

NC ACCESSIBILITY CODE

2012 NC Bldg Code Ch. 11

2009 ICC/ANSI A117.1

Mandatory: 1 Jun 2012

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2010 ADA STANDARDS:

- Mandatory 3/15/12
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NCBC 1007.2.1 – Elevators Required?

At least once a week, a call comes in from a designer who incorrectly interprets **NCBC 1007.2.1** as being the code section that identifies when an elevator is required, or not, for a building. Certainly the title of the section **ELEVATORS REQUIRED** is misleading in that sense. This is what this section actually does require:

One elevator is required to be used as a means of egress when

1. An elevator is present in the building, and
2. The building has a floor level that is 4 or more stories above the level of exit discharge (e.g., a minimum 5 story building).

There are others who believe that if the design can be configured in such a way that there are no accessible elements on the upper floors that there is no requirement for an elevator to be provided within the building. For example, if a 10-story parking deck has accessible parking spaces only on Levels 1 through 3, then there is no requirement for an elevator to the upper levels, nor any requirement for accessible egress down from floors with no accessible parking.

In reality, **NCBC 1104.4 Exc. 1** requires an elevator whenever the aggregate area above and below the entry level exceeds 3,000 sf. So the 10-story garage would require an elevator to all garage levels, no matter where the accessible parking spaces are located. **NCBC 1007.2.1** will then require that the elevator be used as an accessible means of egress for the parking garage, since there are floor levels more than 4 stories above the level of exit discharge. Even if the garage is constructed on a sloped site, it is highly unlikely that there would be a grade level within 5 stories of the level of exit discharge.

Access in Temporary Traffic Control Zones

With the improvement in the economy, there is more construction going on, so the question received below becomes more relevant.

Q: How is accessibility addressed in temporary construction zones?

A: The **NC Building Code** does not cover this, however, there are **ADA** requirements for **Accessibility in Temporary Traffic Control Zones** addressed on the **National Work Safety Zone Information Clearinghouse** website ([click here](#)). They have various links addressing *Temporary Access Routes in Work Zones*. A beginning summary includes:

When considering pedestrian accommodations, accessibility in temporary traffic control areas can be condensed down into three approaches.

1. Maintain existing pedestrian pathways if sidewalks can remain open during construction. Add any necessary warnings and modifications to maintain accessibility per **MUTCD** and **ADAAG** guidelines.
2. Develop an alternative pedestrian pathway that is parallel to or easily reached from the current pathway if the current pathway must be closed.
3. If the existing pedestrian path must be closed, identify and develop an alternative pedestrian pathway before implementing temporary traffic control measures that will detour pedestrians. (For example, if the sidewalk is on the same side of the street as construction and must be closed, pedestrians can be re-routed across the street to a parallel sidewalk).

There is more on the website, but this gives you an area to start and a reference.



When 2 Separated Lots = 1 Parking Lot

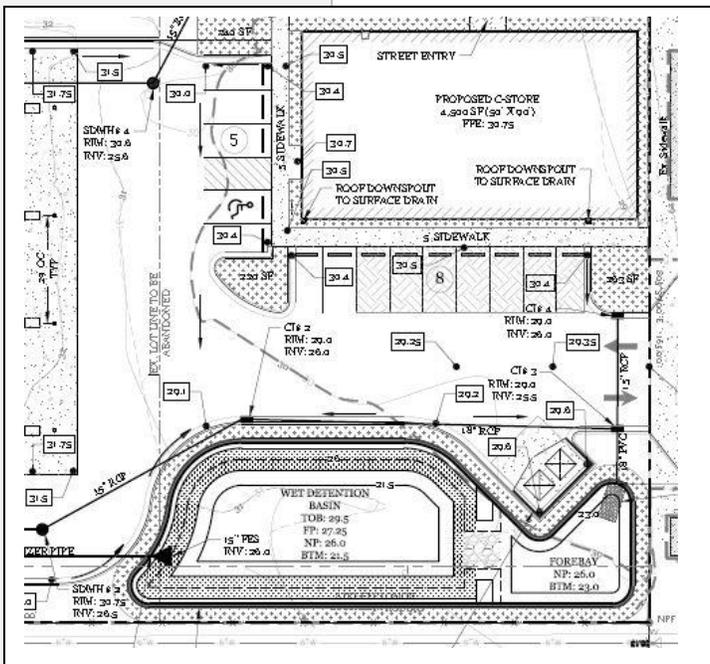


In continuation of the *How to Assign Parking Lots* topic that has captured the attention of so many, the latest example and interpretation below may be a relief and make more sense to some of you.

Q: I understand the previous newsletter articles that address viewing individual parking lots separately and assigning parking spaces to each separate lot per **NCBC Table 1106.1**. It is also clear that accessible parking spaces have to be dispersed per **NCBC 1106.6** where there are multiple entrances into a building. What if the overall site is small, but there is a front parking lot and a side parking lot and only a single entrance into the building?

A: This is a perfect counter example to the more complex site that was reviewed in the Jan 2017 [Vol.8, Issue 1] newsletter.

The separate individual parking facilities on a site may be viewed as a single combined parking lot when all of the following exist:



- i. There is only one entrance, public or restricted, into a building.
- ii. The total number of spaces in the combined parking lot(s) are 25 or less. [NCBC Table 1106.1]

For those of you still having trouble understanding why separate 'parking facilities' on a single site are viewed individually for accessible parking spaces, it may help to be aware that the **Advisory** (meaning the Commentary) below the **2010 ADA Standard Section 208.2** reads as follows:

Advisory 208.2 Minimum Number. The term "parking facility" is used in Section 208.2 instead of "parking lot" so that it is clear that both parking lots and parking structures are required to comply with this section. The number of parking spaces required to be accessible is to be calculated separately for each parking facility; the required number is not to be based on the total number of parking spaces provided in all of the parking facilities provided on the site.

NCBC 1109.2.1 + Pool Asst-Use Restrms



If the occupant load of your **Group A-5** pool and pool deck area has rest room facilities in an adjacent structure serving the pool area, please keep in mind that any combined number of male and female water closets equaling six (6) or more will

trigger compliance with **NCBC 1109.2.1** as well.

There have been reports of some designers claiming that the structure housing the toilet rooms is a **Group U – Utility** building and, as a result, does not fall under **NCBC 1109.2.1**. It is the occupancy of the pool and pool deck area that

generates the requirement. So, the **NCBC 1109.2.1** requirement to include an assisted use toilet room is applicable.

* Remember, the assisted use toilet room may be included in the overall required fixture count.