Technical ADA/CASp Parking Inspection & Compliance Report Checklist

Facility: _____ **Date:** _____

Inspector: _____ **Report ID:** _____

Definitions of Critical Non-Compliance

- **Safe Harbor:** If a facility was built or altered before March 15, 2012, and it complied with the 1991 standards, it may not be required to upgrade immediately unless the area is altered. *Verification of build date is crucial*.
- **Path of Travel:** If altering an accessible parking space, the *path of travel* to the facility entrance is activated and must be brought to current standards (including restrooms, drinking fountains, etc., along the path).

Field Inspection Workflow

Phase 1: Pre-Inspection & Data Collection

(Pre-work to be completed before field measurements)

- [ ] **Identify Jurisdictional Code:** Confirm if state/local codes are stricter than 2010 ADAS (e.g., California's CBC 11B, which requires *all* accessible stalls to be Van Accessible, among other differences).
- [ ] **Verify Number of Existing Stalls:** Count *all* existing parking spaces in the lot or garage. (2010 ADAS Table 208.2).
- [ ] **Calculate Required Count:** Ensure the required number of accessible spaces are present based on the total.
- [ ] **Verify Van-Accessible Count:** Ensure at least 1 in every 6 accessible spaces is Van Accessible (or *all* in California).
- [ ] **Dispersion:** If the facility has multiple parking structures or lots, verify accessible parking is dispersed among them.

Phase 2: Location & Site Context

(Where are the spaces relative to the building?)

- [ ] **Closest Point of Entrance:** Are the accessible spaces on the shortest accessible route of travel to an accessible building entrance?
- [ ] **Dispersion (Multi-Entrance Facilities):** If the facility has multiple *accessible* entrances,

are accessible spaces dispersed to be near those different entrances?
- [ ] **Hazard Minimization:** Does the route from the parking space minimize travel behind parked vehicles?
- [ ] **Hospitals/Outpatient Facilities:** If the facility specializes in services for persons with mobility impairments, are 10% of patient/visitor spaces accessible?

Phase 3: Dimensional & Geometry Check (Total Compliant Width)

(Field Measurement of the stall and aisle)

- [ ] **Standard Car Stall Width:** Minimum 96 inches (8 ft) wide.
- [ ] **Van Accessible Stall Width:** Minimum 132 inches (11 ft) wide.
- [ ] **Aisle Width (Access Aisle):** Minimum 60 inches (5 ft) wide.
    - *Note: In California (CBC), all van aisles must be 96 inches (8 ft) wide.*
- [ ] **Adjacency of Aisle:** Is the access aisle *directly adjacent* to the accessible parking space? (Two spaces can share one access aisle).
- [ ] **Van Aisle Location:** For angled parking, must the aisle be located on the passenger side? (ADAS 502.2).

Phase 4: Slope and Grade Compliance (Crucial Failure Point)

(Requires a digital smart level, set to % slope. DO NOT use visual estimates or phone apps.)

⚠ Stalls and Access Aisles (The "Twisted Plane" Violation)

The most critical measurement point. Stalls and aisles must be considered a single, uniform zone.

- [ ] **Cross Slope:** < 2.08% maximum. Measure at multiple points along the *entire length* of the stall and the aisle.
- [ ] **Running Slope:** < 2.08% maximum. Measure at multiple points along the *entire depth* of the stall and the aisle.
- [ ] **Slope Uniformity (No Built-In Drops):** Verify no changes in level greater than 1/4 inch vertical or 1/2 inch with a 1:2 bevel within the stall/aisle zone.
    - **CASp Trap:** Check the joint between the asphalt parking lot and the concrete access aisle for any "lip" or twisted plane. The stall and aisle must form a single plane.

Phase 5: Clearances & Headroom

(Vertical space measurements, especially in structures)

- [ ] **Parking Garages:** Minimum vertical clearance of 98 inches (8 ft 2 inches) required for the accessible van space, the access aisle, *and* the vehicular route from the entrance to the space. (ADAS 502.5).

Phase 6: Accessible Route of Travel (From Vehicle to Door)

- [ ] **Start of the Route:** Does the accessible route connect *directly* from the access aisle, without requiring travel behind parked cars or within drive lanes (where possible)?
- [ ] **Route Width:** Minimum 36 inches wide (continuous). (Note: can reduce to 32 inches for max 24 inches in length, e.g., for a door frame).
- [ ] **Route Slope (Non-Ramp):** Maximum running slope of < 5% (1:20) and max cross slope of < 2%. (If > 5%, it becomes a ramp).
- [ ] **Protruding Objects:** Ensure no objects (tree branches, lights, signs, wall-mounted items) protrude more than 4 inches into the route between 27 inches and 80 inches above the ground.
- [ ] **Curb Ramps at Parking:** (See separate curb ramp checklist).
    - Must not protrude *into* the 60" (or 96") access aisle zone.
    - Check flares and detectable warnings.

Phase 7: Signage & Markings (Visible Compliance)

- [ ] **Stall Identification Sign:** Every accessible space must have a sign displaying the International Symbol of Accessibility (ISA).
- [ ] **Sign Height:** Minimum 60 inches (5 ft) from the ground to the bottom of the sign. (Exceptions exist for wall mounts, but 60" is the standard).
- [ ] **Van-Accessible Designation:** All required van spaces must include the text "Van Accessible" below the ISA (on a separate plaque or integrated into the sign).
- [ ] **Surface Markings (Stall ISA):** Is the ISA symbol marked on the parking surface? (Note: Colors like blue/white are standard but not federally mandated by 2010 ADAS—it defers to MUTCD and local/state codes. California *requires* the stall surface to be blue with the white ISA symbol.)
- [ ] **Access Aisle Striping:** Are the access aisles marked so they are not mistaken for a parking spot? (Usually diagonal blue or white stripes).
    - **California Warning:** CBC requires the aisle to be bordered in blue, with hatch lines at a 36-inch maximum spacing, and the text "NO PARKING" (min. 12 inches high) painted in the aisle at the bottom.

Phase 8: Common Maintenance Violations

(The "As-Built" vs. "As-Maintained" Check)

- [ ] **Drainage & Ponding:** Is the stall/aisle zone free of ponding water, which can create slips and obscured surfaces?
- [ ] **Vegetation:** Are adjacent bushes/trees overgrowing the route of travel?
- [ ] **Snow/Debris:** In applicable climates, are accessible spaces and aisles cleared of snow and debris immediately?

- [ ] **Pavement Integrity:** Is the asphalt/concrete free of major cracks, pot-holes, or buckling that create changes in level > 1/2 inch?

Would you like a second look at your ADA parking setup? Call Ryan Clark at 510-753-4826 to set up a free sitewalk.