IS PROVIDED SERVING THE CROSSWALK.
4. THE CENTER 50% OF THE LENGTH OF THE SIDEWALK ADJACENT TO AN ACCESSIBLE PARALLEL PARKING SPACE SHALL BE PAVED AND FREE OF OBSTRUCTIONS, INCLUDING PARKING SIGNAGE, METERS, AND PAY STATIONS, FOR A MINIMUM CLEAR WIDTH OF 8'-0" FROM THE FACE OF CURB AND COMPLY WITH SIDEWALK CROSS SLOPE STANDARDS. IN EXISTING LOCATIONS, THE CLEAR WIDTH SHALL BE AS WIDE AS THE AVAILABLE ROW.
5. ACCESSIBLE PARKING SPACES SERVING GOVERNMENT BUILDINGS, SENIOR FACILITIES, AND HEALTH SERVICES SHALL BE LOCATED CLOSEST TO THE MAIN ENTRANCE TO THESE BUILDINGS. THE EXISTING PERMITTED BLUE CURB SHALL BE LOCATED AT THE EXACT LOCATION UNLESS THE REQUESTER RESCINDS IT. THE SPACES SHALL BE CONNECTED BY AN ACCESSIBLE ROUTE (CURB RAMP).
6. EACH ACCESSIBLE PARALLEL ON-STREET PARKING SPACE SHALL HAVE A CURB RAMP OR BLENDED TRANSITION TO CONNECT TO THE PEDESTRIAN ACCESS ROUTE. A CURB RAMP CAN BE SHARED BETWEEN TWO ACCESSIBLE SPACES SO LONG AS THE SPACES DO NOT BLOCK ACCESS TO THE CURB RAMP AND RED CURB IS PROVIDED BETWEEN THE BLUE CURB.

SHEET 14 OF 17

REVISION	BY	APPROVED	DATE	CITY OF SAN DIEGO - STANDARD DRAWING	RECOMMENDED BY THE CITY OF SAN DIEGO STANDARDS COMMITTEE
ORIGINAL	FC	A. OSKOU	1206		
UPDATED	FC	J. NAGELVOORT	0216		
UPDATED	FC	J. NAGELVOORT	0918		
UPDATED	FM	R. AMEN	0324		
				ACCESSIBLE PARKING, EVCS SPACES, AND PASSENGER DROP-OFF / LOADING ZONE (ON-STREET PARKING)	<i>Alaine James</i> 3/28/2024 COORDINATOR R.C.E. 81047 DATE
					DRAWING NUMBER SDM-117



NOTES:

1. SEE **SDM-117 SHEETS 4, 5, AND 6** FOR ELECTRICAL VEHICLE CHARGING STATIONS REQUIREMENTS.
2. SEE **SDM-117 SHEETS 8 AND 9** FOR ACCESSIBLE PARKING REQUIREMENTS, INCLUDING PAVEMENT MARKINGS (FOR ACCESS AISLE AND STALL), CURB RAMP, AND WHEEL STOPS.
3. EACH ELECTRIC VEHICLE CHARGING STATION DESIGNATED FOR VAN ACCESSIBLE, STANDARD ACCESSIBLE, AND AMBULATORY EVCS SHALL BE MARKED WITH A WHITE 1'-0" HIGH "EV CHARGING ONLY" PAVEMENT MARKING.

REVISION	BY	APPROVED	DATE
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UPDATED	KA	J. NAGELVOORT	01/12
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UPDATED	FC	J. NAGELVOORT	08/18
UPDATED	RC	R. AMEN	03/24

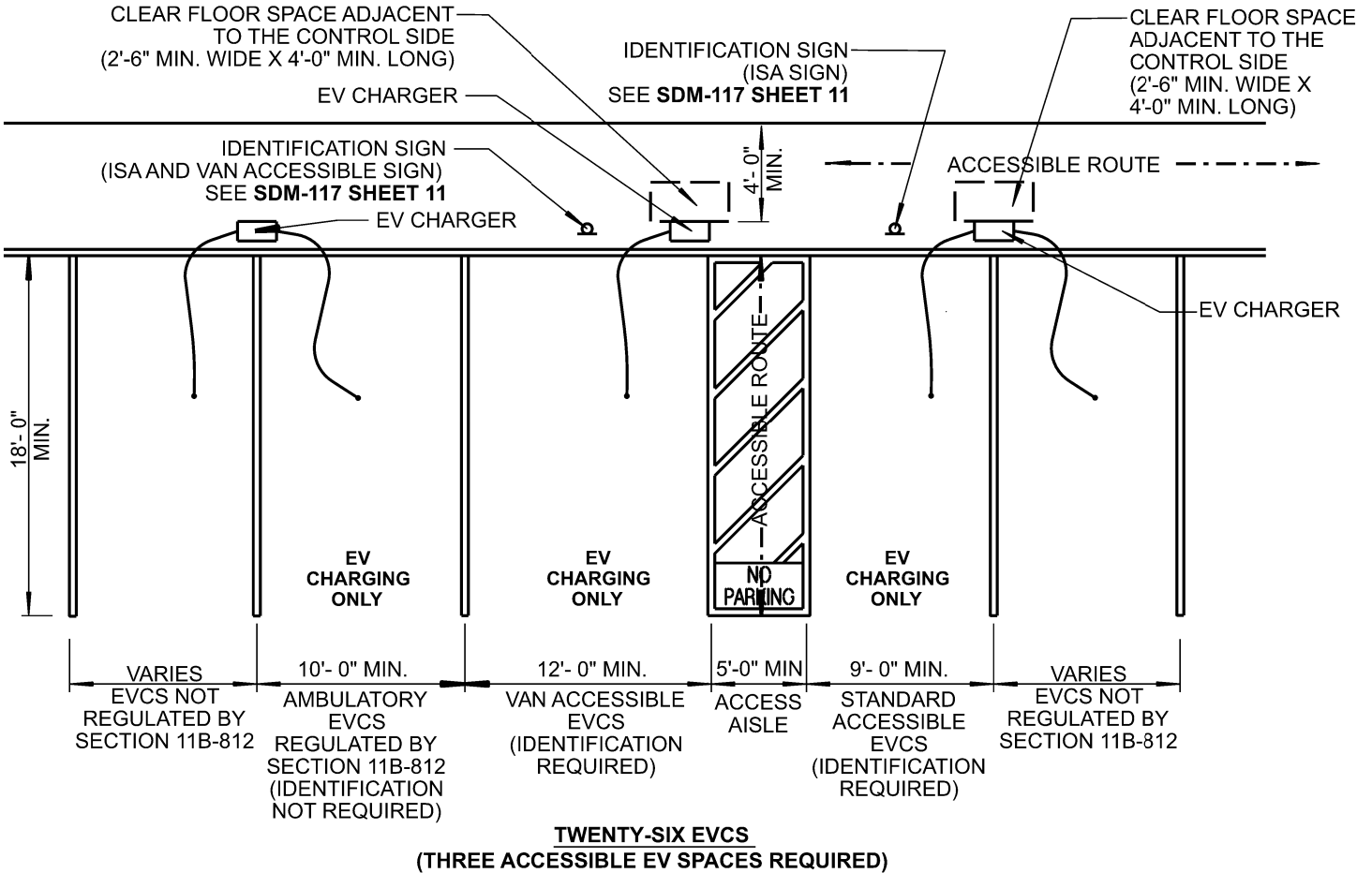
CITY OF SAN DIEGO - STANDARD DRAWING

ACCESSIBLE PARKING, EVCS SPACES, AND PASSENGER DROP-OFF / LOADING ZONE (EVCS SPACES)

RECOMMENDED BY THE CITY OF SAN DIEGO STANDARDS COMMITTEE

Alaine James 3/28/2024
COORDINATOR R.C.E. 81047 DATE

DRAWING NUMBER **SDM-117**



NOTES:

1. SEE **SDM-117 SHEETS 4, 5, AND 6** FOR ELECTRICAL VEHICLE CHARGING STATIONS REQUIREMENTS.
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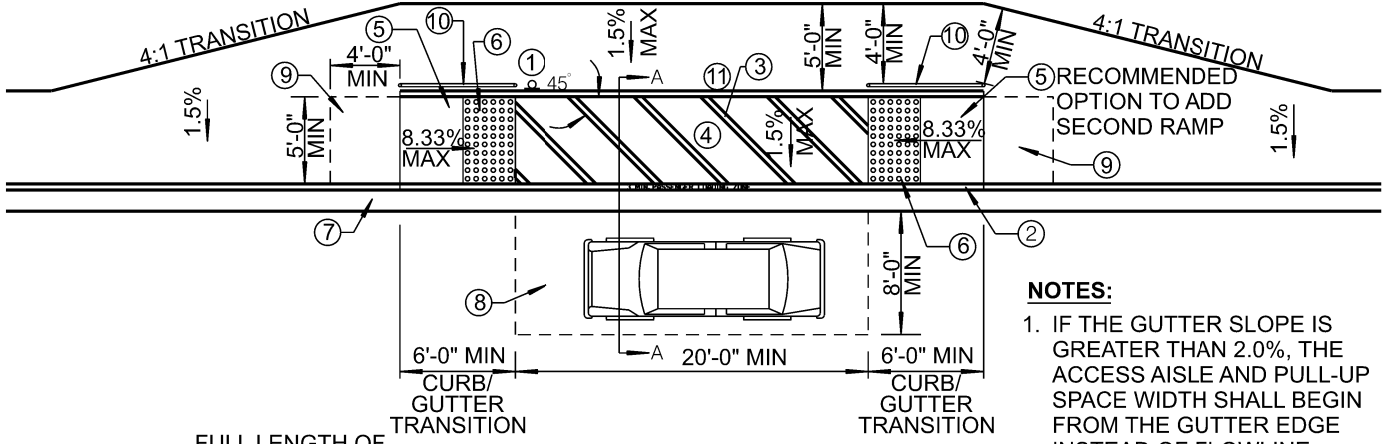
CITY OF SAN DIEGO - STANDARD DRAWING

ACCESSIBLE PARKING, EVCS SPACES, AND PASSENGER DROP-OFF / LOADING ZONE (EVCS SPACES)

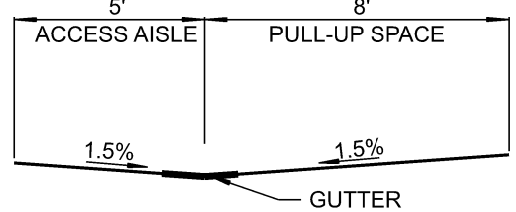
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Alaine James 3/28/2024
COORDINATOR R.C.E. 81047 DATE

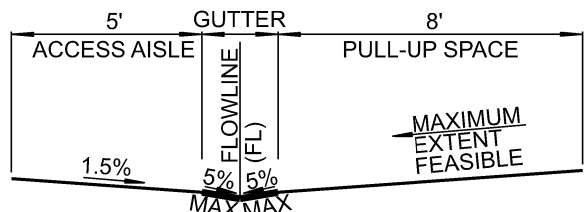
DRAWING NUMBER **SDM-117**



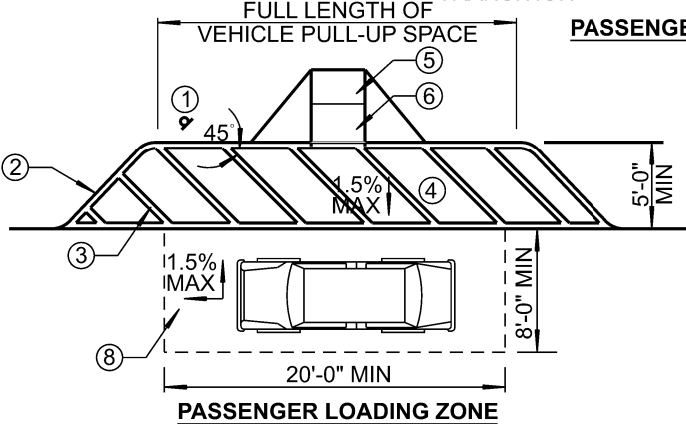
- NOTES:**
- IF THE GUTTER SLOPE IS GREATER THAN 2.0%, THE ACCESS AISLE AND PULL-UP SPACE WIDTH SHALL BEGIN FROM THE GUTTER EDGE INSTEAD OF FLOWLINE.
 - SEE **SDM-117 SHEET 7** FOR ADDITIONAL NOTES.



**SECTION A-A
OFF-STREET
ON-STREET NEW ROADWAY**

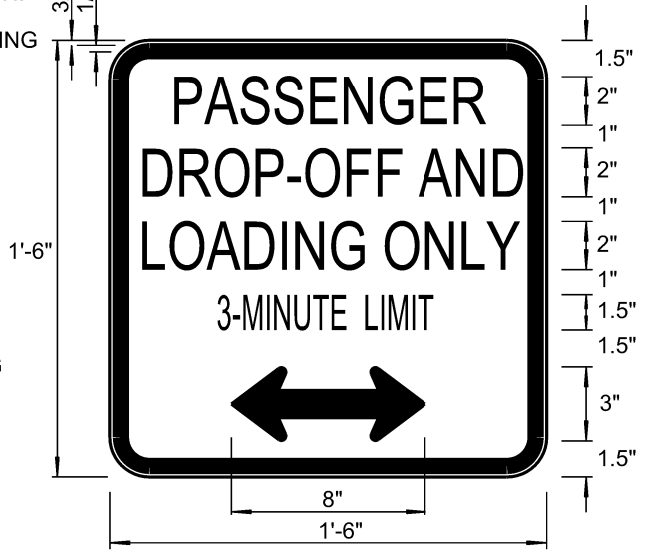


**SECTION A-A
ON-STREET EXISTING ROADWAY**



KEY NOTES:

- ACCESSIBLE PASSENGER DROP-OFF AND LOADING ZONE SIGN (1'-6" X 1'-6" - BLACK LETTERING ON WHITE BACKGROUND). MUTCD R501 OR R470 CAN BE USED IN LIEU OF THIS SIGN.
- 6" WHITE PAINTED CURB AND CURB FACE (STENCILED WITH 4" BLACK SANS SERIF CLEARVIEW, 3" MIN "PASSENGER LOADING ZONE").
- 4" WIDE WHITE STRIPING AT 3'-0" O.C. AND 45° TO CURB FACE.
- VEHICLE ACCESS AISLE:
 - OFF-STREET - SLOPES SHALL NOT EXCEED 1.5% IN ANY DIRECTION.
 - ON-STREET - CROSS SLOPE SHALL NOT EXCEED 1.5%. THE RUNNING SLOPE MAY FOLLOW THE EXISTING SLOPE OF THE STREET.
- CURB RAMP.
- DETECTABLE WARNING TILE PER **SDG-130**.
- THE SLOPE OF THE GUTTER WITHIN THE ACCESS AISLE SHALL NOT EXCEED 5%.
- VEHICLE PULL-UP SPACE SHALL MEASURE 20'-0" X 8'-0":
 - OFF-STREET PULL-UP SPACE - SLOPES SHALL NOT EXCEED 1.5% IN ANY DIRECTION.
 - ON-STREET PULL-UP SPACE - CROSS SLOPE SHALL BE 1.5% IF FEASIBLE (OTHERWISE TO THE MAXIMUM EXTENT). THE RUNNING SLOPE MAY FOLLOW THE EXISTING SLOPE OF THE STREET.
- 4'-0" X 5'-0" LEVEL LANDING. THE CURB RAMP LANDING SHALL CONNECT TO THE ACCESSIBLE ROUTE TO THE FACILITY IT SERVES.
- PROTECTIVE RAILING PER **SDG-140**.
- THE CENTER 50% OF THE LENGTH OF THE SIDEWALK, OR OTHER SURFACE, ADJACENT TO AN ACCESSIBLE PASSENGER LOADING ZONE SHALL BE PAVED AND FREE OF OBSTRUCTIONS.



REVISION	BY	APPROVED	DATE
ORIGINAL	KA	J. NAGELVOORT	01/12
UPDATED	FC	J. NAGELVOORT	02/16
UPDATED	FC	J. NAGELVOORT	09/18
UPDATED	FM	R. AMEN	03/24

CITY OF SAN DIEGO - STANDARD DRAWING

**ACCESSIBLE PARKING, EVCS SPACES, AND
PASSENGER DROP-OFF / LOADING ZONE
(ON AND OFF-STREET PASSENGER
DROP-OFF AND LOADING ZONE)**

RECOMMENDED BY THE CITY
OF SAN DIEGO STANDARDS COMMITTEE

Alaine James 3/28/2024
COORDINATOR R.C.E. 81047 DATE

DRAWING NUMBER **SDM-117**