



# ACCESSIBILITY IN RAISED LANDSCAPED TERRACES

# AGENDA

- PROJECT OVERVIEW: WHY ARE WE DOING THIS?
- DISCUSSION: PRINCIPLES AND GUIDELINES
- NEXT STEPS: FINAL PRODUCT MOCK-UP
- DISCUSSION SUMMARY: GIVE US YOUR COMMENTS

# PROJECT OVERVIEW

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## *WHY ARE WE DOING THIS?*

### *REASON*

SOME PREFERRED SOLUTIONS FOR PROVIDING ADA ACCESS THROUGH PUBLIC SPACE

- A. DO NOT COMPLY WITH PUBLIC SPACE AND/OR CONSTRUCTION CODE REGULATIONS
- B. REQUIRE ADDITIONAL REVIEWS AND APPROVAL

### *OBJECTIVE*

TO DEVELOP DESIGN GUIDELINES THAT PRIORITIZE ACCESSIBILITY AROUND THE DISTRICT, WHILE MEETING THE INTENT OF ALL APPLICABLE REGULATIONS

# DISCUSSION

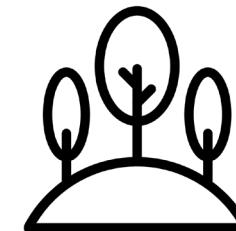
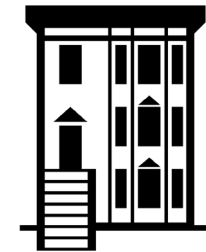
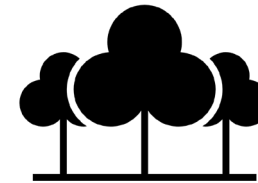
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## *PRINCIPLES AND GUIDELINES*

- SHOULD PRINCIPLES AND GUIDELINES APPLY TO ALL AREAS OF THE DISTRICT?
- SHOULD ADA ACCESS SOLUTIONS THAT COMPLY WITH THE GUIDELINES BE APPROVED AT THE STAFF LEVEL?
- SHOULD SOLUTIONS THAT DON'T COMPLY WITH THE GUIDELINES REQUIRE FURTHER REVIEW?

# PRINCIPLES

1. Support District residents of all abilities to remain in their homes.
2. Provide a safe route that meets accessibility regulations, and the intent of public space and projection regulations.
3. Maintain the overall feel of the street/neighborhood, with designs that are open, blend with the landscaped parking in which it is situated, and secondary to the public space surrounding it.
4. Where permanent alteration of grade is necessary, prioritize designs that maintain a uniform grade of landscaped parking and minimize such change as much as possible.





# GUIDELINES

1. Support District residents of all abilities to remain in their homes.

2. Provide a safe route that meets accessibility regulations, and the intent of public space and projection regulations.

3. Maintain the overall feel of the street/neighborhood, with designs that are open, blend with the landscaped parking in which it is situated, and secondary to the public space surrounding it.

4. Where permanent alteration of grade is necessary, prioritize designs that maintain a uniform grade of landscaped parking and minimize such change as much as possible.

→ a. Work with all applicants - including those with buildings and sites that are impractical and/or exempt from meeting accessibility requirements.

b. Look at all options necessary to make site accessible, including designs that include ADA access routes on public and private property.

c. Recommend temporary accessible structures for existing buildings only when all other measures are impractical.



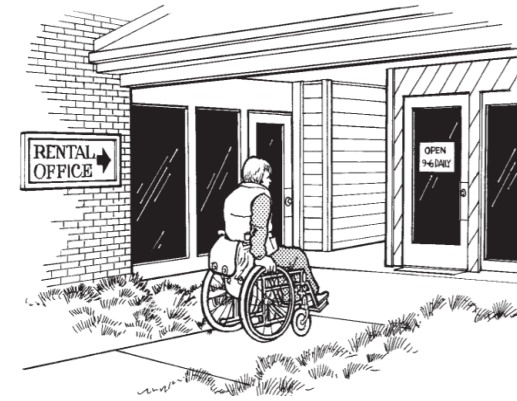
# GUIDELINES

1. Support District residents of all abilities to remain in their homes.

2. Provide a safe route that meets accessibility regulations, and the intent of public space and projection regulations.

3. Maintain the overall feel of the street/neighborhood, with designs that are open, blend with the landscaped parking in which it is situated, and secondary to the public space surrounding it.

4. Prioritize designs that maintain a uniform grade of landscaped parking. Where permanent alteration of grade is necessary, minimize such change as much as possible.



→ a. An accessible route or structure must lead to an accessible space.

b. When the accessible route is separate from the lead route into the building, access should be from the same street.

c. Ramp turns should be made at 90-degree angles with at-level landings.

d. On corner lots, ramp turns should result in ramps that are parallel with the building façade as much as possible.

# GUIDELINES

1. Support District residents of all abilities to remain in their homes.

2. Provide a safe route that meets accessibility regulations, and the intent of public space and projection regulations.

3. Maintain the overall feel of the street/neighborhood, with designs that are open, blend with the landscaped parking in which it is situated, and secondary to the public space surrounding it.

4. Where permanent alteration of grade is necessary, prioritize designs that maintain a uniform grade of landscaped parking and minimize such change as much as possible.



- a. Use materials consistent with the overall street/neighborhood character, to preferably match the adjacent materials in public space, or at least the appearance of those.
- b. Maximize uniformity of grade of landscaped parking at the back of sidewalk to the greatest extent possible. If ramp is adjacent to private living spaces, a landscape buffer between ramp and building is encouraged.
- c. Allow for a 3-foot minimum landscape buffer between sidewalk and ramps running parallel to sidewalks.
- d. Place all ADA access to new buildings at or above grade of the adjacent sidewalk.



# GUIDELINES

1. Support District residents of all abilities to remain in their homes.

2. Provide a safe route that meets accessibility regulations, and the intent of public space and projection regulations.

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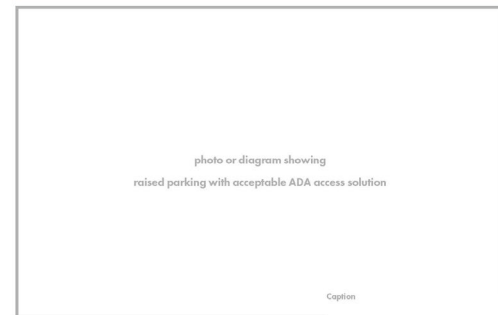
- a. Use minimum width for accessible routes, especially where change of grade is inevitable.
- b. Where the building's main entrance is above the sidewalk level, accessible ramps should start at the highest point of the sidewalk to allow for minimal change in grade.
- c. Where a building's main entrance is below the sidewalk level, accessible ramps should start at the lowest point of the adjacent grade, to allow for minimal level transition.

# NEXT STEPS

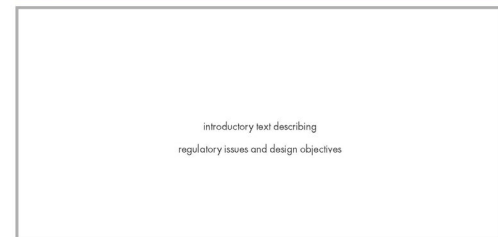
## FINAL PRODUCT MOCK-UP

### Public Space Accessibility Guidelines

A Guidance Document for the Design of Accessible Structures in Landscaped Parking



#### Overview



1 | February 2020

DC Office of Planning and Department of Transportation

GIVES AN OVERVIEW  
OF THE SITUATION

### Breakdown of Principles and Guidelines

The below principles and guidelines apply to all areas of the district, regardless of their condition or classification. ADA access solutions that comply with those can be approved at the staff level. Solutions that require further review are those that are not able to comply with these guidelines but provide proof that an accessible route is viable for the livability of the space it services. When this is the case, a disability certificate from DHS should be submitted with the design application.

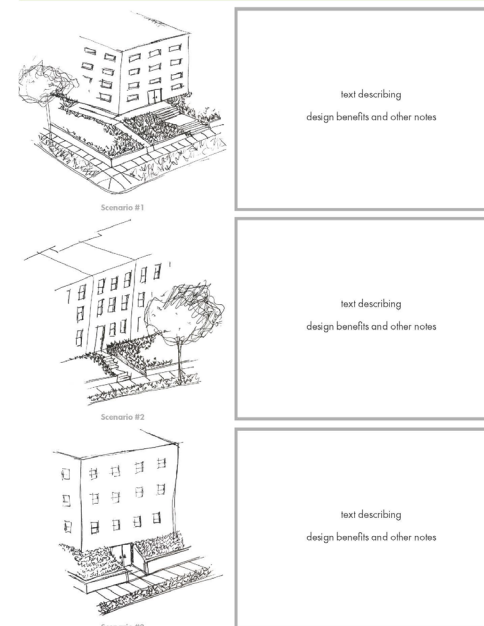
General Design Principles	Design Guidelines
1. Support District residents of all abilities to remain in their homes.	<p>a. Work with all applicants - including those with impractical buildings, sites and/or exempt from meeting accessibility requirements - to make all sites accessible.</p> <p>b. Look at all options necessary to make site accessible, including designs that include ADA access routes on public and private property.</p> <p>c. For existing buildings only, where all other measures are impractical, temporary accessible structures in public space are recommended.</p>
2. Provide an equitable and safe route that meets accessibility regulations, and the intent of public space and projection regulations.	<p>a. An accessible route or structure must lead to an accessible space. Exceptions may apply if disability certification is provided.</p> <p>b. When the accessible route is separate from the lead route into the building, access should be from the same street.</p> <p>c. Ramp turns should be made at landings and at 90-degree angles.</p> <p>d. On corner lots, ramp turns should result in ramps that are parallel with the building facade as much as possible.</p>
3. Maintain the overall feel of the street/neighborhood, with designs that are open, blend with the landscaped parking in which it is situated, and secondary to the public space surrounding it.	<p>a. Use materials that are consistent with the overall street/neighborhood character, to match the adjacent materials in public space.</p> <p>b. Maximize uniformity of grade of landscaped parking at the back of sidewalk to the greatest extent possible. If ramp is adjacent to private living spaces, a landscape buffer between ramp and building is encouraged.</p> <p>c. Allow for a 3-foot minimum landscape buffer between sidewalk and ramps running parallel to sidewalks.</p> <p>d. ADA access to below grade entrances is discouraged, unless the latter is the primary entrance to the building.</p>
4. Where permanent alteration of grade is necessary, prioritize designs that maintain a uniform grade of landscaped parking and minimize such change as much as possible.	<p>a. Use minimum width for accessible routes, especially where change of grade is inevitable.</p> <p>b. Where the building's main entrance is above the sidewalk level, accessible ramps should start at the highest point of the sidewalk to allow for minimal change in grade.</p> <p>c. Where a building's main entrance is below the sidewalk level, accessible ramps should start at the lowest point of the adjacent grade, to allow for minimal level transition.</p>

2 | February 2020

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COVERS PRINCIPLES  
AND GUIDELINES

### Potential Scenarios



3 | February 2020

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IDENTIFIES POTENTIAL  
SCENARIOS



For questions about these guidelines, contact the Urban Design Division at OP, or the Planning and Sustainability Division at DDOT.

4 | February 2020



PROVIDES DESIGN  
GUIDANCE

# DISCUSSION SUMMARY

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*GIVE US YOUR COMMENTS*

- DO YOU THINK THAT DEVELOPING THESE GUIDELINES WOULD CHANGE OR IMPACT HOW YOU CURRENTLY EXPERIENCE THE CITY?
- WOULD YOU BE COMFORTABLE USING SPACES THAT FOLLOW THESE GUIDELINES?
- ARE THERE ADDITIONAL SUGGESTIONS YOU HAVE THAT WOULD IMPROVE THESE GUIDELINES?